

GWRRRA, REGION N, VIRGINIA DISTRICT CHAPTER VA-E BATTLEFIELD WINGS FREDERICKSBURG, VIRGINIA

NOVEMBER 2008

www.battlefieldwings.com



HOME OF THE 2008

SPIRIT OF VIRGINIA AWARD WINNERS

BATTLEFIELD WINGS, VA-E



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CHAPTER E – DIRECTOR'S NEWSLETTER



Greetings Everyone,

Wow, what a successful Fall Fantasy we had on the 25th. In attendance were Gordon & Julie, Debbie L., Rob, Mike & Carol, Dan & Martha Jo, Bob & Ella, Tom & Diana, Butch & Nancy, Greg & Karen, Larry, Ted, Jim & Bev, Dannie & Carol, Mike & Keri with Anthony & Lauren, Sean, Debbie M., Ranny & Melanie, Nolan & Liz, Ron & Linda. Even though the weather was not cooperative, we still had 10 visitors. My compliments to the chefs: we had some of the best soups and chili's I have ever tasted. Many of our own chefs and a few visitors provided some fantastic food which did not take long to consume. We had a successful auction and raised a good sum of money for our Christmas Charity. I would like to thank each and every one who helped set up, work, and take down our event. These types of functions are not successful without you.

On the 8th, Julie & I, Sly & Tina, Greg & Karen and Larry & Sylvia headed down to Lynchburg for our fall officers meeting. We have a few changes coming to GWRRA which will be communicated as they occur. All of us enjoyed the meeting and came back pumped up and ready to go.

Our Christmas Party is on the 13th. Santa Claus will be there along with food, music and dancing. Please make plans to attend. Please check the district website for other chapters Christmas parties and see if you can make one of them.

I would like to wish all of you a Happy Thanksgiving. Take time to give thanks for all we have. May you enjoy family, food and happiness.

Gordon

CHAPTER EDUCATOR NEWS

Brakes

Well, I got another month off by asking Bob to write the CE article last month but my vacation, ah business trip, is over and I'm back in the saddle anxious to see if I can write something of interest. I've decided to exhort all of us to hone our braking skills. Clearly, good braking skills can be a lifesaver in some of the common crash situations we hear about.

Brakes are very powerful and deserve our respect. Have you ever thought about how powerful they are? Consider how long it takes to accelerate to 60 MPH. (I should get my stopwatch and go time this and give you the answer but I'm out of town as I write this and can't.) I think it is safe to say it would take 10 seconds. Now consider how long it would take to stop from 60 MPH. We can compute that time with one fact about tires and asphalt. Our tires limit how quickly we can stop (assuming our braking skills are perfect and the mechanical condition of our bike is OK); modern tires grip the road well enough to achieve about a 1 g deceleration before skidding. Knowing that, you can compute that you can stop from 60 MPH in less than 5 seconds and not really get too close to the tire's limits. So, without becoming too technical, we might conclude our brakes are twice as powerful as our engines. Clearly our brakes deserve our respect. To keep this power under control, we should take time to understand braking techniques and we should take time to practice those techniques.

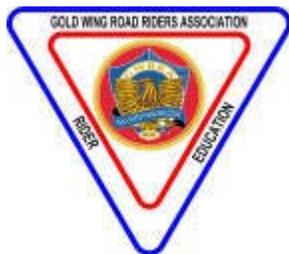
You have often heard that 70% of a motorcycle's stopping power comes from the front brake. For our Goldwings, I think that is a reasonable way to think about our brakes but a sport bike "stoppie" proves it can be 100% for some bikes at some times. This 70% figure is attributable to the fact that 70% of the combined weight of motorcycle and rider will be on the front wheel during a typical hard stop. But, that isn't the case when you first apply the brakes. In fact, just before you apply the brakes, there is probably something like 40% of the combined weight on the front tire (significantly less if riding 2-up). If you nail the front brake in a panic situation, you could easily skid the front tire because it is light and does not yet have the traction it will have after weight transfers. Instead, we should apply the front brake progressively -- squeezing the lever more and more in unison with the transfer of weight to the front wheel (the amount of compression in the front fork is a measure of how much weight has transferred). The rear brake should also be used in a quick stop but it should be controlled differently. Initially, the rear tire has more weight than the front so it can provide more braking power (much more 2-up). This weight situation changes quickly in a quick stop and you should gradually lessen your pressure on the rear brake pedal during it.

