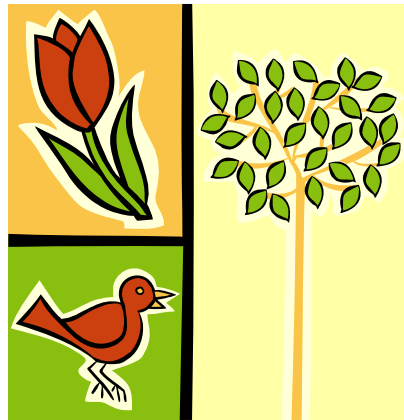




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## Welcome, Spring!



For many, spring is the season where we find ourselves reviewing the year just past, making cleaning lists, and in general, putting more fresh air into our lives, one way or another. We have an assortment of how-to articles in this issue, along with more helpful tips for easier RVing, and information to help you have a safer financial life. Come along for the ride! The road is well paved with good intentions, and the destination is more good times for all!

### 2009 National Rally

Many hours have been dedicated to putting plans in motion to ensure that you will have a great time at this year's six days-six nights national rally scheduled to begin on **Friday, September 18** at the Colorado State Fairgrounds in Pueblo, Colorado. The May 2001 national rally was at this location.

The rally team is almost complete – a few more volunteers are being sought – and you'll find descriptions of the tours and the golf tournament on **pages 20-21**.

Registrations are being accepted now; the form is on **page 22**, as well as online at [www.discoveryowners.com](http://www.discoveryowners.com). We hope you are planning on attending this year's gathering. If you have questions about any facet of the rally, contact **Bob Soltwedel** at [bob.soltwedel@gmail.com](mailto:bob.soltwedel@gmail.com). Bob is serving as rally master/treasurer and is able to provide whatever information you need.

We will have much more information for you in the Summer 2009 issue of this newsletter, as well as online. Check the DOAI Web site often for late-breaking news!



Quarterly Publication of Discovery Owners Association, Inc.,  
an organization by and for owners of Discovery® by Fleetwood® RV Motor Homes.

*DISCOVERY – AN UNPRECEDENTED EXPERIENCE IN ADVENTURE*

## DOAI Membership Sponsors

We extend thanks to these Discovery dealers who support DOAI by paying for a year's membership for each person who purchases a **new or used** Discovery motor home.

Ancira Motorhomes, Inc., Boerne TX . . . . .	800.299.1199 . . . . .	<a href="http://www.ancirarv.com">www.ancirarv.com</a>
Bankston Motor Homes, Inc., Huntsville AL . . . . .	800.624.2899 . . . . .	<a href="http://www.bankstonmotorhomes.com">www.bankstonmotorhomes.com</a>
Blaine Jensen RV, Kaysville UT . . . . .	888.652.9944 . . . . .	<a href="http://www.blainejensenrv.com">www.blainejensenrv.com</a>
DeMontrond RV, Houston TX . . . . .	800.392.1480 . . . . .	<a href="http://www.demontrondrv.com">www.demontrondrv.com</a>
Hayes RV, Longview TX . . . . .	888.429.3778 . . . . .	<a href="http://www.hayesrv.com">www.hayesrv.com</a>
Lazydays RV SuperCenter, Seffner FL . . . . .	800.500.5299 . . . . .	<a href="http://www.lazydays.com">www.lazydays.com</a>
PPL Motor Homes, Houston TX . . . . .	800.755.4775 . . . . .	<a href="http://www.pplmotorhomes.com">www.pplmotorhomes.com</a>
RCD Sales Company, Ltd., Hebron OH . . . . .	888.204.4094 . . . . .	<a href="http://www.rcdsales.com">www.rcdsales.com</a>
River City RV, Sherwood AR . . . . .	800.696.2125 . . . . .	<a href="http://www.rivercityrvs.com">www.rivercityrvs.com</a>
Tom Johnson Camping Center, Concord NC . . . . .	888.450.1440 . . . . .	<a href="http://www.tomjohnsoncamping.com">www.tomjohnsoncamping.com</a>
Tom Johnson Camping Center, Marion NC . . . . .	800.225.7802 . . . . .	<a href="http://www.tomjohnsoncamping.com">www.tomjohnsoncamping.com</a>
Tom Raper RV, Richmond IN/Fairfield OH . . . . .	800.727.3778 . . . . .	<a href="http://www.tomraper.com">www.tomraper.com</a>

*DOAI and Discovery dealers – sharing the spirit of friendship!*

**If you would like to join this elite group,  
please contact DOAI Membership Director Portia Williams at 888.594.6818**



## Discovery Owners Association, Inc. Membership Application

**Welcome** to the premier organization for owners of Discovery by Fleetwood® motor homes. DOAI is an organization intended to foster social opportunities and information exchange among all members.

**Dues** are **\$20** for the first year (includes one-time **\$4** administrative fee); **\$16** for one-year renewal; **\$45** (**\$49** new members) for three years; **\$75** (**\$79** new members) for five years.

**PLEASE...PAYABLE IN U.S. FUNDS ONLY!**

*Questions? Call 888.594.6818*

**Mail** the form below with your check payable to *Discovery Owners Association, Inc.* to:

**Portia Williams, Membership Director**  
**P. O. Box 95**  
**St. George, UT 84771-0095**

**You can join/renew online at [www.discoveryowners.com](http://www.discoveryowners.com)**

Last Name \_\_\_\_\_ First \_\_\_\_\_ Spouse/Partner Name \_\_\_\_\_

Address \_\_\_\_\_

City, State/Province, ZIP+4 Code/Postal Code \_\_\_\_\_

Home Telephone \_\_\_\_\_ Cell Telephone \_\_\_\_\_

Discovery Year and Model \_\_\_\_\_ Email Address \_\_\_\_\_

Who recommended DOAI membership to you? \_\_\_\_\_

Check enclosed for \$ \_\_\_\_\_ representing (*check one*):  One year  Three years  Five years

## President's Message . . . . . by Marshall Godwin

Fellow Discovery Owners: Spring is finally here! I heard someone say the first sign of Spring is not the song of a robin, a cherry blossom or green grass; but an RV in the local Walmart parking lot. Whatever the sign, Spring is here and it's time to get those Discoverys back on the road.

