



# Lilac City Wings, Chapter "G" Gold Wing Touring Association Spokane, WA 99203



March 2010 Newsletter

## Directors Comments

Is it really time to write this again already? Time is flyin' by. With the financial problems at National we have decided to take a wait and see attitude. I have been in contact with other chapters and the State Directors and have assured them that we are all here together for the long haul. At the end of the day we will always be the Lilac City Wings no matter what else happens around us.

The chapter continues to grow and the enthusiasm from all the members is wonderful. The February meeting was definitely the largest that we have seen since Jana and I joined the club. We all should be in contact with any inactive member you know. It's also time to think about a membership drive. As riding season is quickly approaching, we should all have some member invitation material, like our handlebar hangers, on their bike so that when we see a Goldwing, they get an invitation to join the Chapter.

Now is the time to plan for Halloween weekend. Last year we went to the haunted house at the old prison in Deer Lodge, Montana. This year we will be holding a fundraiser at the Sprague Lake westbound rest area. Thanks to the Petersons for taking the lead on this event.

We just got home from the Motorcycle Show and Sale. Thanks to Terry, Peggy, Wally and Mary for their leadership on this event. It was very successful and we had a great time. BUT: \$3.25 for a bottle of water? We still managed to stimulate someone's economy with the purchase of some new helmets. I guess when the foam is hanging out the ears, they consider them worn out.

Chapter Director  
Mel Craven

## Chapter "G" Staff

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**Newsletter Editor's Comments**

As you can tell I am settling into the Newsletter editors' position and I am having a little fun filling in the blank spots.

This month I have no questions. Like I keep saying; this is YOUR newsletter, I am just the editor. I have only received a few (less than five) replies to my questions each month so I have decided that the questions are not what you want to see in your newsletter.

I would like to remind everyone that the deadline for submissions is the twentieth of each month. This allows me time to get everything formatted copied and mailed so that you can have your copy before the first of the month.

Sorry but I am a little behind schedule this month.

Newsletter Editor  
Ken Peterson

**Another word from your Safety Directors.**

Hi All,

The closer we get to spring we need to refresh our skills for group riding. So here are some reminders for group riding. Remember to show up early, with a full tank of gas, and have a little meeting before the ride. Make sure that you have a lead rider and a sweeper rider. Keep your groups to no more than 7 bikes. New riders should be at the front of the group; all trikes and bikes pulling trailers should be in the back of the group. Most of all make sure that your motorcycle has been maintained. Check your tires to make sure that they are good and have the right air pressure. Check the oil and water and make sure the lights all work. Now you should be ready for a good ride.

A motorcycle mechanic was once asked what tools should be taken along on a road trip and he replied: a flat tip screwdriver, phillips tip screwdriver, pair of water pump pliers, 1@ 8mm, 10mm, 12mm, 13mm, 14mm, and 17mm combo wrenches, 1@ 8mm, 10mm, 12mm, 13mm, 14mm, and 17mm sockets, 3/8" ratchet and 3" extension, 10" crescent wrench, 1@ 4mm, 5mm, and 6mm allen wrench or socket, wire cutter, wire stripper, a few red butt connectors, a few blue butt connectors, a roll of electrical tape, a test light, a couple each 5, 10, 15, 20, 30 amp fuses, Couple extra 30 amp main breaker fuse. In addition, maybe if you have an inexpensive one, a multimeter to measure voltage. This is what the mechanic tries to carry. If you ride a Harley, all of these wrenches and sockets have to be in American sizes of course. If you need to take all this with you, you will also need to pull a trailer and you're not riding a Gold Wing.

One more thing; as we all know, the weather seems to be nice for a ride. Be careful of sand and chemicals on the road and especially those corners. HAVE FUN, RIDE SAFELY AND KEEP THE SHINEY SIDE UP!

Thank you,  
Rick and Robin Sparrow  
Safety Directors  
509-838-215

**March Anniversaries**

11<sup>th</sup> Marlin and Fran Parbs



**March Birthdays**

10<sup>th</sup> Jean Schmidt

18<sup>th</sup> Tami Keatts

31<sup>st</sup> Char Calahan



**Upcoming Events**

**March Events**

6 NW Wings Spaghetti/Auction

6 Chapter "G" Meeting / Activity?

13 St. Pat's Parade

13 State Officers' Meeting

18 Ice Cream Ride

27 Auction / Potluck



**April Events**

3 Chapter "G" Meeting / Activity?

4 Easter

8 Planning meeting

17 Games/Potluck

24 Shadle Wal-Mart Show

24 Kids' Run





## February Minutes

Meeting opened with Pledge of Allegiance by Mel Craven Chapter Director.