The above applies on nice dry asphalt or concrete. A few adjustments are needed for wet roads (or any situation where traction is reduced). The principles discussed above still apply but our tires can no longer grip well enough to produce a 1 g deceleration rate. Because we can't brake as hard, we can't get as much of the weight transfer as we could get on dry pavement. In other words, we may only be able to get 60% of our weight on the front wheel in a quick stop. Therefore, we can only get 60% of our braking power from the front brakes and we need to adjust our braking technique accordingly. (During the first few minutes of rain when roads are particularly slippery, we may want to limit our braking such that only 50% of the weight is on the front tire; both brakes are equally important in that situation.)

Knowing the reasons we get most of our stopping power from the front brake and knowing that we should vary our lever squeeze and pedal press during a quick stop will help us little unless we move that knowledge from our heads to our "muscle memories." We need to practice quick stops until we can smoothly operate the brakes in what we know to be an optimal sequence. This practice needs to be done at various speeds (starting at slow parking lot speeds) because things will feel different at different speeds. Furthermore, we need to practice quick stops throughout our motorcycling years – all of our motor skills are perishable and will degrade with time if we don't use them.

Put a few practice quick stops on your to-do list each month (or more often).

Larry



NOVEMBER MED'S NEWSLETTER

A Trip to Remember

Once again I approach you with Greetings from the Savage household. It is always a pleasure to share my experiences with you. This letter is filled with jovial and heartfelt information about our vacation traveling with Ed & Wanda Hoeferkamp.

Our vacation started 23 Oct 08. We stayed at the La Quinta's Inn in Linthicum, Md. to leave at 6:00AM on Friday 24 Oct 08 bound for Las Vegas, NV. Our desire or planned trip was to see The Hoover Dam, The Grand Canyon and take in a show or two, and let's not leave out coming home VERY RICH PEOPLE. We were successful in three out of four, you figure it out. Our flight left on time and was very smooth with very little turbulence. We arrived at the Summer Bay Resort in Vegas at 1:30PM and were told that because of construction and the move to a new building that our apartment was not ready. After going to get something to eat and waiting for another few hours, we were given our apartment (with complications that I will not discuss).

On Saturday after having breakfast, we found a grocery store and bought food and drinks to carry us for the week. We then went to the mall and did some shopping as a way of entertainment to start our journey in Vegas. In the mall there is an area that exhibits an artificial Thunder Storm with Rain falling out of the ceiling. Tina and I experienced this attraction last year while visiting Vegas for Sonny & Keri Pratt's wedding and felt it necessary to show this attraction to Ed & Wanda. After walking the mall for hours, we decided to go back to the resort.

On Sunday Wanda suggested that we visit the Hoover Dam which was a wonderful ideal since we didn't know traffic volumes and the fact that it was less than 100 miles away, also wondering if we could successfully tour both Hoover Dam & Grand Canyon on the same day. As we approached Lake Meade (the largest manmade lake in the US) our adrenalin started to flow. As we continued along to the Dam, we were all anxious and I being afraid of height was a total wreck while in the passenger seat. Ed drove very slowly going around the curves, however, looking out of the window at the 1000 plus ft drop, even 5 miles per hour was too fast. We took the tour and as of now I cannot fathom (although I saw the film of the making of the dam) how someone could build such a perfect monument with very little loss of life. It is beautiful, awe inspiring, educational and very scary.

On Monday we left to visit the Grand Canyon. We stopped for a restroom break in a little place called Chloride AZ. We were advised to visit Sedona and Jerome AZ. What a picturesque view of Sedona and many American Native artifacts were on display. Traveling through Jerome was the longest 24 miles I've ever traveled. Here's why. Twelve of the twenty-four miles were going up and down the 7000 ft elevation of that town, going around 45 degree curves and traveling some of those miles with no guard railings. You could look out of the car's window and see what appeared to be a never ending drop. The speed limit was 15 MPH, I was driving 10 MPH. For those who like adventure and challenges on your bikes, I advise you to go there and challenge those curves.

All I can say about the Grand Canyon is, It's Vast, Beautiful, colorful, never ending, and unbelievable.

