

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

SEPTEMBER 2009

www.battlefieldwings.com



HOME OF THE 2008

SPIRIT OF VIRGINIA AWARD WINNERS



BATTLEFIELD WINGS, VA-E



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CHAPTER E DIRECTOR'S NEWS

September 2009



Hello to all of my GWRRA Family & Friends. We are approaching the Fall very rapidly and the nights are getting cooler along with better temperatures during the day so let's get out and ride as much as possible before we are saying it's too cold to ride. While I'm on the subject of riding, I will elaborate on some rides Chapter-E has participated in during the month of August.

On August 10, Gordon, Jeff, Frankie, Nolan & Liz and I visited Camp Fantastic in Front Royal, VA to give Cancer Stricken children a ride on our motorcycles. This was my first time going to participate in such an IMPORTANT EVENT but I can assure you that it won't be my last. When you see the number of children (in excess of two hundred) ages ranging from five thru 17 you can't help but want to assist in any form or fashion available. There were in excess of 50 motorcycles giving rides and they most assuredly showed their appreciation to each individual rider. I met some very interesting kids who have been coming there for many years and there were kids who had lost friends to this deadly disease. One young lady about 15 yrs old told me she and her friend were in elementary school together and were friends then and they developed the same type of cancer. My heart filled with sorrow, but what could I do but continue to try and make her feel good by changing the subject to the beautiful scenery of the campus. I ask all of you in Chapter-E to at least try to experience the wonderful feeling of helping a very sick child feel good about her/him self. Many of these kids have been diagnosed with less than Three Years to Live. Remember the word HELP means H-Have E-Eternal L-Love for P-People, and I will throw in the word Y-Young People. Let's try to have a better Chapter-E attendance in 2010 than in 2009.

At our August General Gathering at Dynasty Buffet, we had 20 Chapter-E members to go on an Ice Cream Ride to Cold Stones. That was approximately 70% of us in attendance. What a turnout! If we can complete all necessary information in 30 minutes, we should do that more often. It is so wonderful when our chapter come together in unison.

I want to thank Tim Hayes for donating the Gift Card to the Chapter after winning the Trivia Question of the month. As you read on the bottom of the agenda sheets handed to you each month, they read "Team members like you are the foundation of VA-E." Thru out the year many of you have donated your time, finances, crafts, gifts and your time and knowledge to the chapter and I want to thank you for all you have done.

On 23 August, after Parking Lot Practice, we had a Dinner Ride to The Gentle 111 Restaurant on RT#17 in Fredericksburg and we had 10 members along with my daughter & grandson. While there, my youngest son stopped by on his way to Connecticut. We had a wonderful time

On Saturday 29 August, Chapter-E was represented with 14 members to attend the All Chapters Picnic at Dorey Park in Richmond. It is always good to see friends from the District and Region and hold conversations with them to learn just where we're headed into the future and what's they are doing to enhance the membership of GWRRA in these economic hard times. I am grateful for the many rides we've done in the month of August and look forward to more riding in September.

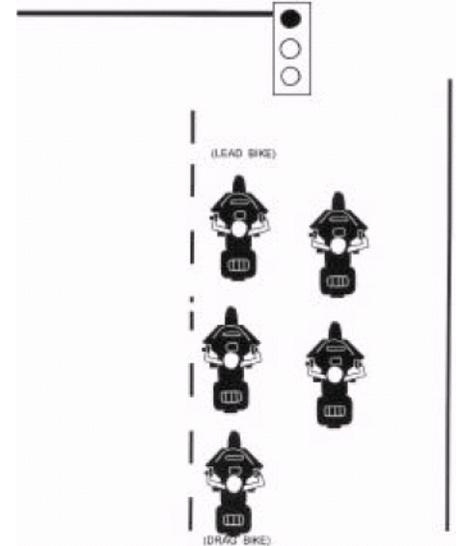
Once again Tina and I are willing to serve anywhere and anytime.

Sly & Katina Savage

Chapter Director

Team Riding

STOP LIGHT



VA-E has been fortunate to have several people decide to join our ranks over the last several months and at least one of them has asked me personally when the GWRRA Team Riding seminar would be given again. Others have asked other VA-E members the same question and I think it was a mistake for us (me, I guess) to not offer this seminar more often. The last time we offered it was about 18 months ago and I've concluded we would all benefit from having this seminar every year. Of course, it is available at District and Region rallies but I think we will present it each year in February or March if there is interest.

