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A Few words from Bill & Sue

Hi all just a to let you know that we had a great month of riding . We went to Spring Fling in Tennessee, rode the Dragon had lunch and great fellowship. That was only part of it the Fun, We chased the plaque and the COY horse and went to Keenland to watch the Derby. The Kentucky ride in was fun, being with friends and talking about what has been going on since we last met. If you missed the kick off for the new chapter W it was great to see a new chapter get it's start. We played games had hotdogs and chips. And the best was to see the new chapter W get it's charter. Wish more of you could have come with us, to all the events and has the same great time as we did. Up coming rides next month will be FUN.

My favorite is, Cruise for Kids, a 71 mile ride with a police escort. No stopping for lights. What a way to go!

The next ride will be a picnic ride, just bring your sandwiches and drinks it will be a surprise where we are going. Don't we all like surprises?

Last but not least is Louisville Slugger ride. Hope you can all join un in the FUN.

Bill & Sue Mucha CD

Kentucky Plaque

The Plaque was captured at the Chapter S gathering on May 5 and Chapter C won it. Also in attendance were Chapter's A,H,G, and N. Thanks to all who were there to help. Remember we meet at Roosters in the Wal-Mart shopping center on Man of War and Nicholasville Rd. Eat at 6 and meet at 7 hope you all come and help celebrate .



RIDER EDUCATION



GWRR Kentucky Chapter C Educator Moment

Motorcycle Accident Cause Factors and Identification of Countermeasures

Findings

Throughout the accident and exposure data there are special observations which relate to accident and injury causation and characteristics of the motorcycle accidents studied. These findings are summarized as follows:

1. Approximately three-fourths of these motorcycle accidents involved collision with another vehicle, which was most often a passenger automobile.
2. Approximately one-fourth of these motorcycle accidents were single vehicle accidents involving the motorcycle colliding with the roadway or some fixed object in the environment.
3. Vehicle failure accounted for less than 3% of these motorcycle accidents, and most of those were single vehicle accidents where control was lost due to a puncture flat.
4. In single vehicle accidents, motorcycle rider error was present as the accident precipitating factor in about two-thirds of the cases, with the typical error being a slideout and fall due to overbraking or running wide on a curve due to excess speed or under-cornering.
5. Roadway defects (pavement ridges, potholes, etc.) were the accident cause in 2% of the accidents; animal involvement was 1% of the accidents.
6. In multiple vehicle accidents, the driver of the other vehicle violated the motorcycle right-of-way and caused the accident in two-thirds of those accidents.
7. The failure of motorists to detect and recognize motorcycles in traffic is the predominating cause of motorcycle accidents. The driver of the other vehicle involved in collision with the motorcycle did not see the motorcycle before the collision, or did not see the motorcycle until too late to avoid the collision.
8. Deliberate hostile action by a motorist against a motorcycle rider is a rare accident cause. The most frequent accident configuration is the motorcycle preceding straight then the automobile makes a left turn in front of the oncoming motorcycle.
9. Intersections are the most likely place for the motorcycle accident, with the other vehicle violating the motorcycle right-of-way, and often violating traffic controls.
10. Weather is not a factor in 98% of motorcycle accidents.
11. Most motorcycle accidents involve a short trip associated with shopping, errands, friends, entertainment or recreation, and the accident is likely to happen in a very short time close to the trip origin.

12. The view of the motorcycle or the other vehicle involved in the accident is limited by glare or obstructed by other vehicles in almost half of the multiple vehicle accidents.

13. Conspicuity of the motorcycle is a critical factor in the multiple vehicle accidents, and accident involvement is significantly reduced by the use of motorcycle headlamps (on in daylight) and the wearing of high visibility yellow, orange or bright red jackets.

14. Fuel system leaks and spills were present in 62% of the motorcycle accidents in the post-crash phase. This represents an undue hazard for fire.

