

29th Annual

Arkansas Traveller 100

Ouachita National Forest
Saline, Perry & Garland Counties, Arkansas
October 5-6, 2019



COMMUNICATIONS MANUAL

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Distribution

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GENERAL INFORMATION

EVENT WEBSITE: www.runarkansas.com/AT100.htm

RACE DIRECTOR: Thomas Chapin

VOLUNTEER COORDINATOR (non-communications): Thomas Chapin

RACE COMMITTEE: Jim Acebedo, Mark Barnhard, Dave Cawein, Susy Chandler, Thomas Chapin, Carrie and Mike DuPriest, Chrissy and Stan Ferguson, Kim Fischer, Linda House, Diane Meador, PoDog Vogler

MEDICAL DIRECTOR: TBD

Williams Junction Volunteer Fire Department, pre-race meal (Friday) and post-race breakfast (Sunday)
Jim Schuler, Dave Cawein and Jimmy Sweatt, course marking and race monitor.
Linda House, pre-race registration and finish-line director
Jayme Sturgeon, finish-line Director on race day
PoDog Vogler, trail maintenance coordinator
Central Arkansas Radio Emergency Network (CAREN), event communications

EVENT COMMUNICATIONS COORDINATORS

Kim Fischer, KF5KZI (aid stations)	Jim Acebedo, KE5JNP (net control)
kimikazi at outlook dot com	jacebedo at comcast dot net
501-413-1910	501-554-0048

Credits: Thanks are extended and credit given for the use of information from each of these sources in the preparation of this manual: the AT100 website, the Hardrock 100 Communications Manual, the CAREN website (www.carenclub.com) and all current and former volunteers and coordinators of the AT100 who have contributed their knowledge and shared their experiences.

Copyright notice: This document is not copyrighted and may be considered to be within the public domain; however, those who are credited above may wish to retain copyright for their material. The enjoyment of amateur radio and the welfare of the running community were the motivating forces behind the creation of this document and it is hoped and requested that this work be used for the good of those groups. Appropriate credit would be appreciated.

Disclaimer: All information contained in this document and its attachments are correct to the best of our knowledge as of the date of release, but any or all of the contents of this document are subject to change at any time. For the latest information prior to the event, visit the event website, the CAREN website, attend pre-event meetings, and monitor the CAREN Net at 7pm on Thursday night on the 146.94- W5DI repeater in Little Rock (no squelch tone). Net control is usually on the air on Friday evening preceding the event in order to disseminate late changes, new information and to provide instructions and directions.

Thank you for your interest and participation in the Arkansas Traveller 100!

The Arkansas Traveller 100 Mile Run is a 100 mile endurance run organized by the Arkansas Ultra Running Association, a member of the Road Runners Club of America. Assisting the Arkansas Ultra Running Association in administering this race are other Arkansas running clubs and volunteers from within and out of state. An estimated 250 volunteers will be assisting in the administration of this race.

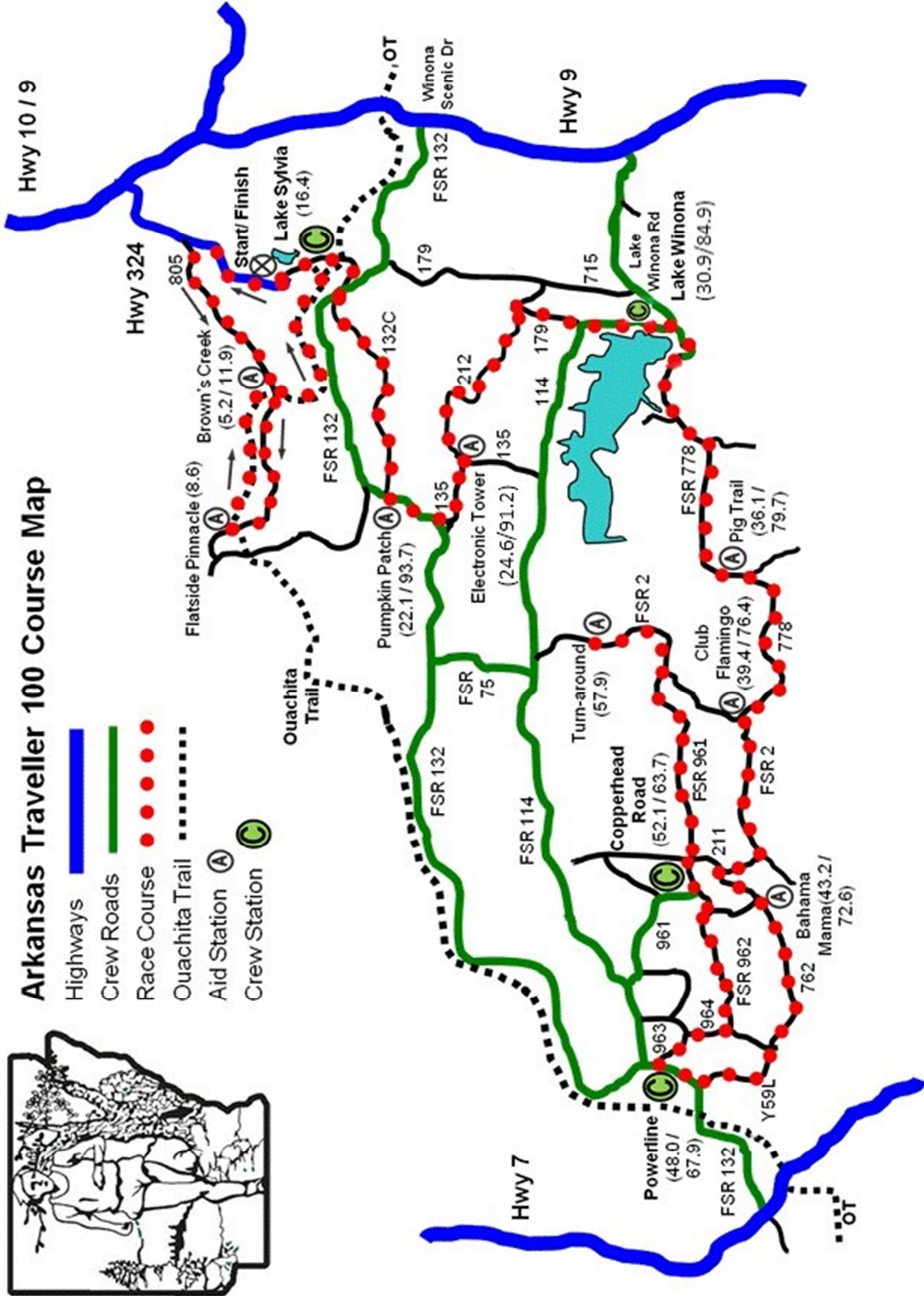
This is the 29th annual running of this event, and amateur radio has been an integral part of the event for many years. This event is held on the same day as the ARRL Simulated Emergency Test, and due to the rugged terrain, primitive conditions, lack of commercial power and communications facilities, and the need for volunteers to be self-sufficient for the duration, this event provides a real-world operational experience that is similar to operating from the field during an emergency situation. Amateur radio is singularly suited to this task, in that no other communications service or radio service can provide the service that we provide to this event in this area.

The hard work of ham operators in past years has brought too many expressions of appreciation than can be recounted here. Ask them and they'll tell you that the participants in this event are some of the most appreciative of any event they've ever volunteered for. Participants understand how this event and amateur radio are a "good fit", and they never seem to tire of expressing their thanks for the job we do. They realize that we provide for their safety. There are always positive post-event comments about the caliber of volunteers, who, almost to a person, return again to provide their services and skills the following year. This event has always been a valuable learning experience for radio operators who accept the challenge. Many return with an "I'll do better this year" attitude, confident that they can beat the terrain, conditions, and Murphy's Law and by doing so better themselves in their efforts, broadening their range of skills and experience.

To those who have volunteered their time, efforts and resources to ensure that this continues to be a safe and fun event for all participants and volunteers, a heartfelt and hearty "THANK YOU" is extended to you from the race directors, the communications coordinator, the race committee and the participants! You can expect this event to test your endurance, your operating skills, and your equipment, but it will also be fun! Your efforts will be repaid with the sincere gratitude of those whose welfare we safeguard and in the satisfaction of a job well done.

Veteran AT100 aid station captain Kim Fischer, KF5KZI, and Jim Acebedo, KE5JNP serve as event communications coordinators. We all owe our past and present communications coordinators a debt of gratitude for their support of the event and those who work it, and for their direction and guidance in helping everyone prepare for and work a safe event.

To prospective volunteers; We're looking for a few good operators! Regardless of the number of communications volunteers, your skills, equipment and knowledge can and will be put to good use! Don't have equipment? Not a problem; we can match you with equipment! Never worked a race before? Not a problem; we will train you! We need you and want you to be involved! This event is one of largest ham radio events in Arkansas, and we hope that the participation level will reflect that fact. Participation is not based on club membership nor ARRL affiliation, but does require the ability to work as a team member, an interest in providing for the safety of others and a desire to challenge yourself and succeed. Contact Kim or Jim if you want to join the fun! (see contact information on page 3)



Course Overview

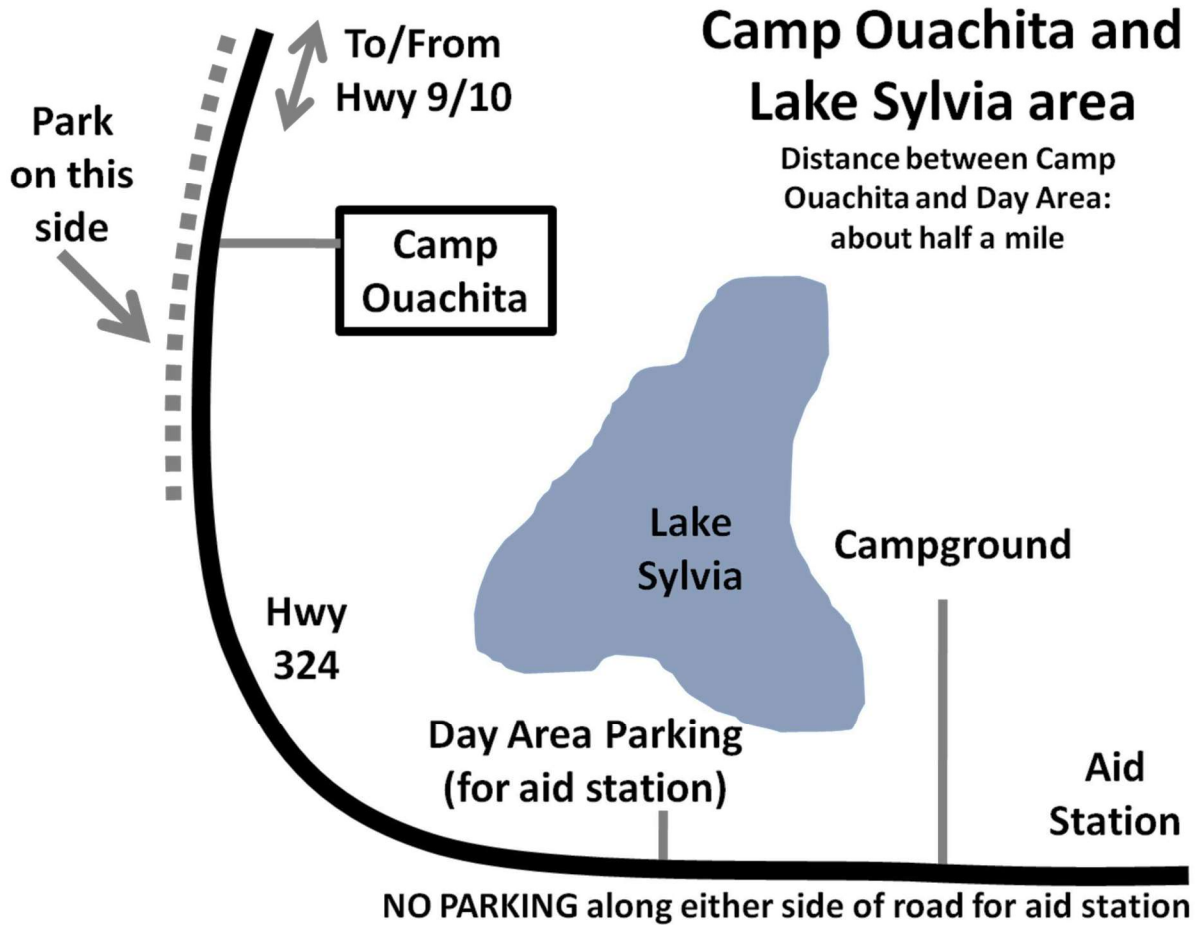
The format of the course is a 17-mile figure-eight loop followed by an 83-mile out-and-back through the Ouachita Mountains. Eight miles of the course--approximately mile 9 through 17 are on the Ouachita National Recreation Trail. There are a total of two miles of pavement on Highway 324, with the remainder of the mileage on forest roads and jeep trails of greatly varying quality. Total cumulative climb is about 12,000 feet. The Ouachita Trail is permanently marked with blue blazes. The remaining 92 miles will be marked with blue/white striped ribbon, chalk painted arrows (at turns), occasional signs, and glow sticks (at night).

Official Course Description

Race headquarters will be at Camp Ouachita, 618 Hwy 324 South, Perryville, AR 72126

Start is on SH 324 at the Camp Ouachita turn-in. The run proceeds north on SH 324 for 1.4 miles to FSR 805 (aka Brown's Creek road), left turn. Follow FSR 805 for 3.8 miles to the first crossing of the Ouachita Trail (**Brown's Creek aid station**). Continue on FSR 805 another 3.4 miles to the second crossing of the Ouachita Trail (**Flatside Pinnacle aid station**), right turn. Follow the Ouachita Trail (blazed with blue paint) 3.3 miles back to the first passing of the Ouachita Trail on FSR 805 (**Brown's Creek aid station**). Continue straight across FSR 805 on the Ouachita Trail and follow 4.2 miles to the Lake Sylvia spur trail (blazed with white paint), left turn and follow for 0.4 miles to the Ouachita Trail Parking lot near the Lake Sylvia campground (**Lake Sylvia aid station**). This ends the almost figure-eight 17 mile loop portion of the course and will not be revisited by the runners during the race.

