

Arkansas Eagle Riders



Sep 2023

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President's Ramblings'

Membership is doing great! We are now up to 118 members now. Thanks to everyone for doing a great job recruiting new members! We keep finding people who want to join us and ride.

I guess that everyone has heard by now that Valerie and I had an accident on Hwy 7 just north of Hollis and totaled my bike. The good news is that we survived and were wearing "All the Gear" so we are in pretty good shape considering our condition. The good news is that I have Total Replacement Cost insurance so my insurance is buying me a new 2023 Harley. I hate that we had to miss the long ride of Vin's to Montana with the group. Valerie and I have done all of the highlights of that trip, but it would have fun to do it again with the group.

I hope to see you all at our Club Picnic on September 9th at Avery Park, 11 AM for our meeting and 12 for lunch. Please RSVP to the email so we have a good head count for the food at the Club Picnic. Remember that we are nominating Club Officers at the picnic for 2024. If you can't attend the Picnic, you can nominate People you want via email to the club's email, areagleriders@gmail.com. Our officers are President, Vice President and Treasurer.

Don Hewett AER Club President

2023 Activities



2023 Staff

President

Don Hewett

Vice President

Scott Pennington

Treasurer

Butch Robbins

Newsletter/Webmaster

Valerie Hewett

Ride Coordinator

Bill (Brush) Brusenhan

Membership Enhancement

Mike Neal

Facebook Administrator

OJ & Jan Miles

Meet to Eat

Dan & Angie Drennon

Quarter Master

Dan Drennon

Safety Enhancement Advisor

Vin Hayes

OFFICIAL AER EVENTS

September

9/9 - Club Picnic at Avery Pavilion

9/28 30 Green Country Spider Jam

October

10/7 AR District MEMORIAL Picnic

10/23-26 Eureka Springs Mike

November

11/6-9 - Leaf Peeping Trip, Jasper

December

12/7 6pm Christmas Party-Scott & Don

At the Desoto Club

MTE at Home Plate



Our 100th member, David Dorrough.
WE now have 118 members



Ride to The Cliff House in Jasper



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AER Mtg July 8



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MTE at Ozark



MTE at Ozark



MTE at Ozark



New Bikes

Steve Didion's new Gold Wing



Don's New Harley



Vin's New Indian



Clint Beasley's new Harley

Mt Magazine Mt Nebo Petit Jean

Here are the photos from our ride today. We had 10 bikes to start, Rick dropped off after an hour

Butch skipped Mt Nebo and headed home from Paris

. OJ & Jan and Dot & Bobby Duke headed home from Dardanelle after lunch.

Stu, Ken and Andy finished the ride after visiting Petit Jean's grave and then down Hwy 9 back home. Vin Hayes

Mt Magazine, Sunset Pt ,Mt Nebo, Overlook at Mt Petit Jean



Ride to Plainview



Dot



Norm & Janice



Ben

Ride to Plainview



MTE at Blue Springs Cafe





Safety Article

SITUATIONAL AWARENESS

It has been clearly documented many times that the cause of the overwhelming majority of motorcycle accidents is simply stated; INATTENTION, either yours or another operator. Let us spend a few moments analyzing that concept and seek to establish procedures and techniques to minimize it if not eliminate it altogether. Situational awareness is obviously the state of maintaining a constant, functional understanding of the totality of the dynamics of the environment in which we operate. As a motorcyclist, it should come as no surprise that our ability to perceive and deal with the thousands of ever changing external factors is considerably more important and more demanding than it would be while driving a car. Regardless of the speed at which we are riding, all of the external stimuli are coming at us fast and furious. We all know from experience that, while driving an automobile, looking away for a few seconds is generally no big deal, we've all done it safely. But on a motorcycle a second or two of distraction or inattention can be deadly.

What is your perception quotient? How much do you see and how often? What are you looking at? What is your personal ability to pick up visual cues and quickly analyze and interpret them? There are hundreds of things going on all around us while we ride and someone who is exceptionally talented and perceptive may pick up only 80% of them. As in most other aspects of motorcycling, it always comes down to TRAINING and PRACTICE. We need to learn the best techniques to quickly and accurately perceive the dynamics of our surroundings and practice those techniques on a regular basis. What's the road condition? What's the level of the ambient light? Does my bike have any mechanical shortcomings? What's the traffic density. How does my riding skill compare to others in the group? What is my state of mind and physical condition? If you've just had a bad lunch and you have to ride another 90 miles with a bellyache and a cramping bowel, your awareness and capabilities are seriously diminished.