15. The median pre-crash speed was 29.8 mph, and the median crash speed was 21.5 mph, and the one-in-a-thousand crash speed is approximately 86 mph.

16. The typical motorcycle pre-crash lines-of-sight to the traffic hazard portray no contribution of the limits of peripheral vision; more than three-fourths of all accident hazards are within 45deg of either side of straight ahead.

17. Conspicuity of the motorcycle is most critical for the frontal surfaces of the motorcycle and rider.

18. Vehicle defects related to accident causation are rare and likely to be due to deficient or defective maintenance.

19. Motorcycle riders between the ages of 16 and 24 are significantly overrepresented in accidents; motorcycle riders between the ages of 30 and 50 are significantly underrepresented. Although the majority of the accident-involved motorcycle riders are male (96%), the female motorcycles riders are significantly overrepresented in the accident data.

20. Craftsmen, laborers, and students comprise most of the accident-involved motorcycle riders. Professionals, sales workers, and craftsmen are underrepresented and laborers, students and unemployed are overrepresented in the accidents.

21. Motorcycle riders with previous recent traffic citations and accidents are overrepresented in the accident data.

22. The motorcycle riders involved in accidents are essentially without training; 92% were self-taught or learned from family or friends. Motorcycle rider training experience reduces accident involvement and is related to reduced injuries in the event of accidents.

23. More than half of the accident-involved motorcycle riders had less than 5 months experience on the accident motorcycle, although the total street riding experience was almost 3 years. Motorcycle riders with dirt bike experience are significantly underrepresented in the accident data.

24. Lack of attention to the driving task is a common factor for the motorcyclist in an accident.

25. Almost half of the fatal accidents show alcohol involvement.

26. Motorcycle riders in these accidents showed significant collision avoidance problems. Most riders would overbrake and skid the rear wheel, and underbrake the front wheel greatly reducing collision avoidance deceleration. The ability to countersteer and swerve was essentially absent.

27. The typical motorcycle accident allows the motorcyclist just less than 2 seconds to complete all collision avoidance action.

28. Passenger-carrying motorcycles are not overrepresented in the accident area.

- 29. The driver of the other vehicles involved in collision with the motorcycle are not distinguished from other accident populations except that the ages of 20 to 29 and beyond 65 are overrepresented. Also, these drivers are generally unfamiliar with motorcycles.**
- 30. Large displacement motorcycles are underrepresented in accidents but they are associated with higher injury severity when involved in accidents.**
- 31. Any effect of motorcycle color on accident involvement is not determinable from these data, but is expected to be insignificant because the frontal surfaces are most often presented to the other vehicle involved in the collision.**
- 32. Motorcycles equipped with fairings and windshields are underrepresented in accidents, most likely because of the contribution to conspicuity and the association with more experienced and trained riders.**
- 33. Motorcycle riders in these accidents were significantly without motorcycle license, without any license, or with license revoked.**
- 34. Motorcycle modifications such as those associated with the semi-chopper or cafe racer are definitely overrepresented in accidents.**
- 35. The likelihood of injury is extremely high in these motorcycle accidents-98percent of the multiple vehicle collisions and 96% of the single vehicle accidents resulted in some kind of injury to the motorcycle rider; 45% resulted in more than a minor injury.**
- 36. Half of the injuries to the somatic regions were to the ankle-foot, lower leg, knee, and thigh-upper leg.**
- 37. Crash bars are not an effective injury countermeasure; the reduction of injury to the ankle-foot is balanced by increase of injury to the thigh-upper leg, knee, and lower leg.**
- 38. The use of heavy boots, jacket, gloves, etc., is effective in preventing or reducing abrasions and lacerations, which are frequent but rarely severe injuries.**
- 39. Groin injuries were sustained by the motorcyclist in at least 13% of the accidents, which typified by multiple vehicle collision in frontal impact at higher than average speed.**
- 40. Injury severity increases with speed, alcohol involvement and motorcycle size.**
- 41. Seventy-three percent of the accident-involved motorcycle riders used no eye protection, and it is likely that the wind on the unprotected eyes contributed in impairment of vision which delayed hazard detection.**
- 42. Approximately 50% of the motorcycle riders in traffic were using safety helmets but only 40% of the accident-involved motorcycle riders were wearing helmets at the time of the accident.**
- 43. Voluntary safety helmet use by those accident-involved motorcycle riders was lowest for untrained, uneducated, young motorcycle riders on hot days and short trips.**
- 44. The most deadly injuries to the accident victims were injuries to the chest and head.**
- 45. The use of the safety helmet is the single critical factor in the prevention of reduction of head injury; the safety helmet which complies with FMVSS 218 is a significantly effective injury countermeasure.**

