

FELLOWSHIP OF THE 'STANG

ISSUE 1

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MUSTANG MOTORCYCLE RIDE

On the morning of Friday 27 July 2012, 13 Mustang Soldiers gathered together on the North side of I-8 Cav motor pool to discuss the details of their upcoming mentorship ride.

The concept of the mentorship motorcycle ride is a widely utilized tool by the Army to promote motorcycle safety and enjoyment. The Army also uses rides as a safe way for Soldiers to get reacquainted with riding when they have been away for either training or on deployment.

This was 1-8 CAV's first battalion motorcycle ride since redeploying from Iraq in December 2011 and SSG Price, the mentor for D Co., had an enjoyable ride planned for the Soldiers.

The day began with the



riders meeting at 0900 for a safety brief and inspection of each others bikes. When the inspections were complete the riders mounted up and started on their route.

The route took riders out the Clear Creek Gate and East onto 195. The group contin-

ued to the town of Holland where they stopped for gas and drinks before continuing their trip. After that they proceed back to Killeen where they stopped at Hooters in Killeen for lunch. Awaiting their arrival was Mustang 6, 9 and several other command and staff personnel that had come to see how the riders were doing.

(Continued on Pg. 4)

Above: Soldiers sit down for lunch at Hooters and get a chance to discuss how the ride is going amongst each other.

Left: Soldiers are departing Hooters on the second leg of their ride.



INSIDE THIS ISSUE:

Mustang 6 Guidance	2
Motorcycles in War	2
Mustang 9 Guidance	3
Consumer Warning	4
Motorcycle Mentor	4
BDE Policy Update	5
PPE	5
Bike Show Off	6
Theft Prevention	6
Riding in a Group	7
Riding Routes	7

UPCOMING EVENTS

- 281000Aug12 1CD Motorcycle EXPO at Fort Hood Community Events Center
- Mentorship meeting on 12 Sept12, location BN
- Pluckers Bike Night 1st Tuesday of each Month 1900-2200

LTC KINKEAD “MUSTANG 6”

With what seems like an endless, scorching summer, the number of motorcycle riders enjoying the freedom and fun across Central Texas roadways continues to be high. I understand the thrill of the ride, and I know that several Mustangs have and continue to hit the open roads—a fact that I fully encourage all to do, albeit after completion of all required III Corps HQs and below safety requirements. However, all of us in the extended Mustang Family—and most importantly our peer leaders from across the ranks—need to continually remind each other about the dangers of riding a motorcycle; dangers that are multiplied several times over when the cyclist does not practice safe riding. This point is not meant to be a deterrent to ride, just a promotion to ride smartly and safely.

As professionals Soldiers, as a Team and as a Mustang Family, we must all look out for each other...you hear me say that time and again. When it comes to motorcycle riding, we owe each other the same adherence to standards and commitment to safety that you have displayed during training and on past operations, and will display together on future battlefields. We need each and every Mustang healthy, fit and ready to deploy, fight and win our Nation's wars...so both our on duty and free time activities need to be focused on smart, personal choices that enable us to maintain our health. It is truly a force protection issue.

To aid us in this endeavor—to safely enjoy the fun and freedom of motorcycling—we currently have Mustang Mentorship rides

scheduled a minimum of once per quarter. I strongly encourage every Mustang to attend if they are a rider. For all non- or inexperienced riders not quite ready for a long group ride—especially leaders and close friends of riders—I also encourage you to participate in these events by linking up with the team at the halfway rest / chow stop in order to support our Team and build your own motorcycle knowledge base as you partake in the discussions and camaraderie. Additionally we have monthly mentorship meetings at the Battalion level, and those events are now open for any Mustang Soldier or Family member to attend. The goal is to open up the dialogue and garner any suggestions, input or feedback that could help better improve our mentorship program and the safety of our riders.

Merriam-Webster Dictionary defines a mentor as, “a trusted counselor or guide.”

Mentorship is defined by **Wikipedia** as “a personal developmental relationship in which a more experienced or more knowledgeable person helps to guide a less experienced or less knowledgeable person.”

