

The Eagle News

-December 2011-

GWRRRA



WA-E

Bellevue, WA



"Friends for Fun, Safety and Knowledge"

Contents

Directors Message	2
Birthdays & Anniversaries	4
Eagle Oops Award & Birthday Folks	5
Rider Education	6
Short Takes	8
Game Night & Chapter Meeting	9
Feature Article: North to Alaska	10
GPS Trackers & PLB's	19
iPhone & iPad Motorcycle apps	22
Favorite Ride	23
December Calendar	24
Happenings & Events	25
Christmas Parade – Montesano	26
GWRAA Washington Meetings	27
GWRAA Chapter & District Staff	28
Our Commercial Supporters	29



GWRRA

December, 2011



Gold Wing Road Riders Association Region I - WA District

"Friends for Fun, Safety and Knowledge"



Next Meeting: December 17, 2011

Crystal Creek Café

22620 Bothell-Everett Hwy.

Bothell, WA. 98021



Merry Christmas! It is that time of year, where we all get to spend time with our families and with a little luck, we can all get a little safety chrome as a benefit of putting up with our relatives. Chrome fixes everything! It is also a time of the year, to look back on all that we have done and be grateful for all we have. For me personally, Christmas is not about presents and shopping and getting the next shiny gadget, but rather spending time thinking about the people closest to us, our friends and family. Being part of the Chapter E family, we have a lot of great, diverse folks that make up our chapter family. They come from every walk of life and from many different backgrounds, but we all share several common bonds of motorcycles, a feeling of belonging, friendship and camaraderie, which is unmatched just about anywhere else. I cannot say enough about the great folks we have in our chapter. You all make it fun, memorable and **for that I say 'Thank You' for being a part of our lives.**

This month you may notice some changes in our newsletter both in format and content. We have quite a few great stories from our members, including a great trip to Alaska by Terry and Marilyn Branthwaite. What an awesome adventure for sure. There are also some additional rider stories and favorite rides that are **being showcased. We also have some interesting new 'farkles' to review with the locator beacons and stuff** you can use on your iPad/iPhone. We love getting this type of stuff, so please share with all of us your stories, funny items, or research on specific technologies for use on the bike or for riding. Heck even good cooking recipes for those of us who love to eat. Those can be sent directly to our newsletter editors extraordinaire Gordon and Kathy Bousman. They are making us look really good. Remember, many people read our monthly newsletters, including folks in our district, region and even some of the national folks.

So, for this month, we have the Festival of Lights on the 10th down in Montesano. For a small town, they really know how to put on a parade. This is a favorite for several in the chapter and is always a good time. We would like to see a large contingent from Chapter E convoy down to this event. The flyer is on page 25, so you can get all of the details. I am sure many of you will need the break from the shopping, so let go and have some fun.



We also have the chapter meeting on the 17th followed by the Chapter E Christmas Party later that evening. This will be held in the usual location, the Kenmore Community Center. We will be doing a traditional Christmas feast with the chapter supplying the turkey and ham and then all of the great potluck dishes our chapter folks can bring. Of course, there will be Santa and his yearly visit to contend with. He knows if you have been bad, really bad, really, really bad or good. You never know what Santa might do, so this alone is worth the price of admission. The address is in the Eagle Eye weekly email.

Last but certainly not least, now that we are in the holiday season, let take stock and make sure we do not have any chapter members that are having a difficult time in this economy and take care of our own. It is important that we all stick together and as a group we can accomplish anything. All of our chapter family matter, so if you know of someone less fortunate or if you are in that category, please let us know or one of the staff, so we can ensure that you are taken care of. We do care about each and every one of you.

Remember, if you see something that you think the Chapter would like to do and/or see, please feel free **to let us know. We would be happy to take any and all ideas and suggestions to 'our' chapter membership** to see if this is something we can all do as a group. This is YOUR Chapter, so please send all of your suggestions along and we will see what we can do to incorporate those into our Chapter gathering and events.

Till next month— Merry Christmas to you all and to all a good night !

John & Barb



THE EAGLE OOPS AWARD



Ron Peck remains as the latest recipient of the Eagle Oops award. Ron earned the reward when he was trying to field test his theory about the amount of time it takes for the rear riders of a split riding group to catch up to the front group when one **of Washington's "finest" intervened and temporarily torpedoed his testing. You'll be happy to know that Ron made a generous contribution to our state's shortfall budget.**

In the November Chapter meeting by unanimous vote, it was decided that Ron should retain the reward for failure to wear the medal at two recent Chapter-E events (which is one of the stipulations for earning this prestigious reward). Further Ron will be fined the budget-breaking fee of \$2 which will be added to the Colors fund.



November Birthday Folks: Phyllis, Ron, and Sue



December Birthdays

Sue Gustin	6
Patty Spencer	20
Ed Zaic	31

December Anniversaries

Terry & Marilyn Branthwaite	1
Jim & Karen Roberson	30

If we have missed any announcement, birthday or anniversary please email Ernie Sigyar to or Barb & John with dates, names and information. If you have pictures and/or stories, please attach them to your email.

© Cares & Concerns: Please remember to inform Ernie & Sue Sigyar to of any cares or concerns you may have or if you are aware of other members in need of support. If someone is ill or incapacitated or simply is in need of a friendly hug or support, please let us know. We really do want to know if you are OK or in need of anything.

John & Barb Smith @ allabout@frontier.com

Ernie & Sue Sigyar to @ enssigyar to@frontier.com

Special Reminder: Don't forget to look for your membership number hidden somewhere in our newsletter.

If you find your number, this could mean \$ for you if you tell us at the Chapter E meeting of the month of the newsletter.

We encourage you to identify yourself at the meeting.



If you have pictures to add to the Chapter E Website please email Ron Peck, Chapter E Webmaster @: ron@peckmanor.com





Rider Education

By Ron Peck WA-E Rider Educator



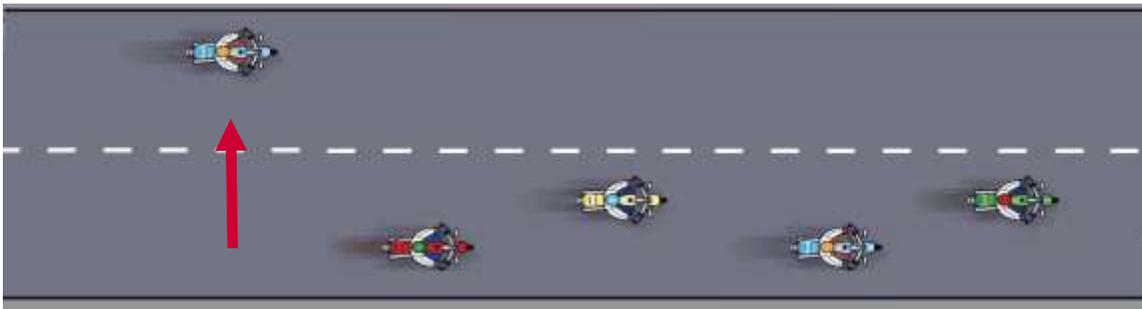
Changing Lanes From The Rear

(This is another refresher article from the past)