The following is a description of the remaining portion of the race course which is an out and back section approximately 83 miles in length. Leaving the Ouachita Trail parking lot going away from the Lake Sylvia campground, follow FSR 152 for 1.5 miles, cross over FSR 132 and enter FSR 132C through the forest service gate. Follow FSR 132C for 4.2 miles to FSR 132 (**Pumpkin Patch aid station**), left turn. Follow FSR 132 for one mile to FSR 135, left turn. FSR 135 for 1.3 miles to FSR 212. Proceed up the hill and through the gate for .2 mile (**Electronic Tower aid station**). As the hill levels off take FSR 212 to the right and follow for 4.0 miles to FSR 179. Right turn on FSR 179 and follow 1.1 miles to FSR 114. Left on FSR 114 for 1.2 miles to **Lake Winona aid station**. Continue on FR 114 for 800 feet to FR 778 and turn right and go 5.1 miles to **Pigtrail aid station**. Continue on FSR 778 for 3.3 miles to FSR 2 (**Club Flamingo aid station**). Left on FSR 2 and follow 2.7 miles to FSR 211, right turn. Follow FSR 211 for 0.6 miles to unmarked, unmaintained FSR 762. Left on FSR 762 and follow 0.6 mile to **Bahama Mama aid station**. Continue on FSR 762 for 2.5 miles to join maintained FSR 964. Continue straight another 0.4 miles to where FSR964 curves to the right--but DO NOT follow it. Instead, continue straight on FSR 762 which appears as a four wheeler trail into the woods. After 0.2 mile, cross through clearing underneath power line, re-entering trail into woods, and follow 0.8 mile to FSR Y59L. Right turn on Y59L and follow 0.9 miles to FSR 132 (**Powerline aid station**). Right onto FSR 132 and follow 0.8 miles to FSR 963, right turn. Follow FSR 963 for 0.6 miles to FSR 964, right turn. Follow FSR 964 for 0.7 miles to FSR 962, left turn. FSR 962 for 2.6 miles to FSR 961 (**Copperhead Road aid station**), right turn. Follow FSR 961 for 4.1 miles to FSR 2, left turn. The turnaround point (**Turnaround aid station**) is 1.6 miles on FSR 2 from this intersection. From the turnaround point the race course retraces itself back to the Ouachita Trail Parking lot near the Lake Sylvia campground (there is no Lake Sylvia aid station on the return). At this point the course follows SH 324 for approximately one mile to the turn-in to Camp Ouachita. Turning right, the **Finish** is just outside the Great Hall.



DIRECTIONS TO RACE HEADQUARTERS: (Camp Ouachita)

From I-430 at Little Rock:

From the Cantrell Road / AR Hwy 10 exit (Exit 9), drive west 25.2 miles on AR Hwy 10 to Williams Junction; continue 1.5 miles north on AR Hwy 10/9, turn left onto AR Hwy 324. Continued below.

From I-40 at Morrilton:

From the AR Hwy 9 exit (Exit 108), drive south 23.4 miles on AR Hwy 9 (thru Perry and Perryville), turn right onto AR Hwy 324. Continued below.

From I-30 at Benton:

From the AR Hwy 5 exit (Exit 117), drive west 12.6 miles on AR Hwy 5 to Crows; turn right and drive north 20.7 miles on AR Hwy 9 to Williams Junction; continue 1.5 miles north on AR Hwy 10/9, turn left onto AR Hwy 324. Continued below.

From Hot Springs:

From downtown, via AR Hwy 7, drive about 6 miles north to AR Hwy 5 (Hwy 7 turns left, Hwy 5 goes straight ahead); via AR Hwy 5, drive east 13.7 miles to Crows; turn left onto AR Hwy 9, drive north 20.7 miles to Williams Junction; continue 1.5 miles north on AR Hwy 10/9; turn left onto AR Hwy 324. Continued below.

From AR Hwy 9 at AR Hwy 324:

Via AR Hwy 324, drive 3.1 miles to the Camp Ouachita on the left.

DIRECTIONS TO EAST ACCESS POINTS: (AR Hwy 9)

From AR Hwy 9 @ AR Hwy 10 (Williams Junction):

- To AR Hwy 324: Via AR Hwy 9, drive north 1.5 miles to AR Hwy 324 on the left.
- To Winona Forest Drive (FR132): Via AR Hwy 9, drive south 3.2 miles to FR132 on the right at the top of the hill on the Perry/Saline County line.
- To Lake Winona Road (Brown's Corner): Via AR Hwy 9, drive south 5.9 miles to Lake Winona Road on the right.

From AR Hwy 9 @ AR Hwy 5 (Crows):

- To Winona Forest Drive (FR132): Via AR Hwy 9, drive north 17.3 miles to FR132 on the left at the top of the hill on the Perry/Saline County line.
- To Lake Winona Road (Brown's Corner): Via AR Hwy 9, drive north 14.6 miles to Lake Winona Road on the left.

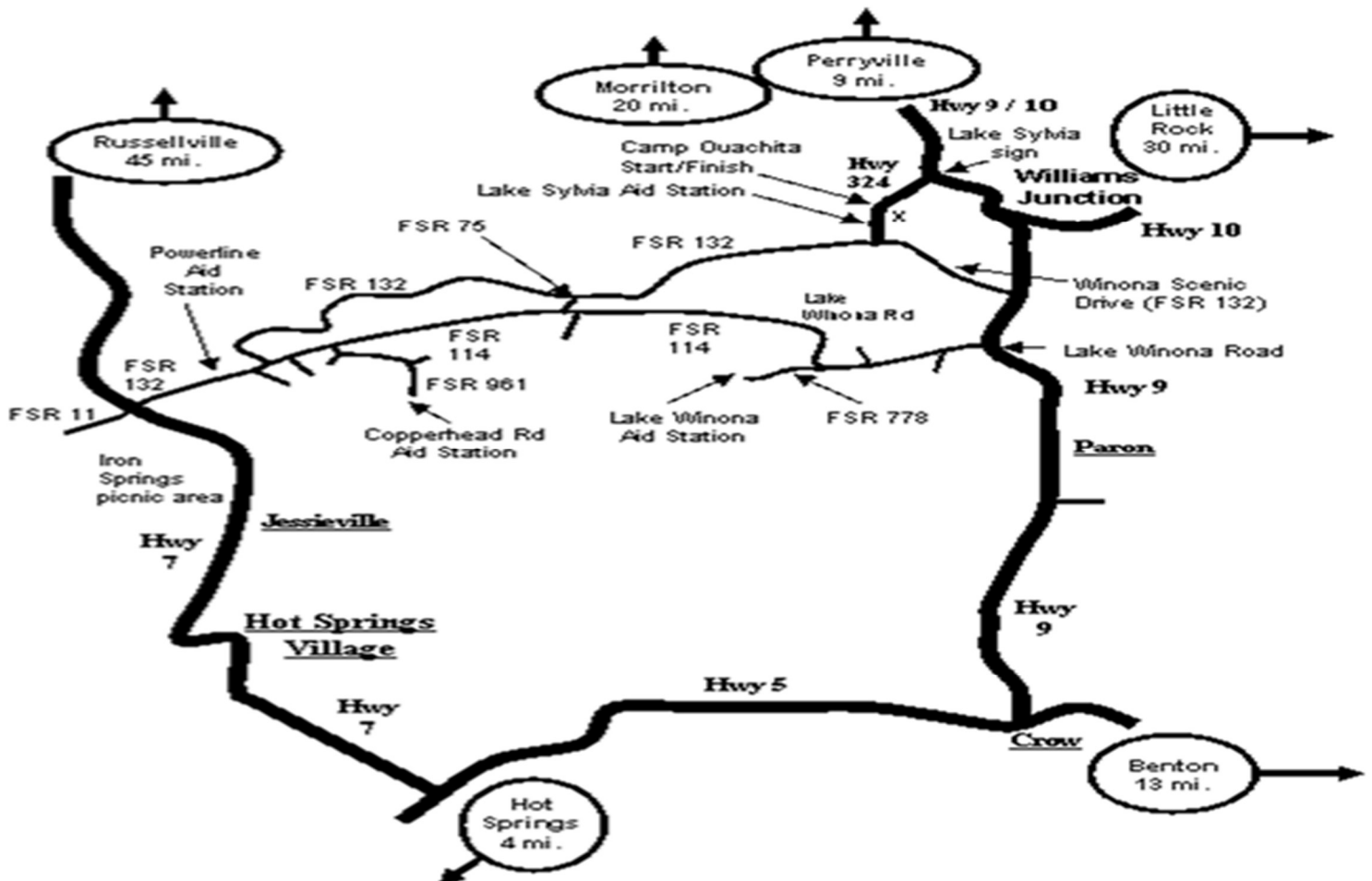
DIRECTIONS TO WEST ACCESS POINTS: (AR Hwy 7)

From AR Hwy 7 at AR Hwy 5 (Fountain Lake):

- To FR2: Via AR Hwy 7, drive north 15.6 miles to FR2 on the right.
- To FR132: Via AR Hwy 7, drive north 18.4 miles to FR132 on the right.

From AR Hwy 7 at AR Hwy 60 (Fourche Junction):

- To FR2: Via AR Hwy 7, drive south 21.7 miles to FR2 on the left.
- To FR132: Via AR Hwy 7, drive south 18.9 miles to FR132 on the left.



COMMUNICATOR'S RULES SUMMARY

- Be safe. Take care of yourself.
- Communicate effectively.
- Follow radio protocols.
- Keep communications short, to the point.
- Plan ahead. When we plan for problems, they merely become part of the plan, not obstacles.
- Be prepared for darkness, cold, heat, inclement weather and poor RF links.
- Be self-sufficient.
- Communicate problems and issues to Race Headquarters. The Race Director or his designee have final authority.
- Be professional. A safe event is in your hands.
- Enjoy!

OUR MISSION

Per the AT100 Plan of Operations, our mission is to

“establish radio communications between race headquarters and outlying aid stations in order to monitor runner progress along the race course and attend to medical and/or emergency concerns and any logistical needs once the race has begun.”

A NOTE TO NEWCOMERS

This manual has been compiled to assist newcomers to the AT100 and to help veteran AT100 operators whose assignments have been changed to a location that they are unfamiliar with. If this is your first AT100, what can you expect? The range of experiences vary widely depending upon your assignment. For net control, you may have it a bit easier than others, with more creature comforts and easy access. For all other assignments, you will experience more primitive conditions and longer and rougher drives to get there. Hours of operation vary widely, from just a couple of hours to almost the full 30 hours. Some aid station workers drive an RV to their site, but not all aid stations have the space or terrain to accommodate trailers. Others stay in tents or their vehicles. The weather can be nasty or it can be very nice; come prepared for any possibility. Some sites are a challenge to operate from due to the terrain between that location and the repeaters. For most locations, you will need more than just an HT with rubber duck antenna and a battery pack; to be effective; you will need to use a mobile radio with enough battery capacity to power it for an extended period, along with a full-size antenna. Be prepared. Be flexible. No matter how much we prepare, there is always a possibility for technical difficulty, equipment failure or conditions beyond our control that require us to adapt and overcome obstacles. This is a real-life test of your capabilities. It far exceeds any exercise in its challenges and what it teaches us about our knowledge, our skills, our endurance and perhaps our character. Do your best, have fun, and thank you for your service! Apart from your assignment, if you enjoy the outdoors, and if the days are sunny and cool and the nights are crisp and clear, spending time in this setting can be quite invigorating. At night while sitting in the dark waiting for runners, we've seen fireballs in the sky that have been magnificent. Enjoy the experience!

NOTES TO EVENT VETERANS: UPDATES AND REMINDERS FROM THE RACE COMMITTEE

- 180 entrants (the maximum allowed: 189) have registered as of 8/15/19
- **NO DOGS** allowed at Start/Finish (Camp Ouachita Building) **at anytime!**
- Hang tags labeled "CREW" will be issued for crew vehicles and labeled "VOLUNTEER" volunteer vehicles. Aid station captains will issue tags to volunteers for their aid station.
- Weyerhaeuser [now Deltic] Haul Road 24000 is a wide, well-maintained gravel road between AR Highway 7 and 9, south of the AT100 course that cuts a substantial amount of time from the route between the east and west ends of the course. It intersects AR Highway 9 about a mile south of Paron and AR Highway 7 about 2 miles north of the Jessierville Forest Visitor Center.
- **Re-emphasize:** Aid station captain and radio operator **MUST** remain operational until all runners clear the next aid station (Outbound and Inbound).
- **Re-emphasize:** Don't black-out log information with a heavy marker when a runner drops.
- **Re-emphasize:** no crew parking at Lake Sylvia aid station lot or on the road there; crews must leave vehicles parked at the Lake Sylvia Day Use area. No cars can be parked on the road at any time.
- **Re-emphasize:** crews need to drive slowly on course (and only be on course when necessary).
- Aid station captains are in charge of all activities and decisions at their aid stations. What they say, is the way it's gonna be.
- At the Start/Finish, Powerline, Lake Winona and Copperhead Road aid stations all crew cars must be parked on one side of the road, as marked at the aid station. **Violation of this can also result in a ticket.**
- **At Camp Ouachita, park on the west side of Highway 324 on race weekend. This is the side opposite Camp Ouachita. The Forest Service will write very pricy tickets to violators.**
- Crews are allowed at these aid stations only: Lake Sylvia (outbound), Lake Winona, Powerline, and Copperhead Road (formerly known as Chile Pepper). **There are no exceptions.**
- Powerline aid station was relocated in 2014 to a spot that is .25 miles southwest of the previous location. It is now located where the trail (FR Y59L) intersects FR132.
- Pigtrail aid station has moved .4 miles closer to Lake Winona and farther from Club Flamingo.
- There are no forest service or water company mandated "clear-out" times for any aid station location. [Lake Winona operators take note]
- Please note that **no camping is allowed on the grounds at Camp Ouachita.** The campground at Lake Sylvia will be open on race weekend. It is about one mile from Camp Ouachita.
- Club Flamingo will be a drop shuttle option after 11:00PM (after FSR 2 is clear of outbound runners).
- **No alcoholic beverages are permitted on the entire Arkansas Traveller race course.**
- No roads will be closed on the race course or local traffic impeded during the event.
- The Ouachita Trail is permanently marked with blue blazes. For the remainder of the race course, blue/white striped ribbons tipped with reflective tape will be spaced at approx. 1/8 mile intervals. At road intersections, flour directional arrows will be placed on the road. At confusing turns or areas of concern from previous races, paper plates with directional arrows will be attached to trees. At night Chem-lights (glow sticks) will be set out at approximately 1/8 mile intervals.
- Law enforcement and supervision will be provided by the USFS designated officer and subordinate staff.