It goes on to say that, “However, true mentoring is more than just answering occasional questions or providing ad hoc help. It is about an ongoing relationship of learning, dialog, and challenge.” I like both definitions and they describe (along with personal responsibility and discipline, leadership and camaraderie) the tenets of the

[Mustang Motorcycle Mentorship Program](#) (3MP).

We are lucky to have an awesome leader and *trusted counselor and guide* in SFC Jackson—our 3MP lead. We are just as fortunate to have across each Company, outstanding leaders and mentors focused on the adherence of motorcycle safety policies and providing *guidance to our less experienced and less knowledgeable riders* across our formation. Lastly, our Quarterly Newsletter, “*Fellowship of the ‘Stang*” is meant to inform, educate and maintain a positive, ongoing relationship across our Mustang family focused on *promoting learning, dialog, and challenge* (to have fun, safely!), as it relates to the sport or past-time of motorcycling.

In closing, it was a privilege (and a lot of fun) for CSM and I to meet up with SFC Jackson and our team of Mustang riders halfway through last month's BN Mentorship ride and we thoroughly enjoyed the fellowship and camaraderie within the group. Our Command Team is committed to providing the time and all resources necessary to support 3MP, and we look forward to meeting you out on the open road during future rides, rallies and other team-building events. Until then, “*Ride Hard Mustangs... and Ride Safe!*”
MUSTANGS!



MOTORCYCLES IN WARFARE

In 1916, the United States was embroiled in a conflict with Mexican revolutionary Francesco “Pancho” Villa. A series of skirmishes left US Army troops, under the leadership of General “Black Jack” Pershing, chasing Villa and his men along the US-Mexican border. Among their many means of transportation were Harley-Davidson motorcycles with machine guns mounted in the Sidecars. The bikes were designed to be used as a highly maneuverable unit and represented the first deployment of a motorized military unit.

The War Department noticed the advantages the motorcycles brought and soon ordered a dozen motorcycles directly from Harley-Davidson. This began a

decades-long partnership between the two.

With the strategic value of motorcycles proven to the military, the War Department relied heavily upon Harley-Davidson following the entry of the United States into World War I, about one-half of all Harley-Davidson motorcycles produced from early 1917 to the end of the war had gone to the US military. That number totaled nearly 20,000 bikes and Harley-

Davidson's relationship with the US Army continued all the way to 1998 when Harley-Davidson discontinued production of the MT Motorcycle.



CSM GUTHRIE “MUSTANG 9”

Mustangs, each day you have risen to the occasion and faced all of the challenges that come with leading Americas finest as we prepare to meet the rigors on the battlefield. As we move towards the fall we must focus on the challenges that we face off duty as well. Motorcycle fatalities as a result of not wearing the proper PPE continues to be one of the leading causes of accidental fatalities across the Army.

These accidents are results of indiscipline and not adhering to

published standards. I ask that Senior and junior leaders alike continue to check your Soldiers. Engaged leaders do make the difference. We must do everything possible to increase motor cycle safety and continue to refine our motor cycle mentorship program. Finally, lets continue to identify those who display high-risk behavior and intervene if necessary. Ride hard! Mustangs!



CONSUMER WARNING

The National Highway Traffic Safety Administration (NHTSA) on 14 June 2012 motorcyclists not to wear the 5X5 brand, SA-08 model motorcycle helmet because it failed to meet the protection requirements outlined by federal safety standards. Nearly 14,000 SA-08 helmets were imported and sold by Tank Sports, Inc. of California, which declared bankruptcy without completing a recall of the helmet as requested by NHTSA.

