

EMERGENCY PROCEDURES

It is important that your contacts, especially your coordinator, study these emergency procedures carefully.

1. If your contacts receive (or see) a "Check in/OK" message **but nothing more after about (4) hours** (pilots rarely fly longer than that), something has happened – probably not good. If you do fly for longer periods, be sure to let your contacts know this beforehand! If you have more than one contact, you should authorize just one person (and a backup) to coordinate things. Here is what the coordinator should do:

2. Access the [shared web site](#) (the link here points to my site). Keep any tracking information available. Attempt to determine the time and coordinates of the pilot's last location. Study the tracking information carefully. (At the end of this page is a section on how to read the shared web site.)

3. If the track messages show a continual change in location with no two locations the same, things are probably OK and the pilot is flying a very long time. Everything is OK if the tracking information makes sense = continually moving with no breaks in time and with the location constantly changing. If there are breaks in the location or the location does not change, it may mean that the pilot is not in the air or has crashed. It is critical that rescue contacts know this. If things do not appear normal, proceed.

4. Attempt to contact the pilot via radio, cell phone, or satellite phone. How long should someone attempt to contact the pilot? It is hard to say but probably until contact is made one way or another. If there is someone handy, he can go to the last known location of the pilot using the coordinates give by the SPOT and a GPS. If all is OK, the pilot can be rebuked for being a hazard and very irritating for causing a false alarm because he did not check in. Attempt to contact friends or the host that the pilot is traveling with. If it is not possible to contact the pilot, proceed.

5. If there are track messages with the same location as the Check in/OK message, there has probably been an accident at launch. Initiate search and rescue (S&R) but only if the pilot does not have a rescue service (e.g. Global Rescue). If he does, contact the service immediately and let them take over the rescue. Global Rescue and firms that do similar things are not search organization. If they have to search for the pilot, he will be charged accordingly. Be sure to tell the service everything you know. If the pilot

has no rescue service, proceed.

6. If the track messages show a change in location and, at some point, show the same location for over 30 minutes, the pilot has crashed. Initiate S&R.

7. If the track messages are as in #3 above but there are time breaks not compatible with orderly movement and the location starts changing again, the pilot has been rescued or, perhaps, seized. Something is wrong. Initiate S&R. They may already be helping and will know about the rescue. It does not hurt to contact them for instructions and other help.

If there is any way possible for the pilot to contact help, he must do so if there are problems.

If the SPOT goes dead where the pilot cannot send the custom message indicating all is OK, he should do everything possible to let everyone know that he is OK. However, a pilot should always carry spare batteries for the SPOT so this should never happen.

SHARED SPOT WEB PAGE EXPLANATION

Here is my shared page:

<http://share.findmespot.com/shared/faces/viewspots.jsp?glId=0x1gqHEWZP62ZujisyBE9yJEO154ofmGIX>. It would help to print the page in order to better study it with the information given below.

If you have not used your SPOT recently, the shared page will throw an error because there is no data. Do not be alarmed.

Track Progress messages are only visible on the web page and cannot be sent to a cell phone. However, the smart-phone app for the SPOT can display Track Progress messages.

The map section of the shared SPOT page is not much help, at least for pilot use. As a pilot switches from on the earth to in the air, it makes the map even less helpful. The map section is only useful if whoever needs the info knows which track point to use. For the non-pilot, significant other, etc. it can be a puzzle.

The "messages" part of the info on the shared web site is the valuable section.

Note the sample screenshot below, lower left, where it says "Hadley Robinson is about to launch". The type of message is "check in/OK". In the

live screen, you would click the "+" to see the details. This is the beginning of my flying activity for that day. I always send that message when I am at launch and will be launching into the air shortly. I also verify that the messages have been received by the SPOT system via my own cell or satellite phone.