This is the year Becky and I plan to hit the highway for our first Alaska trip, so we are busy checking things off the Alaska preparation to-do list. As of this writing, I am in Gaffney, South Carolina, getting one of those items completed – chassis service at the Freightliner factory service center. I have been very pleased with their work over the years. I recommend you try their service the next time you are in the area. You need to call about two months in advance for an appointment. Sometimes short notice openings are available but don't count on it.

I toured the Freightliner Custom Chassis factory this morning. Where once the RV line was working three shifts, they are currently working a partially manned single shift. Today's quota was just two chassis. It is a real indicator of the slowdown in the RV industry. On a positive note, the infield at the Daytona 500 had more Discoverys than I have seen in the past five years.

This is a DOAI election year. One job of the immediate past president is to head the nominating committee. We have had difficulty in the past getting members to agree to run for a national office or region vice president. In many cases, we had only one candidate for each office. For those of you who have been on the sidelines for a number of years, please consider "giving back" to our association by stepping up to run for office. See **Phil Yovino's** article on page 4 for more information.

The association just changed the state in which we are incorporated from New Mexico to Virginia. Executive Vice President **John Baker** did a great job leading this effort. The final step is a modification of our bylaws to formally recognize this change. This will be addressed at the general business meeting in Pueblo at the national rally this September.

The newsletter, Web site, and eGroup continue to be important benefits of your DOAI membership. **Nina Soltwedel, Bob Cook, and Toni Calzone** do an outstanding job to provide these quality products. I believe they are the best of any similar RV organization. Let them know you appreciate their effort. If you have not done so, start taking advantage of the Web site and eGroup.

There are many chapter rallies planned for this year, as well as our two major rallies: the Southeast region rally at Sevierville, Tennessee, and the national rally in Pueblo, Colorado. Much work goes into planning and executing the major rallies. We typically have less than ten percent of the members attend these rallies. If your situation allows, plan now to attend either or both of these great rallies.

Initial planning for the 2010 Southeast region rally is a new approach called "Camp Discovery." It is intended to be a low-cost rally with two seminar tracks; one technical and one non-technical. The seminar sessions will likely take four days and most sessions will be conducted by DOAI members. Each track will include a training handbook. The board will discuss and vote on this concept at this year's Southeast region rally. If approved, the rally will be in February 2010 at Lazydays Rally Park in Seffner, Florida.

If Camp Discovery is successful, this concept may be something we want to continue once a year in different parts of the country. Once the training material is developed, it will be much easier to do follow-up on Camp Discovery presentations.

Please know your DOAI board has one thing in mind: to make this the best possible motor home owner's association. There are dedicated folks at the national, region, and local levels working hard on your behalf. Do your part by attending as many rallies as you can and enjoying all the benefits of DOAI membership.

Take care and God bless. 



Natl Prez Marshall

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**Discovery Owners Association, Inc. is not responsible for opinions or facts presented by contributors to this newsletter.**

*Discovery Express* is a quarterly publication (Winter, Spring, Summer, Fall). Deadline for copy is November 20, February 20, May 20, and August 20. Members are encouraged to send in articles, tips, questions, and/or comments.

Material for the newsletter may be sent via email or U.S. mail. Photos are welcome, and if sent via email, should be in either .jpg or .bmp format. Photos sent by U.S. mail will be scanned and returned to contributors. *All submissions will be acknowledged.* If acknowledgment is not received within a reasonable time, please call the editor.

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Contact DOAI membership director as soon as you change your address. Newsletters are costly to mail, and DOAI pays double when a newsletter is returned. If you wish to access the newsletter electronically instead of receiving a hard copy, contact the membership director for details.

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Toll-free 888.594.6818

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

### DOAI Yahoo! Group

[www.groups.yahoo.com/discoveryownersassociation/](http://www.groups.yahoo.com/discoveryownersassociation/)

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## Congratulations!

**Dick and Brenda Snyder** have earned a year's free membership because three new members joined based upon the Snyders' referrals. You, too, can earn a year's free membership. Get the details from Membership Director **Portia Williams**. 

### Past President's Report . . . . . by Phil Yovino

2009 is here and we are off to another good start. Hurricane Ike is gone and my home rebuilding is coming to a close.

An important part of 2009 is that it's time to fill the ballot with members' names to take office and guide our great club to the next level. As immediate past president, part of my job is to head the nominating committee. I'm calling on all members to answer these questions:

1. Will I consider to be an officer of DOAI?
2. Do I have the skills to hold office?

If your answer is yes and you are willing to serve the best RV club, let me know. A nominating committee will be formed soon, and from our membership we will create a ballot of those who are willing to hold office. Will you be one? Being an officer is rewarding, knowing that your presence will make a difference. This is your chance to be heard.

All board positions will be on the ballot. Due to term limits and personal choices, the offices of secretary, treasurer, vice treasurer, Northwest region vice president, and vice president of development will be open.

We are one of a few RV clubs that the membership has held steady or gained members. The board of directors has done an outstanding job guiding our club with a super newsletter (Discovery Express), and our Web site ([www.discoveryowners.com](http://www.discoveryowners.com)). We offer our members more information on our coaches through the Web site and informative articles in the newsletter than any other club. So I ask again: will you be part of this great team? I hope your answer is yes.



Past Prez Phil



### DOAI Elections

#### Vote via Internet . . . . . by Bob Cook



The next election for DOAI officers (including region vice presidents) is November 2009.

Previous elections were done via paper ballot included with the newsletter and members were required to complete the ballot and mail it back. Historically, voter turnout was very small, and this was probably due to the amount of time it took, plus having to mail the ballot back. **The board will be discussing the following at their next meeting:**

Voting for the next election will be primarily via the Internet. The DOAI board has been testing a free Internet voting service ([www.ballotbin.com](http://www.ballotbin.com)) and initial results are promising. The service's privacy policy promises not to spam nor sell email addresses. The service appears to be secure, limits voting to one time and also has a paper trail.

All DOAI members who have an email address on file will not be sent a paper ballot. Instead, they will receive an email

with instructions and a link to click to vote. Those members who **do not have** an email address on file will receive a paper ballot.

Here are two important points:

- ✓ If you have an email address on file but you prefer a paper ballot, please advise the appointed person (that name will be published in the next issue).
- ✓ If you do not have an email address on file but you want to vote electronically, please advise the appointed person (same as above) of your email address.