Guests included: Pat and Paul Carroll, Bob and Jackie Rothwell, Brian Simmons, Charlie Powell, and Don and Iris Baker.

Mel read a letter from the Salvation Army thanking Chapter G for their generosity for Sally's House.

Sunshine: Jana Craven read the Birthdays and Anniversaries for the month of February.

Minutes from January meeting were approved by the members.

Treasures report: Ruth Johnson reported on monies that Chapter G has in checking account.

Chapter Store: Tony Sereduck has items from Chapter Store on hand if anyone is interested.

Historians: If anyone has any extra photos the Historians could use them for their project.

Safety: Rick Sparrow Safety Director is going to have a safety class for the co-rider. Will be at Westside February 27th. Rick also emphasized even though the weather is good, still be careful on the road.

Retention: Helen Morgan had no report.

Special Events: Wally Youmans has the schedule for the Show and Sale and the National raffle tickets.

Entertainment: Terry Burns spoke about the up and coming Auction. He has a plan on how the Auction will be run.

Please donate nice items that are saleable.

Coalition Meeting: Lyle Polack will be attending the Collation Meeting representing Chapter G. The meeting is at the Old Country Buffet at Franklin Park.

Sweetheart Dinner: Dorothy Hobart is heading up the Sweetheart Dinner, which will be at Marie Callander on February 20th. Time is 6pm.

Dorothy is also going to make a basket to the Drill Teams Auction March 6th. Fifty dollars was approved by the members for the makings for the basket.

MAD Ride: Dale Meador was given a pat on the back for helping make up the ride for MAD.

E-mails: When an e-mail is sent out please reply that the e-mail was received especially the Newsletter.

Web Site: Our Web Site ( Lilac City Wings) needs to be updated. Our Web Master will be out of town for a few weeks.

Old Business: The Rest Stop Fund Raiser was discussed. Pauline Peterson volunteered to Chair this position.

MAD: Michael Mustered has a contract with Northern Quest to use their south parking lot on Awareness Day. The Flyers and Posters are ready. The price for Breakfast at the Casino will be \$5.00-\$10.00 off the menu and the dining room opens at 6am. If you ordered a Tee Shirt see Bob Moran. He has the list as who ordered and paid.

Mileage Contest: Lyle Polack is again doing the Mileage Contest. Anyone interested see Lyle. \$10.00 is the fee to enter.

National: Mel will send out any information concerning what is happening at National when he receives any e-mails.

Up and coming rides: Mel spoke about rides this Summers. 1-Highway 29 ride with other chapters and ride to the coast. 2-LaborDay Ride to Lolo Pass. Ride from west to east. There are R.V. spaces and Cabins available. From Lolo travel to Sandpoint and back to Spokane.

Colors: Jana Cravens name was pulled. Jana received \$20.00 for wearing Colors.

50-25-25: Besides many White Elephants the 50-25-25 went to Alice Clymer and Terry Burns, each of them won \$43.00.

Respectfully submitted by Antoinette Wisowaty. Secretary

This story is dedicated to Ralph Olson who was  
a P-51 pilot during WWII.

## Old Aviators and Old Airplanes

This is a good little story about a vivid memory of a P-51 and its pilot by a fellow who was 12 years old in Canada in 1967.

It was noon on a Sunday as I recall, the day a Mustang P-51 was to take to the air. They said it had flown in during the night from some U.S. airport, the pilot had been tired. I marveled at the size of the plane dwarfing the Pipers and Canucks tied down by her. It was much larger than in the movies. She glistened in the sun like a bulwark of security from days gone by.

The pilot arrived by cab, paid the driver, and then stepped into the flight lounge. He was an older man; his wavy hair was gray and tossed. Looked like it might have been combed, say, around the turn of the century.

His flight jacket was checked, creased, and worn - it smelled old and genuine. Old Glory was prominently sewn to its shoulders. He projected a quiet air of proficiency and pride devoid of arrogance. He filed a quick flight plan to Montreal (Expo-67, Air Show) then walked across the tarmac.