If you visit Las Vegas and plan to see these attractions, don't take a bus tour that tells you that you can see them both in the same day, they are too vast in size and too far apart to see and enjoy in the same day. I can only tell you that if you have seen either attraction on TV or Post Cards, you cannot appreciate what Nature and Man has done. They cannot be described on paper or in words. You must see them with the NAKED EYE. You may ask what does this vacation have to do with GWRRA. Well we all love to explore and ride our Goldwings. Should you want to venture into Nevada or Arizona you may want to travel these roads. While there we saw a few Goldwings (two up & trikes) with trailers which lead me to believe they were touring the country.

As usual, we are proud to be members of GWRRA and are willing to serve and assist in any capacity.

Sly & Tina





CHAPTER E NEWSLETTER NOVEMBER 2008

Established
10/24/87

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
						1
2	3	4 STAFF MEET- ING	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19 CHAPTER MEETING	20	21	22
23 30	24	25	26	27 THANKSGIVING DAY	28	29

**STAFF MEETINGS ARE
SCHEDULED FOR THE FIRST
TUESDAY OF EACH MONTH
MEET AT 6:30 PM TO EAT
MEETING STARTS AT 7:00 PM**

ALL MEMBERS ARE WELCOME!

**TAKE OUT
DINE IN**

(540) 373-4440

Call Ahead for Take Out Orders



2312 Plank Road
Fredericksburg, Virginia 22405

Mon - Thur 11 - 10

Fri - Sat 11 - 11

Sun 11:30 - 9:30



Locations in Fredericksburg, Stafford, Aylett, Midlothian,
Richmond and Lynchburg, Virginia &
Hillsborough, North Carolina
Coming to King George soon!

Buon Appetito!



Visit with us for our Chapter Meetings the
3rd Wednesday of each month

DYNASTY BUFFET - FOUR-MILE FORK

Meet at 6:30 pm to Eat

Meeting begins at 7:30 pm

The Test of Leadership

By David & Kathy Orr, Leadership Training Division Directors

This article is derived from our thoughts on being your LTD Directors for 6 months. We have learned a great many things, met a lot of wonderful people, and had our share of issues. At times we have been remiss in our words of appreciation to everyone involved in the Leadership Training Division. Let us give each and every one of you a sincere THANK YOU for helping us to make this association the best it can be. The goals and direction of Melissa Eason, our

Executive Director, have been clear in always keeping the membership first.

The emails and phone calls we get from everyone whether it be from the home office, Regional, District, or Chapter level have been welcomed and very helpful.

We extend our appreciation to you all.

We have become aware of an overriding issue which seems to be prevalent in the association. It seems that an attitude and understanding of what is an effective leader has not been communicated. We will work to start down that path with this month's article. The first thought that comes to mind is the difference between leader and administrator. An administrator runs their area of responsibility by a set of rules and regulations and rarely accepts anything outside those boundaries. Administrators do just that, they administer the rules and little more. Leaders, however, are open and willing to hear new ideas, trying some of the best, and becoming a driving force for the betterment of the association. Leaders lead, setting the tone and pace, while keeping in mind the goals and ideals of GWRRA. If you are a leader, which is most if not all of you, consider the following.

With our Presidential and Congressional Elections coming, we will soon have some new leaders directing our country. Within our own association we have had changes within the last year on every level, and we will have more in the coming few months. New people in new positions represent new energy, ideas, and goals. Not every idea and goal is attainable - or maybe not even realistic.

But remember every accomplishment started as an idea or goal. New ideas and goals also represent change which is not always immediately accepted. But if the goal is worthy and productive, then it can become accepted. So remember that a new idea may sound a little crazy, but consider the possibilities of how it may positively affect the membership.

Leadership is not just giving orders and making decisions, it is also being able to achieve a common goal, called FUN, for the members in this association. The best leaders are looking for ways to improve the membership experience at all levels of GWRRA.

Another way in which effective leaders are measured is how they handle difficult situations. Almost anyone can be a Director on any level when things are going smoothly. However, when difficulties arise an effective leader must sometimes make difficult decisions. Sometimes these decisions do not have a clear winner.

You may be faced with a situation in which there is no "good" decision. Remember that some problems do not have a "fix" or resolution.

When we deal with people, as leaders we sometimes accept that we cannot please all the parties involved. Do your best in the decision making so that the welfare of the association and the membership is the foremost thought in your mind and you will rarely go wrong. Seek others' advice, especially your appointing officer, if they are not involved, and other staff members on the next level. Whatever you do, DECIDE and ACT. Leaders can be wrong, and often are, but indecisive leaders are rarely effective. Seek advice and counsel from others and make a commitment to be the best leader you can be.

