

Minnesota Patriot Guard Mission Safety Guidelines

Revised 20 Mar 2011

These Guidelines can be adjusted as needed by the RCIC (Ride Captain In Charge) on a mission depending on ride circumstances.

MISSION / EVENT SAFETY

Missions/Events have their own risks and possible safety issues that all should be aware of and monitoring.

LEADERSHIP SECTION

RCIC (Ride Captain In Charge)

Environment, during high and low temp Missions/Events the RCIC or designee needs to make contact with some one in charge of the facility where the Mission/Event is going to be had at and ask if an area is available to get out of the cold or heat.

RCIC or designee should also systematically check the status of all involved (recommend every 30 minutes). Talk to each member, look for signs of any stress (heat, cold, hydration, or emotional).

Don't be afraid to set a rotation of members so they have a chance to get out of the heat or cold periodically. Even on long period flag lines have the members switch places periodically to change the venue of how and position they stand.

Storms can produce high winds, hail, or/and lightning, all of which needs to be dealt with at a moments notice. If storms are a possibility, work with the local facility manager to identify shelter. We will not have members standing in high winds, hail and/or lightning. Any signs of lightning all flag poles need to be put away, this includes wooden, plastic, and fiberglass ones (wet wood, plastic, and fiberglass does conduct electricity).

Venue, If near a high traffic highway, road, or street watch where members are placed make sure they are out of any danger from distracted drivers. Also make sure the flag line is not distracting traffic and putting others in danger.

If helping with parking or crosswalks the members performing the duty should be in a safety vest and if dark they should have a lighted device.

GROUP MOTORCYCLE RIDING

Group motorcycle riding is a great experience when common sense, respect for other riders, and safety prevail. Please review these riding rules and tips for your personal and group riding safety.

The MN Patriot Guard as an organization is not responsible for accidents, injuries, thefts, etc.

- Each individual is responsible for any violation of the law. Riders ride at their own risk.
- DISCLAIMER – Road Guards will not be used unless authorized by law enforcement.

LEADERSHIP SECTION

RCIC (Ride Captain In Charge)

- Plans the entire formation and leads the group to the destination.
- Plans the ride, pre-ride all routes and coordinate with LEO. (a good resource would be the Law Enforcement Coordinator and it would a good idea to at least let major cities know you have large groups coming through).
- The RCIC will maintain a safe riding speed, obeying all traffic laws (weather, traffic and road condition permitting).
- Accelerate and decelerate methodically, use a rule of thumb that each bike behind you needs to accelerate 1-2 mph faster to catch up (at 30 bikes the last one may need to exceed 30 miles an hour faster than the lead to catch up @ 60 mph they may need to reach 90mph)
- RCIC will have a ride briefing to cover the mission, ride speed, ride formation, fuel stops, and general functioning of the ride
- Hand signals should be demonstrated by the RCIC or someone he has designated.
- Ask for riders with E.M.T. and First Aid training. These riders should ride in the back of the group somewhere just in front of the Tail Gunner.
- The RCIC usually leads the ride, however the RCIC should assign experienced rider for the Lead rider and Tail Gunner.
- The RCIC, Lead and Tail Gunner should wear safety vests if available.

Lead bike:

- The role of the Lead bike is to pass on all the hand signals to the group and keep track of the Tail Gunner.
- The Lead bike will travel in on the right hand side of the lane, just behind the RCIC.
- RCIC makes all decisions regarding lane changes, stopping for breaks and fuel, closing of gaps, turning off at exits, any concerns of what lies ahead, and so on. The Lead will communicate the intentions to the group.

Tail Gunner:

- The Tail Gunner serves as the eyes of the RCIC at the rear. He watches the formation, and acts on any potential problems within the group.
- While in formation the Tail Gunner is always the last bike and should ride center lane.

- Watches other vehicles, and informs the Ride Captain (via radio if available) of hazardous conditions approaching from the rear.
- Will be responsible for managing merging lanes and lane changes.
- Working with the RCIC the Tail Gunner will set the pace for the group.
- At the RCIC's request, the Tail Gunner changes lanes before the formation, to secure the lane so the formation can move into it.
- The Tail Gunner will address horseplay or unsafe actions at the next stop.