While the NHTSA believes that none of the SA-08 helmets are currently being

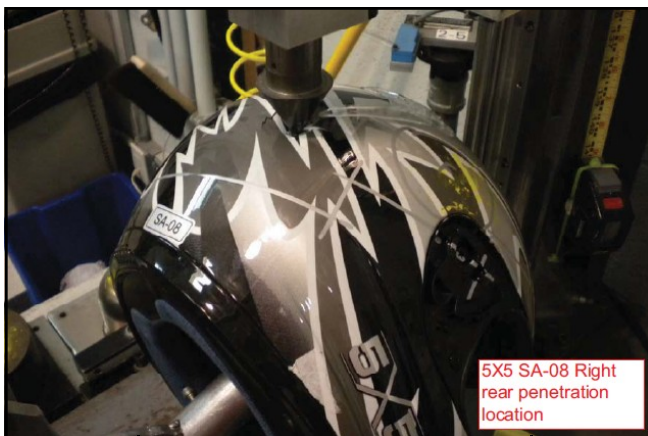
offered for sale in the US, there may be some motorcyclists who are continuing to use them. Under federal testing , the helmets failed to meet the penetration protection requirements of Federal Motor Vehicle Safety Standard 218. Both the outer shell and inner in three out of four helmets were penetrated in safety tests conducted by NHTSA. The manufacture of the helmet has also failed to identify what material their helmets shells were being made out of. This only reinforced the NHTSA’s decision

to fail the helmet.

NHTSA currently has received no consumer complaints regarding the SA-08 models and is not aware of any deaths or injuries involving the helmets. However, motorcyclists are advised to discard these helmets immediately and not use them while riding.

The full safety lab test report is available for viewing at:

<http://www.nhtsa.gov/Press-Releases>



One of the helmets doing the penetration test.



Very easily identified hole in the outer shell of the helmet that classifies this as a fail.

Warning

The National Highway Traffic Safety Administration currently estimates that motorcyclists are 37 times more likely to be seriously injured or killed in a crash than a passenger of a car. This makes the use of quality PPE all the more important.

MUSTANG MOTORCYCLE MENTOR

According to the US Army Combat Readiness Safety Center, "The purpose of the Motorcycle Mentorship Program is to establish voluntary installation-level motorcycle clubs where less experienced riders and seasoned riders can create a supportive environment of responsible motorcycle riding and enjoyment."

This will take some work to fully establish, but together we will accomplish this mission. Oftentimes, I've seen an organization with a mentorship program that consists of nothing more than folders with rider information and the minimum required documentation. That is not a mentorship program.

The Mustang Motorcycle Mentorship Program starts with engaged leaders. Leaders that know their Soldiers, their riding abilities and limitations. Sol-

diers, you need to keep your chain of command informed and seek out help from your motorcycle mentor and other experienced riders in your ranks. Mentors, stay current with III Corp Policies, help develop junior riders and most importantly enforce the standard. Mustang riders, I enjoyed our last BN ride and I'm still recovering from the 150 mile haul.

October will be a busy month for us all, so we'll try to get our next ride on the calendar for September. And remember, dress for the crash, not the ride! MUSTANGS!



MOTORCYCLE MENTORSHIP RIDE (CONTINUED)

Following the riders lunch, they loaded up and continued toward Copperas Cove where they got a chance to refuel for the last time. They then rode through the towns of Oakalla and Lampasas before making their last stop at Central Texas College to conduct a final AAR and get the weekends safety brief.

All the riders enjoyed the route and their location for lunch. The riders also agreed that riding as a large group was very enjoyable and liked utilizing new routes.

The improves that the came from the group were several things that the individual motorcyclist should always be working on such as blinker control and following distance, especially in a group ride. However one thing the group did agree upon was to have a few more stops along the way. Especially for the sport bike riders who's seats are very thin.

The mentorship ride was to reinforce safe habits and build camaraderie between the Soldiers. And it did just that, not to mention that the Soldiers got out of work to ride their motorcycles. So the next time a mentorship ride come along join the group and enjoy an afternoon with a fellow rider.



Above is a group photo of the riders: SFC Jackson, SFC Seldon, SSG Price, SSG Rondon, SSG Blake, SSG Crites, SGT Bernard, SGT Mondragon, SPC Perry, SPC Owens, SPC Gonzalez, SPC Bertrand, and PFC Tran.

MOTORCYCLE POLICY UPDATES

The most recent BDE motorcycle policy to be put in to effect was approved on 24 July 2012. The policy shares several similarities with the previous policy and it continues to highlight accident trends from Fort Hood Soldiers. The most common accidents seem to stem from **Excessive Speed, Reckless Operation and Inexperienced Operators.**

To remedy and mitigate these issues, up to date training, leader involvement, enforcement of standards, mentorship of Soldiers and active composite risk management are all needed.