Are you a leader or an administrator? Give us your thoughts about this article and how we can help to improve the leadership within GWRRA.

Leadership Qualities

Lead by example

Encourage the heart

Appreciate diversity

Develop people's potential

Enable and empower

Realist

Serve

Help/coach where necessary

Inspire a shared vision

Process challenger

"It's amazing what ordinary people can do if they set out without preconceived notions."

~ Charles Kettering

COPIED FROM GOLD WING ROAD RIDERS ASSOCIATION

LEADERSHIP TRAINING DIVISION WING WISDOM NOVEMBER 2008



Hello again to all!

Where has this year gone? You know what they say, time flies when you are having fun! We have definitely had a great time this year visiting and attending rallies and different events. Now that old man winter is just around the corner, it is time to start scheduling those weekend get-togethers at someone's house maybe have a bowl of soup and listen to a couple of Rider Education Seminars. Maybe extend your invitation to a couple of your sister Chapters. Why not schedule a recertification or basic CPR/First Aid Class.

Go ahead and start scheduling your ERC or ARC classes for the spring before the schedules fill up. Speaking of ARC (Advanced Riders Course), your Region is going to schedule a RCICP (Rider Course Instructor Certification Program) for both two wheel and Trike Instructors in the April/May time frame next year which is just around the corner. My short term goal is to have two instructors per District. One of which will be the District Educator, the other will be of the District Educator's choosing. My long term goal is to have one Master Instructor in each District. This way we can provide our membership with all the Rider Education opportunities they ask for. We are going to improve our Rider Education weekend by providing Seminar Presenter certification classes on Saturday. The packets will have been provided a couple weeks prior so the new Instructor candidate can study and be prepared to give his or her class on Sunday and receive their card after the completion of their evaluation. We will also have a

Medic First Instructor class for those Districts that still need more Instructors. So the folks that attend can walk away with all their new training and be ready to train immediately.

CPR for CARDIAC ARREST

When was the last time you took any type of CPR and First Aid Training? Do you remember the first step? Do you remember that as you APPROACH the patient you need to pause, use SET UP, IDENTIFY HAZARDS, look for mechanism of serious injury, introduce yourself and state your level of training. "I am _____, I am a Medic First Provider. May I Help You?" If no response, then tap their shoulder and SHOUT, "Are You OK?" If no response, you now have implied CONSENT to help. Have someone to ACTIVATE 911 or if by yourself, you must ACTIVATE 911.

Next you must ASSESS the AIRWAY. If the patient is unresponsive, establish an open airway using the HEAD TILT, CHIN LIFT.

Inspect the patients' mouth. If foreign material is visible you must remove it.

ASSESS BREATHING. Look for the chest to rise and fall. Listen for sounds of breathing and feel for exhaled air on your cheek.

Assess no longer than 10 seconds. Do not confuse infrequent sighing or gasping with normal breathing. Consider breathing to be absent!

If breathing is absent, perform CPR. Provide 2 RESCUE VENTILATIONS, ensuring chest rises

with each breath. Perform CPR Starting with CHEST COMPRESSIONS. Provide continuous cycles of 30 CHEST COMPRESSIONS and 2 VENTILATIONS. Stop CPR only to allow another rescuer or EMS provider to take over. If you do not remember these steps it is time to take another course!

Until next Time, Ride Safe

Never Faster than your Guardian Angel Can Fly Jim & Nan

Jim and Nan Hall

GWRRA Region N Rider Education Directors

Jim and Nan Hall

GWRRA—Region N Rider Education



COPIED FROM REGION N NOVEMBER 2008 NEWSLETTER

Nancy Wilkins

Assistant Virginia District Educator

You know, every month I sit down in front of the computer and try to decide what to give you for a rider education article. Every month I try to find something new or different from all the other same old same old stuff. Well, I was sitting here wondering what it would be this month and I realized I am almost out of ideas. Then it dawned on me. Rider education is the responsibility of everyone who gets on a motorcycle.