UPDATES AND REMINDERS FROM THE RACE COMMITTEE (Continued)

-Starting with Lake Winona out-bound there will be a time posted on your mileage signs called the "RED ZONE" this is to let runners know they are behind the time that runners have come through aid station in the past and completed the race under cut off time (30 Hours). Make sure runners are aware if they have fallen behind this time.

-Check the web-site below to ensure your aid station is not under a burn ban. YOU MUST also have at least 5 gallons of water designated only to campfires at your aid station. Latest updates on Burn Bans for your aid station please go to:

https://www.ark.org/forestry_fire_info/index.php?do:showBurnBans

-Radio volunteer t-shirts will be given to aid station captains this year. The T-shirts that go to radio people will be in a bag labeled RADIO. Aid station captains will also have your runner log and vehicle hang tags.

-The "BEST Aid Stations" for runners to drop at are Lake Sylvia, Lake Winona, Club Flamingo, Powerline, Copperhead Road and Turnaround aid station. PLEASE if a runner is having problems at your aid station and it's a "BEST Aid Stations" let them drop. Last year we had runners dropping at remote aid stations in the middle of the night which cause drop shuttle/runner issues.

-ONLY Aid station Captions and Race Director can declare a runner a DROP – Wrist band must be cut off AND an okay by Aid Station Captain/Race director must be given to radio person before radioing drop to net control.

– In the aid station captain's runner folder will be a plastic packet to place runner wrist bands that have been cut off by dropped runners. Aid station captains will put bands in this plastic packet.

-Make sure your volunteers/crew (if you're a crew station), park on one side of the road. If you have volunteers that plan to park at the finish and carpool to your aid station they must park on the WEST side of the road only! There will be NO PARKING signs at the finish, if they choose to park on the wrong side of the road they WILL receive a \$175 ticket from the Forest Service....

- There will be (2) drop shuttles this year and they will have a sign in their window to indicate who they are. If they stop at your aid station to pick up drops please communicate any helpful information to make their job easier. (It's hard to get people to be shuttles all day and night long!).

-The following aid stations are **NOT ALLOWED TO HAVE RUNNER CREW!**

Browns Creek, Flatside, Pumpkin Patch, Electronic Tower, Pig Trail , Club Flamingo, Bahama Mama, Turnaround

If crew should show up at your aid station please instruct them to leave and go to crewing aid station, if they choose to stay please write down bib number of runner they are crewing and have your radio person contact net control.

- A Radio Person and at least one member of the aid station **must stay on station** until last runner clears the next aid station on the way out and on the way back to the finish.

- Review the medical map at the back of runner check-in folder for where to drop an injured or sick runner needing transport and contact net control (if neck or back injury is suspected do not move runner).

-Reminder: Archery season is open and there is a possibility you will see hunters on the road. PLEASE be nice to them and anyone else that you encounter at your aid station. If you should have trouble with someone take down their license plate number and have your radio person call into net control. **DO NOT take matters into your own hands!** We have Forest Service law officers that will be patrolling the race course they will take care of any problems you might have.

EVENT FREQUENCIES

Primary repeater is the 146.94– W5DI repeater on Shinall Mountain (no tone). Repeater access has been field verified as being accessible from most aid station locations (except for Brown Creek) using just 5 watts and a 5/8 wave mobile whip. Brown Creek will require 25 watts for "comfortable" copy, though 10 watts may work; hearing the repeater may require a mast-mounted antenna. Come prepared for worse propagation. In rare occasions the secondary receiver may work better at your location: 146.940- (114.8). Try this ONLY if you have trouble with the primary no tone receiver.

If you are unable to access the repeaters reliably, use 146.940 simplex to contact net control or to relay to a nearby aid station. If simplex operation is required, it is best to move off the main repeater frequency so as not to cause confusion among other stations, because all stations along the course will not be able to hear you on simplex. After making initial contact with a relay station, move to 146.55 simplex. Note: if you are not in the immediate vicinity after the event has started, ie, in town or on your way to your station, you may not hear stations that are communicating on 146.94 simplex. Listen before transmitting and be careful not to interfere with ongoing race communications.

In case the 146.94 repeater becomes unusable or in case of Skywarn activation, the 147.135+ (114.8 tone) repeater on Shinall Mountain will be used. It has been tested from the course and yields very similar coverage as the 146.94 repeater, though with a bit more white noise.

COMMUNICATIONS PROCEDURES

Our primary objective as communicators is to help assure a safe event. To that end, here is a list of traffic priorities, in descending precedence:

1. Emergency communications regarding runners or volunteers and rescue operations.
2. Runner status and drop-out information.
3. Logistical support for aid stations and the race director and officials.
4. Assistance to crews evacuating runners who have dropped-out.

The following guidelines will facilitate clear channels of communications:

- LISTEN before you transmit.
- THINK before you transmit. Know what you're going to say before you say it. Don't "ramble".
- WAIT before you transmit. There may be times when you will not be able to hear one side or the other of a conversation between an aid station and net control. Listen more.

Keep non-essential and non-event-related communications to an absolute minimum.

If you have EMERGENCY or PRIORITY traffic, state such and stand by for net control to acknowledge you. When EMERGENCY or PRIORITY traffic has been announced, routine traffic on the net should immediately be suspended until net control announces that the frequency is again open for routine traffic.

Race staff at HQ upload racer progress onto an app that friends and family can follow, so it is important that we report runner numbers in a timely manner. **Please do not hold runner numbers for longer than 15 minutes before reporting them to Net Control.**

COMMUNICATIONS PROCEDURES (continued)

TACTICAL CALL SIGNS: Tactical call signs (name of aid station) will be used throughout the event. Your tactical callsign is the name of your aid station. An example of a typical call would be "Net Control, this is Crossroads". At the end of your exchange, you must also give your own amateur call sign, for example "this is Club Flamingo, W5ABC" or "this is W5ABC at Club Flamingo".

TIME FORMAT: Times will be logged using the 12 hour format of local time (Central Daylight Time). Do not use GMT, Zulu, UTC time or the 24 hour format. **Times should not be transmitted routinely, only if times are specifically requested by net control.** Although times may not be requested by net control, it is important that they be entered into your runner log. Stations should synchronize time with net control upon reporting that your station is operational. The clock of the W5DI repeater controller is usually synchronized the day before the event.

NET CONTROL: The net will be directed by ham operators at race headquarters at Camp Ouachita (tactical call, Net Control). Please check your station into the net as soon as you arrive on location and again when your station is fully operational. Inform Net Control whether the aid station crew is on site and set up or not. Stations should not close down until released by net control and in no case until all runners have cleared the next aid station or have been otherwise accounted for.

All traffic must be coordinated through net control. Communication between aid stations must first be cleared by net control. Do not have side conversations on event frequencies.

Net control will acknowledge all calls as promptly as possible. If busy, tell an aid station to stand by, for example: "Powerline, standby. We'll get back to you in a minute."

Net control will occasionally broadcast the list of runners that "did not start", especially after each comm station reports that they are operational. Keep the runner drop list updated, and repeat it during lulls in reporting. Write "DNS" in the box for those runners' times on your log sheet. Relay the DNS list to the aid station captain and/or the aid station worker keeping their log book.

SECURING STATION: Radio operators and at least one member of the aid station must stay on air and open until last runner clears the next aid station. This is required when runners are heading out on the course (outbound) and when they are returning to the finish (inbound). Net Control will advise you when all runners are accounted for and you can secure your station.

EMERGENCIES: All requests for medical attention and/or transportation must be directed to net control UNLESS the race director(s) are with you and direct you to do otherwise, in which case inform net control thus. Net control must always be "in the loop" regarding critical situations. Be prepared to provide the following information when reporting a situation to Net Control: WHO is affected? WHAT is the nature of the emergency? WHERE is the emergency? WHEN did it occur? Be prepared to acquire and provide additional details as requested by Net Control. In addition, if you have been directed to contact an agency directly, be prepared to provide additional information: Is anyone injured or in danger? What is happening now? Have you notified or called anyone else? What is your name? How can you be contacted? Include all details and note all communications in your log. Remain calm; consider what you are going to say before you speak. Speak slowly and clearly. Continuous, reliable communications are most critical during an emergency. Stay at your assignment and on the radio or you become a part of the problem. Do not join a search or rescue without being requested to do so. If required, search & rescue will be directed by event officials on a case by case basis.

COMMUNICATIONS PROCEDURES (continued)

LOGGING PROTOCOLS

Runner logs for your aid station will be provided to you by your aid station captain. The aid station has a log just like yours. It is IMPORTANT that you keep your log independent of the aid station log. You need to consult with the aid station worker keeping the log occasionally throughout the race to make sure you show all the same runners coming through the station. When large groups go through together, it is easy to miss a number here and there. Consult with the aid station as soon as there is a lull and you can verify the numbers on both logs. This is a system the race directors are using to help the accuracy at each aid station.

Logs are pre-printed and include columns containing the names and runner numbers of each participant. The only log entries that you will be required to make include Outbound "Time In", Outbound "Time Out" (*see below), Inbound "Time In", Inbound "Time Out" (*see below), and any drops. Brown Creek typically records only inbound times (Ouachita Trail segment) and Flatside, Lake Sylvia and Turnaround only see runners through once. You need to write down the time of day the runner arrives at your aid station in the "Time In" box on your log. *"Time Out" of your aid station need only be logged if a runner spends a lengthy amount of time at your aid station, not just in and out a few minutes later. If in and out quickly, simply enter a dash to so indicate.

REPORTING PROTOCOLS

When reporting runners to Net Control, you do not need to report the time of the runners, just that they have arrived at your aid station. Do not report the times unless specifically requested. **Call in numbers in a 3-digit format, read once: zero zero one, one zero six, zero four eight, etc.**

When reporting runners, several runner numbers should be transmitted together, in blocks, larger blocks early in the run and smaller blocks later; 5 - 8 runners per block is a good average. Record drop outs, by writing DROP in the 'Time In' box if they have not come through your aid station yet. If they have already come through your station twice (except for Brown's Creek, Flatside Pinnacle & Lake Sylvia), you don't need to write anything down on your log sheet to indicate they dropped.

Be sure to tell Net Control if a runner drops out at your aid station or if there is concern about a runner's condition upon their departure. DO NOT say, over the radio, that a particular runner may drop or is thinking about dropping. ONLY report a runner has dropped after the aid station captain has cut their wristband and told you the runner is a drop.

HINT: Veteran AT100 communicators find that it helps to **log runners chronologically** as they arrive on a separate sheet. Note time and runner number(s). As they are reported to net control, draw a line under the grouping or place a checkmark next to them so you know that you've reported them. **Then you can log them onto the official event log** at your convenience. This can also be helpful if you and the aid station logger are trying to figure out why you have a discrepancy in runners.

If possible, wait for a break in radio traffic to transmit runner numbers to net control, but never hold reports for more than 15 minutes. Net control is in a busy area and much is required of them. If they don't immediately acknowledge your call, be patient; they have a full plate.

We generally do not have the resources to handle inquiries about an individual runner's location except in special circumstances.

Never say the names of runners over the air. Refer to them only by their number.

COMMUNICATIONS PROCEDURES (continued)

Stay at your radio and listen. Your comm station, whether net control or an aid station, should be staffed and monitored continuously while your aid station is open. Past experience has shown that when it comes to communications, Murphy lurks in these mountains and may present some challenges. **If you step away from the Aid Station, take an HT with you** – both to stay informed and to have a way to communicate if needed. So be cool, be flexible, and keep that ham radio ingenuity at the ready!

Report to net control if your station will be un-staffed due to circumstances beyond your control. It is important that at least one licensed ham radio operator remain at each comm station until released by net control. An exception to this is between the time that all runners have cleared your aid station and the NEXT aid station on the outbound leg and their expected return on the inbound leg. At some aid stations, this will be a prolonged period of inactivity (up to several hours). Net control must verify that all runners have cleared the next aid station prior to allowing your station to secure.

Aid station release times are approximations based on event history. If possible, continue to monitor the net after you have received clearance from net control to secure your station in case a question arises regarding the status of a runner.

Return all aid station logs to race headquarters after your aid station closes. If you do not intend to return to race headquarters, forward your log with your aid station captain.

SUPPLIES

Regardless of the location and duration of your duty assignment, you will need the following materials:

- log forms (provided)
- scratch paper and writing pen and/or pencils
- 2m radio, antenna, and power source
- HT and batteries
- this manual
- map and compass
- food & water (estimate how much you'll need and bring more)
- timepiece (remember to accurately set time before you begin logging)
- shelter (for yourself and your equipment, from sun and precipitation)
- light source (flashlight or lantern) batteries, and extra batteries

See the checklist near the end of this manual for additional items and ideas. This is a good event to check the status and usefulness of your “go” kit. So pick the brains of any of our veteran operators for hints and kinks that are pertinent to the event.

LOCAL SUPPLY SOURCES

The nearest source of supplies from race headquarters is the store at Williams Junction (hours are M-F 6AM-6PM, weekends 8AM-6PM). Other supply sources are at Perryville (AR Hwy 9/10 North) or at Jessieville and Hot Springs Village (AR Hwy 7 South) for those at the west end of the course. Perryville has no stores that remain open overnight; they all close between 9PM and 11PM. The nearest Wal-Mart Supercenters are located on AR Hwy 7 at Hot Springs Village (west-15 miles from Powerline)(6a-12a), on AR Hwy 10 at Chenal Parkway in Little Rock (east-24 miles from HQ)(24hr), on I-30 between exits 117 & 118 at Benton (south-38 miles from HQ)(24hr) and just off of I-40, exit 108 in Morrilton (north-27 miles from HQ)(24hr).

GENERAL INFORMATION FOR RADIO OPERATORS

COMMUNICATIONS: Radio communication is essential for a safe event in terrain such as the Ouachita Mountains. The radio network will link all aid stations with race headquarters. Cell phone coverage is unreliable in many locations along the course.

The volume of information to be passed and the use of battery powered radios at aid stations requires that only essential communications be handled; brevity and clarity are the orders of the day.

Each station should be prepared to bring at least one radio to serve as the main radio and an additional backup radio in case of equipment failure. In addition to those, each member of each comm station should bring, if available, a handheld 2m transceiver tuned to 146.55 MHz simplex for coordination with nearby aid stations, in case other aid stations cannot access repeaters or have equipment failures, for additional duty assignments, in case of emergency and in case search and rescue coordination is required. Note: FCC rules require that licensed amateur radio operators maintain control of their transmitters. However, in an emergency directly concerning someone's life, anyone may operate the radios.