Riders are required within the policy to take several training courses in order to be able to ride a motorcycle. The courses that a Soldier will be required to attend are Basic Rider Course, Experienced Rider Course, Military Sport Bike Course and Motorcycle Refresher Training if you are redeploying.

Basic Rider Course is designed to teach

a rider all the basic skills he needs to safely operate a motorcycle. The course provides motorcycles for the Soldiers to learn on and only requires you to bring a helmet, gloves and reflective vest.

Once the Soldier has successfully completed the Basic course he can attend the Experienced Rider Course and if they have a Sport Bike then they are additionally required to attend the Military Sport Bike Course. The Soldier however only has 180 days from completion of the Basic course or from purchase of a motorcycle to complete the courses.

The last formal training class available to Soldiers is the Motorcycle Refresher Training. This course is available to Soldier redeploying from a 6 month or greater deployment. The course can also be made mandatory to a Soldier by their Chain of Command.

Black Jack Soldiers that ride motorcycles are also required to attend at least one semi-annual unit check ride. The purpose of the rides are to reinforce correct training, give an environment for mentors to work with newer riders and to enjoy the ride.

The training and mentorship rides are to create safe riders but if a Soldier fails to comply with set rules or demonstrates they are a danger on the road than the commanders have the authority to revoke their motorcycle riding privileges. Additionally, in the event of an accident commanders will provide an AAR within seven days of the incident regardless of the severity to the Deputy Commanding General. The commander and Deputy Commanding General will determine if the operator must attend remedial training based on the situation.

PERSONNEL PROTECTIVE EQUIPMENT

All Soldiers are required to wear personnel protective equipment when operating or riding on a motorcycle, no matter if they're on or off post. The minimum PPE required consists of:

1. A Department of Transportation or SNELL Standard approved motorcycle helmet that has a chin fastener.



To check a helmet simply look on the back of it for the safety rating. .

2. Full finger leather or other abrasion-resistant material gloves. A comfortable pair of Army leather palm gloves will provide excellent protection to the rider and save them a little bit of cash on a new pair.
3. Long sleeved shirt/jacket and long trousers. The clothing is suggested to be constructed out of an abrasion-resistant material. While a regular long sleeve shirt does sufficiently meet the requirement, a motorcycle jacket with padding will provide the most protection to the rider.
4. Foot protection that provides sturdy over the ankle protection for the feet and ankles. A good pair of Army Combat boots provides plenty of protect for the rider if they do not want to purchase a specific pair of riding boots.
5. Eye protection designed to meet or exceed American National Standards Institute Standard for impact or shatter resistant goggle, wrap around glasses or full face shield attached to a helmet.

6. Soldiers must also wear a fluorescent and reflective vest, jacket or upper outer garment at all times whether on or off post. Civilians and family members riding on post are also required to wear a high visibility vest.



SPORT AND CRUISER SHOW OFF



Owner 1LT Scherffius, S-3, Task Force Engineer.
 2003 Yamaha R6
 Engine: 600 cc, liquid cooled in-line 4 DOHC.
 4.5 gal fuel tank
 Weight 401 lbs., Seat height 32.3”
 Modification: None



Owner SFC Jackson, 1SG Charlie Co.
 2009 Vulcan Special Edition
 Engine: 903 cc, liquid cooled V-twin SOHC
 5.3 gal fuel tank
 Weight: 611 lbs., Seat height 27”
 Modifications: Custom Exhaust, Cobra Big Air Intake, secondary throttle plates removed, Cobra fuel processor, smoked lenses, highway bars, small windshield, saddle bags.

THEFT PREVENTION

You've worked hard to be the safest rider on the road but when you're not there your bike may not be safe.