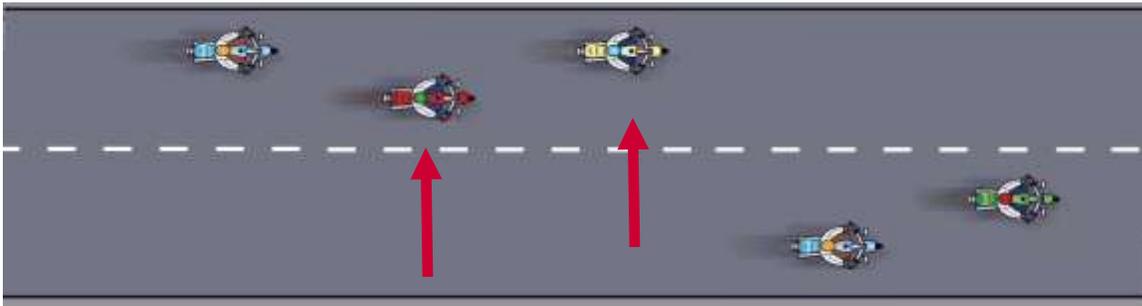
Last month we talked about changing lanes as a group. Now we will talk about moving into the left lane and then the right lane, starting from the rear, in pairs. The key thing to remember is to maintain the safe 2-second following distance.

Moving to the left

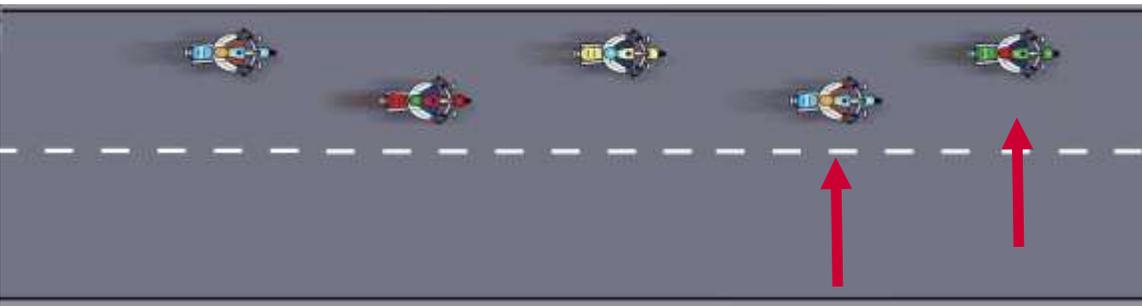
This is usually done to pass slower traffic in front of the lead bike on a multi-lane road. The tail gunner moves first because he will not pass close behind the bike in front.



Then, the next two bikes move to the left.



Last, the remaining front two bikes move to the left.

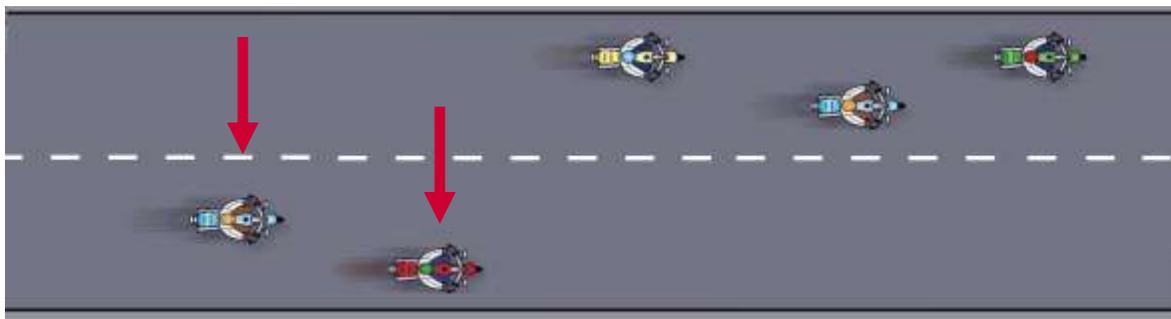


The above example maintains the 2-second gap between bikes, but is only used for an odd number of bikes in the group. For an even number of bikes the last TWO bikes move in unison.

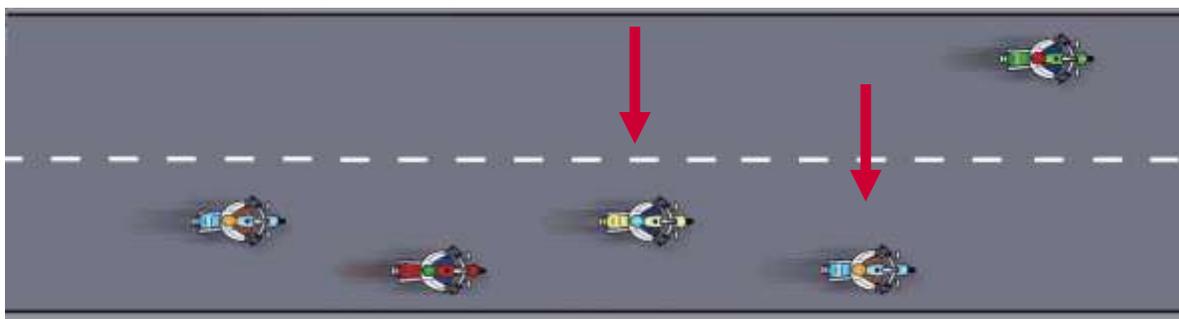
Moving to the right

This is usually done when the group needs to move over, but traffic is heavy and there is no immediately available space for all of the bikes. The bikes merging from the rear slow down to make room in the front for the other bikes.

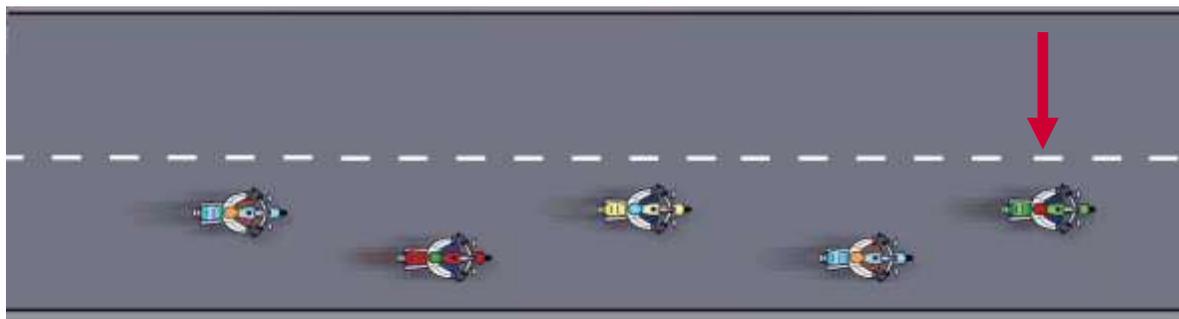
This time, the last TWO bikes move in unison.



The next bikes move in pairs.



The first bike moves over last.



Again, the above example maintains the 2-second gap between bikes, but is only used for an odd number of bikes in the group. For an even number of bikes the tail gunner moves along with the bikes in front moving in pairs.

All of the above moves are done more easily if the bike pairs communicate with each other.

Next month: Changing lanes from the front.



And remember: Drive on the right except to pass...

