



Washington Wing News

Washington District Newsletter, Region I, August 2011



**Susie and Frank Hutchinson
District Directors**

Hello everyone, I would like to start off by thanking everyone that has offered support for whatever I need. Since there are a lot of you that don't know *who I am I*

would like to give you a little history of my time with GWRRA.

Frank and I joined in 1997 so we could go to our first Wing Ding in Billings Montana, we got hooked. Soon after that we joined a chapter in Olympia then before you knew it we are Chapter Couple. We really met a lot of wonderful people. In 1998 we were in competition at District level for District Couple, we have lots of good memories from that experience, plus long time friendships. In 2005 Frank and I plus other friends started a chapter out of Centralia, Chapter Z.

I was Chapter Director for 3 years. Then I was the treasurer just before getting District Director. We have traveled to a lot of the chapters, but my goal as a District Director is to get to as many chapters as I can. We are currently getting the leadership classes set up along with getting next year's convention set up. I have great help on my staff that steps in and gets things done. Frank and I have been to all of the training seminars in and around the state, plus we went to the Officer Certification Program with Oregon District 2 years ago.

That was wonderful experience, we met new and old friends plus we all went out to eat, which is the best part of a Gold Wing event. I look forward to meeting new faces and learning new things. I have wonderful support from District and Region leaders, so if there is anything that I can do to help you in any way, please feel free to contact me and I will do my best to get it resolved or answered.



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Reggie Baumer and Chuck Porter
Assistant District Directors



Wally and Anna Wallingford
Assistant District Directors

Do to the change over at the district. The ADD have not had a chance to write an article for this month's newsletter. We look forward to reading a great article from each of them next month.



Bob Minor
District Rider Educator

Target Fixation

[The following article is an excerpt from an accident

case study found at, "<http://www.msgroup.org/CASESTUDY1.aspx?num=1>". I have modified it use but credit must be given to the original author for writing a powerful lesson for all motorcyclists. Tom Denny, WA-L Rider Educator]

Sometimes we riders tend to minimize the risks we hear about. Take for example what every student of the Motorcycle Safety Foundation has heard about 'target fixation'. This is the phenomena wherein our motorcycles tend to go the direction in which we are looking and is usually described with an example familiar to all, that if you see a pothole in the street ahead of you and don't take your eyes off it, you probably going to hit it.

While that is true, it is also too trivial an example to get our attention appropriately. We are left with the opinion that 'target fixation' is of trivial concern because we all think that if we try, we can avoid that pothole while looking at it (maybe). The following is a story that may change your opinion about 'target fixation' for life. This is a real life case study. It may just save your life if you take it seriously. The victim, Karen Miller has authorized this case study to be made public.

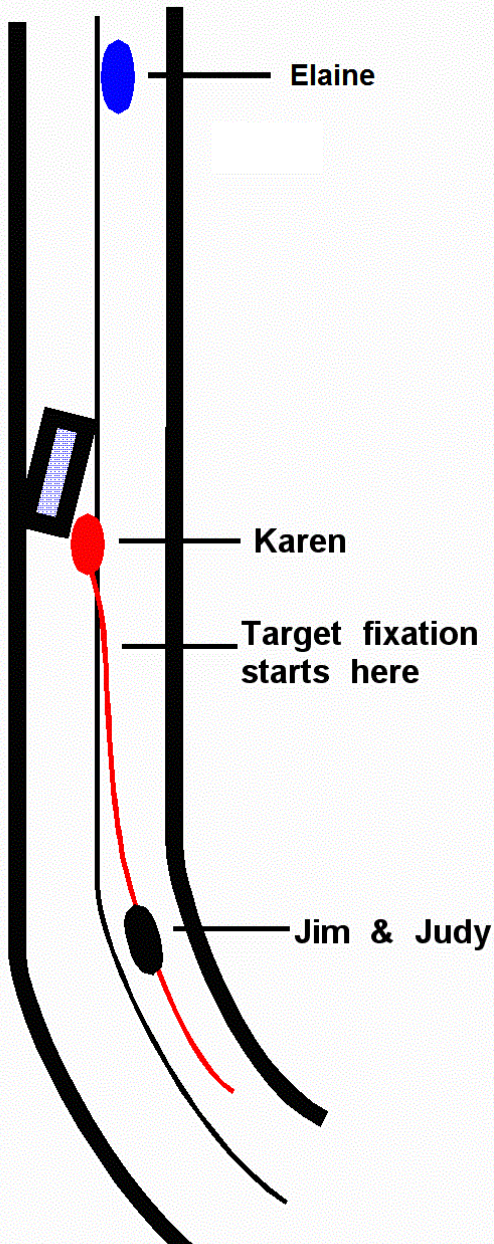
It was Sunday, November 12, 1995 @ 3:30 p.m., near Cleveland, Texas. There were four of us, riding three motorcycles, out for a ride in the country. Elaine, Road Captain, was in the lead on her Honda Magna (700 cc's), riding in the 'left track'. Karen Miller was in the 'slot' (right track) riding her Honda Shadow (500 cc's), and I was riding 'drag' (last) on my Honda Goldwing (1200 cc's) and carrying Judy, a guest from Canada, as a passenger.

