

**On-track Scenarios for Sunday, March 25, AM ----- Personnel Assignments**

Station	Instructors	Students				Drivers
<b>East Course</b>						
2/Control  <i>Team A</i>	Mack McCormack + Steward	1C. 2. 3. 4.	5. 6. 7. 8.	Grant McStay		
3  <i>Team B</i>	Fred Mahler	1C. 2. 3. 4.	5. 6. 7. 8.			
4  <i>Team C</i>	Rich Alexander	1C. 2. 3. 4.	5. 6. 7. 8.			
5  <i>Team D</i>	Brian Bielanski	1C. 2. 3. 4.	5. 6. 7. 8.			
<b>West Course</b>						
7/Control  <i>Team W</i>	Bryan Deane + steward	1C. 2. 3. 4.	5. 6. 7. 8.	Russ Horton Tom Elliot?		
8  <i>Team X</i>	Diane Henderson	1C. 2. 3. 4.	5. 6. 7. 8.			
9  <i>Team Y</i>	Bruce Kolker	1C. 2. 3. 4.	5. 6. 7. 8.			
10  <i>Team Z</i>	Marianne Lyons?	1C. 2. 3. 4.	5. 6. 7. 8.			
<b>Totals:</b>	<b>8</b>	<b>?</b>		<b>3</b>		

**On-track Scenarios for Sunday, March 25, PM ----- Personnel Assignments**

Station	Instructors	Students				Drivers
<b>East Course</b>						
2/Control <i>Team W</i>	Mack McCormack + operating steward	1C. 2. 3. 4.	5. 6. 7. 8.	Grant McStay		
3 <i>Team X</i>	Fred Mahler	1C. 2. 3. 4.	5. 6. 7. 8.			
4 <i>Team Y</i>	Rich Alexander	1C. 2. 3. 4.	5. 6. 7. 8.			
5 <i>Team Z</i>	Brian Bielanski	1C. 2. 3. 4.	5. 6. 7. 8.			
<b>West Course</b>						
7/Control <i>Team A</i>	Bryan Deane + operating steward	1C. 2. 3. 4.	5. 6. 7. 8.	Russ Horton Tom Elliot?		
8 <i>Team B</i>	Diane Henderson	1C. 2. 3. 4.	5. 6. 7. 8.			
9 <i>Team C</i>	Bruce Kolker	1C. 2. 3. 4.	5. 6. 7. 8.			
10 <i>Team D</i>	Marianne Lyons?	1C. 2. 3. 4.	5. 6. 7. 8.			
<b>Totals:</b>	<b>8</b>	<b>?</b>		<b>3</b>		

## Rotation Schedule for AM and PM On-Track Scenarios

This rotation schedule requires that the students (and their instructors) remember what team they are and where they started at in the first morning rotation. Only the students, but not the instructors and drivers, will rotate to East and West courses. **Or maybe the instructors should rotate too? Let me know what you think and why.**

**Should we eliminate station set up at 2/C and 7/C? I am worried that we don't have enough time! Should they go directly to control? Let me know what you think and why.**

		Teams				TIME LINE			Teams			
Scenario		A	B	C	D		Scenario		W	X	Y	Z
<b>AM East Course</b>	1	2/C	3	4	5	9:00	<b>AM West Course</b>	5	7/C	8	9	10
	2	3	C	4	5	9:30		6	8	C	9	10
	3	3	4	C	5	10:00		7	8	9	C	10
	4	3	4	5	C	10:30		8	8	9	10	C
<b>LUNCH</b>						11:30- 12:30	<b>LUNCH</b>					
<b>PM West Course</b>	5	C	8	9	10	12:45	<b>PM East Course</b>	1	C	3	4	5
	6	8	C	9	10	1:30		2	3	C	4	5
	7	8	9	C	10	1:45		3	3	4	C	5
	8	8	9	10	C	2:15		4	3	4	5	C

The morning session is 2.5 hours and the afternoon session is 2.5 hours.

Each scenario will be allotted 30 minutes total (which leaves 30 minutes of OFAT.). Playing out of each scenario and post-scenario debrief and discussion must be kept within the 30 minutes time allotted. Also, stations will rotate to “Control” between each scenario which will consume the 30 minutes of OFAT. During this time, drivers will re-stage for next scenario. It will be up to the steward in “Control” to keep everyone to the schedule. After all, that is what they do best!