After taking several minutes to perform his walk-around check the pilot returned to the flight lounge to ask if anyone would be available to stand by with fire extinguishers while he "flashed the old bird up, just to be safe."

Though only 12 at the time I was allowed to stand by with an extinguisher after brief instruction on its use - "If you see a fire, point, then pull this lever!" I later became a firefighter, but that's another story.

The air around the exhaust manifolds shimmered like a mirror from fuel fumes as the huge prop started to rotate. One manifold, then another, and yet another barked -- I stepped back with the others. In moments the Packard-built Merlin engine came to life with a thunderous roar, blue flames knifed from her manifolds. I looked at the others' faces, there was no concern. I lowered the bell of my extinguisher. One of the guys signaled to walk back to the lounge. We did.

Several minutes later we could hear the pilot doing his pre flight run-up. He'd taxied to the end of runway 19, out of sight. All went quiet for several seconds; we raced from the lounge to the second story deck to see if we could catch a glimpse of the P-51 as she started down the runway. We could not.

There we stood, eyes fixed to a spot half way down 19. Then a roar ripped across the field, much louder than before, like a furious hell spawn set loose--something mighty this way was coming. "Listen to that thing!" said the controller. In seconds the Mustang burst into our line of sight.

Its tail was already off and it was moving faster than anything I'd ever seen by that point on 19. Two-thirds the way down 19 the Mustang was airborne with her gear going up. The prop tips were supersonic; we clasped our ears as the Mustang climbed hellish fast into the circuit to be eaten up by the dog-day haze.

We stood for a few moments in stunned silence trying to digest what we'd just seen. The radio controller rushed by me to the radio. "Kingston tower calling Mustang?" He looked back to us as he waited for an acknowledgment.

The radio crackled, "Go ahead Kingston.. " "Roger Mustang. Kingston tower would like to advise the circuit is clear for a low level pass." I stood in shock because the controller had, more or less, just asked the pilot to return for an impromptu air show!

The controller looked at us. "What?" He asked. "I can't let that guy go without asking. I couldn't forgive myself!"

The radio crackled once again, " Kingston, do I have permission for a low level pass, east to west, across the field?" "Roger Mustang, the circuit is clear for an east to west pass."

"Roger, Kingston, I'm coming out of 3000 feet, stand by."

We rushed back onto the second-story deck, eyes fixed toward the eastern haze. The sound was subtle at first, a high-pitched whine, a muffled screech, a distant scream. Moments later the P-51 burst through the haze. Her airframe straining against positive Gs and gravity, wing tips spilling contrails of condensed air, prop-tips again supersonic as the burnished bird blasted across the eastern margin of the field shredding and tearing the air.

At about 400 mph and 150 yards from where we stood she passed with the old American pilot saluting. Imagine. A salute! I felt like laughing, I felt like crying, she glistened, she screamed, the building shook, my heart pounded.

Then the old pilot pulled her up and rolled, and rolled, and rolled out of sight into the broken clouds and indelibly into my memory.

I've never wanted to be an American more than on that day. It was a time when many nations in the world looked to America as their big brother, a steady and even-handed beacon of security who navigated difficult political water with grace and style; not unlike the pilot who'd just flown into my memory.

He was proud, not arrogant, humble, not a braggart, old and honest, projecting an aura of America at its best. That America will return one day, I know it will.

Until that time, I'll just send off this story; call it a reciprocal salute, to the old American pilot who wove a memory for a young Canadian that's lasted a lifetime.



**Thank You to all those who helped out at the Motorcycle Show and Sale**

**If you have any pictures of chapter events or pictures of items you want to sale  
please e-mail them to [lilacnewsletter@centurytel.net](mailto:lilacnewsletter@centurytel.net).**

[www.lilaccitywings.com](http://www.lilaccitywings.com)

Gold Wing Touring Association, Chapter G “Lilac City Wings” meets on the first Saturday of each month at the Golden Corral; 7117 N. Division Spokane, WA. The Restaurant opens at 8:00 am and the meeting starts at 8:30 am. A ride or activity is usually scheduled for after the meeting. All guests are welcome; no matter what your favorite ride is!



## Destination Friendship

Lilac City Wings, Chapter “G”  
Gold Wing Touring Association  
C/o 27210 W. Cornwall Rd.  
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March 2010