For those who will be voting via the Internet, you will receive an email with the instructions and voting link around October 15. If you have not voted by November 1, you will receive an email reminding you to vote. The last day to vote via the Internet will be Thursday, November 19, 2009. This is the same date that paper ballots must be received by the ballot counters.



### National Rally Master's Report . . . . . by Dick Snyder

Brenda and I are staying on our lot at Riverbend RV Resort which is near Fort Myers, Florida. We left Seymour on December 18, 2008. Our first five weeks in southwest Florida were almost perfect when it came to weather. Our daughter and her family came down from Colorado during Christmastime. We were in the pool almost every day with the wonderful weather.

That all changed in the last part of January. We have had the coldest weather in Florida lately since we have been coming down here, with some nights down to 30 degrees. I think a lot of us try to find the most ideal place to drive our home on wheels to be as comfortable as possible. Even then it's hard to find that place all the time.

As the DOAI national rally master, I am always looking for a good place to hold a rally. The Riverbend park is very beau-

tiful and I would like for everyone to see it someday. I think we could hold a regional rally here sometime in the future. I'm just not sure how many would drive the extra miles to get to south Florida. We are about 140 miles south of Tampa and Lazydays where we have had many regional rallies in the past.

The DOAI rallies this year are Sevierville, Tennessee, and Pueblo, Colorado. The 2010 regional rally is being planned for Lazydays again and the 2010 DOAI national rally will be in the Southeast region, but we're not sure exactly where yet.

Brenda and I will be attending the regional rally in the Smoky Mountains and hope to see you there.



National Rally Master Dick



## Treasurer's Report

**Balance Sheet and Statement of Income and Expense as of 1/31/09 . . . . . by Micky Racer**

**Balance Sheet**

**Assets**

Checking . . . . .	\$18,649
Money Market . . . . .	2,383
1-Year CD . . . . .	10,873
2-Year CD . . . . .	10,948
3-Year CD . . . . .	<u>10,927</u>
Total Bank Accounts . . . . .	<u>\$53,780</u>

**Other Assets**

Clothing Inventory . . . . .	\$ 2,794
Membership Revolving Fund . . . . .	550
Rally Advances . . . . .	<u>1,030</u>
Total Other Assets . . . . .	<u>\$ 4,374</u>

**Total Assets . . . . . \$58,154**

**Liabilities**

Prepaid Membership . . . . .	\$12,000
------------------------------	----------

**Total Liabilities . . . . . \$12,000**

**Net Worth . . . . . \$46,154**

**Note:** The one-year CD is earmarked to cover any future rally losses. The two-year CD has been earmarked to cover future satellite expenses and defibrillator expenditures. We have \$1,069 tied up (not shown as assets on this statement) and unaccessible with our PayPal account. I hope to have problem settled by end of April 2009.

**Quarterly Income and Expenses**

**Income**

Donations/grants . . . . .	\$ 2,000
2008 national rally . . . . .	2,161
Interest . . . . .	384
Membership dues . . . . .	<u>7,447</u>
Total Income . . . . .	<u>\$ 11,992</u>



**Treasurer  
Micky**

**Expenses**

Advertising . . . . .	\$ 55
Corporate expense . . . . .	75
Insurance . . . . .	208
2008 national rally . . . . .	626
Membership . . . . .	1,360
Newsletter printing . . . . .	3,188
Newsletter mailing . . . . .	886
PayPal . . . . .	208
Web site . . . . .	<u>480</u>
Total Expenses . . . . .	<u>\$ 7,086</u>

**Net Income . . . . . \$4,906**

**Note:** Corporate expense was for incorporation. All 2008 national rally bills have been paid. The 2008 national rally resulted in a net gain of \$983; the first rally to pay for itself in some time.

## Welcome, New Members



**P**lease extend the hand of welcome when you meet these new DOAI members:

- Steve/Rochelle Aizenberg, Las Vegas NV
- Bruce/Joyce Anderson, Casselberry FL
- Wayne Berkowitz/Sloan Becker, Slidell LA
- Brent/Dixie Betenson, Loa UT
- Rick/Debbie Bunton, Waterford MI
- Danny/Lynn Butler, Sierra Vista AZ
- Ed Bybee/Trish Lawson, Honolulu HI
- Jack/Sue Callahan, Grove OK
- Stephen Colucciello, Charlotte NC
- Manuel Diaz, Naples FL
- James Duerk, Brunswick GA
- James Dugas, Houma LA
- James/Jackie Dyson, Crown PA
- Robert/Jill Ebenhahn, Saratoga CA
- Eric/Joan Elya, Shelby Township MI
- Don/Ginny Ethier, Spartanburg SC
- Bob/Penna Evans, Edinburg TX
- Murray Ferguson/Sheri Windsor, Odessa FL
- Griffin/Jessica Guley, Hot Springs AR
- Randy/Susy Haefli, Arlington TX
- Marvin/Teresa Harbin, Porterville CA
- Frank/Margaret Hardway, Saint Petersburg FL
- Dudley Henderson, Bullard TX

- Angel/Sara Hernandez, Southwest Ranches FL
- Kevin/Deborah Hill, Norfolk VA
- David Hirsch, Columbus OH
- Glenn/Betty Holland, Livingston TX
- Raymond/Marilyn Kapalske, Hempstead TX
- Max/Alise Kaufman, Sarasota FL
- Milton Keith/Nancy Bigon, Taylor TX
- Allen/Patricia Larrabee, Mountain Home ID
- Chris/Pam LaSalle, New Bern NC
- Ken/Natalie Lautner, Jamul CA
- Tom/Susan Lefebvre, Helena AL
- Thomas/Catherine Leighton, Orlando FL
- Ronald Lundquist, Hopewell PA
- Michael/Sara Malecha, Billings MT
- Shahas/Tali Maskalik, Ft. Lauderdale FL
- Dan/Debbie Mason, Taylor MI
- John/Nicky McBurney, Albuquerque NM
- Pat/Movita McClurg, Livingston TX
- Will/Kathryn McCraney, Jackson MS
- Preston/Mozelle Mintz, Saluda NC
- Doug Moore/Michele Abney, East Helena MT
- Doug/Sheila Overly, Maryville TN
- Cliff/Maxine Phillips, Tullahoma TN
- David Picarsic/Bill Dotson, Augusta GA