Students will be encouraged to bring scanners for Sunday’s program to listen in on the “net”.

Roll-over car could be indicated by numbers placed upside down in a side window.

Oil leak will be simulated by a gallon of water poured from car onto track to leave a stripe. Hopefully we will not have snow or rain on the track.

Fire will be simulated by red/orange crepe paper blowing from a window.

Instructors may give other information to corner crews about the incident or other activities occurring on track. They, with the corner captain, will make sure that when responding to a car, an experienced flagger will accompany a newbie.

EMS from Pit Lane will respond to East Course.

EMS from West Bend Rescue will respond to West Course.

We need a fall back plan if the weather is so awful that we can’t do the on-track scenarios. Fred is working on a second CD/DVD of clips for an extended “you make the call” session. Hope for good weather.

Please, keep the scenarios among just our group.

## East Course Scenarios:

1. **“Mechanical Pull-Off”** – Driver will start from Big Bend and simulate an oil leak (with a gallon of water) as he passes 3, and come to a stop between 3 and 4, driver’s right, partially on track. Workers from 3 & 4 will respond. As they approach the car, driver will re-start and continue to a point ½ way between 4 & 5, driver’s right, and pull off onto grass. Car will be picked up “under a local yellow” by a flat tow and taken to the “safe haven” behind Station 5 driver’s right.
2. **“Unconscious Driver” (medical emergency + worker down)** – Driver will start from Big Bend past 3 and pull off between 4 & 5, driver’s right, at a location to be determined by driver. Driver will remain “unresponsive” and slumped over at the wheel. Two workers will respond (one newbie and one experienced flagger). As they approach the car, the experienced flagger will feign a sprained ankle and drop to the ground. Medical car will be called to assess. We may dispatch an ambulance, if available.
3. **“Fire”** – Driver will start from Big Bend and use red crepe paper out the window to simulate a fire in the cockpit as he passes Station 3. With the appropriate signals from stations 3, 4, 5, he will pull off, driver’s right at Station 5 with two wheels still on track. Outpost workers will respond as well as EMS - fire/rescue.
4. **“Track Blockage – Rollover”** – Driver will start from Big Bend and stop center track, at apex of 4 with 50% track blockage. Stations will be told by their instructor that the car has rolled over and come to a rest on the roof. Operating steward will call for “full course yellow”. Instructors will also indicate multiple passes under yellow between Stations 4 & 5. Instructor at 5 will encourage communicator to make an untimely PUY call during the emergency at 4.

## West Course Scenarios:

5. **“Hard Impact into Tire Wall”** – Drivers will start from “No-name” straight. Driver One will simulate an oil leak (with a gallon of water) in braking zone at West Bend, and will go off-track driver’s left into tire wall at 9. Worker will respond. Shortly thereafter, on cue, Driver Two will approach West Bend and “spin” in the “oil” also ending up in tire wall, near Driver One. EMS will be dispatched from West Bend Rescue.

6. **“Hard Impact into Guard Rail)”** – Driver One will leave from “No-name” straight and simulate a spin at exit of 9, across track to driver’s right at 10, with hard impact into tire wall. Outpost worker will respond. EMS from West Bend Rescue will respond.

7. **“Rollover (with red flag)”** – Driver One will start from “No-name”. Driver One will simulate a roll-over near the exit of 9 and stop creating 100% course blockage. RED Flag will be called by operating steward. EMS will respond from West Bend Rescue. Once everyone is responding to the emergency at 9, Driver Two will start (on cue) from No-name straight and proceed past all stations, around the incident, ignoring the red flags. Incident report write up will be requested by operating steward.

8. **“Metal-to-Metal (with Driver Altercation)”** – Drivers will start from “No-name” straight and proceed side-by-side uphill. Instructors will indicate that a metal-to-metal, side-to side, contact has occurred. Driver One will pull off into the chicane, driver’s right. Driver Two will continue and pull off; driver’s left, at the end of the wall between 8 & 9 “out-of-sight”. Then Driver One will restart from the chicane, drive across track to Driver Two’s car and begin an altercation. Outpost workers will respond. Incident report write-ups will requested by the operating steward.