In the meantime, I thought I'd go over the basics of Team Riding this month since we have Rally In The Valley coming up and it is likely several groups of VA-E members will be riding together to and from that event. This article will just be the high points. At our last seminar we had so many inputs from the audience that the discussion after the seminar lasted at least as long as the seminar itself. Come to our next seminar to get the full deal.

Team riding is not the same as group riding. Rolling Thunder is certainly a group ride but nobody would call the riding participants a team. I don't mean to imply group riding is bad, for Rolling Thunder there is probably no team alternative. But, safety, enjoyment, and pride are all enhanced if the group rides as a team. The safety aspect of team riding is what I value most in this list of benefits. It comes about mostly because all of the riders (and co-riders – they are riders too) know what to expect of all of the other riders in the team. Everybody is operating under the same set of assumptions and "rules." It is those "rules" that I'll try to summarize in this article. They are GWRRA's recommendations and are communicated throughout the organization. If you move to another chapter or ride with other GWRRA riders at the annual convention or elsewhere, you will find they, too, ride using the same approach.

A team is composed of a lead (or captain), a drag (or tailgunner), and team members. The optimal team size (including lead and drag) is 5 to 7 bikes. Larger groups should be broken into smaller teams. (This is recommended so other road users will not be tempted to break into the middle of the group.) Each participant has certain responsibilities just as sports team members do. Each team member assumes others around him will behave in a particular way and that uniformity of behavior is what enhances safety. Now, an overview of these responsibilities.

The lead leads the group (this is difficult stuff, eh?). He sets the tone for the ride by being organized, holding a pre-ride meeting to go over plans, and starting on time. He sets the speed of the ride with inputs from the drag. He maintains communications during the ride by using his CB and hand signals if some team members do not have CBs (the Gold Book has illustrations of the GWRRA team riding hand signals). He adheres to the ride schedule and listens to team members so he can make any needed adjustments to the riding style. The lead might also be the organizer or planner for the ride but he need not be (however, someone must plan the ride by choosing the route, rest stops, meal stops, etc.; this article will not attempt to cover that important aspect – that is all covered in the GWRRA Road Captain's course).

The drag is the last bike in the group. He is in the best position to notice any unusual riding action by any team member and suggest appropriate riding adjustments (including stopping for a rest or discussion) to the lead. On a multilane highways, he "secures" lanes at the lead's request by moving to the requested lane first and advising the lead when it is safe for the rest of the group to move in unison to that lane. In the unfortunate case where a bike breaks down or a team member must otherwise drop out of the group unexpectedly, the drag stops with that bike (if safe to do so) to offer assistance. Other team members continue on until reaching a safe place to stop and sort out what to do next.

Both the lead and the drag should be Road Captains course graduates and have demonstrated abilities to make quick, safe decisions while riding.

That leaves the team members. Their most fundamental responsibility is to ride their own ride – to never get "in over their head" in a group ride. If the group is riding faster than a team member is comfortable with, he must communicate that fact to the group. And, the group should genuinely appreciate hearing this over the CB rather than being witness to a mishap. Team members are also responsible for arriving at the meeting location prepared (full fuel tank, empty bladder) and for following the "rules" regarding lane position, spacing, appropriate communications, and cooperation. Each of these responsibilities deserves a little more discussion...

On twisty 2-lane roads, a single file formation is the only formation that makes sense. Each bike should have complete “ownership” of the entire lane. On straight roads and interstates, teams often ride in a staggered formation with the lead bike in the left track and all subsequent bikes in alternate right or left tracks. In this formation, each bike owns only half the lane and if a rider strays into the other half, he is jeopardizing the safety of the team. When riding in a staggered formation, make sure another bike could safely fit alongside you in the adjacent track. Never do this except when stopped at a traffic light, but make sure you are riding far enough left or right that you aren’t “stealing” some of the other track. (What if the bike ahead of you was not adhering to this rule and his bike suddenly ran out of gas or his cruise control dropped out? You’d want all the space you could get to wiz past him, wouldn’t you?)