SHORT TAKES

Alcohol-free Gas For Your Bike



We've heard reports that riders who purchase alcohol-free gasoline enjoy slightly increased gas mileage rates - possibly as much as 3 to 5 additional miles per gallon for a Goldwing. It's considered a plus to burn pure gasoline in your motorcycle for the alcohol in gasohol can reportedly cause deterioration of rubber fuel system components, clogging of fuel injectors, and varnish buildup on engine components - further, fuel storage life is shortened. Of course finding the limited number of gas stations which sell alcohol-free gas can be a challenge except that we'll share a secret with you: the web site www.pure-gas.org lists alcohol-free gas stations for each US state and Canadian province (includes a clickable map for each such station). In our local riding area, we found stations in Snohomish, Everett, Marysville, Issaquah, Lake Stevens, Seattle, Tacoma - and along our favorite ride—the little country store at Lake Roesiger. Prior to leaving on that next long motorcycle trip, you might also wish to pre-plan station locations that match your itinerary to fill up on alcohol-free gas .

INDUSTRY NEWS FROM EVERETT POWERSPORTS

It's quiet time at Everett Powersports just now so we're working on some projects: One of our employees, Cedric Smith, who is known for his high level of technician skills is building a custom motorcycle to be called a CB-1800RR. Since he enjoys the power and smoothness of the GL-1800 engine he has decided to use a GL-1800 engine and build a spirited street bike out of it. We're all hoping he might have the project completely finished and ready for us to take a look before the end of December. I think the passenger seat will probably be a bit cramped however you will find the bike very interesting. I would not be surprised if it has more horsepower than a stock GL and I'm sure it will be much lighter weight.

In case you didn't know, Cedric is an exceptionally talented technician and a very capable motorcycle road racer. His design and fabrication skill will show its face when you see the CB-1800RR, much as it has shown impressively in the three prior projects he has completed during his tenure at Everett Powersports.

At Everett Powersports, motorcycles occupy the center of our existence and we enjoy this. At the center of the touring bike world is the Honda GL-1800 and this machine is like no other! Lots of significant improvements show up on the 2012 model; stop in and we'll show them to you.. . . .

Merry Christmas and Happy Holidays,
Mike



CHAPTER-E ENJOYED A GREAT TIME AT THE RECENT "GAME NIGHT" EVENT



Thanks to Sue and Bob for hosting this fun Chapter event



Chapter-E November Meeting



John and Barb hosting the Nov meeting assisted by Bob Spencer

We had a record turn-out for the Breakfast and Planning meeting including the two newborn twins: Kyle & Ashley Shaffer



NORTH TO ALASKA

6000 Miles: July 2nd to July 24th 2011

By: Terry Branthwaite



We partnered up with Henry and Edie Phillips for this trip. We met them through the Steve Saunders Goldwing forum and almost managed to ride together to Florida last year but we went separately due to schedule conflicts.

We camped most of the time on the Alaska ride. Henry has a GL1800 and a trailer which was packed to the rafters with every conceivable item a person might need. We have a GL1500 which I outfitted with a big **Rubbermaid box to hold our camping gear. Henry took along a "Spot Tracker" and a laptop and kept a blog updated.**

Our first day took us through the slightly more than a thousand traffic lights at Whistler, BC and up to Seton Lake Campground which was a free BC Hydro facility. After setting up, we rode into town (Lillooet, **BC) to get a couple of beers but bagged that idea when we saw the price. Stuff isn't cheap up there - gas included.** The first day was a sunny one and the ride quite pleasant. To avoid a lot of Vancouver traffic, we **crossed the border at the Blaine truck crossing and went straight north to catch Canada's Highway 1 westward.**

The next day was our first rainy one (already). We rode to Prince George, which you pretty much have to go through to get to Alaska from Seattle. Prince George is a large town and a good place to load up on supplies. It rained and sometimes poured off and on all day with sun breaks between downpours. After a while we just left our rain suits on. We found a campground just outside of town where we met a young fellow who was a teacher in Yukon Territory. He allayed some of our fears about grizzly bears and told us of a buffalo herd along the Alaska Highway at the Yukon/BC border. We planned on returning home that way so looked forward to seeing the buffalo. He also told us about the road to Haines. He said it was his favorite road up north and Haines was a decent, real town, whereas Skagway was a tourist town with not too much going for **it. We'd talked about riding to Haines, taking the ferry across to Skagway and riding back up to the Alaska Highway.** As it turned out, we never made it due to bad weather, but it had been on the agenda.

We headed west from Prince George on the Yellowhead Highway on this our third day, under cloudy skies. We made it to Kitwanga, BC and had planned to camp but the skies had opened up during the last hour of **the ride and didn't look like it planned to stop. We ate dinner at the restaurant/gas station there and found out we'd have to back up 25 miles to Hazelton to find a room. Before we left, we saw a poor soul on a Harley-Davidson at the pump with his broken drive belt sitting on the floor. Apparently they're not that easy to replace and he had to call a tow truck and get the bike transported back to Prince George - the nearest place to get parts or get it fixed. That's probably a 300 mile tow!**

The next day, again under cloudy skies, we headed up Highway 37. We turned off to drive to Stewart, BC and the weather turned nice. Who knew? Stewart is an OK little town. Nice ride to it. We saw a pretty good **sized glacier along the way. Then we crossed the "border" to Hyder, AK. Pretty funny really. Hyder is a dirt road full of chuckholes. That's it! All we did to get there was cross the street. But we had to go through**

NORTH TO ALASKA

Page 2

Canadian customs to get back. "Why are you coming into Canada? How long will you be staying?" etc. We'd been gone maybe 3 minutes and the agent saw us go, turn around and come back. Pretty comical. We camped at Meziadin Provincial Park. Nice campground but we had to boil and filter the water before drinking it. That was a bit of a chore. The lady running the place let us pitch our tents under a covered picnic area in case it rained. But it didn't.

The next day we rode up to beautiful Boya Provincial Park. The scenery was beginning to become quite spectacular. Gas stations, though, were becoming scarce and their prices high. Gas was the highest price **yet at Dease Lake at \$1.49/litre. That's \$5.64/gallon. And later on, that would seem cheap. We did see \$1.99/litre once on the way home.** Today was our first glimpse of bad road too - about a mile of gravel. We found out that a day or two earlier a park ranger had shot and killed a black bear who was hanging around the park more than he should. They have an interesting philosophy regarding bears in BC and Yukon: if a bear ever tastes human food (that is, food brought by humans), they kill it. They have very little bear trouble up there and we really could have done without the 2 magnum cans of bear spray we brought along.



Stewart, BC. Henry and a curious little boy who liked his bike



Henry and Edie. Stewart, BC

Day 6 got us over the border into Yukon and onto the Alaska Highway and to the oasis of Whitehorse, YT. Once we were on the Alaska highway, we started seeing lots of motorcycles - mostly dual-sport bikes such as KTM and V-Strom. The strange thing was we saw almost no cars on the Alaska Highway. The vehicles **were almost all either motorcycles or RV's. We camped just outside of Whitehorse at Hi Country RV park** which is on the main highway. I mention it because the amenities there were really great. The campsites themselves were pathetic but they had great showers, laundry facilities, free wifi & clean toilets. The main building has a large covered porch all the way around it which is where we sat during a downpour to send out emails. We loved Whitehorse. It really is an oasis. After days of paying unbelievable prices for the barest of necessities, here was a Wal-Mart, big grocery and drug stores with everything we needed at reasonable cost. We liked it here so much, we stayed 2 days. The campground had one of those coin-operated car-wash machines and we spent a couple of 'loonies' to get some of the big chunks of dirt off the bike. We chatted with several groups of people at the campground and were invited over by one group of older bikers to share cherry pies made in a campfire cooker.