We had been on the road since 11:15 that morning and were on the return leg of the trip. It was a clear though nippy day (60 degree's) with mild traffic on the country road at the time. The road had many gentle curves to it and nobody seemed to have any difficulty negotiating them. We typically drove at posted speed limits and were at approximately 55 MPH at the time of this accident.

I mentioned that Karen was riding in the 'slot' position. We do this with all new members to our group because it is the safest position and we watch how they handle themselves in the group before letting them take any other position. This position keeps the newer drivers as far away from a potential head-on collision as possible.



Karen Miller's Accident November, 12, 1995 Cleveland, Texas



All three bikes had just come out of a mild right turning curve. Road conditions were nearly perfect with the exception that the lanes seemed to be slightly narrower than one might expect. A white pickup truck was approaching us traveling at somewhat below normal speed in the opposite lane. As we completed the curve I noticed that Karen was in the left track rather than the right one (not unusual after negotiating a curve) but instead of moving to the right to get back into the 'slot' she seemed to be aimed directly for the white truck. She had apparently swung a little wide in the curve, saw the truck, 'target fixated' on it (locked her eyes on it) and panicked. She quickly crossed the centerline of the road and was headed for a collision with the truck. She was leaning towards the right but the bike kept moving left, counter-steering totally forgotten! The driver of the truck took very aggressive action to try to avoid the accident and pulled the truck sharply to his right. This successfully avoided a head-on collision but Karen still sideswiped the truck, hitting it at its left-front quarter-panel and all along its left side from front to back. The combined speed at impact was in excess of 90 MPH.

Karen survived this accident but just barely. I'll spare you all the gruesome details but suffice to say that over the next five years she had 22 surgeries. Painful surgeries such as skin grafts, muscle grafts and bone grafts. She actually lost four inches of her left femur that was replaced with bone from her pelvis. She has spent months in the hospital and while her recovery has been miraculous she will never, ever be the

same as she was before the accident.



Because taking safety information casually can put you in Karen's place or worse, the information posted here is meant to influence the way you think and act and not to be casually considered. Karen had years of experience and had recently completed her MSF training. She had insisted that her boyfriend attend the MSF class before he could ride with us; she thought about safety in a serious way and surrounded herself with people that she knew to be safety conscious in the extreme. She had heard her MSF instructor talk about 'target fixation' and understood what it was all about - but apparently did not relate it to anything but pothole avoidance. Target Fixation is not so trivial as that. You should know it now without any doubt at all and knowing that hopefully means someday we might meet on the road and stop for a chat. We are after all, family.

Ride Safe.

[Ask yourself what Karen could have done to avoid this accident? What would you do in a similar situation?]

What's in Your Wallet?

by Tom Denny, WA-L Rider Educator

What happens if you have an accident while riding that leaves you unable to communicate? It is not unusual to be knocked unconscious during a motorcycle accident, even if you were to remain conscious would you be alert and oriented enough to answer questions appropriately? Maybe, but then again, maybe not. If you get transported by ambulance, conscious or not, there is a pretty good chance that you won't be able to provide accurate personal information. You may not even be able to tell them your name or age. If you can't accurately communicate essential information how then will rescue or emergency workers know whom to contact for you? Curiously, the Gold Book lists a pre-trip checklist on page II-2 that includes praying for a safe trip but does not include making sure that you have your emergency information with you. I submit that everyone who rides should carry some form of emergency information with them at all times. Something that would let medical personnel know about any important conditions such as drug allergies, prescription medications, blood type, etc. Something that would let law enforcement personnel know who to contact and how to contact them.