- DeWayne/Margret Pierce, St. Paul MN
- Warren/Sherry Powell, Hoschton GA
- Jimmy/Sherl Putman, Athens AL
- Al/Josette Rector, Farmington NM
- Ronald/Linda Regich, Emery SD
- Ed/Bekki Ripper, Southport NC
- Joseph/Victoria Robb, McConnellsville OH
- Steve Rodriguez, San Ramon CA
- Peter/Donna Sanelli, Chesterland OH
- Alan/Teresita Schmidt, Pensacola FL
- Sheila Sears, Upper Cape NB
- Steven/Soule' Sensenbach, Apple Valley CA
- David/Sarah Shaver, Land O Lakes FL
- David/Ann Smith, Orlando FL
- Charles Steinmuller, Baton Rouge LA
- Mark/Dawn Strickland, Starke FL
- Stephen/Carol Suhocki, North Fort Myers FL
- Richard Tolk, Brigantine NJ
- Stefan/Eria Tomasson, Bradenton FL
- William/Linda Wager, Middleboro MA
- Scott/Liz Wilson, Burnsville MN
- Craig/Alison Wilson, Charlottesville VA
- Bob/Tammy Wright, Seymour IN

## Executive Vice President's Report

"Houston, We Have a Problem" ..... by John Baker



Apollo 13 lift-off

Those words, that once riveted our nation, came to mind when I learned the State of New Mexico had revoked the DOAI corporate charter. Certainly our problem was not as difficult nor as critical, and no one's life stood in the balance as had those of the heroic Americans aboard Apollo 13. Still, it needed to be corrected as soon as possible and the path to do so was undefined. This meant that no longer were we a legal entity; we had to be reestablished expeditiously.

Communications from the state to the corporation are channeled through a designated registered agent. Corporations must file an annual report with the state indicating they are still in business and reporting any significant changes as defined by the state. Through some unfortunate circumstances, DOAI failed to submit such reports for a couple of years. In the same time frame our agent, a New Mexico attorney, retired without notifying DOAI. As a result, communications from the state requesting our reports went unanswered. The state cannot have dormant corporations on their books, so they revoked our charter; the revocation notice also went unanswered.

When the problem was discovered, your board of directors acted promptly to correct it. After researching the state requirements, costs, etc., it decided to reincorporate in the Commonwealth of Virginia whose requirements for non-profit corporations are very favorable to DOAI. Articles of Incorporation were filed in Virginia on November 26, 2008. Except for a couple of technical issues unique to the states, they are identical to the original ones that had been filed in New Mexico.

Virginia issued our new corporate charter January 22, 2009. Effective that day we again existed as a legal entity with exactly the same governance documents we previously had.



There are some changes that will be required to bring us into compliance with the Virginia statutes. Proper notice will be given in the newsletter and the specific wording will follow in that later issue. The bylaw changes needed are summarized as follows:



Exec VP John

➤ Include the agent to the Commonwealth of Virginia (if not an attorney) as a non-voting board member and define the duties. Virginia law requires the corporation to have an agent who is either a member of the board of directors and lives in Virginia, or is a Virginia attorney. Marshall Godwin is both a member of the board and a Virginia resident, so the Articles of Incorporation initially appointed him as our agent. This provision will allow the appointment at any future date of any other member who lives in Virginia. If we have no Virginia resident member who agrees to be our agent, the board can appoint any Virginia attorney.

➤ Make bylaw changes effective immediately upon approval by the membership instead of when reported to the State of New Mexico. Virginia does not require any reporting of bylaw changes to the commonwealth.

In February 2008 the DOAI audit committee recommended the establishment of vice treasurer and a restructure of the audit committee. While these are not part of the Virginia compliance issue, the bylaw changes needed to accomplish these objectives are summarized as follows:

- Add vice treasurer as an officer and define the duties.
- Establish a standing audit committee comprised of three DOAI members who are not members of the board of directors.

These changes will both bring us into compliance with requirements of our new state of incorporation and establish the recommendations of the audit committee. The board of directors continues to work on the changes needed and will keep the membership advised of progress.

## In Our Thoughts and Prayers

Please keep these members in your thoughts and prayers:

- Jan Price**, recovering from eye surgery late last year.
- Steve Masterson**, dealing with back problems.
- Jay Keneson**, who had wrist surgery in January.
- Leroy Churchill**, whose mother died in January.
- Ken Hawk**, who has been diagnosed with leukemia.
- Bill Forbes**, who had a stroke late last year.
- Roger Hudson**, whose wife, **Pam**, died late last year.
- Gary Bogart**, who had heart bypass surgery in January.

- Vie Brock** who had thumb surgery in January, and will be having knee replacement surgery in March.
- Leon Sikes**, who has been diagnosed with Parkinson's disease.
- Louise Mauck**, who is slowly recovering from shoulder surgery, and undergoing therapy.

Please let our newsletter editor, Nina Soltwedel, know of any member needing a care card or sympathy card. Just send an email to Nina at [doaiexpress@discoveryowners.com](mailto:doaiexpress@discoveryowners.com).

### Region Reports

**Southeast Region . . . . . by Frank Cason**

Hello to all, from central Florida. I hope everyone had a great holiday season and has stayed warm this winter.

The Southeast region will be hosting our next major event in April. By the time you read this, registration will have ended or will end on March 15. As of this writing, we still have spaces available. The Blue Ridge Discoverys, the host chapter, has expended a lot of time and effort to ensure we have a great rally in the Smoky mountains.

Plans are already in the works for the 2010 Southeast region rally. The Mason-Dixons have been tasked to host this event. More details will be published as they become available.

I am still searching for a rally location for the national rally in 2010. If anyone has any suggestions or knows of a place in the Southeast that can handle 100+ Discoverys with full hook-ups, let me know; I will check it out. If you would like to come back to the Sevierville/Pigeon Forge area, let me know that also.



VP Frank

**North Central Region . . . . . by Charlie Richardson**

Our region is very quiet due to the weather in this region. I was finally able to leave Missouri and head to our place in Mission, Texas. We are looking forward to seeing lots of our folks this April in Sevierville, Tennessee.

Fuel prices are down so hopefully we will have a good turnout.

Heartland Discoverys will be meeting in Renfro Valley, Kentucky, April 16 and caravan to the Southeast rally on Sunday, April 19. If anyone wants to meet us there, they can contact the RV park at Renfro Valley and make their own reservations. Hope to see several of the Heartlanders there.