NORTH TO ALASKA

Day 8 took us to Tok, Alaska. Between Whitehorse and the Alaska border is where the really bad road is. Luckily we managed to dodge storms today and the scenery was great. Driving was extremely hazardous though. Road patches were poorly applied, warnings were inadequate or non-existent. When the road is damaged badly by winter frost-heaves, they rip up the asphalt down to the road base and put down several inches of gravel. **It's treacherous to drive on, especially 2-up on a motorized armchair that probably weighs in at 1400lbs or so. I was also afraid of getting a flat tire. That would've been bad. Henry and I both carried tire plug kits and we had compressors but if a flat wouldn't fix we'd be in deep trouble. Luckily neither of us got flats on the whole trip. It's a good idea to have new tires for this trip. Tok has a large campground, several gas stations and stores. Prices for everything dropped dramatically when we crossed into Alaska.**



Meziadin Lake, BC



Yukon

On day 9 we got to Fairbanks where we were in for a treat. Henry travels a lot for his job and accumulates free hotel stays. We got to stay at the Marriot where we got concierge service. Pretty sweet for Marilyn and me since we consider a motel 6 a splurge. We hauled all our stuff up to the room and had camping gear spread out everywhere to dry. It looked like the Clampetts had arrived. We were going to spend 2 days here but the weather report was not good so we pushed on while the rain held off.



We saw these two guys three days in a row at a gas station or restaurant



Kluane Lake, YT

[NORTH TO ALASKA](#)

Page 4

Denali park was next. The campground in the park was full so we found a campground down the road a piece, **set up camp and rode back to Denali. You're only allowed to drive about 15 miles into the park. To go in any further than that you have to take a shuttle which requires reservations and a fistful of cash - neither of which we had.** So we rode in the 15 miles, took some pictures and went back to camp. We did listen to a talk **and watch a movie about the park at the Visitor Center. I'm not sure the shuttle would be worth the time and cost unless you were a backpacker or some such.** Wind and rain all night.

Day 11 was spent riding in a downpour. We couldn't see anything. It rained all the way to Anchorage where we were blessed with 2 days of Concierge service at the Marriott thanks to Henry's generosity. The remainder of the first day there, we didn't leave the hotel. The second day, after we'd dried out a bit and rested, Marilyn and I went for a walk along a trail. We stopped at the railway station and visited the Ulu knife factory which we both really enjoyed. We walked into town to the site of the 1964 earthquake and walked around the museum - pretty interesting.



Arrival in Alaska



Campsite outside Denali, AK

Next we took off for Homer and a spectacular view of mountains across Cook Inlet. There's a campground on a spit at Homer but it didn't seem too inviting. We found a campground back up the road a piece where there was only one other family camping. We were next to a river and across the other side we saw a momma moose and her 2 babies.

On day 14 we rode back north and stopped at Exit Glacier. There's a trail up to the glacier and it was a treat for us to walk for a while and give the rear-ends a rest. The weather was good for a change and the walk was great. In the parking lot we met a guy on a dual-sport with Washington plates. After we got to talking, it turned out he was from Duvall and Marilyn had one of his kids as a student at Tolt Middle School. How's that for coincidence. Drove to Seward which is a touristy, cruise ship town and had a heck of a time finding a campground. We finally found one in town which Marilyn logged as "barking dog, mosquitos, loud music, no alcohol allowed, BF not happy". BF is me. That summed it up.

NORTH TO ALASKA

Page 5

We stopped in Anchorage and Wasilla for supplies on day 15 and rode east on Alaska Highway 1. This is a very scenic area and a good road to ride on. Lots of storm clouds were evident but we managed to dodge them and made it to a nice campground just west of the town of Glennallen, Ak. There we met a man from Denmark who was bicycling with his wife from Alaska to Argentina. I gave him our address and phone # in case he needed a place to crash and clean up on the way through Seattle but we never heard from him.



Denali



Road to Anchorage

The next day we continued east on AK 1 toward Tok, AK and I'm pretty sure this was a piece of road that was being repaired and was gravel for a long way - maybe 50 miles. The gravel was shallow and even, nothing like the stuff we went through in Yukon. It was very scenic and we had a momma and baby moose cross in front of us. There was very little traffic on this road which made it a pleasant ride especially since we managed again to dodge nasty looking storms all day. At Tok we turned back onto the Alaska Highway and crossed back into Canada. We camped at White River RV Park which is a pretty unusual place. The man who runs it is quite a character and likes to take visitors on bear viewing jaunts in his WWII 6-wheel drive transport vehicle. There are a lot of vehicles like that up there - left over from building the Alcan during the war. A great deal of the campground was taken up by highway construction workers who were repairing the road. **A loud boom woke us up in the night. Apparently a bear had wandered too close to the workers' tents and the campground** guy fired some kind of cannon that shoots an explosive into the air to scare them off. Scares tourists off too.

Day 17 was some of the scariest riding yet. I'd say at least 100 miles of gravel, although not all in one gulp. At one point we had to follow a pilot car, on the left side of the road with heavy equipment on the right side, **through some real mushy wet stuff. It lasted a mile or so and how we didn't go down is a wonder to me.** The back end of the bike was fish-tailing like mad and keeping the less-muddy side up was a real slog. Then the rain came. But then we got back to our oasis - **Whitehorse. We got the campsite next to the one we'd stayed** in on the way up, took showers and sat on the porch sending emails in the rain again. This was the day we were going to take the Haines highway and ferry over to Skagway but with the bad weather and the forecast not being too good, we decided to skip that side trip.

NORTH TO ALASKA

Page 6

The next day it rained some but was overall a pretty nice day. We saw lots of wildlife on this leg - black bear, wild horses & buffalo - all right there on the side of the road. This was right where the fellow we met at **Prince George** had told us **we'd see herds of buffalo**. **We made around 400 miles that day and camped across** the street from Laird Hot Springs. The campground was pretty funky and very buggy but it was cheap. We set up camp and rode across to the park and walked to the hot springs over a plank walkway about half a mile long. Marilyn and I both spent some time in the springs. It was reeeeeally nice. I recommend it if you pass this way. On the walk back we spotted a moose some distance away in the brush.



On the spit at Homer, AK



Wild horses— BC



Glacier on the road to Glennallen, AK

NORTH TO ALASKA

Page 7

Day 19 was my favorite. We rode through the Rockies and it was spectacular. I'd been on the road long enough that I was becoming a bit numb to the scenery ("Oh another mountain", yawn), but this stuff was eye-opening. I've been through the Colorado Rockies a time or two but this has Colorado beat. We saw more buffalo and some goats this time. I got a pretty good close-up picture of one of the goats. The motorcyclists were pretty thick here too. We didn't see that many on the Cassiar Highway on the way up. They seem to favour the Alcan. We had a bit of a time finding a campground. You really do have to plan ahead a bit for a place to stay. But we managed a site at Buckinghorse Provincial Park and got rained on again. Henry and Edie had a fair bit of rain come in their tent that night.