46. Safety helmet use caused no attenuation of critical traffic sounds, no limitation of precrash visual field, and no fatigue or loss of attention; no element of accident causation was related to helmet use.

47. FMVSS 218 provides a high level of protection in traffic accidents, and needs modification only to increase coverage at the back of the head and demonstrate impact protection of the front of full facial coverage helmets, and insure all adult sizes for traffic use are covered by the standard.

48. Helmeted riders and passengers showed significantly lower head and neck injury for all types of injury, at all levels of injury severity.

49. The increased coverage of the full facial coverage helmet increases protection, and significantly reduces face injuries.

50. There is no liability for neck injury by wearing a safety helmet; helmeted riders had less neck injuries than unhelmeted riders. Only four minor injuries were attributable to helmet use, and in each case the helmet prevented possible critical or fatal head injury.

51. Sixty percent of the motorcyclists were not wearing safety helmets at the time of the accident. Of this group, 26% said they did not wear helmets because they were uncomfortable and inconvenient, and 53% simply had no expectation of accident involvement.

52. Valid motorcycle exposure data can be obtained only from collection at the traffic site. Motor vehicle or driver license data presents information which is completely unrelated to actual use.

53. Less than 10% of the motorcycle riders involved in these accidents had insurance of any kind to provide medical care or replace property.

As you can tell from the above information, riding and enjoying motorcycling can be safer and longer lasting provided you wear the appropriate safety apparel. Personally, I look forward to going home to my family each and every day. Please consider the information you have seen here as beneficial to your further enjoyment of this our chosen lifestyle. Thank you for your time and attention.

This article compliments of the HURT Study from MotorcycleSafetyInfo.com.