An off-site contact who will have reliable phone service throughout the event will be assigned prior to the race for incoming and outgoing traffic for event participants and volunteers. In addition, they will also maintain a weather watch and make net control aware of inclement weather moving into the area.

SAFETY: Your personal safety is most important. If you become injured or otherwise disabled, you will be unable to assist anyone else. Take care of yourself! Lack of sleep can be debilitating; ensure that you get plenty of rest before, during and after the event.

SELF SUFFICIENCY: You should be prepared to be fully self-sufficient and self-contained for the duration of your duty assignment. This means you need to bring your own equipment and spare gear, clothing, food and, if you're staying overnight at an aid station, your own sleeping equipment and shelter. Do not expect or depend on supplies or assistance from others.

THE ENVIRONMENT: Please follow the "leave no trace" ethic during your assignment. Pack out your refuse when you leave. If you wish to construct a campfire, check to ensure that burning bans aren't in effect for Perry or Saline Counties. See <http://www.arkfireinfo.org> for a map of current burn bans. Be safe when building a campfire outside of established campgrounds. It's always best to build campfires within established fire rings, but if there is none, use a fire ring of rocks or some other material that isn't flammable. Ensure that your fire is completely extinguished before you leave the site.

CONTACTING RACE OFFICIALS: Race director can be reached at race headquarters through net control or via the race director shadow radio operator.

HUNTERS: Deer and bear archery season will be under way this weekend so be aware that bow hunters will be in the area. Coon hunters have also appeared at aid stations during the night. Alan, KD5QNL, suggests: "Reflective safety vests would probably add a degree of security all around. Make sure to note to wear them on the outside of any rain jackets, or ponchos or hoodies they might happen to grab on when it gets cool at night. Wal-Mart sells them in the fitness section of sporting goods specifically pointed at runners for about \$8.00. Although they are not hunter orange-I don't think a hunter could mistake a fluorescent yellow with reflective silver stripes (ANSI specs) as a deer or other critter in season."

Campers, backpackers and hikers also frequent the area. This area is not exclusively ours, nor theirs. Try to be "neighborly" and get along. Report belligerents and aggressive acts to net control for monitoring. This event has been authorized and permitted by the Forest Service and is supported by their Law Enforcement personnel should the need arise. In the past, they have been very accommodating.

GENERAL INFORMATION FOR RADIO OPERATORS (continued)

AID STATION CREWS: If desired, you may contact your aid station's captain prior to the event in order to coordinate travel to the station. Names, phone numbers and/or email addresses are available from the race director via the event coordinator. Please pass all requests for information through the event coordinator rather than contacting them individually. Log sheets will be available from your aid station captain. The noise level at busy aid stations is sometimes high. An external speaker, headphone and boom microphone for your radio may be helpful. A chair may not seem to be a critical need, but if you fail to bring one, you may be miserable long before your assignment is over. Same goes for insect repellents. When choosing a location for your comm station, be sure to set it up out of the way of runners and aid station workers, but close enough to be able to communicate readily with aid station workers. Your station needs to have a clear view of runners as they arrive and depart the aid station. Remember that it is more important to log runners as they leave rather than as they arrive.

CAMPING FACILITIES: The campground at Lake Sylvia will be open on event weekend. If you just have a tent and need no power or water hookups, the two group camping areas at the Lake Sylvia campground have been reserved Friday and Saturday nights for event participants and volunteers. Each area will hold at least ten tents--first come, first served. Please note that no camping is allowed on the grounds of Camp Ouachita.

Primitive camping is allowed almost anywhere on public lands of the Ouachita National Forest, including most aid station locations. Camping facilities with hookups are available only at the campground at Lake Sylvia that is located near the Lake Sylvia aid station, just south of the Lake Sylvia Day Use Area on AR Hwy 324/FR152. The South Fourche campground on AR Hwy 7 is near the west end of the course, but has no hook-ups.

SANITARY FACILITIES: Permanent sanitary facilities are located at Camp Ouachita (race headquarters), Lake Sylvia campground, and Iron Springs campground on AR Hwy 7. Portable toilets will be placed at Powerline, Copperhead and Lake Winona aid stations for the event. None of the other aid stations have sanitary facilities, so plan accordingly!

FRS RADIOS: If you have FRS radios, bring them. They have proven to be very useful in the aid stations, and you could use up to three of these. It has been suggested to send an aid station volunteer out a distance down the trail and then have them radio in runner's numbers. Place a second radio with the comm personnel, and the radio third with the aid station volunteers. This way the aid station can be prepared for runners, by numbers before they arrive at the aid station, perhaps even taking "orders" from the runners so the aid station workers know what they need by the time they arrive. Also, sometimes it is beneficial (and appreciated) to provide a scanner that is tuned to the event frequency to the aid station captain so that they and team crews will be aware of what is transpiring. Sometimes this prevents interruptions to your communications efforts.

PARKING: Make sure you park on one side of the road. If you have radio people that plan to park at the finish and carpool to aid station they must park on the WEST side of the road only! There will be NO PARKING signs at the finish, if they choose to park on the wrong side of the road they WILL receive a \$175+ ticket from the Forest Service.

GENERAL INFORMATION FOR RADIO OPERATORS (continued)

WEATHER: Aid station crews should be prepared for any weather; have shelter from the elements for yourself and your station, and the means to stay warm if necessary. Weather conditions during the event may vary widely, with temperatures ranging from 90s for highs to below freezing for lows, with humidity ranging from very dry to very damp, with monsoon-like showers and tropical depressions with high winds. The average high temperature for event weekend is mid 70's and the average low is in the low 50's, but wide variances can occur. It has rained; it has hailed. Don't be without a hat and emergency poncho or garbage bag. Ensure that radio equipment is protected in case of sudden rain showers. If thunderstorms approach, take appropriate cover. Bring a NOAA weather radio receiver or scanner so you can continuously monitor conditions. Expect darkness at 7:15PM (sunset 6:50PM) and dawn at 6:44AM (sunrise 7:09 AM). Moonrise (first quarter 50% full) at 2:22PM, transit at 7:24PM, moonset at 11:33PM. Flashlights and extra batteries are essential during the night. LED headlamps are very useful due to low power consumption and hands-free operation.

DRIVING ON FOREST ROADS: Many of the roads that are driven for access to aid stations also serve as the course for the event, so runners may be encountered on the roads. Please slow down and drive safely and defensively. Also consider that your dust will be "eaten" by all the runners that you pass, so please be considerate and reduce speed as you pass them. Driving the roads at night is not recommended unless you know these roads very well and have driven them at night in the past. Remember, things look much different at night! Also, when driving the course at night where runners are present, use your low beam headlight setting, or drive using just your parking lights until you have passed the runners. Their eyes are not accustomed to bright lights in the forest at night. Forest roads are usually narrow, with rocks and boulders embedded in the road surface on hills. "Washboard" surfaces will be encountered at inclines (especially curved inclines), which, compounded by loose gravel, makes controlling a vehicle difficult when driving at speed. Slow down and drive safely. You never know when or if you will meet another vehicle over the hill or around the bend. In many areas, there are steep drop-offs on one or both sides of the road; you do not want to lose control of your vehicle or be forced off the road, so slow down. Forest roads become very slick when wet, so be aware if rain is in the forecast. Dead trees can and do fall across these roads at any time and may yield a route impassable, so if you have a tow strap or log chain and chain saw, it may prove useful.

"SITUATIONAL AWARENESS": Know where you are, where you're heading, and know at least 2 different routes away from your location. In case of fire, mud or rock slide, trees across the road, washed out road, flash flood, etc., you should know an alternate route for access into and out of a location. Note landmarks and topography, road intersections, etc. Be aware of approaching weather as well. Pay attention. Know which direction to aim a directional antenna toward the repeater or another station; this will require a compass. It will make the difference in accessing the repeaters.

TRANSPORTING RUNNERS / MEDICAL AID: It is possible that you may be requested to transport drops or those in need of medical attention, but this is highly discouraged. Medical transport is entirely under the authority of the race directors. If they deem it necessary that a runner be transported for medical attention, it is their call and between themselves and the aid station captain. We are communicators; that is our primary duty in this event. If we leave our station to perform other tasks, we cannot do our duty, and the welfare of others may be adversely affected. As for drops, Lake Winona, Powerline, Copperhead Road and Turnaround are the specified transportation sites for runners who drop; if they drop anywhere else, they must wait for transportation or have arranged for their own.

MEDEVAC INFORMATION

MEDEVAC HELICOPTER LANDING ZONE LOCATIONS

All requests for search and rescue or other emergency action from the aid stations must be referred to the race director or designee for action. This includes request for medical transport via ambulance or medevac helicopter. Radio operators have no authority to request medical assistance on their own.

LZ1 (Lake Sylvia Day Use Area)	34°52.108'N	92°49.362'W	(34.8685, 92.8227)
LZ2 (Electronic Tower, FR135 @ FR212)	34°50.122'N	92°52.985'W	(34.8354, 92.8831)
LZ3 (FR114 @ FR778)	34°47.724'N	92°50.488'W	(34.7954, 92.8415)
LZ4 (FR114 @ FR132)	34°47.909'N	93°03.275'W	(34.7985, 93.0546)
LZ5 (FR2 @ FR114)	34°49.216'N	92°56.491'W	(34.8203, 92.9415)

AirEvac, LifeNet Air 2 and Baptist Med Flight will be on notice for air-evac operations and are aware of the landing zone locations.

This information is included for reference only. Hopefully no one will require these services, but even if they do, we are not authorized to call them unless directed to do so by the race directors. Remember, as communications volunteers, our primary duty is just that ... communications, not medical aid or transportation.

Review the medical map at the back of runner check-in folder for where to drop an injured or sick runner needing transport and contact net control (if neck or back injury is suspected do not move runner).

The following is a list of ambulance rendezvous points:

Medical #1 34°52.352'N 92°49.366'W (34.8725, 92.8228)
Camp Ouachita (Start/Finish, Race HQ, Net Control)
(for Start/Finish, Brown Creek, Flatside Pinnacle, Lake Sylvia, Crossroads)

Medical #2 34°50.734'N 92°53.765'W (34.8456, 92.8961)
Pumpkin Patch Aid Station (FR132 @ west end of FR132C)
(for Pumpkin Patch, Electronic Tower)

Medical #3 34°47.832'N 92°50.562'W (34.7972, 92.8427)
Lake Winona Aid Station (just north of FR778/FR114 intersection)
(for Lake Winona, Pigtrail)

Medical #4 34°47.304'N 93°03.768'W (34.7884, 93.0628)
Powerline Aid Station (132 @ Y59L)
(for Powerline)

Medical #5 34°47.345'N 93°00.421'W (34.7891, 93.0070)
Copperhead Road Aid Station (FR 962 @ FR 961)
(for Club Flamingo, Bahama Mama, Copperhead Road, Turnaround)

Liberty EMS will be on site at event headquarters beginning at 3pm Saturday until at least noon Sunday

LifeNet and MedTrans ambulance will also be on notice, as well as Williams Junction, Harris Brake, and Perryville Fire Departments are on notice as well.

Event medical director will be on site at event headquarters.

EVENT GUIDELINES & RULES

AID STATIONS: (See chart for locations and distances): All aid stations will be staffed and well stocked. The provided electrolyte drink will be Gatorade Heed will also be available at most aid stations. Aid stations will not provide Advil, aspirin, or other pain relievers.

COURSE: Eight miles of the course are along the Ouachita National Recreation Trail, which is permanently marked with blue blazes. The remaining 92 miles will be marked with blue/white striped ribbon, flour (at turns), occasional signs, and glow sticks (at night).

CREWS: Runner's crews cannot be on the race course. Runners receiving aid from crews outside the designated crew access points are subject to disqualification. (see aid station chart for designated crew spots) If a runner's crew arrives at any other station, you may advise them that they are risking their runner's disqualification by being there. Please report this to the race director via your radio person. Crews must abide by the instructions of aid station personnel. Runners are responsible for their crews.

CUT-OFF TIMES: Each runner is allowed to set his or her own pace as long as he or she is out of the aid stations by cut-off times (these are strictly enforced). See aid station chart for cut-off times.

DROP BAGS: Drop bags can be left at the start/finish area Friday before the event or Saturday morning before start. They should be waterproof. See aid station chart for drop bag locations. Runners should label their drop bags with their name, race number, and aid station.

MEDICAL: We will have at least one weigh-in point, most probably at the Powerline aid station and will follow the traditional 3/5/7% weight loss guidelines used at other 100's. Medical personnel, the race director, and aid station captains have the right to pull a runner if they feel the runner may be a danger to himself/herself. All runners must abide by the directions of the medical personnel and aid station captains.

PACING: Runners can have a pacer beginning at the Powerline aid station (out-bound). Runners 60 years and older may have a pacer from the start. Runners may have only one pacer at a time running with you. No bicycle pacing. Pacers and vehicle/pacer shuttle services are not provided or guaranteed by the event.

RUNNER ID: All runners must wear assigned race numbers. It is the runner's responsibility to ensure that their race number is recorded at all aid stations.

At no time may a runner ride in or on a vehicle of any kind. Violators will be disqualified. If a runner gets off the course, they must return on foot to the point at which they left the trail.

Do not litter on the course. Violators will be subject to disqualification.

DROPS: If a runner drops out of the event, they must notify an event official at an aid station and the official must retain the runner's wristband. Failure to do this could result in search and rescue, which could be at runner's expense. Only aid station captions and race director can declare a runner a DROP. Wrist band must be cut off AND an okay by aid station captain/race director must be given to radio person before reporting drop to net control. Drop-out shuttles go to these aid stations: Powerline, Copperhead Road, Turnaround, Club Flamingo, and Lake Winona. If runners do not drop at Lake Winona, Powerline, Copperhead Road or Turnaround, they could be waiting a long time for transportation back to race headquarters. Be sure to communicate drop-outs over the radio network so net control knows where they are.