Original equipment used to construct the Alaska Highway



Black bear - BC

Rain again on day 20. We made it to Dawson Creek, beginning of the Alaska Highway. We got a few mandatory pictures of us standing by the signs you've seen in the magazines, ate lunch at a genuine diner - converted rail-road car. Then we swallowed hard and got 2 rooms at the cheapest motel we could find - \$134 each. I was in serious need of a beer or two so after getting directions from the lady who ran the motel, we walked to a 'beer and wine' shop and paid \$7.50 for 2 cans of beer. By this time I was vowing never to say another bad word about the US. By the way, in BC you can't even buy beer in a store. All alcohol sale is strictly regulated - even worse than Washington.

The next day we went south on Highway 97 to Prince George. This highway had sustained some serious flood damage a few weeks earlier and was in fact closed when we went up the Cassiar on our way north. We had run into people back then who'd told us they had to take the Cassiar because of the closure. So now the repairs were taking place. We had many stops and waits and pilot cars to follow. At one point a bridge had washed out and the crew had put in a temporary while they rebuilt it. The temporary was unbelievable. We dropped down almost to the bottom of this narrow cut and onto some sort of metal crosspiece, then steeply up the other side. How trucks crossed without hitting both ends on the ground I'll never know. I guess they don't have gobs of lawyers in Canada. But we made it through Prince George and found a really nice campground on the Fraser River just south of Prince George. It was owned by a German fellow who just manicured the place. He wandered around visiting all the campers and made everyone feel quite welcome. We enjoyed it here a lot.

NORTH TO ALASKA

Page 8

On day 22 we left camp under fair skies and all was well 'til I heard a beeping sound which I couldn't make out. It was very faint and Marilyn couldn't hear it. Then the engine died. The beeping was from my Battery Bug which I'd installed a year before as a voltmeter. My battery was at about 8 volts when we pulled over on a shoulder about 2ft wide in the middle of nowhere with RV's flying by right and left and, of course, nobody stopping to help. Well, we determined that my alternator had died. I had bought this alternator, rebuilt, from Ken Heming the year before for a trip to Florida. My old one was working fine but I was convinced by Ken and others that the stock alternator was unreliable and Ken had a stellar reputation for producing bullet-proof rebuilds so I bought one. We were close to 500 miles from home but came up with a plan. I had converted my bike a year before to use LED lights almost everywhere. So I pulled the headlight fuse, removed two 'position' bulbs which were still tungsten and swapped batteries with Henry. Actually, his battery was physically smaller than mine so mine wouldn't fit in his bike. But he had a spare in his trailer which was on a charge from the bike. So we put mine in the trailer and the one which was in the trailer into my bike. We could ride 1 - 2 hours this way. I watched the voltage, and when it got down below 12v we'd swap batteries. Luckily there was no rain that day. We camped at a really nasty campground at Spences Bridge, BC. We had a train track about 100 yards from us and another across the river. The one across the river traversed roads. Oh yes, Horns all night long. Trains went by at maybe 3 per hour.



Laird Hot Springs, BC



Bridge washout, Highway 97, BC

On our last day we rode through the Fraser River Canyon. This is a gorgeous place to see especially if you like trains - like I used to. We crossed into Washington at Sumas after a 30 minute wait. While waiting at the border, I turned off the engine, of course, and didn't want to waste battery restarting each time we moved so Marilyn just got off and would give me a push as we inched forward. Several other motorcyclists asked if I'd rent her out. Over the border, we got gas at the steal price of \$3.92/gallon. I noticed a sign in the store window - "Coors 12-pack \$14.99" and contrasted that with my 2 beers from the store in Dawson Creek.

NORTH TO ALASKA

Page 8

It really felt good to be home. We had a close call on I 5 when someone, probably painting their toenails while texting and trying to drive, crossed right into my lane and forced me onto the shoulder. We stopped at the Tulalip Casino to make a final battery swap - I put my original back on - and parted company with Henry and Edie. **We should've gone a little further though, because the bike breathed its last in Duvall. I had to call a neighbor to take me home to fetch a trailer back for the Goldwing.** And since the battery was dead, can you imagine the fun I had getting that thing onto the trailer? Finally, home, a cup of tea and our own bed. I love going on these trips but I love coming home too.

If anyone is planning such a trip, here are some observations and recommendations:

- **Forget the bear spray. You don't need it - unless you'll be hiking in the back country.**
- **Take really good rain gear. You'll have it on most of the time. Warm clothes are not as important.**
- AAA camp book is worthless but AAA maps are excellent.
- Milepost (Alaska travel planner) was sometimes helpful but probably not worth the weight
- **Plan where you're going to stay that night. It's a long way between campgrounds and towns.**
- Carry a tire plug kit and some way of inflating a tire.
- Put a belly pan on the bike to protect Oil filter and crankcase from rocks.
- We averaged under \$100/day for everything but we took \$2,000 Canadian and \$1,000 US
- **Don't use your cell phone in Canada unless you're wealthy**
- **Make sure your bike's in good shape. Between Prince George and Anchorage there's nothing.**
- Have really good tires when you leave.
- Get a Canadian insurance card from your insurer.
- Take your passport.
- **I wouldn't go alone. Pick a companion who can fix bikes.**

It's a great adventure, riding to Alaska. Mostly the road is good but the bad parts are much worse than anything you'd see in the US. It rains a lot but it never got very cold for us. We rode a total of about 6,000 miles and went on most of the highways up north.

Henry put together a good description of our trip. He has some good pictures too. You can see his commentary at:

<http://henryandedie.blogspot.com/2011/07/day-1-of-trip.html#!/2011/07/day-1-of-trip.html>

[Editor's note: Henry used a SPOT™ Satellite GPS communicator during this trip and the link above includes other links (starting with his July 1 link) to the SPOT Adventures web site where you can see the route maps where Henry's SPOT GPS device reported via satellite their trip locations and overnight stops — Also see our next article about the SPOT GPS and other PLB devices]



PERSONAL TRACKING AND EMERGENCY LOCATOR DEVICES FOR RIDERS

By Gordon Bousman



So you're out on a long motorcycle trip and you want your friends and loved ones to know in real time exactly where you are either to give them piece of mind or simply to share your route location and stopping points. Or maybe you ride on back roads and mountainous areas where cell phone coverage may not be dependable and you still want the security of knowing

that you can still call for help if you have a breakdown or have an accident in a remote area. We know of at least three options for the above situations depending on what your needs and priorities are. They are **Satellite GPS communicators, PLB's (Personal Locator Beacon), and GPS-Cell phone location reporting services.**

SATELLITE GPS COMMUNCIATORS: You can use the SPOT-2™ GPS Communicator that connects directly to a satellite that can:

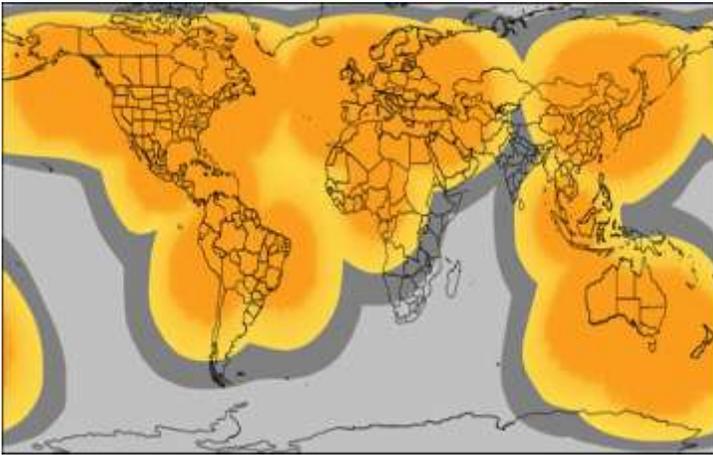
- ◇ Send your current location via the web to folks monitoring you or a cell phone email which puts a "bread crumb" on a web map showing your route progress and most recent location (within the last 10 minutes). This real-time location reporting feature is called "Track Progress".
- ◇ Send a "canned" pre-recorded message to up to ten people saying "I'm OK - here is my current GPS location" or "I'm stopping for the night at this location"
- ◇ HELP - Send a "canned" message that essentially says: "I need assistance at this location but I'm not injured" (for which your contact could then send a service vehicle)
- ◇ SOS - sends a rescue 911 request message with your GPS coordinates up to the satellite in case you are injured. The GEOS International Emergency Response Coordination Center (<http://www.geosalliance.com/IERCC.html>) based near Houston, TX would then dispatch emergency services to your reported GPS location such as the Forest Service, EMS, Sheriff, etc.

The SPOT-2 GPS Communicator (www.findmespot.com) is a unique device with an MSRP of \$170 (discounted by Amazon and others—current cost with rebate is as low as \$100). It is a very small 5 oz. unit that can be carried via armband or cell-phone-like holder. It receives a GPS signal from the dedicated GPS satellites to triangulate your position and then it uses a separate satellite system called Globalstar which is a fleet of low earth orbiting satellites at an altitude of 869 miles to send outbound messages and location data. These satellites are fast moving (17,000 MPH) so they are constantly whizzing by overhead which means that there can be a gap in time (approx. 10 mins.) before the SPOT device can get in contact with the next satellite to fly by. In order to use the SPOT messaging service requires an annual subscription of \$100. They have a unique web based Adventures site (www.spotadventures.com) where you can later geotag your photos to your SPOT reported route locations and share this with your friends and family. The real-time *Track Progress* web-based location reporting feature is an additional \$50/year.

SPOT also markets similar devices for different purposes such as the SPOT HUG™ designed for boaters also used to send location info, canned messages, and to provide remote monitoring of moored boats in the event that they are moved more than 500 meters by an unauthorized person. It's more expensive (MSRP \$450) but provides a unique service to boaters called the SPOT HUG asset monitoring system.

The SPOT-2 can be used worldwide—except in the middle of some oceans. So if you're on a Rhine River cruise in Germany for example, you could let your friends/family monitor your progress via it's location reporting capabilities. SPOT also sells the SPOT Connect™ (MSRP \$170) to which you pair a blue-tooth equipped cell phone to send short messages as well as send GPS location, canned, Help, and SOS messages.

SPOT GPS WORLD COVERAGE & THE SARSAT SYSTEM



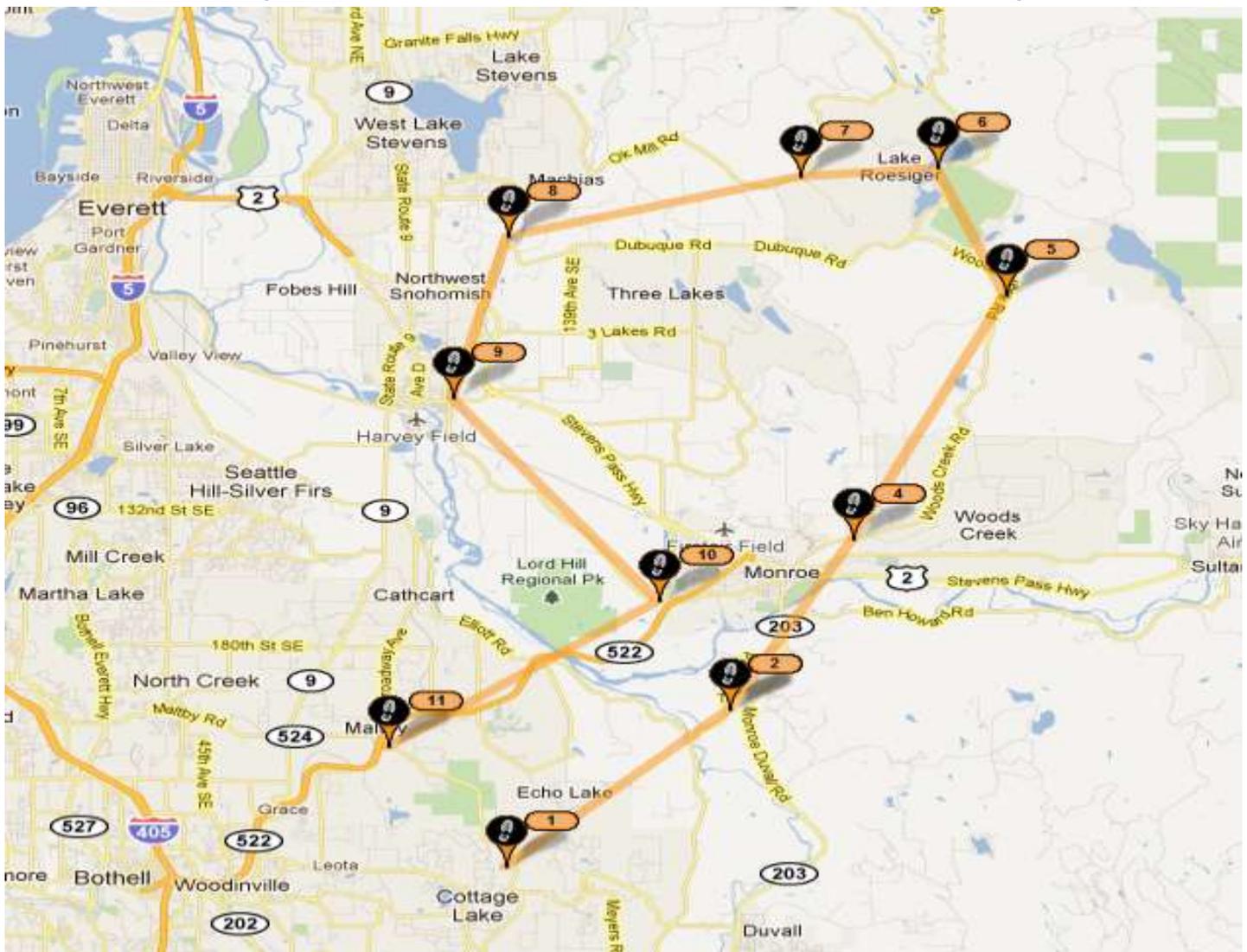
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The SARSAT Satellite System - for PLB Emergency use includes two types of satellites:

- low-altitude Earth orbit (LEO) which form the LEOSAR System
- geostationary Earth orbit (GEO) which form the GEOSAR System

 SPOT GPS Coverage area with best performance

Test Ride with SPOT GPS taken on the author's Goldwing—November 25, 2011 showing Track Progress web-based 10 minute automated location reporting feature