GWRRA and MSF both advise that a 2 second following distance is the minimum safe following distance. This should be increased at night, in the rain, and at other times when the riding situation is not ideal. This rule also applies in team riding but with a slight twist when riding in a staggered formation. In staggered formation, you should have a 2 second following distance to the bike ahead and in the same track as your bike. A 1 second following distance to the bike ahead of you and in the other (left or right) track will then result. The goal of the staggered formation to keep the group compact. This discourages cars from entering the middle of the formation. It also looks sharp to other highway users and commands respect from them. (It does not look sharp if the group is “rubber banding” – stretching and shrinking because one or more members are not keeping a steady 2 second following distance.)

Team members should communicate freely. Communication is a 2-way street. Team members should voice any concerns they have. I’ve already mentioned raising concerns about speed if the group is travelling faster than you are comfortable with. Team members should also let the lead know if they are more comfortable riding in the left (right) track before the ride begins so the lead can suggest a rider order that will put each team member in the preferred track whenever a staggered formation is called for. Team members are also encouraged to make appropriate use of their CBs to make the ride more enjoyable to other team members. Ragging on how much [you pick a name (but not Larry)] ate at the last meal stop is perfectly appropriate. But, be mindful that the CB is the primary link between lead and drag and they need an open channel when the team is in town, heavy traffic, or other situations where keeping the team coordinated is challenging. In addition to talking, team members have a responsibility to listen and follow instructions. If the lead bike decides the team should switch from a single file to a staggered formation (or vice versa), team members need to respond to his direction. Lane changing is another area where team members must listen and respond appropriately if the team is to operate as a team. Let me address this important subject to conclude this article.

Lane changes can be accomplished in a number of ways on a multilane highway. One way is for the lead bike to change lanes and the following bikes to follow suit when safe to do so. This isn’t very team-like but may be the only sensible approach if a couple of vehicles are pacing each other in adjacent lanes and there isn’t enough space between them for the whole group to change lanes together. Another off-nominal technique is for the drag bike to change lanes first followed by the other bikes from back to front. This might be necessary if traffic is heavy and the drag bike would be viewed as obstructing traffic if he held traffic back in his lane waiting for the entire group to have room to move to the new lane. The most common way to change lanes on a multilane highway is for the group in staggered formation to change lanes as a coordinated group. The drag secures the lane at the lead’s request and informs the lead when it is safe for the rest of the group to change lanes. The lead then gives a 3-step command: “signal left,... look left, ... move left.” If the lead uses a uniform cadence throughout the day when giving these commands, the team soon moves in complete unison during lane changes and this not only looks sharp but it also enhances safety – everybody knows what to expect from everybody else and a 2 second following distance is maintained throughout the change.

Cooperation is a key element in team riding. I’ve mentioned many areas where we can and should cooperate by adhering to the same set of rules. The fact remains that we all have a little bit different concept of the perfect ride and when you are in a team you can’t expect to always get your way. The group will stop too often or not often enough. They won’t go to the restaurant you would have preferred. They will monopolize the conversation with things you care nothing about. They will ride too fast (far) or not fast (far) enough. If the differences aren’t too great, lighten up a bit and enjoy yourself. If the differences are oppressive, find a different group of riders to ride with. There is no shame in having a different riding style or interests than the group you first fall into and GWRRA and VA-E have enough diversity that there is a team riding group that would benefit from and would welcome your participation. Or, maybe it is an unorganized group waiting for you to organize its first team ride – go get ‘em tiger.

Larry



CHAPTER E'S MEMBERSHIP ENHANCEMENT COORDINATORS' NEWS



Greetings fellow E Team Members !!!!

On August 29th, 17 of your fellow team members made the trek to the All Chapters Picnic. In attendance were Larry W, Sly, Gordon, Jeff, Larry G, Dan & Martha Jo, Danny & Carol, Jim & Bev, Mike & Carol, Ron & Linda, Tony & Sharon. The weather was beautiful all day and we enjoyed setting up camp E Team near the pavilion. We enjoyed great fellowship, great food, lots of fun and a great ride. Jeff received an award for the longest distance 1 up. After we got back to Fredericksburg, Jeff and Larry G came over to my garage where we replaced driving lamp bulbs on my bike and Larry's bike. While we were working, a couple of nasty storms blew through. We decided to get some Chinese food and wait it out. I always enjoy the fellowship with fellow team members. Thank you Larry and Jeff for the wonderful day spent with friends.

After our meeting on the 19th, a number of us rode to Cold Stone for some ice cream. Weather permitting, we are planning to ride there after each meeting.

