

CORNER CAPTAINING 101

F&C Flag Meeting

- GBS (General Business Stuff)
 - Car count
 - Special conditions (puddles, parking, lunch arrangements, etc.)
 - Gate Combinations
 - Note number of flaggers, new faces
- Listen for Turn Captain names/staffing

Your name is called as Captain

- Yell out (so folk will know who you are in case they are working w/you and don't know you)
- Listen for who else is on your station
- Listen for Turn Captain names/staffing downstream
- Talk with adjacent Captains
- Talk to Flag Chief or experienced Captains about a turn you've never worked/Captained before
- Secure equipment (have station members help)
 - Check radios (proper quantity) and select "good" headsets
 - Insure you have enough flag sets
 - Insure you have the proper flags (Black/Meatball/Checker)
 - Get Number board (if working Black Flag station)
- Turn on a radio during trip to station
- Get to station quickly

On Station (setup station)

- Have someone "person" and operate the radio
- Set out ALL fire bottles
 - Where fires occur (if there are enough fire bottles)
 - In sight of drivers on track
 - In sight of and on path of flaggers on station
- Clear track of distributed equipment (water cooler)
- Inspect track locally
- Determine and prioritize good "Point" positions

Meet, Greet and Evaluate co-workers

- Ask license grade (if not displayed), of workers new to you
- Ask if anyone has any special circumstances
 - Allergies, handicaps, etc.
 - Inability or desire not to perform any flagging function
- Check for flagger "equipment" (whistle, gloves, whites, etc.)
 - Give out "loaners" and SUGGEST worker get their own
- Go over basic hand signals (Help, Ambulance, Fire, Flat tow, Wrecker, Tilt bed, NOW, Flags, etc.)
- Flagger's Priorities

Meet, Greet and Evaluate co-workers

- Explain YOUR response procedures
 - who, what, when, where, why?
 - Give 'em a chance to leave, Mazda "fires", etc.
 - Keep car between you and oncoming traffic - NEVER turn back on traffic
 - Driver OK or not - what does car need and when? Tilt Bed vs Wrecker
 - Driver belted in car if Flat Tow Now
 - If car is left, get driver & flagger to safety ASAP, downgrade flag
- Point out local hazards and unique aspects of the Station
 - Impact zones (black tire marks) and escape routes
 - Working with other stations
 - Call arounds (Number, Color, Position, etc.) for Last Lap & Black Flags
 - Driver's line of vision where they can see the flags best (or at all)
 - Turn one is ALWAYS called for a Course Check w/o warning (.... HINT!)
- Review any "special" circumstances for the day/weekend (I yell, rain, expectations, photographers, gate locking, etc.)
- Review "problematic" flags (waving vs standing Yellow, White flag for Stations, changes to Yellow when ...)
- STRESS good note taking and prepare flaggers to write-up incidents where cars cannot continue
- Take questions, answer some.

Develop a Rotation

- Determine if number of flaggers requires the Captain to be in rotation
- Minimums
 - 2 flaggers: working Captain - Yellow & Blue flagger, one is Communicator
 - Discuss whether Yellow or Blue flagger is Communicator
 - 3 flaggers: working Captain - Communicator, Yellow & Blue
 - 4 flaggers: Captain, Communicator, Yellow & Blue
 - 5+ flaggers: Captain, Communicator, Yellow, Blue, Safety/Point
- Arrange rotation so Yellow rotates into Communicator
- Arrange rotation so Communicator rotates into Blue
- Arrange rotation for shortest walks
- Announce, write down and draw diagram of rotation (post in plain view)
- Revise rotation (and re-post) as necessary
- Identify and describe purpose & function of Safety and Point positions
- Ask if there are suggestions questions about rotation
 - Decide if rotation is every session or ?
- Have flaggers pick their starting position

Newbies

- Work WITH them - DO NOT LET THEM WORK ALONE
- Lend them a scanner (DC has "loaners" for this purpose - hint)
- Explain the "net and our language" to them during first session while they monitor

Newbies

- Make them Communicator in first "easy" session
 - The first sessions of a weekend are practice and should be low key
 - Pick a session with few cars, subdued action (FV/F500?)
 - Have them call in ASAP that they are a novice (and for the rest of the weekend)
 - Tell them you will "Feed" them the words when a call is necessary
 - Stay with them
- Assign them to work with another flagger mentor after some time with you
 - Change mentor at lunch or next day for variety of learning

Niceties

- Bring and post a schedule, entry list, Supps
- Put out trash bag (bring your own)
- Bring notepad, pens/pencils, binoculars, tools, extra gloves, whistles and tools
- Clean up at the end of the day

**The call comes from Control ... GREEN FLAG!
.... And the Captain's day gets a whole lot better**

... and you wonder why folk get tired of being Captain all the time.