Drop-Out Shuttle Schedule:

	Depart HQ	Arrive Winona	Arrive Powerline	Arrive Turnaround	Arrive HQ
Winona	2:00pm	2:30pm			3:30pm
Powerline	5:00pm		6:00pm	6:45pm	7:30pm
Powerline	7:00pm		8:00pm	8:45pm	9:30pm
Turnaround	9:00pm		10:30pm	9:45pm	10:45pm-11:30pm
Turnaround	11:00pm		12:30am	11:45pm	1:30am
Powerline	1:00am		2:00am		3:00am

Although Copperhead Road isn't on the schedule, it is a good location for drops.

Club Flamingo has been added as a drop shuttle location after 11pm (when FR-2 is clear of runners)

EVENT SCHEDULE

The event begins promptly at 6:00am Saturday, October 5th, and finish cutoff time is noon, Sunday, October 6th, though runners may continue to arrive beyond noon. See cutoff times at specific aid stations on page 20.

Friday, October 4th

Noon – 3:15pm	Pre-race packet pickup and weigh-in (runners)
3:30pm	Welcome; runner & crew briefing (mandatory for runners)
4:30pm	Pre-race meal to all runners, crews and volunteers (bring a chair)

Net control is usually set up and staffed on Friday evening at race headquarters. Shirts and information packets can be picked up there at any time after that.

Saturday, October 5th

5:30am	All runners check in at race headquarters
5:50am	Runners begin assembling at the starting line
6:00am	RACE START

Sunday, October 6th

7:00am (approx) -NOON	pancake breakfast at race headquarters
NOON	RACE ENDS
12:30pm	award ceremony at race headquarters

All volunteers are invited to attend the pre-event dinner and pancake breakfast on Sunday.

Crew Guidelines

Crews are allowed only at the following aid stations: Start/finish, Lake Sylvia (outbound), Lake Winona, Powerline, and Copperhead Road (previously known as Chile Pepper). **There are no exceptions.**

For the Lake Sylvia aid station, crews must leave vehicles parked at the Lake Sylvia Day area or the parking lot across from the day area. No cars can be parked on the road near the aid station at any time.

At the Lake Winona, Powerline, and Copperhead Road aid stations, all crew cars must be parked on one side of the road, as marked at the aid station.

At the Lake Winona aid station, it is imperative that you stay within the designated confines of the aid station. **DO NOT venture onto the Lake Winona levy.**

No alcoholic beverages are permitted on Forest Service land. The entire Arkansas Traveller race course is on Forest Service land.

Aid Station Information / Mileage Chart

<u>Aid Station</u>	<u>Miles</u>	<u>Crew?</u>	<u>DropBags?</u>	<u>Surface</u>	<u>RedZoneTime</u>	<u>Cut-off Time</u>
Brown Creek (out)	5.2	(5.2)	no	no	1, 3	N/A
Flatside Pinnacle	8.6	(3.4)	no	no	3	N/A
Brown Creek (in)	11.9	(3.3)	no	no	6	N/A
Lake Sylvia	16.4	(4.6)	YES	YES	6	N/A
Crossroads	17.9	(Crossroads is only a radio relay point, not an aid station)				
Pumpkin Patch (out)	22.1	(5.7)	no	no	2,4	N/A
Electronic Tower (out)	24.6	(2.5)	no	no	2,3	N/A
Lake Winona (out)	30.9	(6.3)	YES	YES	3,2	1:50PM
Pigtrail (out)	36.1	(5.2)	no	no	2, 3	3:10PM
Club Flamingo (out)	39.4	(3.3)	no	YES	4	4:00PM
Bahama Mama (out)	43.2	(3.8)	no	no	3	5:00PM
Powerline (out)	48.0	(4.8)	YES	YES	3	6:30PM
Copperhead Rd.(out)	52.1	(4.1)	YES	no	3	7:50PM
Turnaround	57.9	(5.8)	no	YES	3	9:30PM
Copperhead Rd. (in)	63.7	(5.8)	YES	no	3	11:20PM
Powerline (in)	67.9	(4.1)	YES	YES	3	12:55AM
Bahama Mama (out)	72.6	(4.7)	no	no	5, 4	3:00AM
Club Flamingo (in)	76.4	(3.8)	no	YES	3	4:15AM
Pigtrail (in)	79.7	(3.3)	no	no	4	5:30AM
Lake Winona (in)	84.9	(6.3)	YES	YES	2,3	6:55AM
Electronic Tower (in)	91.2	(4.2)	no	no	5	9:25AM
Pumpkin Patch (in)	93.7	(2.3)	no	no	3, 2	10:10AM
Crossroads	97.5	(Crossroads is only a radio relay point, not an aid station)				
Finish	100.3	(6.6)	YES	YES	4,2,1	noon Sunday

MILEAGE NOTE: Race Headquarters is at Camp Ouachita this year. The mileages displayed here and on the course map reflect Start/Finish at Camp Ouachita.

Surface Legend:

- | | |
|------------------------------|-------------------------------|
| 1. Pavement | 4. Unmaintained Gravel Road |
| 2. Best Gravel Road (smooth) | 5. Old Road (4-wheeler trail) |
| 3. Maintained Gravel Road | 6. Ouachita Trail |

The **Red Zone** times are informational. This is the time by which most runners who finish under 30 hours have cleared that checkpoint.

AID STATION DETAILS

NET CONTROL / RACE HEADQUARTERS / START/FINISH (Perry County; Camp Ouachita; Paron quadrangle)

Lat: 34°52.352'N **Long:** 92°49.366'W

Approximate Elevation: 700'

Milepost: 0 outbound, 100 inbound

Comm setup & projected secure times: 5:00am Saturday – noon Sunday (see below)

Expected active times: from 6:00am Saturday - noon Sunday (or until all runners are safely at the finish and all radio crews have secured); the net control station will also be operational Friday afternoon, but only to pass information, not as net control

Ambulance / Medevac Site: This is Ambulance Site #1; Medevac LZ#1 (Lake Sylvia day use area)

Access: Auto / RV via paved road (618 Hwy 324 South, Perryville, AR 72126)

Driving Directions (from AR Hwy 9 @ AR Hwy 324): Via AR Hwy 324, drive 3.1 miles to Camp Ouachita on the left.

Alternate Route (from AR Hwy 9 @ FR132): Via FR132, drive west 3.2 miles to FR179. FR179 veers left, continue right on FR132; drive .9 miles to FR152 & FR132C. Turn right onto FR152, drive 1.5 miles to the trailhead parking lot where FR152 becomes AR State Hwy 324 (paved). This is the location of the Lake Sylvia aid station. Continue .9 miles, past the Lake Sylvia Day Use Area, to Camp Ouachita on the right.

Comments: Net Control is literally the heart of the event; providing directions for radio crews, passing medical traffic, accepting runner status information, passing traffic for the race director, and any other information and/or queries. It will be staffed continuously during the event, usually by more than one operator. There may be times or conditions that warrant operation on more than one radio/frequency simultaneously. Since this is one of the lowest elevations along the course and surrounded by hills, the high power setting on a mobile radio feeding an elevated antenna will be required to access the repeater. In the past, Net Control has been set up in the small building to the northeast of the Great Hall, at other times it has been set up in the southeast corner of the Great Hall. AC power is available at both locations. Roger Fidler, KC5NPU, suggests that all stations (not just net control) may benefit from using an audio “Y” adapter, with one leg going to headphones and the other leg going to an external speaker.

Crew and runner vehicles will not be allowed to park inside the gate to the camp, in order to keep the area clear for emergency vehicle access.

Hazards: Net Control is located at race headquarters, Camp Ouachita. This will be a high traffic area throughout the event; as such, it will be a noisy environment, with a lot of pedestrian traffic in and around the area. When approaching this location in a vehicle, please slow down and be careful. Watch for vehicular and pedestrian traffic. This is especially true early Saturday morning as the runners assemble and after 10pm Saturday night as they return. Vehicles will be parked on both sides of the highway for a lengthy stretch either direction from HQ. If possible, do not drive AR Hwy 324 between FR805 and Camp Ouachita during the period from 5:00am until 7:00am Saturday morning. Deer and bear archery season will be under way, and there will be bow-hunters in the area as well. Many deer have been spotted along Highway 324 so watch for them also.

AID STATION DETAILS (continued)

BROWN CREEK (Perry County; FR805 @ Ouachita Trail crossing, Brown Creek trailhead; Paron quadrangle)

Lat: 34°52.132'N **Long:** 92°52.017'W **Approximate Elevation:** 720'

Milepost: 5.2 outbound, 11.9 inbound

Comm setup & projected secure times: 5:30am – 10:00am Saturday

Expected active times: from 6:40am-7:15am Saturday (out), 7:30am-8:45am Saturday (in)

Ambulance / Medevac Site: ambulance Site #1 (Camp Ouachita) / Medevac LZ#1 (Lake Sylvia day use area)

Access: Auto/RV via paved road, gravel road

Driving Directions (from HQ): Via AR Hwy 324, head back toward AR Hwy 9; drive 1.5 miles to FR805; turn left onto FR805, drive west 3.7 miles to the Ouachita Trail Brown Creek Trailhead on the right (OT sign across the road on the left).

Comments: Brown Creek is a vital but difficult communications/logging location. It is the first aid station on the course (via FR 805) after which runners will continue on to the Flatside aid station, where they will intersect the Ouachita National Recreation Trail and return via the trail back through Brown Creek and on to the Lake Sylvia aid station. Because of the inability to drive vehicles on or near the Ouachita Trail, it is important to accurately log runners at these aid stations in case of difficulty so that an injured runner may be located and reached more rapidly. Generally, runners have been logged at this aid station only on their way to Lake Sylvia along the OT, not on their way to Flatside along the road.

Brown Creek is surrounded by higher terrain on all sides, making it one of the most challenging aid stations to operate from. Repeater access requires 25 watts into a mobile whip for “comfortable” copy but you may be able to run as little as 10 watts under ideal conditions, presumably less power with a directional antenna. The distance between the parking area and the logging location on the trail beyond the registration box may require that crossbanding or FRS be utilized. Due to the runners being in close proximity as they pass through this location, if only one radio operator is available, logging may require their full attention, resulting in an inability to relay runner status to Net Control. In this case, the log may be taken to Net Control immediately after the aid station closes. [9/5 update; the repeater was accessed with 25w but the repeater could not be heard due to the repeater transmit antenna being several hundred feet lower than the receive antenna so a mast-mounted antenna will definitely help]

In the past, Rosemary (aid station captain) has located radio vehicles on the north side of the road on the east side of the aid station; i.e., you will be parked on the road, so pull over as far as you can so as to not block traffic. All of the trailhead parking area is usually filled with vehicles belonging to aid station staff.

There is no cell phone coverage at or near this aid station.

Hazards: When approaching this location in a vehicle, please slow down and be careful as you drive FR805. Watch for pedestrian traffic early Saturday morning after 6:00am. If possible, do not drive FR805 during the period from 6:00am until 7:00am Saturday morning. Setup for this station will be in the dark, so an LED or other headlamp that will allow hands-free operation will be essential. High clearance vehicles and radio operators with mobile whips on their vehicles should beware that some years there have been low tree limbs across FR805. Although there is a pulloff at the trailhead, it is small and will not accommodate many vehicles. In the past, the aid station has been located at the intersection of FR805 and the Ouachita Trail, in the road, so be careful and watch for vehicular traffic. There are 2 low water crossings between AR Hwy 324 and this aid station, so be prepared to ford in wet weather. Deer and bear archery season will be under way, and there will be bow-hunters in the area. Also watch for deer, as they have collided with vehicles along this road in the past. Many deer have been spotted along this road during deer season.

AID STATION DETAILS (continued)

FLATSIDE PINNACLE (Perry County; FR805 at Ouachita Trail crossing, .6 miles E of FR94; Aplin quadrangle)

Lat: 34°52.592'N **Long:** 92°54.363'W **Approximate Elevation:** 1,225'

Milepost: 8.6 (no return)

Comm setup & projected secure times: 5:30am – 8:45am Saturday

Expected active times: from 7:05am - 8:00am Saturday

Ambulance / Medevac Site: ambulance Site #1 (Camp Ouachita) / Medevac LZ#1 (Lake Sylvia day use area)

Access: Auto via paved road, gravel road (see hazards below)

Driving Directions (from HQ): Via AR Hwy 324, head back toward AR Hwy 9; drive 1.5 miles to FR805; turn left onto FR805, drive west 7.2 miles on FR805 to the Ouachita National Recreation Trail crossing (3.5 miles west of the Brown Creek Trailhead & aid station). A Ouachita Trail sign is on the south (left) side of the road.

Alternate Route (bypass HQ; from AR Hwy 9 @ FR132): Via FR132, drive west 3.2 miles to FR179. FR179 veers left, but continue right on FR132; drive .9 miles to FR152 & FR132C. Continue straight on FR132 up the hill, west 4.1 miles to FR94. This is an open area with a “Flatside Wilderness Area” sign on the left. FR132 turns left here. Via FR94 (straight), drive 3.2 miles to FR805. Turn left onto FR805, drive .6 miles to the Ouachita Trail crossing. A Ouachita Trail sign is on the south (right) side of the road.

Comments: Flatside is an important communications/logging location; it is the first location that logs runners because (Brown Creek only logs on the inbound (trail) leg, not the outbound (road) leg. Runners leave FR805 here and proceed along the Ouachita National Recreation Trail. Because there is no vehicular access on or near the Ouachita Trail, it is important to accurately log runners at this aid station in case of difficulty so that an injured runner may be located and reached more rapidly. Flatside is one of only 3 aid stations that runners will pass through only once during the event. It is a relatively easy communications assignment with the shortest duration. Runners will still be “bunched up”, so the biggest challenge is to be sure to log all of them as they pass through in a “wad”. For those who wish to stay in the area the night before the event, there is a primitive campsite area on the right side of FR805 just a few hundred feet before reaching the Ouachita Trail crossing.

There is no parking area here, so you will have to park on the north side of the road. Pull over as far as you can so as not to block road traffic.

Repeater may be accessed from here with 5w into a 5/8 wave mobile whip but be prepared to run more power into a higher antenna.

Hazards: High clearance vehicles and radio operators with mobile whips on their vehicles should beware that some years there have been low tree limbs across FR805. There are 4 low water crossings (concrete) on FR805, so be prepared to ford in wet weather. The first switchback is 2.3 miles past the Brown Creek aid station and is very rough due to large rocks embedded in the road surface. The second is .6 miles further. Drive slowly and be careful. Although there is a pull-off leading to the primitive campsite a few hundred feet from the Ouachita Trail crossing, in the past the aid station has been located at the intersection of FR805 and the Ouachita Trail (in the road), so be careful and watch for vehicular traffic (usually low volume). When approaching this location in a vehicle on FR805, please slow down and be careful. Watch for pedestrian traffic early Saturday morning after 6:00am. If at all possible, do not attempt to drive FR805 during the period from 6:00am until 8:15am Saturday morning. Deer and bear archery season will be under way, and there will be bow-hunters in the area. In the past, they have camped at the primitive campsite a few hundred feet from here. Also watch for deer, as they have collided with vehicles along this road in the past.

