



Making Reflector Signal Wands

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www.neighborhoodlink.com/org/rtc2k5

E-mail: rtc2k5@gmail.com

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During emergencies, especially road side emergencies in Thailand, people break off some small branches with leaves and lay them on the road to warn approaching motorists of a disabled vehicle. There are no road flares or safety triangle reflectors. In fact, many times I haven't even seen them turn on the vehicle's emergency flashers (assuming they even work). Often, even for road construction work, you don't see uniformed flag men. If you do, they rarely have the expected red and green flags.

In the interest of safety and in preparation for emergency response, we came up with a low cost, low tech set of hand signal wands made from scrap PVC pipe, discarded CDs and colored reflector tape. The inspiration came from the traffic "wands" used by various European police departments.



Scrap PVC "handles", discarded CD "faces" and some red and green reflector tape.



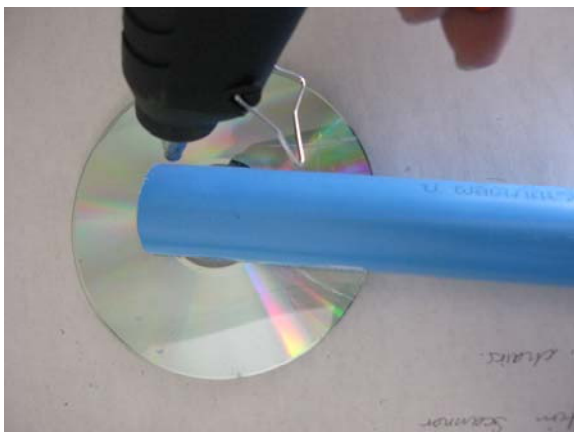
Using a block and pencil to scribe the cut line to hold the CD in place.



Cut the slot to hold the CD



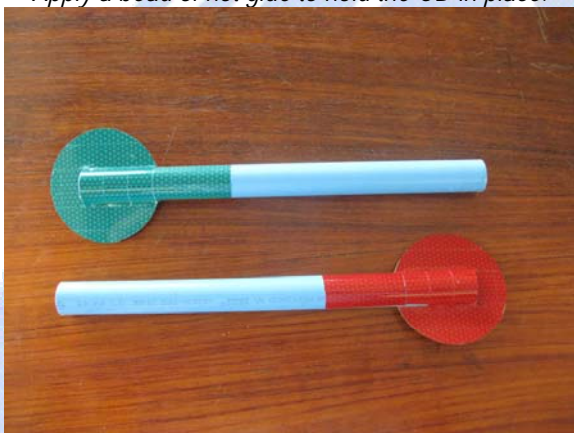
Slide the CD into the slot and center it left to right.



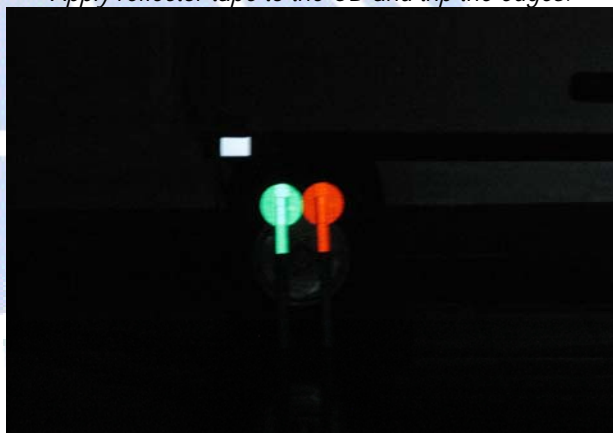
Apply a bead of hot glue to hold the CD in place.



Apply reflector tape to the CD and trim the edges.



Each wand has a red face and a green face for flexibility in traffic control or landing zone air marshalling



Night visibility trial reflectors illuminated by headlights at a distance of 10 meters (white square is a fence reflector)

The RTC-TH does not intend to suggest people take on the responsibility to direct traffic on public roads. That is clearly and legally the domain of the police. However, it is conceivable that it may be necessary to direct traffic on our own property (e.g. parking for an event) or to assist authorities in times of emergencies.

In situations where 2-way traffic is restricted to one lane, 2 road guards could use a single wand each. Positioned at either end of the constriction, they can coordinate traffic movement by alternating the use of the red and green face of the wands to direct drivers.