I don't recommend any particular type, style or method of carrying this information but I do recommend carrying it. Some people have it stored in their cell phones under 9-1-1 or I.C.E. (In Case of Emergency). That will work as long as you have your phone with you, it's charged and it didn't get broken in the accident and someone thinks to check it!



There are a number of agencies and organizations offering preprinted forms that you can fill out and keep on your person or your bike in case the worse happens. There are even some electronic options like thumb drives and memory sticks being marketed as a good way to carry emergency information. If you have a computer you can make your own emergency information form or you can simply write the information on a piece of paper, put it in a zip lock baggy so it stays dry and place it somewhere on your bike or in your riding apparel.

Okay, we have our information written down or printed but where do we keep it? To the best of my knowledge law enforcement personnel do not automatically look in any specific location on a bike for emergency information. Searching through the contents of your bike's saddle bags or fairing pockets for personal information is just not something that law enforcement personnel would do as a matter of course. It may get done later or perhaps not at all. One place they will look is inside your wallet or purse for your driver's license. A card attached to your driver's license announcing the location of your emergency information is likely to be found fairly quickly. Depending on how much room you have in your wallet or purse you might even attach the emergency information itself to your driver's license. Medical/rescue personnel will initially be too busy taking care of any actual or suspected injuries to be concerned about looking for emergency information that isn't readily visible or rapidly and easily found. A tag, sticker or patch on a jacket pocket that identifies it as containing your emergency information is just the sort of thing that would have a good chance of being easily noticed as your riding apparel is being cut off of you.

Many Gold Wingers recommend placing emergency information in the left side fairing pocket, the one that doesn't lock. That's not a bad location but it needs to be identified by a weather proof sticker, decal or badge on the pocket cover that states "Emergency Information Here" or something like that and it should be obvious. I understand that today's label makers make labels that are fairly weather resistant but I don't have any personal experience with them.

Another option is placing a sticker on your helmet that identifies where your emergency information is located, whether it is a jacket pocket or somewhere on your bike. I have also read where people have placed their emergency information in brightly colored plastic tags marked "Emergency Information" and hung them from their riding jacket zippers, breast pockets or sleeves. The same sort of tag could be used as a key fob and placed on a ring with the ignition key. There is at least one company that offers a small pouch intended to hold your information and it mounts on your helmet chin strap. That should surely be seen when the rider's helmet is being removed.



Florida residents can have their emergency information stored in the state Driver and Vehicle Information Database (D.A.V.I.D) system which is a secured database used by most law enforcement agencies in the state of Florida. It is a completely voluntary program made available to Floridians after Christine Olson's daughter Tiffany was fatally injured in a traffic accident in 2005. There was no emergency contact system in place and several hours transpired before Ms. Olson was notified of her daughter's passing. Wanting to help others avoid this experience Ms. Olson approached her Legislator, Representative Bill Galvano, and the Department of Highway Safety and Motor Vehicles. The result is an emergency contact information system. Hopefully other states will follow Florida's lead and from there it would be a short step to a national emergency database system. I'll let you decide whether that is a good idea or not.

So, where and how you carry your information is really up to you as an individual. What information you provide is also up to you. Earlier I mentioned drug allergies, prescription medications and blood type as items one should consider. But also consider medical conditions like asthma, diabetes, seizure disorders, implanted defibrillators deafness, bleeding disorders, pregnancy, and etcetera, anything that could impact emergency medical care. List whether or not you are an organ donor. If it is known that the person is a donor, in cases where there are head injuries incompatible with life, CPR is often continued all the way to the operating room in an attempt to provide the best possible chance for harvesting viable organs for transplant.

Contact information should include home, work and cellular telephone numbers and addresses for at least two people, just in case one of them is away on a Caribbean cruise or something. Consider including the name and account number of your vehicle insurance and medical insurance. Having the hospital informed of the presence of medical insurance could influence whether you get treatment from the nearest hospital or the one willing to take on someone with an unknown insurance status. It's not a factor in this area but in larger cities it could impact your medical care.