On the 23rd, Larry G hosted a parking lot practice. We were happy to see our own Bob Dorminey back in the saddle. Welcome back Bob. Afterwards, we had a dinner ride hosted by Sly & Tina to a soul food restaurant on route 17. In attendance were Greg & Karen, Butch & Nancy, Tom & Diana, Gordon & Julie, Dan & Martha Jo, Sly & Tina accompanied by his daughter and his grandson from Charlotte, NC. Towards the end of the meal, his son and son's girlfriend stopped to visit on their way back to Connecticut. The food was really good with large portions. As always, we laughed and had a great time.

On September 6th, we had 24 members ride out to Chapter R in Harrisonburg for a Plaque Attack. In attendance was Gordon, Tom & Diana with one of their grandsons, Dan & Martha Jo, Bob, Frankie, Keith, Mike & Jennifer P, Larry G, Dannie & Carol, Maurice & Robin, Ed & Wanda, Sharon, Butch & Nancy, Greg & Karen, Ted. We came up short just a few members and the plaque went to Chapter L in Chesapeake. For a Labor Day weekend, I thought we had a great turnout.

Mark your Calendar now for these upcoming events.

September 16th Wednesday - E Team general gathering 7:30 pm at Dynasty Buffet. You have to have your Rally in the Valley registrations in to Sly by this meeting to be included in the drawing for 2 free registrations. Pre registration ends 9/25 and the price goes up. Bring your registration to our meeting and save postage.

September 19th Saturday - Ride to VA-C's Fall Sprawl. You will be in for a treat as they serve one large steak at their event. Please click on their flyer in the Virginia District calendar below. Details to follow.

September 20th Sunday - Parking lot practice 2 pm at the route 17 commuter lot. At 4 pm, we depart

for a dinner ride to the Timbers in Ladysmith. We expect to be there by 5 pm if you want to meet us.

September 27th Sunday - Pot Luck at Tony & Sharon Poulakowski's home. Details to follow.

October 3rd Saturday - Fall Fantasy, our very own Chili / Soup cook off coupled with a auction of hand crafted items. This is our fundraiser for our Christmas Charity. We need all chapter members to come out and support this event. Details to follow.

October 3rd & 4th Saturday/Sunday - Triathlon, see Dan if you can help.

October 6th Tuesday - Staff Meeting 7 pm @ Vinny's.

October 8th, 9th, 10th - Rally in the Valley in Salem, VA. This is the Virginia District event. Please mark your calendars to go. We always have a large turnout for the Rally. Details to follow.

October 21st Wednesday - E Team general gathering 7:30 pm @ Dynasty Buffet.

Please check these websites:

www.battlefieldwings.com

www.gwrrava.org

www.region-n.org

www.gwrra.org

Virginia District Calendar: <http://www.gwrrava.org/vaevents.html>

Have a great month, ride & be safe.

Gordon Combs
Membership Enhancement Coordinator
GWRRA VA-E Battlefield Wings
H 540-891-0574 W 540-891-1603
C 540-840-0394 gorcom@msn.com



Tech Tips From the Webdude :: System Backup

Have you been the victim of a hard drive crash? Most of you may say no, but there are an unlucky few that will have stories to tell. Me too. Just a couple of weeks ago, I was actually in the process of backing up my computer when I upgraded to Windows7. I took my hard drive out of my computer, placed it in a hard drive dock (I use this to create an exact copy, or image, of my hard drive because restore is much easier this way), and as I started the imaging process, I noticed an odor that I could only attribute to a cooking circuit board. Sure enough, it was a circuit on the PCB (Printed Circuit Board) that, for the lack of a better term, popped and melted itself to the rest of the board, rendering the hard drive useless. The PCB is a circuit board that handles all of the hard drive activity. The last backup that I had of the drive was from January of this year, meaning, all of the pictures that we had taken since then were gone. So Lexi's birthday pictures were gone, pictures from Hershey Park, Myrtle Beach... you get the idea. Yeah, I know, I should have been a bit more diligent on backing up the computer taking into account a hard drive failure.