**Friends for Fun, Safety and Knowledge
Michael VanHoose – Chapter C Educator**



Birthdays

Tim Hamby May 1st

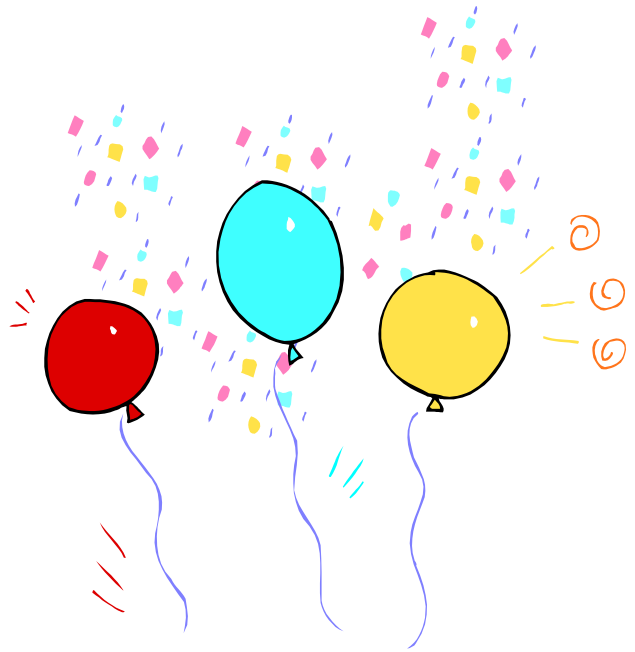
Sue Mucha May 20th

Dedre VanHoose June 1st

Lynn Hamby June 3rd

Joyce Carneal June 6th

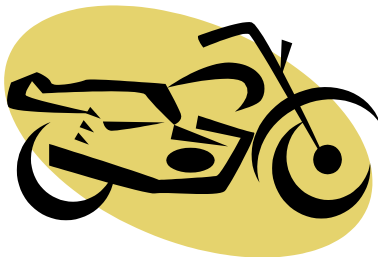
Rita King June 6th



Anniversaries

Mike & Sandy Fawbush May 19th

Bill & Sue Mucha May 27th

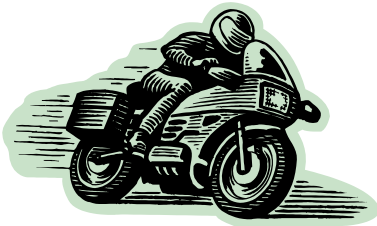


KY-C MONTHLY GATHERING INFO

Don't forget our Gathering place !!!!

The Bluegrass Wings gather the 4th Tuesday of every month at Roosters

COY Corner



2012 Chapter C Couple of the Year

Mike and I have had more fun chasing after the Couple of the Year mascot, Custard! He hasn't managed to stay any one place for very long! If you remember, Chapter A won him at our last meeting and took him to Shelbyville where Chapter S won him. He was only there for two days before he was available at Chapter S, where Chapter A won him again! Chapter A brought him to the ride in where Chapter H won him. Chapter H brought Custard to the Chapter W kick-off, where Chapter S won him again. We've been at each of these events, but haven't been able to obtain the winning ticket. Maybe he'll come to our meeting Tuesday night and our luck will turn!

In the meantime, Mike and I also went to the TN District Convention, Spring Fling. We got to observe their Couple of the Year competition where the Chapter Couples of the Year compete to become the District Couple of the Year. It was really fun to watch! Kentucky's competition will be at the Blast in August.

We also went to the ride-in for the day on Saturday. Our new Couple of the Year Coordinators had a get together for us. Carma and Bob are taking over from Mary and Mike, who are returning to TN. Chapter Y (from Mayfield) had a big group there, including their Couple of the Year. It was good to meet them.

Hopefully Custard will be at our meeting on Tuesday, but if not, count on us to ask you to chase him with us! May is double visitation points month! We'd love for you to join us whenever you can! Now that school is almost done, I hope to get to a few more meetings! Mike has had to go without me on a few occasions because of our teenager obligations.

Till next time, ride safely and have fun!

Mike and Dedre VanHoose
Chapter C Couple of the Year





Ride Events

Web page www.gwrrakyc.org



April:

14th My Old Kentucky Home 10:00 am meet at parking lot behind Marathon station

22nd: Babb family benefit

24th: Chapter C Get Together @ Roosters

26th to the 28th: Spring Fling in Pigeon Forge, TN. Held at the Majestic Theater.

May:

5th: Kentucky Derby Ride at 900 am . Meet at the First Christian Church in Versailles, KY at 0900 for Leadership Training, then short ride through the horse farms with lunch, and a short ride ending at Keeneland to watch the Kentucky Derby.

11th –13th: Kentucky ride in at ELIZABETHTOWN CROSSROADS Camp Grounds

19th: A Celebration of life ride See insert for Jerry Elam.

19th: Ride to Chapter W Kickoff in Corbin, KY. Meet at Meijers Parking lot at Hamburg at 1000.