I know all of you wear a helmet, long pants, and gloves and over the ankle boots when you ride and you check tire wear and inflation regularly. You do all of that to help yourself avoid potential injury so why not help those trying to help you if you do become injured? Carry some emergency information with you when you ride. It's like insurance, you hope you never need it but if you do you'll be glad you had it. Who knows, you might even decide to carry it in your wallet.

Ride Safe.



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**Mike and Janet Turner
2011-2012 District Couple of the Year**

Hello, we would like to introduce ourselves for those who don't know us. We are Mike and Janet Turner, we are your "2011-2012 District Couple of the

Year". We live and work in Kennewick Washington. Chapter-L is our home chapter. We have 2 children each and together we have 6 grandchildren.

We have been married for three wonderful years. We have been active in our chapter since joining in March 2009. We have enjoyed participating in our chapter's activities as well as other GWRRA sponsored events.

We have served as our Chapter Couple of the Year for the past year and a half. And currently are our Chapter ACD's.

In the coming year we are going to try to visit each chapter in the district so we can get to know your Chapter better. We hope to see you soon.

Mike and Janet

Washington District Chapter's Gathering Information

Chapter	Wk	Day	Time	Town	Contact	Phone
A	4th	Saturday	8:30AM	Seattle	Sam & Doreen Grubbs	206-718-6814
B	1st	Sunday	8:30AM	Bremerton	Jim & June Dutton	360-551-2236
C	2nd	Saturday	8:00AM	Everett	Lee Ann Kelly	206-362-4903
D	2nd	Sunday	8:30AM	Aberdeen	Kerry & Greg Bash	360-249-4640
E	3rd	Saturday	8:00AM	Bellevue	John & Barb Smith	206-391-6343
H	2nd	Tuesday	6:30PM	Lynden	Randy & Debbie Reid	360-733-3123
I	3rd	Sunday	8:00AM	Olympia	Ray Abitz	360-790-2832
L	2nd	Saturday	9:00AM	Kennewick	Lloyd Finley	509-783-9789
M	1st	Saturday	12:00PM	Yakima	Pete and Jean Hernandez	509-453-6951
N	3rd	Sunday	8:30AM	Spokane	Dave and Terri Chromy	509-292-0314
O	4th	Saturday	8:00AM	Port Orchard	Ken Smith	360-876-6737
P	3rd	Saturday	1:00PM	Longview	Chuck Porter & Reggie	360-636-0519
Q	1st	Friday	7:00PM	Puyallup	Dean & Christie Kalles	253-845-7177
R	1st	Saturday	9:00AM	Walla-Walla	Jim Corn	509-525-1304
V	1st	Thursday	6:00PM	Auburn	Garry & Maxine Alexander	253-770-3866
X	1st	Saturday	8:30AM	Vancouver	Dee Hall & Vanora Volk	360-254-2343
Y	2nd	Friday	6:30PM	Enumclaw	Roy & Pearl McKenzie	253-862-0220
Z	2nd	Saturday	1:00PM	Centralia	Jesse & Eva Valentine	360-888-0546



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District Directors	Susie and Frank Hutchinson
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Assistant District Directors	Wally and Anna Wallingford
District Rider Educators	Bob Minor
Assistant District Rider Educator	Randy and Debbie Reid
Assistant District Rider Educator	Tom Denny
District Leadership Trainers	
District Treasurers	Susan Remer
District Membership Coordinators	
District Stores	
District Ambassador	
District WEB Master	John Smith
Couple of the Year	Mike and Janet Turner
District COY/IOY Coordinator	
Vendor Coordinators	
District Newsletter Editor	Brad and Dee Kane



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Assistant Directors	Terry and Cheri Huffman
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Region Trainers	John and Dianne Kester
Region Ambassadors	Tom and Mozelle Edwards Hank and Marilyn Smith
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ME Coordinators	Carmen and Dan Weakland
Newsletter Editor	Shirley Dufner
COY Coordinators	Dan and Carmen Weakland
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Motorist Awareness	Dave and Sheila Chavez
Webmaster	Scott Bowman