The screenshot shows a jumble of points connected by lines. These points are not useful without analyzing the messages section. It shows a (30) minute flight with the launch and landing points. You know that I have landed because I pressed the custom message button. However, I did not turn off tracking. Why was this? I was in the middle of nowhere and, in case I might be attacked or be injured, I wanted the tracking going while I was on the ground.

The track points become jammed together because I am walking. If you were on the actual web site you could zoom in and see how far I walked in ten minutes. But then the points appear to jump from 36 to 41. The reason is that I am stationary from points 36 to 40, about 40 minutes. (The new Gen3 SPOT stops sending track points if you stop moving.) Then point 41 appears a long way from point 36. This indicates I am moving fast (in a truck) so the points are way apart. The last point is 42 and there are no more. This means that is the location where I turned off the SPOT or stopped tracking. In the case here I was back at my truck and on my way home. There is no worry because I sent the Custom Message that I am safely landed. If something were to happen after I had landed, I would push the help or SOS button, if I could.

On the live screen, if you move your mouse over a message in the message section, the relevant track point on the map will radiate out curved lines, like a radio beacon. There is no way to match the numbers next to the track point and the message in the messages section. The track point numbers are consecutive over time. However, clicking on a track point will pop up a screen with the details (see the pop up below) as follows:

1. User name
2. ID of the SPOT
3. Type of message
4. Global coordinates of the location of the SPOT
5. The exact time the message was sent in LOCAL TIME
6. The state of the SPOT batteries

The SPOT is a useful device to help keep others informed if you are engaging in activities away from civilization. It is a good investment to get help quickly. However, everyone should have backup means to contact people on

the outside e.g., two-way radio, cell, or satellite phone. Single point of failure in any communications scheme should be avoided at all costs, especially since the SPOT has proven not to be 100% reliable.

The screenshot displays the SPOT mobile application interface. At the top left, the SPOT logo is accompanied by the slogan "Ready for Adventure". The interface is divided into two main sections: a message log on the left and a map on the right.

Message Log:

Type	Time	Messenger
Track Progress	1 Day ago (October 21)	HadRobinson
Track Progress	1 Day ago (October 21)	HadRobinson
Custom Message	1 Day ago (October 21)	HadRobinson
Your Local Time: 10/21/2013 6:32:27 PM Coordinates: (WGS84) 31.80913 , -106.63535 Message Detail: SPOT GPS message: Hadley Robinson has safely landed. All is OK.		
Track Progress	1 Day ago (October 21)	HadRobinson
Track Progress	1 Day ago (October 21)	HadRobinson
Track Progress	1 Day ago (October 21)	HadRobinson
Check in/OK	1 Day ago (October 21)	HadRobinson
Your Local Time: 10/21/2013 5:44:31 PM Coordinates: (WGS84) 31.84864 , -106.62061 Message Detail: SPOT GPS message: Hadley Robinson is about to launch.		
Track Progress	2 Days ago (October 20)	HadRobinson
Track Progress	2 Days ago (October 20)	HadRobinson
Track Progress	2 Days ago (October 20)	HadRobinson
Track Progress	2 Days ago (October 20)	HadRobinson
Track Progress	2 Days ago (October 20)	HadRobinson

Map: The map shows a flight path in orange lines connecting several numbered waypoints (e.g., 19, 22, 23, 24, 30, 32, 33, 34, 35, 36, 41, 42) over a geographical area. The map includes labels for roads like "Pete V. Domenici Memorial Hwy" and "McNitt Rd", and landmarks such as "Santa Teresa Country Club". The interface also features a compass, zoom controls, and a "Map/Satellite" toggle.

At the bottom of the screen, there is a "Copyrights" section with the text: "© 2011 Spot LLC. All rights reserved. All SPOT products described on this website are the products of Spot LLC, which is not affiliated in any manner with Spot Image of Toulouse, France or Spot Image Corporation of Chantilly, Virginia."

DO NOT TRAVEL AND FLY ALONE OUTSIDE OF WESTERN COUNTRIES!

I hope this has been helpful. – Had Robinson