AID STATION DETAILS (continued)

LAKE SYLVIA (Perry County; AR Hwy 324 / FR152 next to entrance to Lake Sylvia campground; Paron quadrangle)

Lat: 34°51.798'N **Long:** 92°49.104'W **Approximate Elevation:** 665'

Milepost: 16.4 (no return)

Comm setup & projected secure times: 6:30am – 11:30am Saturday

Expected active times: from 8:10am - 10:00am Saturday

Ambulance / Medevac Site: ambulance Site #1 (Camp Ouachita) / Medevac LZ#1 (Lake Sylvia day use area)

Access: Auto / RV via paved road

Driving Directions (from HQ): Via AR Hwy 324, drive south .9 miles to the trailhead parking lot, just beyond the entrance to the Lake Sylvia campground on the left. Pavement ends here.

Alternate Route (bypass HQ; from AR Hwy 9 @ FR132): Via FR132, drive west 3.2 miles to FR179. FR179 veers left, but continue right on FR132; drive .9 miles to FR152 & FR132C. Turn right onto FR152, drive 1.5 miles to the trailhead parking lot where FR152 becomes AR State Hwy 324 (paved).

Comments: Although runners will pass through this location twice, the aid station will only be staffed once, outbound, early Saturday morning. An assignment to this aid station will be one of the shortest of the entire event. The aid station is set up in the parking lot of the Lake Sylvia trailhead of the Ouachita Trail. At this location, runners exit the Lake Sylvia spur of the Ouachita Trail from the west and proceed south along FR152. The paved road (AR Hwy 324) ends at this location and becomes a gravel road (FR152). Because of the inability to drive vehicles on or near the Ouachita Trail, it is important to accurately log runners at this aid station in case of difficulty so that an injured runner may be located and reached more rapidly. This aid station is a crew and drop bag site. As such, there will be much traffic at this location, with vehicles parked along the sides of the road. There will be quite a crowd at this location. It is a favored location for the media and photographers to capture shots of runners as they emerge from the trail at the aid station. Because crew members and media gather here, you will receive many queries regarding the status of individual runners. You may feel compelled to answer these inquiries, but they may become overwhelming. Remember that your primary task is to log runners' times and pass the information to net control. Our primary responsibility is runner safety, and knowing the status of each runner is directly coupled to their safety.

The aid station is located in the parking lot, so there should be plenty of parking space for aid station staff; however, media and runner crews will also attempt to park in the area, so arrive early to make sure that you get a spot. Crews will be instructed to park at Lake Sylvia and walk down the road to the aid station at the Ouachita Trail access parking lot.

5 watts into a 5/8 wave mobile whip has been tested from this location successfully, but conditions vary so be prepared to run higher power if required.

The race committee wishes to re-emphasize that there is no parking for crews in the Lake Sylvia aid station parking lot or along the road.

Hazards: When approaching this location in a vehicle, please slow down and be careful as you drive beyond FR805. Watch for vehicular and pedestrian traffic. This is especially true early Saturday morning as the runners assemble. Vehicles will be parked on both sides of the highway for a lengthy stretch either direction from HQ. If possible, do not drive AR Hwy 324 between FR805 and race headquarters during the period from 5:00am until 7:00am and FR152 from Lake Sylvia to FR132 from 8:15am until 11:00am Saturday morning. Deer and bear archery season will be under way, and there will be bow-hunters in the area.

AID STATION DETAILS (continued)

CROSSROADS (Perry County, FR132 @ FR152; Paron quadrangle)

Lat: 34°51.376'N **Long:** 92°49.795'W **Approximate Elevation:** 1000'

Milepost: 17.9 outbound / 97.5 inbound

Comm setup & projected secure times: 7:15am Saturday – noon Sunday

Expected active times: from 8:15am – 11:30am Saturday (out), 8:45pm Saturday - noon Sunday (in)

Ambulance / Medevac Site: ambulance Site #1 (Camp Ouachita) / Medevac LZ#1 (Lake Sylvia day use area)

Access: Auto / RV via maintained gravel road

Driving Directions (from HQ): Via AR Hwy 324, drive south .9 miles to the entrance to the Lake Sylvia campground, on the left) where the pavement ends and FR152 begins; continue 1.5 miles on FR152 to FR132.

Alternate Route (bypass HQ; from AR Hwy 9 @ FR132): Via FR132, drive west 3.2 miles to FR179. FR179 veers left, but continue right on FR132; drive .9 miles to FR152 & FR132C.

Comments: This relay point is set up at the intersection of FR132, FR152 & FR132C in order to inform the finish line of those who will soon be approaching and to assist the runners in staying on course at this intersection. Though not an aid station, logging of runner times through Crossroads is required for both outbound and inbound. The gates at each end of FR132C are generally open during the event.

Parking is adequate on the southwest side of the intersection, off the road.

According to David, KD5JKX, the primary repeater is accessible from here using 5 watts into a j-pole at 10' off the ground.

Hazards: If possible, do not drive AR Hwy 324 between FR805 and Event HQ during the period from 5:00am until 7:00am and FR152 from Lake Sylvia to FR132 from 8:15am until 11:00am Saturday morning. FR132 is a busy road and some motorists exceed a safe speed. Watch for vehicular traffic. In the past, glowsticks & flags toward Pumpkin Patch have been removed by vandals, so please be on the lookout. Request operator to inquire status of markings as runners come through Crossroads. Deer and bear archery season will be under way, and there will be bow-hunters in the area.

AID STATION DETAILS (continued)

PUMPKIN PATCH (132C) (Saline County; FR132 @west end of FR132CI; ParonSW quadrangle)

Lat: 34°50.871'N **Long:** 92°53.747'W **Approximate Elevation:** 1,190'

Milepost: 22.1 outbound, 93.7 inbound

Comm setup & projected secure times: 8:00am Saturday – noon Sunday

Expected active times: from 9:00am-12:15pm Saturday (out), 8:50pm Saturday-10am Sunday (in)

Ambulance / Medevac Site: This is Ambulance Site #2; use Medevac LZ#2 (Electronic Tower aid station)

Access: Auto / RV via well maintained gravel road

Driving Directions (from HQ): Via AR Hwy 324, drive south .9 miles to the entrance of the Lake Sylvia campground on the left where the pavement ends and FR152 begins; continue 1.5 miles on FR152 to FR132. Turn right onto **FR132**, drive 4.1 miles to FR94. This is an open area with a “Flatside Wilderness Area” sign on the left. FR132 turns left here (FR94 goes straight); turn left, drive .5 miles on FR132 to FR132C (gated) on the left.

Alternate Route (bypass HQ; from AR Hwy 9 @ FR132): Via FR132, drive west 3.2 miles to FR179. FR179 veers left, but continue right on FR132; drive .9 miles to FR152 & FR132C. From here, follow the directions above (from the bold **FR132**).

Comments: This aid station is located on the main through road in this section of the Ouachita National Forest. It is the last aid station before the finish. Runners passing through this location on the outbound will still be fairly closely spaced, then there will be a long period of “down time” for the operators here before the runners return in a widely scattered pattern. Because of the inability to drive vehicles along FR132C between here & Lake Sylvia (or Crossroads inbound), it is important to accurately log runners at this aid station in case of difficulty so that an injured runner may be located and reached more rapidly, though the gates are typically open during the event.

The aid station will be set up on FR132C and vehicles must be parked on 132C as well so as not to block traffic along the busy FR132, which is the main throughfare between Hwy 9 and Hwy 7.

Repeater may be accessed from here with 5w into a 5/8 wave mobile whip but be prepared to run more power into a higher antenna.

Hazards: When driving to this site, please slow down and be careful if you approach via Race Headquarters. Watch for vehicular and pedestrian traffic. This is especially true early Saturday morning as the runners assemble. Vehicles will be parked on both sides of the highway for a lengthy stretch either direction from HQ. If possible, do not drive AR Hwy 324 between FR805 and Event HQ during the period from 5:00am until 7:00am and FR152 from Lake Sylvia to FR132 from 8:15am until 11:00am Saturday morning. FR132 is a busy road and some motorists exceed a safe speed. Watch for vehicular traffic. In the past, glowsticks & flags along FR132C have been removed by vandals, so please be on the lookout. Request runners report this to Crossroads. Deer and bear archery season will be under way, and there will be bow-hunters in the area.

AID STATION DETAILS (continued)

ELECTRONIC TOWER (Saline County; NE of FR135 @ FR212; ParonSW quadrangle)

Lat: 34°50.238'N **Long:** 92°52.842'W **Approximate Elevation:** 1,506'

Milepost: 24.6 outbound, 91.2 inbound

Comm setup & projected secure times: 7:30am Saturday – 10:30am Sunday

Expected active times: from 9:15am - noon Saturday (out), 7:30pm Saturday- **9:30am Sunday (INBOUND DEPARTURE CUTOFF TIME!)**

Ambulance / Medevac Site: This is Medevac LZ#2; use Ambulance Site #2 (Pumpkin Patch aid station)

Access: Auto / RV via maintained gravel road

Driving Directions (from HQ): Via AR Hwy 324, drive south .9 miles to the entrance of the Lake Sylvia campground on the left where the pavement ends and FR152 begins; continue 1.5 miles on FR152 to FR132. Turn right onto **FR132**, drive 4.1 miles to FR94. This is an open area with a “Flatside Wilderness Area” sign on the left. FR132 turns left here (FR94 goes straight); turn left, drive 1.3 miles on FR132 to a fork in the road; take the left fork and drive about .2 miles to the intersection of FR135. If you miss the fork, it's okay...both forks intersect FR135. Turn left onto FR135, drive 1.1 miles to FR212. The aid station is located .2 miles NE of the gated entry of FR212.

Alternate Route (bypass HQ; from AR Hwy 9 @ FR132): Via FR132, drive west 3.2 miles to FR179. FR179 veers left, but continue right on FR132; drive .9 miles to FR152 & FR132C. From here, follow the directions above (from the bold **FR132**)

Comments: This aid station is located at one of the highest elevations on the entire course and is able to communicate with most, if not all, aid stations directly.

The segment of the course along gated FR212 to toward Lake Winona is not accessible to emergency vehicles, so accurate logging is essential between these 2 aid stations, though the gates are typically open during the event.

The aid station is located above the bend of the road, beyond the gate, out of the way of traffic (though there will be little to none). Vehicles should be parked along the north/east side of the road – or just west of the aid station if they can make it up the hill.

The repeater may be accessed from this location with an HT running 5w and a decent antenna (not necessarily a rubber duck). With the antenna raised higher, interference from repeaters in other states becomes a problem (yes, seriously). This location is a prime candidate as a relay station, if required.

Hazards: When driving to this site, please slow down and be careful if you approach via Race Headquarters. Watch for vehicular and pedestrian traffic. This is especially true early Saturday morning as the runners assemble. Vehicles will be parked on both sides of the highway for a lengthy stretch either direction from HQ. If possible, do not drive AR Hwy 324 between FR805 and Event HQ during the period from 5:00am until 7:00am and FR152 from Lake Sylvia to FR132 from 8:15am until 11:00am Saturday morning. It may seem “tempting” to approach this site from the south via FR114 & FR135; my suggestion is DON'T! FR132 is a much better road than FR114. The shale embedded in FR114 causes flat tires. YOU HAVE BEEN WARNED! Also, FR135 is not a good road to take up the hill from 114. Deer and bear archery season will be under way, and there will be bow-hunters in the area.

AID STATION DETAILS (continued)

LAKE WINONA (Saline County; FR114, across the road from the LW Picnic Area; Paron quadrangle)

Lat: 34°47.832'N **Long:** 92°50.562'W **Approximate Elevation:** 770'

Milepost: 30.9 outbound, 84.9 inbound

Comm setup & projected secure times: 9:30am Saturday – 8:30am Sunday

Expected active times: from 10:30am -2:00pm Saturday (out), 7:00pm Saturday -**7:20am Sunday**

(INBOUND DEPARTURE CUTOFF TIME)

Ambulance / Medevac Site: This is Ambulance Site #3; use Medevac LZ#3 (FR114 @ FR778)

Access: Auto / RV via maintained gravel road

Driving Directions (from Brown's Corner/Hwy9): Via Lake Winona Road drive 3.9 miles to FR114. (Pavement ends at 2.1 miles and becomes a very nice, wide, well maintained gravel road). At FR114, the road forks; take the right fork (FR114 – not FR778 to the left), heading up the hill. The aid station is at the house on the right. Aid station crew parking is at the back of the picnic area parking lot.

Comments: This aid station is a Crew and drop bag site, as well as a primary medical and transportation site. As such, there will be much traffic at this location. There will be quite a crowd at this location. Because crew members gather here, you will receive queries regarding the status of individual runners. You may feel compelled to answer these inquiries, but they may become overwhelming. Remember that your primary task is to log runners' times and pass the information to net control. Our primary responsibility is runner safety, and knowing the status of each runner is directly coupled to their safety.

Repeater may be accessed from here with 5w into a 5/8 wave mobile whip but be prepared to run more power into a higher antenna.

Runner Crew vehicles will be stretched out along the north side of FR114 EAST of the intersection of FR114/FR778 for quite a way on the NORTH side of the road ONLY. Aid station personnel will enforce proper parking procedures.

7:20AM Sunday is the inbound cutoff time.

Hazards: When driving to this site, please slow down and be careful. Watch for vehicular and pedestrian traffic. Runner Crew vehicles will be parked on north side of FR114 (Lake Winona Rd) as you approach the station. FR114 (and FR778) is the race course, so watch for runners. In the past, glowsticks & flags toward Pigtrail have been removed by vandals, so please be on the lookout. Request operator to inquire status of markings as runners come through Lake Winona. Deer and bear archery season will be under way, and there will be bow-hunters in the area.