One of my previous articles, dealt with visual aptitude. In it I had encouraged everyone to develop a good, functional scan. If your focal point lingers on any object for more than one second, you are seriously degrading your situational awareness and risking a sad outcome. As you keep your eyes moving constantly, you are multiplying the number of inputs to your sensory perception and situational awareness. The more you take in visually, the more likely you are to pick up signs of impending danger. If you don't see it, you are very unlikely to react to it in time. Let's have a look at some specific examples.



Safety Article

DEER – If you see a deer alongside the road or standing in the road, you would obviously hit the brakes and/or swerve to avoid it. If you have a collision with a deer, it is likely that you never saw it. Deer are not invisible; you didn't see it because you weren't looking at it. As you ride along, either alone or in a group, develop your scan so that you get a thorough look at both sides of the road every few seconds. Don't stare at the bike in front of you. Your focal point should be 150 yards straight ahead looking "through" the vehicles in front of you and 100 yards ahead on both sides of the road.

SIDE ROADS – If a vehicle pulls out in front of you from a side road, it is usually simple enough to avoid it. If it is dangerously close, that is usually because that driver never saw you. His inattention is just as dangerous as your inattention. With a proper scanning technique, more often than not, you will have the ability to see that potential hazard early enough to properly react and avoid any danger. Remember, you can't see what you are not looking at. As I've mentioned, the surest, quickest way to see if he is going to move out into your path is to draw a bead on his front wheel; that's is your first and most accurate indication of movement.

LAYING IT DOWN – No doubt, you've heard many motorcycle war stories where someone was involved in a collision who said, "I just had to lay it down". The vast majority of motorcycle safety experts heartily disagree with this technique. It is strongly recommended to stay upright with the bike in the case of a collision with another vehicle. Bottom line; the bike is going to be totaled either way. If you lay it down, your body will suffer a greater impact and may very well slide underneath the other vehicle – not good. If you stay with the bike, it should absorb a great deal of the impact before your body does. I once read an article written by a retired CHP motorcycle cop who discussed this scenario. His strong recommendation is to, in the last split second before impact, rise up forcefully on the pegs. That way, when impact occurs, you will likely get launched onto the roof of the other vehicle and end up on the road behind it. That is considerably more survivable than crashing face first into the windshield. Certainly good advice from an expert and worth some thought. It goes without saying that your survival factor goes way up if you are wearing a full complement of protective gear. Riding in a tee shirt, shorts and flip flops is always going to have a sad outcome. As an adjunct to this collision scenario, if you've gone off the road and the impending impact is with a tree, it is surely your best option to get off the bike and take your licks in the brush.



Safety Article

LOOK AHEAD – One of the most common accidents in group riding is when a motorcyclist runs into the bike(s) ahead of him. This obviously occurs due to a lack of situational awareness. Your visual attention was elsewhere when the bike ahead slowed or came to a stop. No matter how good your brakes are, they won't help you if you don't have the awareness to know when they are needed. Pay attention, look ahead.

KNOW YOUR SURROUNDINGS – We recently had an incident where a bike had to come to a complete stop at the side of the road due to stopped traffic ahead. It was a two lane country road with a pretty severely crowned effect. As he stopped his bike at the right edge of the pavement, he dropped his right foot to support the bike. Because of the slope of the pavement, by the time his right foot hit the ground, the bike had already leaned over too far to be saved and he went down. No harm but a bit of cosmetic damage to the bike. The lesson here is that, if he had chosen to support the bike with his left foot (on higher ground), this would have been a non event.

SITUATIONAL AWARENESS – Know where you are, know where you're going, know your surroundings, know what is out there waiting to get you. In a previous article where I listed some applicable aviation axioms, an important one on the list was, "Those who are not in complete, continuous control of the aircraft are passengers".

DON'T BE A PASSENGER!