It is important to remember the RTC-TH EmComm effort is to supplement local authorities in an emergency. We are not in charge of setting up and running an emergency helicopter LZ (landing zone). In a worst case scenario, we anticipate night operations for an LZ may not be possible due to lack of minimal equipment. The RTC-TH is prepared to enable night LZ ops by: 1) having pre-scouted, surveyed, and mapped potential emergency LZ (with approach and departure corridors, vertical obstructions, etc.); 2) providing GPS coordinates and location beacons; 3) providing relevant flight weather; 4) pre-planned ground illumination to night operations. We assume approaching helicopters would use their landing lights. During night operations at emergency landing zones, a pair of red reflector wands would be used for aircraft marshalling. Reflector wands have the added advantage of not needing a power source. (See the attached reference chart on ground to aircrew hand signals.) 🇹🇭

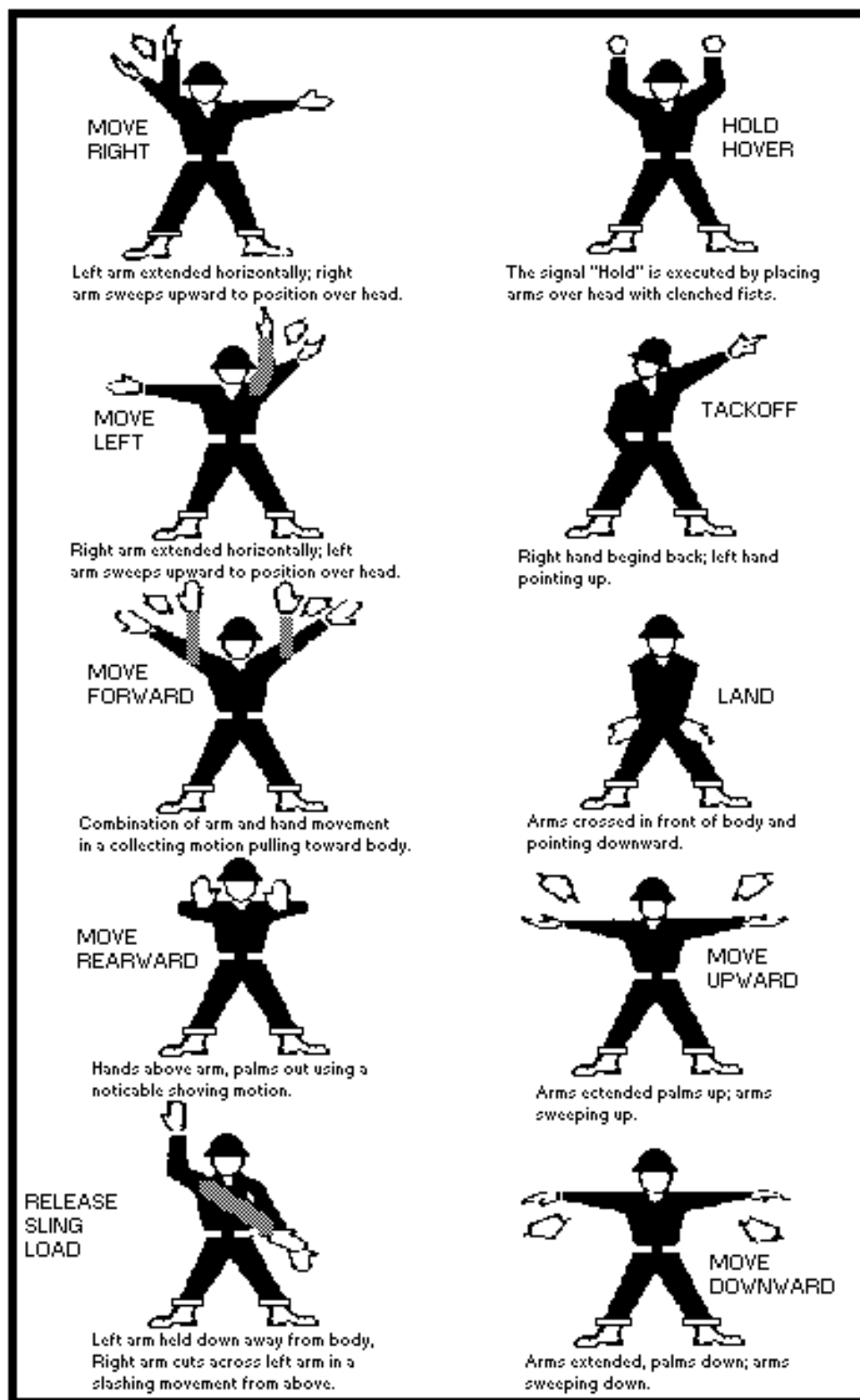


FIGURE N-1 HELICOPTER HAND SIGNAL