It's not just my responsibility to give you information but your responsibility to read. The person who is best educated studies when he is not riding. I get Wing World magazine,

American Motorcyclist magazine, and several other touring magazines, and subscribe to motorcycle sites on the web that send me articles and information each month. As members of

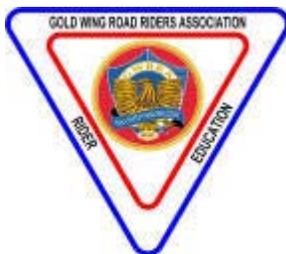
GWRRA you also get Wing World. So we have a source of information in common. Ask yourself, do you read the safety articles in there? Have you ever been to the motorcycleva.com website? That website has 3 categories of information, motorcycle safety, great rides/events, and Virginia resources.

When the weather is bad, or you can't ride for whatever reason, try to find some tidbit of information about motorcycle safety. If you read about new equipment, new ways to stay warm or cool, or other people's experiences that you might benefit from knowing, and be able to apply to your riding, you are educating yourself. Knowledge can make you a better rider, a safer one.

Respectfully submitted,

Nancy T. Wilkins

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November

- 07 Abe Zino
- 10 Bob Renner
- 15 Debbie Little
- 15 Kimberly Clark
- 17 Reggie Willis
- 24 George Karhan
- 26 Wanda Hoferkamp
- 28 Corinne Taylor



November

01 Claude & Debra Revely
03 Rob & Brooke Hardisty
08 Mike & Keri Nelson
19 Bob & Linda Jones
19 Ranny & Melanie Randall

A Note to Chapter E and GWRRA Members

Wow! October 2008 has been an incredible month for us!

We were so shocked, honored, happy, pleased, etc, etc., to have received the Spirit of Virginia Award 2008 at Rally In The Valley. We feel so many individuals are perfect candidates for this award, not because of who they are, but how they are! And have never thought as “us” to be eligible for such a special award.

We still don't know why we were selected, but, would truly like to thank those that were responsible for our nomination, which made it possible for us to be selected.

As Always,

Ride Safe,

Carol & Mike Lucas



OUR FAVORITE APPLE BUNDLES

2 large apples

1 can (8 oz) refrigerated crescent rolls

1 medium orange

2 tablespoons butter or margarine, melted

½ cup sugar

1 teaspoon cinnamon

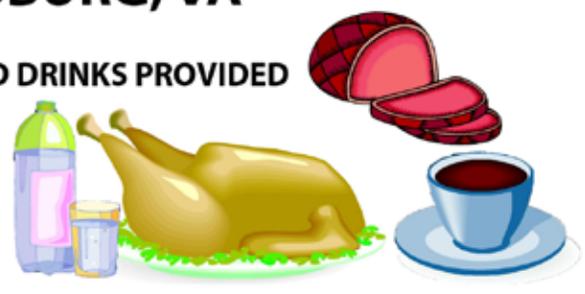
Preheat oven to 350°. Prepare apple slices. Cut slices in half. Unroll dough, separate into 8 triangles. Cut each in half to make 16 triangle strips. Place 3-4 apple slices at the wide end of each strip and roll up. Arrange bundles in pan. Zest 1 teaspoon orange rind with zester, set aside. Juice orange; pour into baker but not on bundles. Drizzle bundles with butter. Mix zest, sugar and cinnamon; spoon over bundles. Bake 25-30 minutes or until golden brown. Serve warm - plain, with whipped cream or ice cream.

Submitted by Karen Kestner

CHAPTER E, BUTTERFIELD WINGS
CHRISTMAS PARTY
DECEMBER 13, 2008 7:00 p.m.
WILDERNESS PRESIDENTIAL RESORT
FREDERICKSBURG, VA



MEATS AND DRINKS PROVIDED



Donations for the Fredericksburg Food Bank will qualify for a ticket for the "Special Christmas Item Drawing"



Please bring a side dish, desert, and a gift-if you wish to participate in the gift exchange.

DIRECTIONS: From I95 take Fredericksburg exit 130 to SR3 (Plank Rd) West approximately 8.5 miles to Wilderness Road. Turn left onto Wilderness Rd. and stop at the Gate House. Tell them that you are with the Gold Wing Christmas Party and they will direct you. Contact: Gordon Combs 540-840-0394 gorcom@msn.com

GIFT EXCHANGE:

REQUESTING THAT GIFTS BE
MALE = A TOOL
FEMALE = A CHRISTMAS ITEM
WRAPPED AND MARKED PLEASE



SPECIAL GUEST EXPECTED!
(CHILD'S GIFT NEEDED)

VA Chapter E Registration