The SPOT-2 (available in Orange or Grey) is the best choice for motorcyclists but one should be aware that it is not perfect. The signal to the satellite can be potentially blocked by thick overhead foliage (tree branches), hills, buildings, or by very thick wet clouds (if you have ever tried to use a XM satellite radio in our Pacific Northwest heavily forested environment, you know what I am talking about). So if you manage to dump your bike and you end up lying underneath a heavy canopy of trees, the odds of getting an SOS signal up to the satellite when it flies by could be somewhat reduced. Also the face of the unit needs to be pointing straight up in the sky so if you are physically unable to get the unit oriented in that manner, you will not get a signal out. For you techies, the uplink frequency is 1620 MHz which is a micro-wave frequency and definitely depends on line-of-sight connectivity between the SPOT-2 and the satellite. The good news is that Globalstar continues to launch and activate their 2nd generation satellites (ten by year-end 2011) so coverage and service should continue to improve as more satellites join their fleet. To be honest, there has been some negative reports about the earlier version **of the SPOT device's performance however the newer SPOT-2** and improved satellites should provide better performance and reliability. Also, it is reported that SPOT has an automatic annual subscription **renewal policy, if you decide that you don't wish to continue the service, you must make sure that you** cancel your service 30-days prior to the end of your 12 month subscription otherwise your credit card is automatically billed for another year of service without an option to cancel. SPOT has received some negative press regarding their rigid policy on this.

PERSONAL LOCATOR BEACONS (PLB's): PLB's are simply a beacon that transmits a distress signal up to a dedicated global fleet of SAR (Search & Rescue) satellites, five of which are geosynchronous (stationary relative to a point on the ground) called GEOSTARS and six which are in low earth orbits (constantly moving) called LEOSTARS (see: <http://www.cospas-sarsat.org>) PLB's are generally meant for one-time use in the event of emergency, they are not primarily intended to send position information to friends/family like the SPOT-2 although some ACR models can send a limited number of position messages to five people - but limited to 420 messages/year using the 406link.com service for an additional annual fee of \$60. There is no annual fee for basic PLB emergency use, its part of a global Search & Rescue system which in 2010 rescued 2,362 people in 641 SAR events coordinated from rescue coordination centers in the USA, Canada, Europe, and Russia.

PLB's operate on a much lower radio frequency (406 MHz) and have some higher odds of penetrating overhead foliage to reach the SAR satellite in case you're in a heavily forested area. ACR makes about a dozen different models of PLB's (some which are waterproof) which include a GPS receiver (so that your exact coordinates can be sent up the SAR satellite), a strobe light, and a 121.5 MHz homing beacon transmitter. 121.5 MHz is the international aviation emergency radio frequency used by rescuers to home in on a PLB or aircraft ELT (Emergency Locator Transmitter). This is important in the event that your PLB is not receiving adequate GPS info at the time that you trigger the device in an emergency. PLB's generally have about 35 hours of battery life once you trigger it. Other manufacturers of PLB's include Kannad, Microwave Monolithics Inc., McMurdo, and TracMe.

THE BOTTOM LINE: The SPOT-2 has many nice features and is great for keeping family and friends informed of your whereabouts and to send some canned messages to them. It also has two types of rescue message capabilities - HELP and SOS. However the confidence level in being able to get a true emergency message out to satellite may be slightly lower than that of a dedicated SAR device like the PLB due to issues with obstructions (trees). When comparing the two devices, it really comes down to your type of riding and what is a higher priority for you: Location messaging or having absolute confidence that you have a device that will get a SOS message out no matter what.

COMING NEXT MONTH: We will report on some actual testing of a SPOT-2 device as well as GPS-Cell phone location reporting messaging services.



iPhone & iPad Motorcycle Apps

By: Gordon Bousman



Do you own an iPhone™ or iPad™ ? Did you know that there are quite a number of applications, magazines, and games available? Here is a list of some applications that we are aware of (free app unless price is noted):

- Cycle Trader** – free app for buying/selling motorcycles (iPhone/iPad)
- CycleNews** – free app with latest news feeds for the motorcycle industry
- Honda Official Merchandise** – catalog of Honda branded items (iPhone/iPad)
- Cycle World** – excellent free app with latest industry news and Tweets (iPhone/iPad)
- Motorcycle Minder** – for managing your motorcycle maintenance repairs, service, gas mileage, etc. (\$2.99 for iPhone & iPad)
- Motorcycle.com** – access online forums and content for members of Motorcycle.Com Network (\$2.99 for iPhone/ iPad)
- Greatest Drive** – map app that shows recommended bike rides submitted by other riders
- Kuryakyn Accessories** – excellent online catalog of all Kuryakyn motorcycle accessories
- J&P Cycles catalog** – iPad/iPhone version of their print catalog – separate Gold Wing catalog download is offered that looks really great on the iPad
- eBay Motors** – 1000's of Goldwings and parts (and most other models) that are for sale on eBay (iPhone/iPad)
- Motorcycle Engines** – fun little app for those days when you can't ride but yearn to hear the sound of a motorcycle engine – the "lite" version with a limited number of bikes is free – the full paid version include 103 different models with pictures for \$1.99

These motorcycle magazines are also available for the iPad:

- Motor Cyclist** (free via **Livestand** – which is an excellent free iPad news aggregator application)
- Motorcycle Cruiser** (also a free magazine via **Livestand**)
- Superbike magazine** – British monthly publication for performance bike folks (\$2.99/issue)
- BMW Motorcycle Magazine** – app that allows Beemer riders to purchase digital editions
- Motorcycle Mojo** – app that allows purchase of digital editions for \$4.99 (99¢ for iPad app)
- Rider Magazine** – app that allows \$1.99 purchase of digital edition – excellent publication for cruisers and touring riders (\$1.99 for iPad app)
- Zino** – the Zinio iPad magazine application offers 15 USA and 75 international digital motorcycle magazines for monthly purchase including:
 - Cycle Source** - \$5.99/issue - \$20.99 for annual subscription
 - Cycle World** - \$4.99/issue - \$12.99 for annual subscription
 - Motorcycle Classics** - \$6.99/issue - \$24.99 for six issues
 - Trike** – British produced triker magazine (a little strange) - \$6.99 issue - \$19.99 for 4 issues

GAMES: There are approximately 25-30 motorcycle games for the iPhone/iPad available from the Apple Apps store, some free and others that sell for 99¢ to \$2.99

DIGITAL BOOKS: The iTunes store has books for the iPad that include some motorcycle titles:

- "Motorcycle Road Trips"** – several different volumes \$5.99
- "Honda Motorcycle Hacking"** - \$4.99
- "Motorcycle Travels and Travails"** - \$4.99

MY FAVORITE RIDE

By: Gordon Bousman

My favorite ride is a 90 mile loop starting from the intersection of Woodinville-Duvall Road & Paradise Lake road near Woodinville heading east to Snoqualmie Valley Road where I run north along the beautiful valley to Crescent Lake Road bridge. Here I head east and north on Tulco Road until it comes out at Highway 203 and then north a short distance to turn east on Ben Howard Road. This is a great road running along the Skykomish river until I am immediately south of Sultan. I run a short distance over the river bridge into Sultan then turn east on Highway 2 for about four miles to turn north on Kellogg Road which I follow around in a loop until I come back into Sultan. Then it's westbound for 1-1/2 miles to turn north on Old Owen road for a short distance to Reiner Road until I come to Lake Chaplin Road. I run to the end of Lake Chaplin Road until I reach the security gate (Everett's water supply facility) then reverse course to Old Pipeline Road until reaching Bollenbaugh Hill Road. It's north a short distance to Woods Lake Road and right on Lake Roesiger Road along the gorgeous lake until reaching Carpenter Road where I run west until coming out at South Machias Road. Running south into Snohomish, I go through the historic downtown and then south on Airport way past the little airport to Springhetti road. Joining Broadway and then Connelly Road to Fales road where I come out at Highway 522 and then south to Paradise Lake Road to my starting point. This is a beautiful ride which I enjoy immensely and never tire of riding. Do you have a favorite ride? Please share for a future Eagle Newsletter contribution.