VP Charlie

**SPECIAL NOTE:** Due to a miscommunication, two chapter reports and one region report was not included in the print version of this issue. Go to

<http://www.discoveryowners.com/spring2009supplement.pdf>

### Chapter Reports

**Heartland Discoverys . . . . . by Bobby Simpson**

Chapter members are coming out of winter hibernation and going to the front porch of Kentucky.

Renfro Valley is known for lighthearted music and comedy. Their program is broadcast via radio for people to enjoy.

We will gather April 16-19 at the campground just before the big Southeast region rally. Everyone is making their own arrangements, but being the neighborly man that I am, please feel free to contact me or Wanda at 423.626.8038 or 765.860.3591; or just call Renfro Valley campground toll-free at 800.765.7464 for reservations.

Wanda and I will be looking forward to seeing everyone at Renfro Valley or the Southeast region rally.



Prez Bobby

The Gators are rallying at Blueberry Hill RV Resort at Bushnell, Florida, after the FCOC rally at Lazydays Rally Park. Lee Eck is working hard to finalize the arrangements and plan activities that we'll enjoy like the famous huge flea market in Bushnell.

If you haven't signed up for the Southeast region rally in Sevierville, the deadline is rapidly approaching!

The Gators are also invited attend the Mason-Dixon Discoverys at Caney Creek RV Resort in Harriman, Tennessee, August 5-9. Plans are in the making to attend Cumberland County Playhouse.

Of course, we will be returning to Grandfather Mountain at Boone, North Carolina, in late August. It is an opportunity to escape the heat for a while. Anyone interested in attending one or more of our rallies this year, please contact one of the above officers for more information. We look forward to some great rallies this year. We hope you will plan to join us.

**Florida Discovery Rolling Gators . . . . . by Bill Katterhenry**

I thank the chapter for the opportunity to serve as president for the next two years. With the help of the other officers: **Dan Jacoby**, vice president; **Donna Barker**, secretary; **Sheila Eck**, treasurer; and **Lee Eck**, wagon master, we are looking forward to great rallies.

Chapter members rolled into Lazydays Rally Park for the new year's celebration. Lazydays provided outstanding food and entertainment. We gathered at member campsites for food and fellowship. A total of 11 rigs and 22 people congregated.



Prez Bill

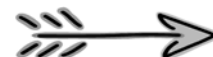
**Mason-Dixon Discoverys . . . . . by John Ricciardi**

I hope everyone has had a good and safe winter. I'm sure those of us who braved the north this winter are ready to get their Ds ready to hit the road. I know I am.

The Mason-Dixons have a fairly busy rally schedule this year, with the first one being at Caney Creek RV Resort in Harriman, Tennessee, August 5-9. This resort will have all of the attendees parked within walking distance to Watts Barr Lake. This will be a great time for everyone. Check the DOAI Web site for details. We have other rallies in the works and as



Prez John



### Chapter Reports, cont.

they are finalized, we will post them on the DOAI Web site as well. I want to thank all who are working on the rallies, I know it's work, but it's worth it.

The Mason-Dixons now have their own sweatshirts, shirts, hats, and they look great. Thanks to **Ron and Alice Kiebler** for all their work getting these items made and then getting them to the members who ordered them. I'm sure it would have taken us a lot longer for this to happen if it were not for them.

I'm also looking forward to seeing everyone at the Southeast region rally in Sevierville this spring. It's a fantastic way to start the season. 🌿

#### Discovery Pioneers . . . . . by Chuck Brock

**T**he Pioneers had a busy season last year and will be the same this year. We welcomed **Jeff and Carolyn Rogowsky** from Cody, Wyoming, to our group at our second annual early spring rally in Green Valley, Arizona in early March.



Prez Chuck

We are fortunate to be wintering over in Arizona as so many of our members come down for the warm weather. We have had two potluck gatherings and one evening dinner set up by **Jerry and Joyce Wiechman**. Over the year, many emails flow to keep us all in contact and, when possible, to get together.

We are fortunate to have the "old hands" and new members. The new folks learn from the old hands and we have been quite successful.

Our next rally will be in Las Cruces, New Mexico, hosted by **J.B. and Libby Pruett**. If you haven't been to Las Cruces, you have missed a wonderful place to visit.

The two big events to follow this season will be the Fleetwood rally in Gillette, Wyoming, in late June, and the DOAI national rally in Pueblo, Colorado, in September.

The Pioneers have volunteered to assist in the national rally with some tasks assigned and some to be determined. 🌿

#### Louisiana Mudbugs . . . . . by Jan McIlvaine

**T**he first rally of the 2009 season was held at Riverview RV Resort, Vidalia, Louisiana, January 30-31. We had nine coaches in attendance and as usual it was a first class rally. **Carolyn and Keith Barnes** and **Donna and Fred Reid** were hosts and planned a marvelous rally with a beautiful view of the Mississippi river. There was a concrete walking trail all the way up under the bridge to a welcome center which inspired most to make the trek.



Prez Anthony

Five coaches took the opportunity to stop about half way and stay overnight at Colfax Recreation Area RV Park and continue on the following day. Most arrived on Thursday and took the time to have a wonderful dinner and extra fellowship time before the rally actually started on Friday.

Friday started with a super breakfast with Keith and Fred

on the grills and then everyone scattered in different directions to enjoy what the area had to offer. Friday night was a real treat as we dined at the Magnolia Grill in Natchez, Mississippi.

Saturday morning started with a full breakfast with the same crew doing the duties. Everyone took a walk along the river walk to get their day started. All scattered again to see what the area had to offer – many Civil War era mansions. A few folks went to the local cemetery and Carolyn got to visit her parents grave sites in Natchez.

Our Saturday night potluck was super. We feasted on brisket and sausage from the Pig-Out, a local favorite in Natchez, which was accompanied by many member-made treats.

As always, the saddest part of any rally is the departure. On Sunday morning, our rally cooks made sure we didn't leave hungry and we all said our goodbyes until next time.

Our next rally is in Morgan City, Louisiana, March 20-21. May God bless us all as we go down our Discovery roads. 🌿

#### Blue Ridge Discoverys . . . . . by Frank Cason

**D**o you realize that the Blue Ridge Discoverys chapter was two years old on February 15? It has truly been a short two years. The chapter has been blessed with a good group of members. We started with 29 member coaches and now we are 55 member coaches strong and still growing.