22nd: Chapter C Get Together @ Roosters

June:

2nd: Cruise for Kids Sponsored by Chick-fil-A With police riding demonstration at 10 am, Kick-stands up at 11:15

9th: Picnic ride 10:00 am meet at parking lot behind Marathon station

14th-16th: West Virginia District Convention "Down Home Rally" Summersville, West Virginia

23rd: Louisville Slugger ride 10:00 am meet at parking lot behind Marathon station

26th: Chapter C Get Together @ Roosters

July:

4th-7th: Wing Ding Fort Wayne IN.

14th: Covered Bridges ride 9:00 am meet at parking lot behind Marathon station

24th: Chapter C Get Together @ Roosters

28th: Stearns Railroad 9:00 am meet at parking lot behind Marathon station

August:

4th: Barn Quilt Ride 9:00 am meet at parking lot behind Marathon station

9th-11th: Kentucky Blast Frankfort Ky.

25th: Bourbon Trail 9:00 am meet at parking lot behind Marathon station

28th: Chapter C Get Together @ Roosters

September:

15th- Chapter Ride to Marengo Caves at Corydon, IN, then meet at Chapter A for dinner.

September 20 thru 22nd North Carolina District Convention "Wings Over North Carolina" Concord, North Carolina <http://www.gwrranc.org/>

25th: Chapter Meeting at Roosters

October:

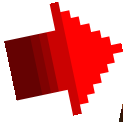
20th-21st: Horizons Class at Fairfield Inn in Frankfort, KY

23rd- Chapter meeting at Roosters, eat at 6 and meet at 7.

As time gets closer for rides we will send out information with times and locations.



Greetings from Membership Enhancement!



The Gang of Ten



Word From the Wise

Well, we finally arrived back home from Pigeon Forge at 12:45 this afternoon, Sunday. It was a great week and as a matter of fact, this Spring Fling was the best ever. And what made it the best ever was that we spent more time with our friends Cliff and Sandy and also our fellow bikers from Chapter C, Mike & Dedre; Bill & Sue; Randy & Denise :-)

We did the Tail of the Dragon once again, well actually twice, 318 curves in 11 miles X2, the dream of the motorcyclist :-)

Next year, GWRRA, TN will do the Spring Fling just a couple of miles south of Chattanooga. That'll be different.

Anyway, it's good to be home and knowing we'll see all our friends once again :-) Hope everyone safely made it back home

Tom & Brenda

The 2012 Convention Schedule

Gold Wing Road Riders Association
 Appalachian Region II




Tennessee District
 Hawaiian Luau

"Spring Fling"
 Tennessee District Convention
 The Grand Majestic Theater
 Pigeon Forge, Tennessee





DOWN HOME RALLY 2012
 THE WEST VIRGINIA DISTRICT PRESENTS
 "West Virginia Thrills" JUNE 14 - 16, 2012
 SUMMERSVILLE CONFERENCE CENTER





WING DING 34
 THE GWRRA NATIONAL OFFICE PRESENTS
 "Fun in the Fort", JULY 4-7, 2012
 Allen County War Memorial Coliseum
 Fort Wayne, Indiana





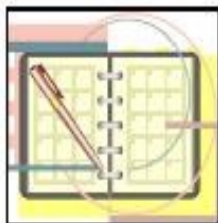
THE BLAST 2012
 THE KENTUCKY DISTRICT PRESENTS
 "Derby Days"
 August 9-11, 2012




The North Carolina District Presents
WINGS OVER NORTH CAROLINA
 SEPTEMBER 20 - 22, 2012
 CABARRUS ARENA & EVENTS CENTER



RALLY IN THE VALLEY 2011 ²⁰¹²
 THE VIRGINIA DISTRICT CONVENTION
 OCTOBER 4 - 6 2012
 THE SALEM CIVIC CENTER
 SALEM, VIRGINIA

For Sale

It is 2001, with matching Bushtec trailer. I just put new Bridgestone tires on.

My phone is 859.553.1532 it can be seen @ 2828 Southview dr. Lexington.

Thanks

Rex Guinn

<https://picasaweb.google.com/ragwing/Goldwing>