December



Sun	Mon	Tue	Wed	Thu	Fri	Sat
 TANZANITE				1	2	3 WA-O Santa Parade in Puyallup
4	5	6	7	8	9	10 WA-D Festival of Lights—Montesano
11	12	13	14	15	16 <i>International Motorcycle Show Seattle Dec 16 to 18</i>	17 WA-E Breakfast Meeting WA-E Christmas Party
18 <i>International Motorcycle Show Seattle Dec 16 to 18</i>	19	20	21	22	23	24 
25 	26	27	28	29	30	31 



GWRRR Happenings



2011 Calendar of Events



Dec 3rd: WA-Q Santa Claus Parade
Puyallup

Dec 10th: WA-D Festival of Lights
Montesano

Dec 17th: WA-E Breakfast Meeting
WA-E Christmas Party

Dec 16-18: International Motorcycle
Show — Convention Center, Seattle

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Contact: Jim Roberson jhroberson9@frontier.com

CHAPTER D'S FESTIVAL OF LIGHTS DECEMBER 10, 2011



Theme:

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Beacon Elementary School

1717 E Beacon Ave

Montesano WA

*Chili &
Fixings*

For lunch

Decorating bikes starts at 10:00 am

ENDS PROMPTLY AT 4:00 PM

*Main parade Line Up at the High School begins
At 4:30, the judging starts at 4:45
Parade begins at 6:00*

*After the parade—pot luck
(be sure to label your dish with your name)*



Kerry Bash—360-249-4640 mailto:kerrybash_786@hotmail.com

Erv Granahan—360-249-3463 <mailto:ervg@comcast.net>

Terri McCullough—360-249-5164 <mailto:grumpie@centurytel.net>

GWRRA WASHINGTON MEETINGS

4th Saturday	8:30AM	A-Seattle	Old Country Buffet, 25630 104th Ave. SE, Kent, WA 98030
1st Sunday	8:30 AM	B-Bremerton	Bremerton Eagles, 205 6th St., Bremerton, WA 98337
2nd Saturday	8:00 AM	C-Everett	Denny's, 132 128TH St. SW, Everett, WA 98204
2nd Sunday	8:30 AM	D-Aberdeen	Duffy's Restaurant, 1605 Simpson Ave, Aberdeen, WA 98520
3rd Saturday	08:30AM	E- Bellevue	Crystal Creek Café, 22620 Bothell-Everett Hwy. Bothell, WA. 98021
2nd Tuesday	6:30 PM	H-Lynden	Fairway Restaurant, 1726 Front St, Lynden, WA 98264
3rd Sunday	8:30 AM	I -Olympia	Fatsos Bar and Grill 3205 Martin Way E. , Olympia, WA
2nd Saturday	9:00 AM	L-Kennewick	Sandstone Café 104 W. 1st. Kennewick, WA 99336
1st Saturday	12:00 PM	M-Yakima	Legends Casino 580 Fort Road Toppenish, WA
3rd Sunday	8:30 AM	N-Spokane	Golden Corral Restaurant, 7117 N Division, Spokane, WA 99208
4th Saturday	8:00 AM	O-Port Orchard	Airport Diner, 8803 State Hwy 3 SW, Port Orchard, WA 98367
3rd Saturday	1:00 PM	P-Longview	Sizzler, 936 Ocean Beach Hwy., Longview, WA. 98632
1st Friday	7:00 PM	Q-Puyallup	Hangar Inn, 16919 A Meridian E, Puyallup, WA 98372
1st Saturday	9:00 AM	R-Walla Walla	Oasis Restaurant. Old Milton-Freewater, OR 97862
1st Thursday	6:00PM	V-Auburn	Eagles Lodge . 702 M St. S.E. , Auburn, WA 98002
1st Saturday	8:30 AM	X-Vancouver	Hometown Buffet, 7809 B NE, Vancouver, WA 98686
2nd Friday	6:30 PM	Y-Enumclaw	Krain Corner Restaurant, 39929 264th SE, Enumclaw, WA 98022
2nd Saturday	1:00 PM	Z-Centralia	PJ's Pizza, 1232 Alder St. Centralia, WA 98531

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Store Managers

Ron & Kathy Johnson

Treasurers

Jim & Karen Roberson

Ride Director

Bob Spencer

Mileage Coordinators

Karla & Scott Edwards

Assistant Chapter Directors

Bill & Caryl Estes

Chapter E Educator

Ron & Lana Jo Peck

Historians/Photographers

Ron & Lana Jo Peck

Chapter Greeter

Ron & Violet Urqhart

Newsletter Editors

Gordon & Kathy Bousman

Membership Coordinator

Violet Urqhart

Web Designer

Ron Peck

Cares & Concerns

Ernie & Sue Sigyarito

Dinner Socials Coordinators

Bill & Caryl Estes



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Association

www.gwrra.org/

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Assistant Directors - Dale and Shirley Dufner

Assistant Directors - Terry and Cheri Huffman

Instructor Coordinators—Tim and Marie Mitchell

Region Trainers—John & Dianne Kester

Motorist Awareness Dave and Sheila Chavez

Treasurer - Erv and Phyllis Granahan

Membership Enhancement Coordinator -

Carmen & Dan Weakland

Region I Ambassadors - Tom and Mozelle Edwards

Region I Ambassadors - Hank and Marilyn Smith

Couple of the Year Coordinators— Dan and Carmen Weakland

Couple of the Year - Larry and Barbara Kuzma

Webmaster - Scott Bowman

Newsletter Editor - Shirley Dufner

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<http://www.gwrra-wa.org/>

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Asst. District Directors Reggie Baumer and

Chuck Porter

Asst. District Directors Wally & Anna Wallingford

District Treasurer - Susan Remer

Membership Coordinator—Gerry Alexander

District Rider Educator - Bob Minor

Asst. Rider Educator - Tom Denny

Asst. Rider Education—Randy & Debby Reid

District Ambassadors— Jerry & Judy Thompson

District Stores - TBD

District Webmaster - John Smith

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District IOY/COY Coord. - TBD

District Newsletter Editor - Brad & Dee Kane

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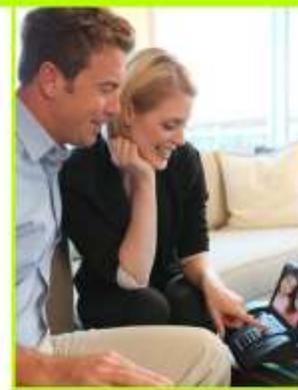
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