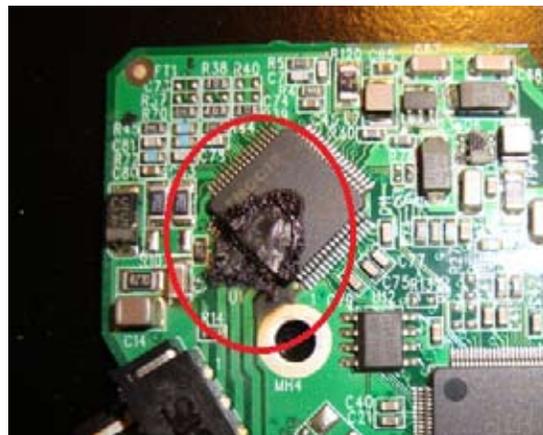


Figure 1 - Fried circuit on PCB



Figure 2 - New hard drive label

Well, this fool only has to be punished once before I learn my lesson! This is the point where I take my own medicine. Not only did I have to replace the burnt up hard drive but I purchased an external drive, used primarily for backups. I didn't buy anything ridiculously large. I have an 80GB internal hard drive and I purchased a 320GB external drive from newegg.com (They seem to have the best prices on such items). I did, however, make sure that the spindle speed (the rate at which the platters spin inside the hard drive) was at a minimum of 7200RPM. In this case, the faster the spindle speed, the better. You might also benefit with a larger buffer setting, say 16MB or even a 32MB buffer.

External Hard Drive

The external hard drive is a 320GB Seagate Free Agent, USB that I use, not only to store music and pictures, but I also use it to back up my computer's hard drive in case of a future failure.

Primary Hard Drive

The internal hard drive is an 80GB, 7200RPM, 16MB buffer. Basically, it is the one that originally came with the computer. I am not a huge fan of crazy big hard drives for a few reasons.

1. Since it is a Windows drive, it needs to be maintained with the System Defragmenter. If there is more space to hold more data, the longer it will take to defrag the drive. Unless you have it on a schedule and it runs in the evenings when you are in bed, then it is not worth having. The extra space should be allocated to an external drive.

2. Running a virus scan will take longer. Virtually the same reasons as in number 1.
3. If you have all of your pictures, music, expensive software, games, etc. there is more to lose in the event of a hard drive failure.

If you remove the single points of failure, the more successful computing experience you tend to have. Running your primary drive with a backup drive and your various system utilities should keep the majority of issues at bay. Take it from me. I can now say that I have been there, done that.

References

Newegg.com: <http://www.newegg.com>

My new external hard drive: <http://www.newegg.com/Product/Product.aspx?Item=N82E16822148343>

Contact the webdude: http://www.battlefieldwings.com/staff/staff_member.php?id=23

A note from Sharon & Tony Poulakowski:

Tony and I would like to invite everyone to a Pot Luck dinner at our house on Sept. 27 at 3PM.

Directions:

From Route 3 East:

Option 1:

Turn right onto Route 607 (Port Conway Road) towards Dogue (5 miles after the light at Sealston). Continue for 2¾ miles to the intersection with 610. Continue on 607 for another 3 miles. Turn left onto 631 (Millbank Road). Go for 1½ miles. Turn right onto Route 669 (Woodland Way). Continue on Route 669 for ½ mile. Pass the “End State Maintenance” sign and turn left into the first driveway (not at the sign)

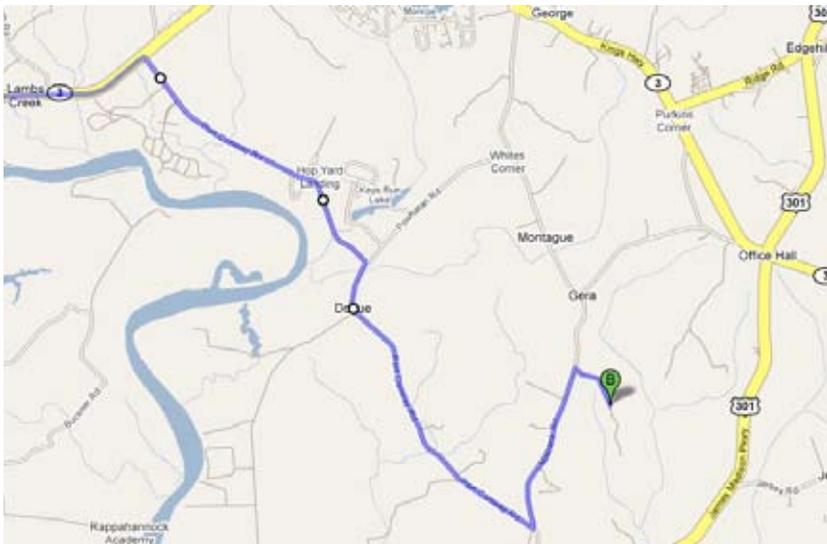
Option 2:

Turn right onto Route 610 (8 ½ miles after the light at Sealston) (By St Anthony’s Catholic Church). Turn left onto Millbank Road. Stay on Millbank (It becomes Route 631; Route 610 branches to the right). Turn left onto Woodland Way. Continue on Route 669 for ½ mile. Pass the “End State Maintenance” sign and turn left into the first driveway (not at the sign)

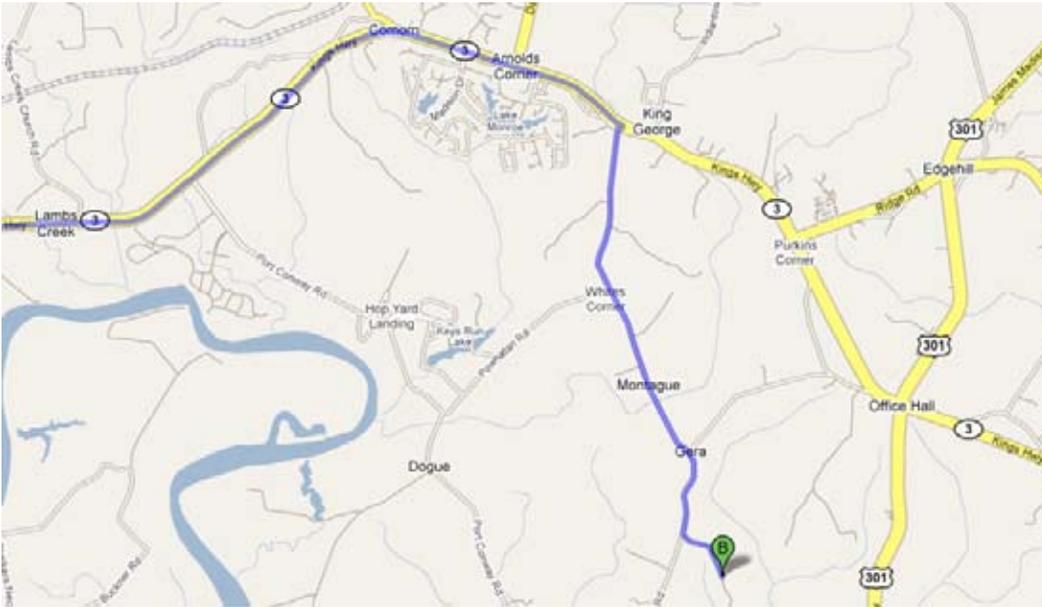
From the South (via Route 301)

Turn left onto Route 607 (Port Conway Road- 1 1/4 miles from the Rappahannock shoreline). Turn right onto Route 631 (Millbank Road-3/4 mile). Turn right onto Route 669. Continue on Route 669 for ½ mile. Pass the “End State Maintenance” sign and turn left into the first driveway (not at the sign)

