



PURCHASE AREA WINGS



Chapter KY-Y Mayfield, Ky.

October 2021

Volume 21 Issue 10

Where We Meet: Majestic Family Restaurant
700 South 6th Street
Mayfield, KY 42066

Eat at 6:00 - Meet 7:00

First Thursday of the Month

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Pins & Patches:
Open

Rides beginning at the "Blue" Building:
901 N. 15th Street, Mayfield
(hint: the building isn't blue!)



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2021 Couple of the Year
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2021 Individual of the Year
Richard Thomasson
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From the Chapter Director



Well the Fall harvest is in full blast so be very careful when riding or driving. Watching out for the equipment and spilled grain on the roads. Also the deer and other animals being pushed out of the fields.

Richard and I went to Chapter K's kickoff and they had a good crowd from across the State. Chapter Y took them money along with all the other Chapters who also gave them money to help them get started. They had games to play with nice door prizes and gift baskets plus a food truck. It was nice to meet the new Chapter K members and see other old friends from across the State.

I have already been contacted and asked if we are planning to ride in the Mayfield Christmas Parade and I told them yes, it will be November 27th with more details to follow.

It's October and getting close to time for the Chapter Y Chili Dump. We didn't get to have it last year but looking forward to some good chili, desserts and fellowship this year.



Dan at Chapter K's Kickoff

Ride Safe and Stay Alert
KY Dist. Ride Cord
Chapter Y C/D's
Dan and Rita

View From The Saddle



I had planned to take a ride to see my brother in the Texas Hill Country this fall and that trip got canceled due to his schedule so I opted for Plan B, a trip to Cherokee, TN. I had ridden this area before, a time or two in fact, but this time it would be a solo trip. The kennel where you normally take the dogs was closed for a month so Jennie decided to stay home and take care of our elderly dogs and her chickens. I had an intense ride schedule planned and she didn't feel like she wanted to ride that hard anyway so on Wednesday Sept. 29 I headed east.

The trip was actually planned for a day earlier but I had issues with a front tire, that I won't go in to now. The weather forecast was still good for the area so I adjusted my schedule to leave on Wednesday, ride all day on Thursday and ride home Friday. Like I said, it was going to be an intense ride schedule. Everything went fine on the ride to Cherokee. I took a route that

went through Knoxville and then southeast thru Maggie Valley, NC since that looked like the fastest way. Another option was to go thru Gatlinburg but I've seen heavy tourist traffic in that area and I didn't want to chance wet weather on top of the Blue Ridge Mountains and tackling the Tail of the Dragon, as another option, after riding all day didn't sound too appealing, either. So I arrived in Cherokee, NC about 5pm EDT. I had a reservation at the Rodeway Inn in Cherokee and I'd recommend it. There was a nice balcony view of a river and the room was big and comfortable. The rate I got for the two nights was \$71.35 a night including all taxes and fees so not bad for a tourist town.

On Thursday I got up and could see the typical morning fog, light in Cherokee but heavier as you gained altitude, so I decided to ride an hour to Deal's Gap and take on the Tail of the Dragon while I waited for the fog to burn off up high. It worked out perfectly. Leaving at 8:30, the hour ride gave time for the fog to lift on the Dragon so I rode through it and back and then went back to Cherokee. I ate a quick lunch at a Wendy's and headed up the Blue Ridge Parkway. Traffic was light and the weather was very nice. I rode about 45 miles and decided to turn around and head back taking the same route. I thought about climbing down off the Parkway for an easier and quicker ride back to the hotel but I was there to ride so I retraced my route taking the Parkway back to Cherokee. I arrived back at the Rodeway Inn at 5:00. There's a casino in Cherokee so I decided I'd eat dinner there and lose some money in the casino. There's a shuttle service that took me from the hotel to the casino for \$1.00 so I took the shuttle and, excluding supper, when all the winning and losing was figured in, plus the \$2.00 in shuttle cost, plus the \$1.00 tip for the driver, I was down \$1.60. Not bad for an evening's entertainment.

Friday morning was, again, foggy. I had tentative plans to ride the Cherohala Skyway on my way home. It would add 30 minutes, or so, but I had it on my tour schedule so I headed that direction hoping the fog would be gone by the time I arrived in Robbinsville, NC where it began. I almost changed my mind about taking that route due to the fog and the extra 1/2 hour but, fortunately, I stuck with my initial plan because the Skyway was my favorite ride of the whole trip. Beautiful scenery, fabulous road and very light traffic that time of day.