Prez Frank

Over the past two years we have had rallies in North Carolina, Tennessee, South Carolina, and Georgia. We have had a great turnout for each rally, and we have had great representation the past two years at all the Southeast region rallies and at the national rallies. Folks, that is what I call great participation from the chapter members.

We have created BRD merchandise, such as caps, tee-shirts, and golf shirts so we would be recognized at our outings and at the major rallies. We had our first election last November with great success. All in all, the Blue Ridge Discoverys have had a very successful two years.

Now looking to the future: this year we will be hosting the Southeast region rally in Sevierville, Tennessee. We have rallies scheduled for White Sulphur Springs, West Virginia, and Dillard, Georgia. By the way for those who are not aware of it, Dillard is considered our home park. Plans are to host a rally either in the spring or fall at this location. It is centrally located in our area and is a great place to hold a chapter rally. We have a rolling rally planned for the national rally this year. Plans are to leave on August 1 and do a lot of sightseeing and touring between Tennessee and Colorado. If your plans can handle a trip of this length, let me know. We would enjoy having your company. We currently have eight coaches signed up for this trip.

Thanks for all the support I have received from the chapter officers and members. Let's continue to improve our chapter and have fun. See you at the next rally. 🌿



## Rally Opportunities

Jump in and meet new friends and see new places via the chapter lifestyle. Other Discovery owners are waiting to welcome you! **Chapters: Are your rallies listed? If not, please send information to the editor (see page 3 for address).**

### March 2009 –

- 2-6 Discovery Pioneers, Green Valley AZ
- 2-6 Texas Disco Road Runners, Odessa TX
- 19-21 Discovery Texans, Fredericksburg TX
- 19-22 Quad State LATO, Sherman TX
- 20-21 Louisiana Mudbugs, Morgan City LA

### April 2009 –

- 16-19 Heartland Discoverys, Renfro KY
- 20-26 Southeast Region Rally, Sevierville TN**
- 29-5/3 Discovery Pioneers, Las Cruces NM

### May 2009 –

- 4-8 Texas Disco Road Runners, Dublin TX
- 5-7 Quad State LATO, Carthage MO
- 14-16 Discovery Texans, Spring TX
- 16-21 Midwest Discoverers, northeastern IN

### June 2009 –

- 10-14 Blue Ridge Discoverys, Lewisburg WV

### July 2009 –

- 2-5 Quad State LATO, Sallisaw OK
- 6-10 Texas Disco Road Runners, Rivera TX

### August 2009 –

- 5-9 Mason-Dixon Discoverys, Harriman TN
- T/B/A Florida Disco Rolling Gators, Grandfather Mtn NC

### September 2009 –

- 18-23 DOAI National Rally, Pueblo CO**

### October 2009 –

- 27-11/1 Texas Disco Road Runners, Murchison TX

### November 2009 –

- 5-8 Quad State LATO, Texarkana AR
- 19-21 Discovery Texans, Kerrville TX

### Looking Toward the Future

- 2010 DOAI National Rally, Southeast Region**
- 2011 DOAI National Rally, Northeast Region**
- 2012 DOAI National Rally, South Central Region**
- 2013 DOAI National Rally, Southwest Region**
- 2014 DOAI National Rally, North Central Region**
- 2015 DOAI National Rally, Northwest Region**



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Carefree of Colorado . . . . .	800.621.2617	Norcold, Inc. . . . .	800.543.1219
Carriage Carpets (Shaw Flooring) . . . . .	877.706.3054	Onan . . . . .	800.888.6626
CCI Controls . . . . .	800.521.5228	Power Gear . . . . .	800.334.4712
Cummins, Inc. . . . .	800.343.7357	Riverpark . . . . .	800.442.7717
Denso (call Fleetwood) . . . . .	800.322.8216	RV Dump Locations . . . . .	<a href="http://www.rvdumps.com">www.rvdumps.com</a>
Dometic Corporation . . . . .	800.544.4881	RVP (Coleman) . . . . .	316.832.4357
Fantastic Vent . . . . .	800.521.0298	RVP (Suburban) . . . . .	423.775.2131
Fleetwood RV . . . . .	800.322.8216	Splendide . . . . .	800.356.0766
Freightliner Chassis Corp . . . . .	800.385.4357	Thetford Corp. . . . .	800.521.3032
General Electric . . . . .	<a href="http://www.geappliances.com/geac/">www.geappliances.com/geac/</a>	Trojan Battery Company . . . . .	<a href="http://www.trojanbattery.com">www.trojanbattery.com</a>
Goodyear Tire & Rubber . . . . .	800.321.2136	Velvac . . . . .	800.783.8871
Intellitec . . . . .	800.251.2408	Winegard . . . . .	800.288.8094
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## Understanding Aerodynamics for RVers

### Mud Flaps and Damage from Debris ..... by Chuck Osborn

When a motor home travels down the road, it displaces air, which flows over and around the side. But air is also forced under the coach and becomes pressurized (Venturi effect), and referred to as 'road draft air flow,' which is near or higher velocity as the road speed. When a road draft air flow arrives at the rear of the coach, it goes vertical, carrying any debris it has picked up. This is referred to as 'station wagon effect.' This is the reason the rear camera coats over in wet or dust condition, not to mention the rear of the coach and front of the toad.

Adding a full-width mud flap at the rear of the coach is, in effect, adding an air brake; ask any aircraft pilot what this will do for you. This blocks the road draft air flow and produces a boiling air effect forward between the flap and road surface. This forces debris into the rear engine compartment, where the fan draws it into the radiator, causing an eventual overheating problem and sometimes rock damage to the radiator core.

Think of it in this way: the road surface and the flap act as a jet nozzle, blowing debris at your toad and intensifying the station wagon effect with major air turbulence that also induces drag.

The average mud flap weighs between 60 and 100 pounds. I refer to them as 'high dollar flaps' – you pay for them every time you fuel up. Some chrome letter flaps do serve a useful purpose – prestige and advertisement for the manufacturer. Some towns like them – they save money on street sweeping.

Venturi effect, named for Giovanni Battista Venturi, (born 1746) physicist



I recommend you trash can the flap and install a horizontal curtain with *no air gaps* between the motor home and curtain, as some available curtains have. The curtain eliminates the station wagon effect, reducing air turbulence with smooth air flow around the sides and top. Road draft air flow is unobstructed. Mileage will go up and cost will go down.