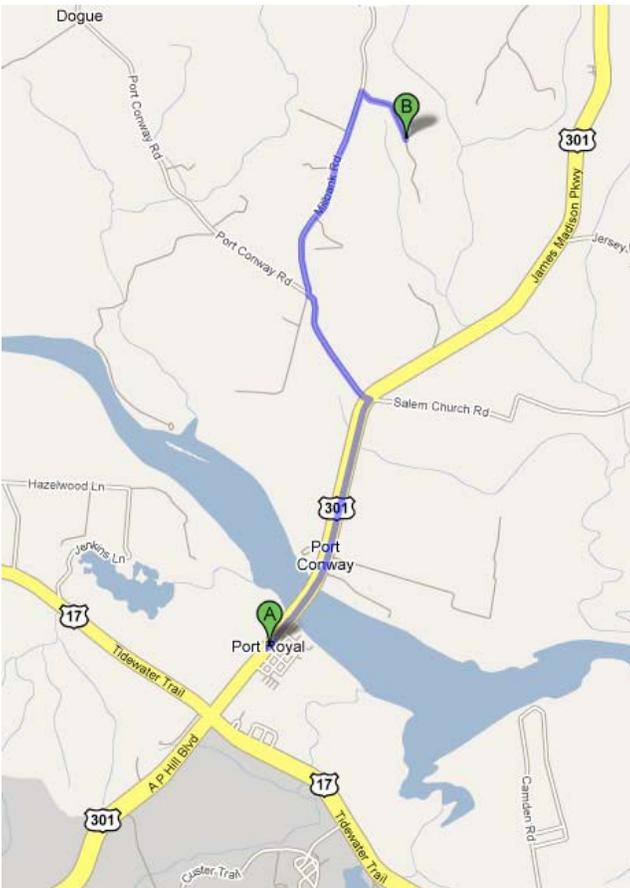
Option 1



Option 2



From 301





CHAPTER E NEWSLETTER SEPTEMBER 2009

Established
10/24/87

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
		1 STAFF MEETING	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16 GENERAL MEETING	17	18	19 VA-C's FALL SPRAWL
20 PARKING LOT PRACTICE & DINNER RIDE	21	22	23	24	25	26
27 POT LUCK	28	29	30			3 VA-E'S FALL FANTASY FUN RUN

MEMBER NEWS AND ITEMS OF INTEREST



16 Sly & Katina Savage
18 Tom & Diana Evans



08 Debbie Mason
11 Sheila Pittman
12 Liz Clark
15 Brooke Hardisty
18 Tom Evans
21 Dannie Hays

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

**TAKE OUT
DINE IN**

(540) 373-4440

Call Ahead for Take Out Orders



2312 Plank Road
Fredericksburg, Virginia 22405



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

Goldwings Needed for Triathlons

1. Saturday October 3, 2009: 9:00 – 1PM (4 Motorcycles Needed)
Lake Anna Beach Marina – 349 Pleasants Landing Road – Bumpass, VA 23024
Race Starts at 10AM – 24 Mile Bike
2. Sunday October 4, 2009: 9:00 – 1PM (4 Motorcycles Needed)
Lake Anna Beach Marina – 349 Pleasants Landing Road – Bumpass, VA 23024
Race Starts at 10AM – 12 Mile Bike

Notes:

1. All events pay \$50/bike. Lunch/food will also be provided if you can wait until the first runners come in.
2. If you could be onsite 1 hour prior to the race starting for orientation and placement that would be great.
3. Some folks will have officials on board; others will lead out the first cyclist, follow the last cyclist, or patrol for mechanical/safety issues.

Thank you very much in advance! If you have any questions please give me a call at 336-577-2801.

Greg

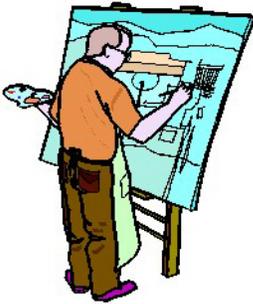
INFORMATION PROVIDED BY DAN FRITZ, ASSISTANT CHAPTER DIRECTOR, CELL: 540-903-2897.



WANTED



GOOD QUALITY, PERSONALLY HAND CRAFTED TREASURES



It is time to start thinking about making something for October's Fall Fantasy Fun Run to be auctioned off on behalf of our annual Christmas charity. We are looking for anything knitted, crocheted, sewn, wood working of any kind, embroidery, tin punch, painted, baked, or anything else of an artistic nature that you think someone else might like to own or buy for a gift. Thank you in advance for your generosity.





BATTLEFIELD WINGS



Gold Wing Road Riders Association
Chapter E

FALL FANTASY FUN RUN

OCTOBER 3, 2009

Date: October 3, 2009 Time: 10:00 am

PLACE: Curtis Park, Stafford, VA

LUNCH: 12:00 noon (Awards/Auction to follow)

Cost: Adults \$7.00 7-12 \$3.00 6 & Under & COYs Free

Chili & Soup Cook-Off

Bring your Specialty & help with the judging

Awards: Best Chili & Soup \$25.00 each

Best Overall - \$50.00

TREASURES TO BE AUCTIONED
GOOD, QUALITY, PERSONALLY HAND CRAFTED

Directions: From I-95, Fredericksburg Exit 133 onto US 17 North (Warrenton Rd).
In 5.5 miles, turn right on SR 612 (Hartwood Rd.). Travel 2 miles and turn right on
Jesse Curtis Lane into Curtis Park. Look for GWRRA signs.

Contact: Sylvester Savage, Chapter Director
cell 540-379-8708
sylvestersavage@comcast.net

ALL PROCEEDS SUPPORT OUR CHRISTMAS CHARITY