In 2009 the state of Texas ranked 2nd in the US for motorcycle thefts with 5,526 bikes being stolen in that year alone. The most popular motorcycles to go missing are: Honda, Yamaha, Suzuki, Kawasaki and Harley-Davidson. That's bad news if you just purchased a new flashy CBR1000, and don't hold your breath on the police recovering your motorcycle, cause on average only 25-30% of stolen bikes are ever recovered.

This may sound a little gloomy but there are some very simple things you can do to prevent this.

1. Lock your ignition, nearly every bike on the road today has this feature and its as simple as turning your ignition key an extra quarter of a turn.

2. Lock the forks or the disk brakes. A simple pad lock can do this, just remember to remove it before leaving.



3. Be careful showing off your bike. If you don't have a garage to park in than cover it up with a non brand cover so it doesn't tempt any would be thieves.

4. Chain your motorcycle to another or to a strong secure point.



5. Install a LoJack system. This is an expensive option but several insurance companies offer discounts to have this installed.

The tips are just a few ways for you to protect and prevent loss. To fully protect yourself should also consider insuring it.

In October 2010 the world's most expensive motorcycle, a 1929 Brough Superior SS100, sold at auction for \$456,799.

TIPS FOR RIDING IN A GROUP

Motorcycling is a very sociable sport, so chances are very good you'll soon be riding with your friends.

As with any sport, it's nice if the participants all have a general idea of what to do and what the next move is.

One useful idea before taking off on a group ride is to develop a couple of hand signals amongst each other, some examples are: let's stop, need gas or I'm hungry. Simple coordination like this can go a long way.

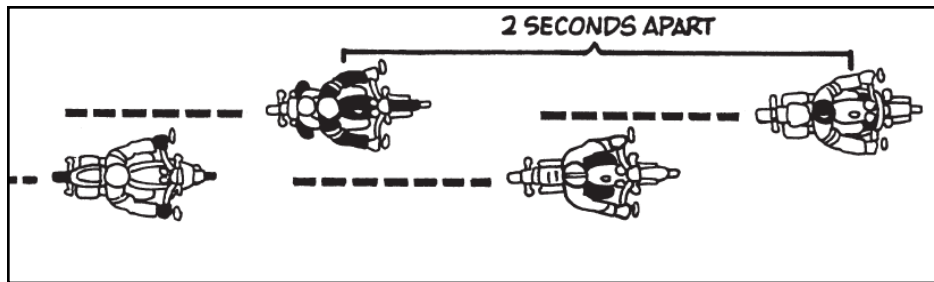
Along with communication plans here are a few rules to increase the safety of the group:

Hold a meeting; discuss the route, stops and any other details that are important

- Hold a meeting; discuss the route, stops and any other details that are important
- Riding in a large group of bikes can become confusing for both the riders and other traffic on the road. If you need to, don't be afraid of breaking the large group into smaller ones.

- Ride in a staggered formation, with first bike on the left side of the lane, second on the right side, etc., but not side by side because that reduces your space cushion.
- Always maintain a minimum following distance of two seconds between you and the motorcycle directly in front of you.
- At a stoplight or stop sign, wait in pairs
- Pass other vehicles individually, when safe—not in pairs or as a group.

The more you ride the more these and other tips will become instinctual and just like in the military you will begin to develop your own SOP's.



SUGGESTED RIDING ROUTES

If you're looking for an enjoyable riding route than you may want to take note. The following route is suggested by 1SG Jackson and it entails double lane country roads traveling through the open country side, you'll pass by Union Cove Park and if you have time stop in at Chalk Ridge Falls Park to observe the view. You will then ride over the park's dam and Hwy 190 will take you right back home. This route in total is 56 miles and is a great course for the Sport and Cruiser enthusiast.

Starting at Clear Creek Gate head South for 8 miles,

Turn Right on to 195 for 4 miles,

Turn Left on to 2484 toward Youngsfort for 18 miles,

Turn left on to 1670 for 7 miles,

(Stop by Chalk Ridge Falls Park)

Turn East on to Hwy 190 for 19 miles and you'll be back at Clear Creek Gate.



POC for this publication is 1LT Scherffius, Aaron. If you would like to leave a comment or suggestion for future articles you can contact him at aaron.scherffius@us.army.mil