AID STATION DETAILS (continued)

PIGTRAIL (Saline County; FR778, 5.7 miles W of Lake Winona spillway; ParonSW quadrangle)

Lat: 34°47.109'N **Long:** 92°55.043'W **Approximate Elevation:** 1,090'

Milepost: 36.1 outbound, 79.7 inbound

Comm setup & projected secure times: 10:15am Saturday – 7:45am Sunday

Expected active times: from 11:15am–3:15pm Saturday (out), 6:15pm Saturday – 5:15am Sunday (in)

Ambulance / Medevac Site: Ambulance Site #3 (Lake Winona aid station) / Medevac LZ#3 (FR114 @ FR778)

Access: Auto / RV via maintained gravel road

Driving Directions (from Brown's Corner): Via Lake Winona Road drive 3.9 miles to FR114. (Pavement ends at 2.1 miles and becomes a very nice, wide, well maintained gravel road). At FR114, the road forks; take the left fork (FR778), heading down the hill. At .2 miles past the intersection you will cross the Lake Winona spillway (concrete, but may have to ford in wet weather). From FR114, drive west 5.1 miles to the Pigtrail site. (you will pass the Lake Winona aid station on the right, .8 miles west of FR114).

Comments: The aid station site has been relocated .4 miles back toward Lake Winona from from the traditional location. Vehicular traffic is usually very sparse through Pigtrail.

Repeater may be accessed from here with 5w into a 5/8 wave mobile whip but be prepared to run more power into a higher antenna.

Hazards: When driving to this site, please slow down and be careful as you drive past the Lake Winona aid station, which is a crew and medical location. Watch for vehicular and pedestrian traffic. Vehicles will be parked on both sides of the road in either direction. FR778, from the "Y", is part of the race route, so watch for runners. In the past, glowsticks & flags toward Lake Winona have been removed by vandals, so please be on the lookout. Request runners report this to Lake Winona. Deer and bear archery season will be under way, and there will be bow-hunters in the area. We have been visited by deer hunters and "invaded" by local raccoon hunters in the past. Deer hunters have set up camp here in the past. It is public property; attempt to be as accommodating and as peaceful as possible. If law enforcement becomes required, call net control for assistance from the Forest Service.

AID STATION DETAILS (continued)

CLUB FLAMINGO (Saline County; FR2 @ FR778; ParonSW quadrangle)

Lat: 34°46.969'N **Long:** 92°57.459'W **Approximate Elevation:** 1,165'

Milepost: 39.4 outbound, 76.4 inbound

Comm setup & projected secure times: 10:30am Saturday – 5:15am Sunday

Expected active times: from 11:40am-4:00pm Saturday (out), 5:45pm Saturday -4:15am Sunday (in)

Ambulance / Medevac Site: Ambulance Site #5 (Copperhead Road aid station, FR961 @ FR962) / Medevac LZ#5 (FR2 @ FR114)

Access: Auto via gravel road

Driving Directions (from HQ): Via AR Hwy 324, drive south .9 miles to the entrance of the Lake Sylvia campground on the left where the pavement ends and FR152 begins; continue 1.5 miles on FR152 to FR132. Turn right onto **FR132**, drive 4.1 miles to FR94. This is an open area with a “Flatside Wilderness Area” sign on the left. FR132 turns left here (FR94 goes straight); turn left, drive 1.3 miles on FR132 to a fork in the road; take the left fork and drive about .2 miles to the intersection of FR135. If you miss the fork, it's okay...both forks intersect FR135. Turn right, drive 2.5 miles on FR132 to FR75. Turn left onto FR75, drive 1.4 miles to FR114. (FR75 is rough & rocky in spots) Turn left onto FR114, drive .3 miles to FR2. Turn right onto FR2, drive 4.1 miles to FR778. (see hazards) You will drive past Turnaround aid station at 1.0 miles from FR114.

Alternate Route (bypass HQ; from AR Hwy 9 @ FR132): Via FR132, drive west 3.2 miles to FR179. FR179 veers left, but continue right on FR132; drive .9 miles to FR152 & FR132C. From here, follow the directions above (from the bold **FR132**)

Alternate Route (AR Hwy 7): From Jessieville, take AR Hwy 7 North about 4 miles to the intersection of FR2 on the right. Turn right onto FR2 and follow it 8.5 miles to the intersection of FR778.

Comments: This aid station is a drop bag location. This site is hanging on the side of a hill with no pulloff and there isn't much room. FR2 is a fairly busy main route through this portion of the forest. Although FR778 doesn't receive much traffic, there may be some. Since this station will be in operation for an extended time, be careful to set up in a location that won't be affected by traffic. Ray and Jon usually set up on the side of the hill above (east of) FR2.

The race committee has added Club Flamingo as a drop shuttle option after 11:00PM (after FR 2 is clear of runners).

Repeater may be accessed from here with 5w into a 5/8 wave mobile whip but be prepared to run more power into a higher antenna.

Hazards: There are multiple low water crossing along FR2. Fords may be required in wet weather. If possible, do not drive AR Hwy 324 between FR805 and Event HQ during the period from 5:00am until 7:00am and FR152 from Lake Sylvia to FR132 from 8:15am until 11:00am Saturday morning. Yet another alternate access route that has been used in the past has been to follow FR778 past Lake Winona to Pigtrail, then continue over the mountain on FR778 to the intersection of FR2. Although the current comm crew uses this access route, I DO NOT recommend it. There is a reason Pigtrail is so named, and FR778 between Pigtrail and Club Flamingo is why. There are holes in the road that will swallow vehicles. It is not a good driving surface, with many large boulders embedded in the roadway. YOU HAVE BEEN WARNED! FR75 and FR2 have numerous rough spots also, but they are MUCH better than FR778. A large bear has been spotted crossing FR2, 2.4 miles west of here. Deer and bear archery season will be under way, and there will be bow-hunters in the area.

AID STATION DETAILS (continued)

BAHAMA MAMA (Saline County; FR966 @ FR762; NimrodSE quadrangle)

Lat: 34°46.775'N **Long:** 93°00.452'W **Approximate Elevation:** 1,400'

Milepost: 43.2 outbound, 72.6 inbound

Comm setup & projected secure times: 11:15am Saturday – 4:15am Sunday

Expected active times: from noon-5:00pm Saturday (out), 5:00pm Saturday-2:45am Sunday (in)

Ambulance / Medevac Site: Ambulance Site #5 (Copperhead Road aid station, FR961 @ FR962) / Medevac LZ#5 (FR2 @ FR114)

Access: Auto via gravel road

Driving Directions (from HQ): Via AR Hwy 324, drive south .9 miles to the entrance of the Lake Sylvia campground on the left where the pavement ends and FR152 begins; continue 1.5 miles on FR152 to FR132. Turn right onto **FR132**, drive 4.1 miles to FR94. This is an open area with a “Flatside Wilderness Area” sign on the left. FR132 turns left here (FR94 goes straight); turn left, drive 1.3 miles on FR132 to a fork in the road; take the left fork and drive about .2 miles to the intersection of FR135. If you miss the fork, it's okay...both forks intersect FR135. Turn right, drive 2.5 miles on FR132 to FR75. Turn left onto FR75, drive 1.4 miles to FR114. (FR75 is rough & rocky in spots) Turn left onto FR114, drive .3 miles to FR2. Turn right onto FR2, drive 2.7 miles to FR961. Turn right onto FR961, drive 4.3 miles to FR962. Turn left onto FR962 and drive .3 miles to FR966. Turn left onto FR966 and drive .8 miles to the intersection of FR762 at the end of the road.

Alternate Route (bypass HQ; from AR Hwy 9 @ FR132): Via FR132, drive west 3.2 miles to FR179. FR179 veers left, but continue right on FR132; drive .9 miles to FR152 & FR132C. From here, follow the directions above (from the bold **FR132**)

Alternate Route (from AR Hwy 7 @ FR132): Turn R on Lake Winona Scenic Dr/ FSR 132. Go 3.0 miles to intersection at the Powerline aid station. Turn L following FSR 132 and go 0.8 mi. Turn R on FSR 963 and go 0.6 mi. Turn R on FSR 964 (no sign) and go 0.7 mi. Turn L on FSR 962 and go 2.3 mi. Turn R on FSR 966. Bahama Mama is at the end of the road, 1.3 mi.

Comments: This is the 3rd year for this aid station location. It replaces the previous Smith Mountain and BM Road aid stations. Note overlap between outbound and inbound times. Approximately 4.5 miles of the course from here west to FR132 is along the bermed FR762 and is not accessible to emergency vehicles, so accurate logging is essential. The course is also bermed back to the east from here to FR211 (.6 miles).

The access road to this site, FR966, has been freshly renovated four years ago but is still in relatively good condition.

Repeater may be accessed from here with 5w into a 5/8 wave mobile whip but be prepared to run more power into a higher antenna.

Point of information: About 1.5 miles of the course, the highest portion over Smith Pinnacle of Barton Mountain, is in Garland County. This section begins about 1 mile west of this aid station.

Hazards: There are multiple low water crossing along FR2. Fords may be required in wet weather. If possible, do not drive AR Hwy 324 between FR805 and Event HQ during the period from 5:00am until 7:00am and FR152 from Lake Sylvia to FR132 from 8:15am until 11:00am Saturday morning. Deer and bear archery season will be under way, and there will be bow-hunters in the area. A large bear was spotted south of here on FR2 a few years ago, and others have been seen near B.M. Road.

AID STATION DETAILS (continued)

POWERLINE (Saline County, FR132 @ FR Y59L; NimrodSE quadrangle)

Lat: 34°47.304'N **Long:** 93°03.768'W **Approximate Elevation:** 1,440'

Milepost: 48.0 outbound, 67.9 inbound

Comm setup & projected secure times: noon Saturday – 2:45am Sunday

Expected active times: from 1:00pm-6:45pm Saturday (out), 4:00pm Saturday til 2:00am Sunday (in)

OUTBOUND DEPARTURE CUTOFF TIME IS 8:30PM SATURDAY

INBOUND DEPARTURE CUTOFF TIME IS 2:00AM SUNDAY

Ambulance / Medevac Site: This is Ambulance Site#4; use Medevac LZ#4 (FR132 @ FR114)

Access: Auto / RV via maintained gravel road

Driving Directions (from HQ): Via AR Hwy 324, drive south .9 miles to the entrance of the Lake Sylvia campground on the left where the pavement ends and FR152 begins; continue 1.5 miles on FR152 to FR132. Turn right onto **FR132**, drive 4.1 miles to FR94. This is an open area with a “Flatside Wilderness Area” sign on the left. FR132 turns left here (FR94 goes straight); turn left, drive 1.3 miles on FR132 to a fork in the road; take the left fork and drive about .2 miles to the intersection of FR135. If you miss the fork, it's okay...both forks intersect FR135. Turn right, continue west 7.7 miles on FR132 to FR124. Turn left, continue 3.2 miles on FR132 to FR153. Turn left, continue 2.0 miles on FR132 to the aid station site.

Alternate Route (bypass HQ; from AR Hwy 9 @ FR132): Via FR132, drive west 3.2 miles to FR179. FR179 veers left, but continue right on FR132; drive .9 miles to FR152 & FR132C. From here, follow the directions above (from the bold **FR132**)

Alternate Route (from AR Hwy 7 @ FR132): Via FR132, drive 2.8 miles to the Powerline site. If you reach the powerline crossing, you've gone .25 miles too far.

Comments: This aid station is a medical checkpoint, a crew location, a drop bag location, and a pick-up location for those who drop from the race. It is a very busy aid station, perhaps the busiest overall. As such, there will be much traffic at this location. There will be quite a crowd at this location. Because crew members gather here, you will receive queries regarding the status of individual runners. You may feel compelled to answer these inquiries, but they may become overwhelming. Remember that your primary task is to log runners' times and pass the information to net control. Our primary responsibility is runner safety, and knowing the status of each runner is directly coupled to their safety. This aid station is was previously located near the intersection of FR132 and a powerline but has been moved .25 miles southwest of there this year. This location is 70' higher than the previous location. Note the overlap in expected outbound and inbound times. The course is bermed along FR762 from this station to B.M. Road and is not accessible to emergency vehicles, so accurate logging is essential between these aid stations.

Crews will be instructed to park far enough off the road to keep road clear of obstructions. Aid station personnel will enforce proper parking procedures.

Repeater may be accessed from here with 5w into a 5/8 wave mobile whip but be prepared to run more power into a higher antenna.

Hazards: If possible, do not drive AR Hwy 324 between FR805 and Event HQ during the period from 5:00am until 7:00am and FR152 from Lake Sylvia to FR132 from 8:15am until 11:00am Saturday morning. FR132 is a busy road and some motorists exceed a safe speed. Watch for vehicular traffic. Deer and bear archery season will be under way, and there will be bow-hunters in the area.

AID STATION DETAILS (continued)

COPPERHEAD ROAD (Saline County, FR961 @ FR962; NimrodSE quadrangle)

Lat: 34°47.345'N **Long:** 93°00.421'W **Approximate Elevation:** 1,180'

Milepost: 52.1 outbound, 63.7 inbound

Comm setup & projected secure times: 12:30pm Saturday – 2:00am Sunday

Expected active times: from 1:30pm-8:00pm Saturday (out), 3:15pm Saturday -11:20am Sunday (in)

Ambulance / Medevac Site: This is Ambulance Site #5; use Medevac LZ#4 (FR132 @ FR114)

Access: Auto / RV via maintained gravel road

Driving Directions (from HQ): Via AR Hwy 324, drive south .9 miles to the entrance of the Lake Sylvia campground on the left where the pavement ends and FR152 begins; continue 1.5 miles on FR152 to FR132. Turn right onto **FR132**, drive 4.1 miles to FR94. This is an open area with a “Flatside Wilderness Area” sign on the left. FR132 turns left here (FR94 goes straight); turn left, drive 1.3 miles on FR132 to a fork in the road; take the left fork and drive about .2 miles to the intersection of FR135. If you miss the fork, it's okay...both forks intersect FR135. Turn right, drive 2.5 miles on FR132 to FR75. Turn left onto FR75, drive 1.4 miles to FR114. (FR75 is rough & rocky in spots) Turn left onto FR114, drive .3 miles to FR2. Turn right onto FR2, drive 2.7 miles to FR961. Turn right onto FR961, drive 4.3 miles to FR962.

Alternate Route (bypass HQ; from AR Hwy 9 @ FR132): Via FR132, drive west 3.2 miles to FR179. FR179 veers left, but continue right on FR132; drive .9 miles to FR152 & FR132C. From here, follow the directions above (from the bold **FR132**)

Alternate Route (from AR Hwy 7 @ FR132): Via FR132, drive 2.5 miles to the Powerline site. Continue .8 miles to FR963. Turn right onto FR963, drive .6 miles to FR964. Turn right onto FR964, drive .6 miles to FR962. Turn left onto FR962, drive 2.6 miles to FR961.