If you still get rock damage, it will be from passing vehicles, and there's not much you can do about that. However, if only your toad has damage, you have an equipment problem, and that problem could be your full-width flap.

Check out the Web site: [www.retractabletowcurtain.com](http://www.retractabletowcurtain.com). Happy and safe travels!

## DuPont Advises...

### How to Maintain, Care For, and Repair the Finish on Your Fleetwood RV

Since 2006, Discovery motor homes have been given full-body paint using the DuPont ChromaSystem®. The following article has been reprinted with permission of DuPont as an aid to all owners of 2006-2009 Discoverys when it comes to taking care of the exterior of the rigs.

DuPont ChromaSystem® provides superior protection against the elements your recreational vehicle will face throughout its life. To make sure you maximize the benefits of the DuPont ChromaSystem®, use the following guide to take care of your finish.



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- ⇒ Wash your vehicle often, especially when exposed to salty, dusty, acidic, or alkaline environments.
- ⇒ When washing your vehicle, use commercially available car wash soaps specifically designed for washing cars. These soaps are non-abrasive and have a neutral pH (non-acidic or alkaline) detergent. Do not use solvent-based solutions for washing large areas.
- ⇒ During the first 30 days when the finish is still fresh, clean the vehicle with water rinse only. Pressure washers used

when paint is still fresh could affect the finish. Avoid high pressure too close to areas that have stone chips visible on fresh paint.

- ⇒ Do not wash vehicle using extremely hot water or while the surface is hot. Do not wash vehicle in the hot sun.
- ⇒ Do not wax for the first 60 days.
- ⇒ Ice and snow should be brushed, not scraped, off.
- ⇒ Have any paint nicks or scratches repaired as soon as they occur to protect against corrosion.
- ⇒ Should your RV's finish become damaged, have it repaired as soon as possible. Contact a reputable repair shop near you and specify the DuPont ChromaSystem® used for the original finish (the color formula will be located on the vehicle). This will assure you the best possible color match and the same durability and appearance as when your vehicle was new.
- ⇒ For the name of the nearest DuPont repair facility, call 800.438.3876 or visit DuPont on the Web at [www.performancecoatings.dupont.com](http://www.performancecoatings.dupont.com).



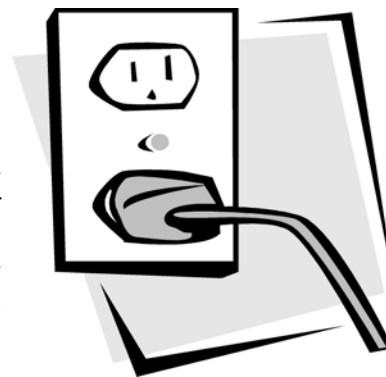
## Fleetwood Technical Information

### Electricity – A Shocking Article . . . . . by Neil Buschur, Fleetwood Owner Relations

In this article we will attempt to help you understand some of the basic laws of electricity. Understanding some of these laws could save you some expensive headaches in the future.

#### Voltage

Voltage is measured in electrical pressure, which is provided by the power company. Who is your power company you ask? In a motor home, when you are plugged into shore power, the power company is the local electric company providing power to your coach. When you have the generator running, the power company is the generator. And when you have your inverter turned on and are not plugged into shore power, the house batteries are the power company. You do not have much control over the voltage that you get from the local power company, and different factors can affect it, but if the voltage goes too low, below 104 volts, or too high, above 132 volts, your appliances could be in trouble. The use of a surge protector, which we strongly recommend that you put on your coach, will protect your appliances if any of these conditions occur, because a surge protector will shut off the power to your coach at these extreme voltages to protect your appliances.



#### Amperage

Amperage is measured in the flow of electricity. When you have nothing turned on in your coach, you have no flow of electricity so you are using no amperage. When you turn on an appliance, the electricity flows to that appliance. How much flow that appliance uses is measured in amps (which is short for amperage). You have control over this; obviously the more appliances you turn on, the more amperage is consumed. There is one appliance in your coach that uses amperage without you turning it on, and that is the battery charger, which is part of the inverter/converter. The amperage this uses will raise or lower depending on the needs of your batteries.

Watts are measured in power; all appliances have a rating of the amount of power they use called watts. (Most appliances have the watts rating in the owner's manual.) You can figure out the amount of amperage any appliance will use by taking the amount of watts that the appliance is rated for and dividing it by 120 volts, which is standard in your motor home. For example, a 1500-watt blow dryer divided by 120 volts equals 12.5 amps.

Now here is the reason for teaching you this equation: Some people use different adaptors on their shore cord and plug into a 15 or 20 amp receptacle at their home, thinking everything will work fine. What will happen if they turn on that blow dryer which is using 12.5 amps (and let's say the battery charger in the coach is using 10 amps)? The shore breaker will

trip because you have exceeded the rating for that breaker. The breaker is a safety device. It opens/switches off, to prevent the wires from overheating from too high of amperage flow.


Obviously, by understanding these principles, you can see that when you are plugged into a higher amperage shore outlet, you can use more appliances. Some of the older Discoverys are rated for a maximum of 30 amps, so you are limited on what you can have turned on at one time, while the newer Discoverys have 50 amps available, which allows you to have many more appliances turned on at one time. As a rule of thumb, if an appliance has a heating element

in it, this appliance will use a lot of amperage (coffee makers, blow dryers, electric heaters). We get lots of calls at Owner Relations from people who have, for example, turned on a coffee maker and plugged in an electric heater, which has caused a breaker to trip.

One quick word about the breakers in your coach: although most of you know where the 120 volt breakers are centrally located in your coach, a lot of you do not realize that you have two breakers located on the side of the inverter/converter. These breakers control the inverter outlets and the microwave in your coach.

#### Motor Homes versus Houses

There is one other important item I want to cover in this article: A few times a year we get a call from someone who has just gone to a friend's house and plugged into the friend's brand new 30 amp breaker that was just put in by an electrician. He will tell me something to the effect that several of his appliances are not working since he plugged into this. Here is the point: the 30 amp adaptor plug for a motor home looks remarkably similar to the dryer plug that is in people's homes. The difference is the dryer outlet in the house is wired at 240 volts and the 30 amp adaptor for the coach is designed for 120 volts. A lot of electricians who do not understand how motor homes are wired will wire the 30 amp outlet at 240 volts. *This could damage the appliances in your coach beyond repair.* If you suspect this problem, you need to have someone use a voltage tester and make sure only one of the holes on the outlet has 120 volts at it. The other two holes on the outlet should be for a neutral and a ground.