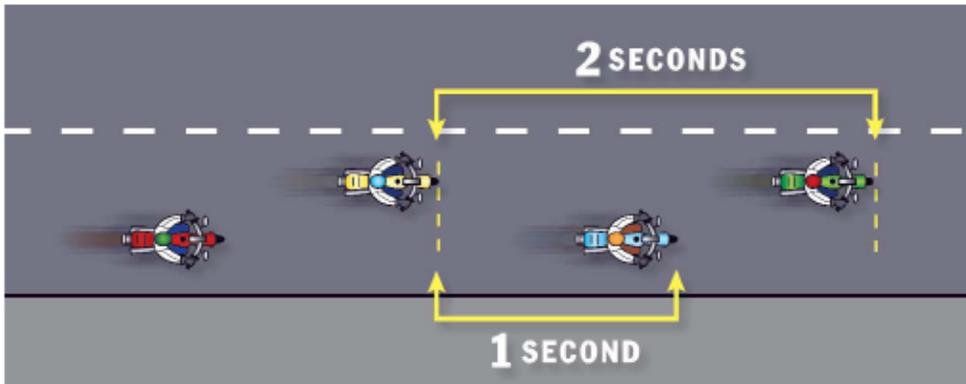
MEMBERS SECTION

Riders

- Those not comfortable with riding in a large group might wish to choose to ride in a smaller group that will follow at a more laid back pace. They start 4-5 minutes later and travel at the posted speed.
- Top-off your gas tank before you begin the ride.
- Do a personal and bike safety check, make sure everything is secure before beginning the ride. You and your bike should be in good safe running condition.
- 3 X 5 flags are not to be flown at speeds over 35 mph and under 35 mph is at the RCIC's discretion.
- Watch for and pass on hand signals.
- Always follow the lead bike, and stay in formation, do not change positions or move up if someone drops out, until the next stop.
- If leaving the group, you must signal your intent.
- If being passed, make room for the vehicle to come into your lane in needed.
- Riders will obey all traffic laws.
- Do not ride with 4-way Flashers on this is distracting to others.
- If you join in on the ride in progress, merge in at the back of the group just in front of the tail gunner. Initially pull up behind the Tail Gunner, they will signal you to take a position in front of them when safe.
- The Tail Gunner is always the last bike.
- If you should lose something on the road, do not stop, consider it lost.

Formation:

- Riding will be in a standard staggered formation unless the RCIC or Lead calls for single file. See photo.



- A staggered formation discourages traffic from breaking into the formation. A close group takes up less space on the road, is easier to see and is less likely to get separated.
- If the formation gets split up (like having to stop at a traffic light) the RCIC will slow until the separated group catches up.

Emergencies:

- **Riders**
- If a bike breaks down, let the rider move to the right. **DO NOT STOP**. The designated rider or cage(s) will stop with the problem bike.
- The RCIC will lead the group to a safe stopping place if needed. The designated rider or Cage notifies the RCIC of the situation either via a rider going ahead to relay the information or calling the RC on a cell phone. No one will be left on the side of the road alone.
- Once the group is stopped, notify RCIC if you are a witness to the accident and provide contact information, which will be passed on to LEO.
- **Medical Care**
- First aid if needed will be provided if a trained person is available and 911 called
- The Tail Gunner and trained medical personnel will stay with the downed Rider.
- The EMT or designated person will call the RCIC to report the situation and/or send a rider ahead to relay the information to the group at their next stop.
- Do not allow a hook tow truck to take the downed bike. Load on a flat bed tow truck only.

Law Enforcement:

- If Law Enforcement stops the group, the RCIC and Tail Gunner should lead the group to a safe place to pull over.
- Riders should stay on their bikes in formation.

- The RCIC should be the only one who approaches the officer and should promptly identify him/herself.

Cages:

- Cages (cars/trucks) will maintain a safe distance from the tail-gunner in the same lane.
- Do not block traffic in other lanes.
- Do not attempt to protect the bikes or formation.
- It would be desirable if a cage could assist with roadside emergencies if possible.

Ride is complete after we reach our final destination. The Mission is complete after the service.

- You are on your own for the ride back home.

Hand Signals:

- Each rider should duplicate all hand signals given by the rider in front of him/her, so that the signals will pass all the way to the back of the formation.

Stop - arm extended straight down, palm facing back



Single File - arm and index finger extended straight up



Slow Down - arm extended straight out, palm facing down



Double File - arm with index and middle finger extended straight up



You Lead/Come - arm extended upward 45 degrees, palm forward pointing with index finger, swing in arc from back to front



Follow Me - arm extended straight up from shoulder, palm forward



Hazard in Roadway - on the right, point with right foot; on the left, point with left hand



Pull Off - arm positioned as for right turn, forearm swung toward shoulder