Comments: This aid station is a crew location. As such, there will be much traffic at this location, with vehicles parked along the sides of the road. There will be quite a crowd at this location. Because crew members gather here, you will receive queries regarding the status of individual runners. You may feel compelled to answer these inquiries, but they may become overwhelming. Remember that your primary task is to log runners' times and pass the information to net control. Our primary responsibility is runner safety, and knowing the status of each runner is directly coupled to their safety. Note the overlap in the expected outbound and inbound times.

Crews will be instructed to park far enough off the road to keep road clear of obstructions. Aid station personnel will enforce proper parking procedures.

In the past, Paul Schoenlaub (KD0NPD, aid station captain) has located hams about 100 feet southwest of the intersection, on the southeast side of FR962. The road is narrow here and runner crews park (against directions) on both sides of the road, so pull over as far as you can to allow vehicles to pass, though there won't be much traffic on FR962. Your mileage may vary.

Repeater may be accessed from here with 5w into a 5/8 wave mobile whip but be prepared to run more power into a higher antenna.

Hazards: BIG (deep) washout across FR961, .3 miles west of this site. If possible, do not drive AR Hwy 324 between FR805 and Event HQ during the period from 5:00am until 7:00am and FR152 from Lake Sylvia to FR132 from 8:15am until 11:00am Saturday morning. Deer and bear archery season will be under way, and there will be bow-hunters in the area.

AID STATION DETAILS (continued)

TURNAROUND (Saline County; FR2, .8 mi. S of FR114; Paron SW quadrangle)

Lat: 34°48.624'N **Long:** 92°56.290'W **Approximate Elevation:** 1,070'

Milepost: 57.9 outbound / inbound

Comm setup & projected secure times: 11:30am Saturday – 12:01am Sunday

Expected active times: from 2:05pm til 10:20pm Saturday

DEPARTURE CUTOFF TIME IS 11:00PM SATURDAY

Ambulance / Medevac Site: Ambulance Site #5 (Copperhead Road aid station, FR961 @ FR962) / Medevac LZ#5 (FR2 @ FR114)

Access: Auto / RV via maintained gravel road

Driving Directions (from HQ): Via AR Hwy 324, drive south .9 miles to the entrance of the Lake Sylvia campground on the left where the pavement ends and FR152 begins; continue 1.5 miles on FR152 to FR132. Turn right onto **FR132** and drive 4.1 miles to the intersection of FR94. This is a wide, open area with a "Flatside Wilderness Area" sign on the left. FR132 turns to the left here (FR94 takes off straight ahead); follow FR132 for 1.3 miles. At this point, the road forks; take the right fork and drive about .25 miles to the intersection with FR135. From here, drive 2.5 miles west on FR132 to the intersection of FR75. Turn left onto FR75 and drive 1.5 miles to the intersection of FR114. (FR75 is rough & rocky in spots) Turn left onto FR114 and drive .3 miles to the intersection of FR2. Turn right onto FR2 and drive .8 miles.

Alternate Route (bypass HQ; from AR Hwy 9 @ FR132): Via FR132, drive west 3.2 miles to FR179. FR179 veers left, but continue right on FR132; drive .9 miles to FR152 & FR132C. From here, follow the directions above (from the bold **FR132**)

Alternate Route (AR Hwy 7): From Jessierville, take AR Hwy 7 North about 4 miles to the intersection of FR2 on the right. Turn right onto FR2 and follow it 11.75 miles. You will pass near by the Club Flamingo Aid Station at the intersection of FR778, 8.5 miles from AR Hwy 7.

Comments: This aid station is a drop bag location and a pick-up location for those who drop from the race. In the past, this aid station was also a crew spot, but crews are no longer permitted here. This is the point at which the runners turnaround and head back the way they came.

There is ample off-road parking here under the trees in an area clear of undergrowth.

Repeater may be accessed from here with 5w into a 5/8 wave mobile whip but be prepared to run more power into a higher antenna.

Hazards: If possible, do not drive AR Hwy 324 between FR805 and Event HQ during the period from 5:00am until 7:00am and FR152 from Lake Sylvia to FR132 from 8:15am until 11:00am Saturday morning. Deer and bear archery season will be under way, and there will be bow-hunters in the area.

Event History

The Arkansas Traveller 100 was founded and directed for ten years by Lou and Charley Peyton of Little Rock. The first running of the event was on October 5, 1991. In 1989, Lou Peyton was one of four women to complete ultrarunning's Grand Slam—the first year this feat was accomplished by a female. It was the Peytons' travels to these 100 milers in other states that provided the inspiration for the Traveller. They wished to organize a similar event to share the true ultra-running experience with their local friends and runners, and also to host a run where they could invite the many friends they had made at other races from across the country. It is this spirit of friendliness that has earned the Traveller the reputation of being one of the most hospitable races in the United States. Over 250 volunteers assist with the race—working the aid stations and in other areas to make sure runners receive everything they need to finish their 100-mile adventure.

Starting with the 11th running of the race in 2001, the Peytons turned over race-directing duties to Chrissy and Stan Ferguson, but they have remained involved as members of the race board of directors that plans all aspects of the event. Although it was transparent to most, there was one other small change with the race that year: the Arkansas Ultra Running Association became a (RRCA) club entity of its own—with one of its purposes being to provide a formal organizational foundation for the Traveller. Previously, the race was organized under the auspices of the Little Rock Roadrunners Club.

The Arkansas Traveller course has remained almost exactly the same throughout its history. Two minor variances have occurred—both of which are merely trivial. For the first seven years, the race started at the site of the Lake Sylvia aid station and finished at the entrance to the Lake Sylvia park—where race headquarters was located. In 1998, due to repairs underway at the park, the race headquarters and finish were moved just over a half mile up the road to Camp Ouachita, with the starting point being adjusted accordingly. Beginning in 2001, the Turnaround aid station was moved approximately 200 yards to enable the start and finish to be at the same location.

The headquarters of the race remained at Camp Ouachita from 1998 through 2002. This location is about 30 miles west of Little Rock and adjacent to the Lake Sylvia recreation area. Camp Ouachita was a Girl Scout camp built in the 1930's and is the only surviving G.S. camp built jointly by the Civilian Conservation Corps and Works Progress Administration. Since the race's inception, proceeds from the AT100 have gone to the effort to restore this camp, which fell into a critical state of disrepair after it became inactive around 1980. Recently this restoration project has gained attention and additional funding, with major repair work causing race headquarters to be moved back to Lake Sylvia Day Use Area for the 2003, 2006 and 2007 events. Race headquarters has since returned to Camp Ouachita.

For the 2017 race, Thomas Chapin assumed Race Director duties following the retirement of Stan and Chrissy. The AT100 is again a qualifier for the Western States.

EQUIPMENT CHECKLIST

Below is an equipment checklist (courtesy www.carenclub.com) for the purpose of “jogging” your memory so you don't forget something that is vital or useful when packing for the event. You may not need everything in the list, but a listing of an item that you don't need may remind you of another item that you DO need. Everyone's list will be a little different.

Remember...self-sufficiency is the order of the day! It is a LONG drive back to town, and an even longer walk! If your station is down, you can't help anyone. If you become disabled, whether yourself, your vehicle, or your station, valuable assets that are required elsewhere will have to be redirected in order to assist you or fill the gap. Plan ahead! Be prepared!

- | | |
|--|--|
| <input type="checkbox"/> 2 Meter Mobile Radio | <input type="checkbox"/> Extension Cords |
| <input type="checkbox"/> 2 Meter HT | <input type="checkbox"/> Surge Protector Tap A Lines |
| <input type="checkbox"/> Mag Mount/Beam | <input type="checkbox"/> Rope |
| <input type="checkbox"/> Extra H.T. Batteries | <input type="checkbox"/> 200' Light Weight String |
| <input type="checkbox"/> H.T. Charger | <input type="checkbox"/> 100' Yellow Nylon Rope |
| <input type="checkbox"/> Headphones/earbuds/speaker | <input type="checkbox"/> 100' Contractors |
| <input type="checkbox"/> Pig Tails | <input type="checkbox"/> Hunter Orange nylon safety tape |
| <input type="checkbox"/> Connectors, adapters | <input type="checkbox"/> Shelter |
| <input type="checkbox"/> Extra Coax-50' | <input type="checkbox"/> Food |
| <input type="checkbox"/> 75' Lengths of coax-Several Runs | <input type="checkbox"/> Water – at least 3 Gallons per Person per Day, |
| <input type="checkbox"/> Car Battery | <input type="checkbox"/> Drinking Water – at least 1 Gal. per Person Per Day |
| <input type="checkbox"/> Battery Cables | <input type="checkbox"/> Household Bleach - 1 Tablespoon per Gallon in a |
| <input type="checkbox"/> Halogen Lights, Vehicle or Tripod mount | <input type="checkbox"/> Spray Bottle for Disinfectant. |
| <input type="checkbox"/> 12V Soldering Iron or | <input type="checkbox"/> Windex is a good disinfectant. |
| <input type="checkbox"/> Butane soldering torch | <input type="checkbox"/> Clothes |
| <input type="checkbox"/> Solder | <input type="checkbox"/> Personal hygiene items |
| <input type="checkbox"/> Screws | Basic suggested equipment for all operations |
| <input type="checkbox"/> Bolts | <input type="checkbox"/> Table(s) |
| <input type="checkbox"/> Pliers | <input type="checkbox"/> Chair(s) |
| <input type="checkbox"/> Wrenches | <input type="checkbox"/> Hand Can Opener |
| <input type="checkbox"/> Sharp Knife | <input type="checkbox"/> Pens |
| <input type="checkbox"/> Hatchet | <input type="checkbox"/> Paper |
| <input type="checkbox"/> Gerber or Leatherman Tool | <input type="checkbox"/> Flashlight |
| <input type="checkbox"/> Hose Clamps | <input type="checkbox"/> Batteries |
| <input type="checkbox"/> Wire Tie Wraps | <input type="checkbox"/> Bulbs |
| <input type="checkbox"/> Hammer | <input type="checkbox"/> Headlamp |
| <input type="checkbox"/> Duct Tape | <input type="checkbox"/> Batteries |
| <input type="checkbox"/> Electrical Tape | <input type="checkbox"/> Broadcast Radio |
| <input type="checkbox"/> Vis Queen | <input type="checkbox"/> Scanner |
| <input type="checkbox"/> Flares | <input type="checkbox"/> Binoculars |
| <input type="checkbox"/> Shovel | <input type="checkbox"/> Assorted Rags |
| <input type="checkbox"/> Cordless Drill, Bits | <input type="checkbox"/> Paper Towels |
| <input type="checkbox"/> Siphon Hose | <input type="checkbox"/> Towels |
| <input type="checkbox"/> Hand or 12v Air Pump | <input type="checkbox"/> Bug Spray - Airborne Insect Spray |
| <input type="checkbox"/> Tubeless Tire Repair Kit | <input type="checkbox"/> RAID |
| <input type="checkbox"/> Wrench Set | <input type="checkbox"/> Assorted Zip locks |
| <input type="checkbox"/> Screw Driver Set | <input type="checkbox"/> Medications |
| <input type="checkbox"/> Needle Nose Pliers | <input type="checkbox"/> Toilet Paper (!!!) |
| <input type="checkbox"/> Vice Grips | <input type="checkbox"/> Bucket With Tight Lid for Emergency Porta Potty |
| <input type="checkbox"/> Ice Pick | <input type="checkbox"/> 12v Power Supply |
| <input type="checkbox"/> Tape Measure | <input type="checkbox"/> Antennas |
| <input type="checkbox"/> Crescent Wrench | <input type="checkbox"/> Extra Wire |
| <input type="checkbox"/> Assorted Solder Connectors | <input type="checkbox"/> Antenna Support |
| <input type="checkbox"/> Wire Nuts | <input type="checkbox"/> Extra Barrel Connectors |

EQUIPMENT CHECKLIST

(continued)

- Extra Coax Connectors
- Cell Phone
- Cell Phone Charger
- Cell Phone Power Supply
- Cellular Yagi
- Generator
- Fire Extinguisher to stay at generator
- Fuel
- Oil
- Ground Rods & straps
- Spark Plug
- Butane Lighters
- Candles
- Wooden Matches in Water Proof Container
- Can to burn a Candle
- Glass Jar Candles
- Lantern
- fuel
- wick
- Heater
- Coffee can
- Denatured alcohol

NOTE: Be aware that if you dial 911 via cell phone, your call is forwarded to a 911 Communications Center which is determined by the cell site that your call goes through, and you must be prepared to tell the operator which county you are in and which agency you need to contact. This information is for reference only. SEE THE BACK OF YOUR AID STATION LOG FOR OFFICIAL CONTACTS.

Official race related calls to 911 will be made by Race Director/staff or Net Control. If for some reason a call is made from your Aid Station or a Racer Crew – let Net Control know what is going on.

NOAA Weather Radio

Little Rock, 162.550; Morrilton, 162.475; Russellville, 162.525; Mount Ida, 162.425

SAME Codes: Garland Co, 005051 (LR, Mt. Ida)
 Perry Co, 005105 (LR, Mt. Ida, Morrilton, Russellville)
 Saline Co, 005125 (LR)
 Yell Co, 005149 (LR, Mt. Ida, Russellville)

All prior reference radio frequencies have been deleted from the manual.

Revision History

- r 1.0 Updated dates from 2018 to 2019 race dates/name
- r 1.1 Corrected Walmart hours and course ribbon colors
- r 1.2 No Crew Stations, Archery season, porta-potties, camping facilities, sun/moon corrected – added Garland on page 1 (a short portion of the course is in Garland Co)
- r 1.3 remove Stan and go with generic RD on pg 17. Fix some dates on pg 21
- r 1.4 added note about taking an HT if leaving the Aid Station area / update picnic info
- r 1.5 numerous little fixes – will label as Distribution – 1.6 version
- r 1.7 update cut-off times for Inbound LW and ET – reissue for Dist

You are invited to the Arkansas Traveller 100 Post-Race Appreciation Picnic!!!

The Arkansas Traveller 100 Post Race Picnic

Saturday, October 19, 2019, 3:30 PM

Maumelle Park, Pavilion #3

Aid Station Awards and Much More