After finishing the Skyway at Tellico Plains, TN I took Highway 68 to Sweetwater, TN and while one option took me up Interstate 75 to Knoxville, another route kept me on 68 to Crossville, TN where I could get on I-40 well west of Knoxville. I'm glad I stayed on 68 because it was a nice 2 lane road with no semi's to deal with. If I return to ride the Cherohala Skyway I'll take Highway 68 to get there.

Then I hit stop and go traffic on I-40 around Lebanon, TN. It was getting pretty warm at that point and riding 10' and stopping and riding another 10' and stopping got old in a hurry. Twice the semi in front of me put on his airbrakes due to the extended time stopped on the highway. It felt like we crept along for 20 miles but I suspect it was actually about 5 miles when things broke free. All I saw was a pickup with a camper pulled off in the median crossover. Sometimes it doesn't take much of an incident to shut down an Interstate.

Finally back up to highway speed I cruised along until I hit the Nashville traffic. It was around 2pm, or so, but there was still plenty of traffic (and idiots) to deal with. And it was getting hot! I saw my thermometer hit 93 degrees once before settling closer to 90 for most of the rest of the trip home.

Arriving home about 4:00 I had racked up 1,002 miles on my 3 day solo adventure. I had seen beautiful country, a few turkeys, a couple of deer and many miles of windy roads. I have to admit that I was really tired when I arrived home. And while I enjoyed the trip I couldn't help but wish that Jennie or my brother was along. He and I have made many such trips on our Brother Rides over the years. Next time I won't go alone.



Spectacular views were everywhere on the Parkway.

You have to get a picture at the highest point on the Parkway.



Another view from the Blue Ridge Parkway

District Educator Report

Rick Artmayer District Educator



Here we are at the beginning of the last quarter of the year. Fall gives us some good weather for riding, but it comes at a cost of increased dangers on the road. Things like wet leaves, small animals searching for their last meals before hibernation, and big animals searching for a mate, are now experienced with increased frequency compared to summer. We need to be aware and vigilant as we participate in our solo and group rides.

Speaking of riding, I was able to make it to the North Carolina District Rally last month and attend the Crash Scene Response seminar. I think this is a very worthwhile course and offers good content. I have a few take-aways that I think are worth sharing. At the start of every group ride, it is recommended to have a rider meeting. This is the time to discuss the basic route, talk about scheduled and unscheduled stops, identify the vehicle with the shortest range, and other specifics about the ride, the machines, and the participants that effect the group. We know all this from the Team Riding and Road Captain courses. Crash Scene Response covers what to do if/when you or your group happen upon a crash. There are many “jobs” that need to be filled in an event like this. These jobs are discussed in the seminar, as is the importance of quickly filling these positions to manage the scene and help the victims and the other motorists alike to keep everyone safe.

My suggestion is to ask for volunteers and to assign these jobs at the beginning of the ride, before leaving the parking lot. The jobs assigned to the volunteers can be an added column on the participation list that the Ride Captain and Tail Gunner should carry. In the event of an emergency, each specific role has been assigned and each ride participant has had the entire ride up to that point to think about and get comfortable with their responsibility. Should the need arise, each participant will know where to go and what to do.

I know when I have planned rides, I have spent hours on the route, checking for the ideal roads that include enough curves, a reasonable number of miles, the proper number of stops for the group’s physical needs, good food, available fuel, and comfortable lodging. All to fit in the time available. But I had never thought about the “what if” we come upon a crash or are involved in a crash. I will on the next ride I plan. I hope you do too. You might think it is unnecessary and maybe even a waste of time because you have never needed it on any other ride. But what if...?

Richard Artmayer

KY District Educator

GWRRRA Levels Program

Dan Bondurant	Level 4 (Life Grand Master)
Steve Knode	Level 4 (Grand Master)
Jennie Knode	Level 4
Rose Sharer	Level 2
Charles Lenear	Level 1
Lisa Lenear	Level 1
Richard Thomasson	Level 1

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October

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Chapter Gathering
Majestic Restaurant

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Columbus Day

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Cracker Barrel
Mayfield

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Strickland's Seafood
Paducah

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August Moon
Murray

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Halloween

2021