I hope the information in this article will help you understand the electricity in your coach a little bit better and allow you to enjoy the RVing experience with a little less trouble. 




Tech Rep Neil

### Discovery Modifications

#### An Interesting Shower ..... by Dan Stoppenbach

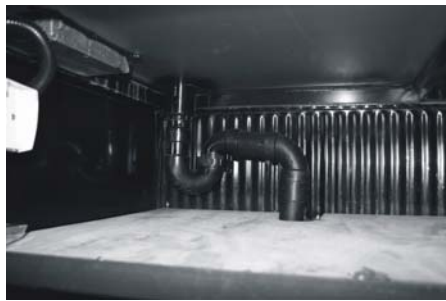
When we bought our 1997 Discovery from **Harry Hayes**, the D included a very different shower arrangement, in addition to a Brawn #915 wheel chair lift and the attendant door in the side of the D (where the loveseat had been). Harry's wife, **Sheila**, was confined to a wheel chair, so Harry made some innovative changes to the interior. When Sheila died in October 2007, Harry decided to sell the D. I was the fortunate purchaser. Harry made some terrific modifications to this rig.

The major shower modification entailed the removal of the shower base and door. The entire bathroom floor was then covered in two-inch-square ceramic tile. A new floor drain was installed about where the door edge would have been, and the floor is pitched so that the water runs toward the drain at the new lowest point. A ceiling-mounted shower curtain and track keeps the water within the shower area during use, but can be open when needed for the wheel chair to pass through to the bedroom.

Harry had also rotated the toilet 90 degrees for ease of access. *[Editor's Note: DOA member Skip Linnean made this same rotation after an accident, which injured his back, made it virtually impossible for him to use the 'throne.']* The ceramic floor works very well. Many thousands of miles later I've had neither grout cracking nor leaks anywhere due to frame flexing. It even works great for those of us still lucky enough to stand upright during a shower. Great work, Harry! 



This 46-inch-wide door accommodates the 750-pound capacity commercial lift Harry had installed for Sheila.



Under floor view of the realigned drain pipe, moved from its original position to the center of the enlarged shower area.



View of new shower as seen from WC. Shower curtain on left is tucked behind the safety bar when shower is not in use.



View of shower floor with realigned drain. Door to living area on lower left; to bedroom upper right.



A simple rubber-backed rug covers the drain when shower is not in use. View from living area doorway.



The realigned toilet. Door to living area on right.

# Get Connected

Satellite Internet ..... by Don and Bonnie Fink



Satellite Internet can be received from a simple tripod mounted antenna. This .74-meter dish has been used from central California, into southern Canada, and east to New York with no trouble. It's been commissioned to the G16 satellite located at 99 degrees west. Photo by Don Fink

Not long ago, the Internet was a novelty. People who were using the Internet, for the most part, were playing – exercising leisure time with a new toy. There were a few high speed connections for businesses, universities, and the military, but most folks used dial-up connections at modest speeds.

As the technology advanced, people began to find bigger and better ways to use the Internet, and today many of us see it as an appliance that's as necessary as the common telephone. Many people would rather use email instead of the conventional postal service, and it certainly has its advantages. It's common, for instance, to communicate with someone in Australia in just a few minutes, with no additional expense than the usual Internet access fees charged by your provider.

Many full time and nearly full time RVers use the Internet to do mundane tasks, like paying bills, sending gifts to friends and relatives, checking the weather, or getting a trip map for the next day's journey.

So how does a full time RVer hook up to the Internet? Which is best? And, which is most cost effective? Unfortunately the answers to those questions aren't all that simple. It depends on several things, including balancing how much you need to be connected full time, compared to how much you're willing to spend, and whether you can wait a few days when necessary in order to access the rest of the world.

For many people, a few days without the Internet, or having sporadic connections, or slow connections will not adversely impact their travel experience. For others – people who full time or work from the road, for example – not having a reliable connection every day can become more than just inconvenient. If you're trying to work from the road, or if you're used to being able to pay bills according to your schedule, then a reliable connection to the Internet might be considered more than just a convenience.

Of the several methods available to connect to the Internet from an RV, there's really only one method that seems to be reliable most of the time, and that's using a two-way satellite connection. We say two-way because we are indicating that the satellite not only receives a signal like a satellite television, but is capable of transmitting one, too.

In the United States, there are two satellite companies that are generally used for mobile satellite Internet connections. In Canada, there are satellite companies, but none offer mobile capabilities that we're aware of. The two companies in the U.S. that offer mobile satellite capabilities are HughesNet, and Starband. But that's not the complete story – read on.

## Installation

Whether you select HughesNet or Starband, there are basically two kinds of satellite installations used by RVers. The easiest, and certainly the most expensive is the rooftop mounted system. This is usually a Hughes product coupled with a mounting system that can automatically point a satellite dish with just the push of a button. One of the more popular companies that market this on the roof system is called DataStorm. These systems, to say the least, are the most convenient. You arrive at a site, set up your rig, then push a button and your satellite dish sets itself up and gains access to the Internet. The obvious advantage is that you don't really have to know a lot about the process.

There are two disadvantages to this kind of system. First, they're expensive. Most systems start in the neighborhood of \$4,500 USD for the hardware, and go up from there. The monthly cost, however, is generally the same no matter what kind of hardware you use. The second disadvantage is that you need to park your RV where you have access to the satellite (the southern sky) from your roof top. Often, you won't know if you have access until you try to point your dish, and that's not usually done until the RV is leveled and stable. There are systems that allow you to track a satellite while your rig is in motion, but they're 'way beyond the scope of this article.

Another, more affordable way to access the Internet with a satellite, and the focus of this article is the HughesNet system mounted on a tripod. Like DataStorm, there are many dealers that offer a tripod mounted system, and many of them provide training and good tech support for their products. The tripod mount has an advantage over the fixed rooftop system because its cost is significantly lower, and it can be set up separately from your RV. If you're in the trees, you can usually find a spot where you can look through and find your satellite. If you need to move the dish, you don't have to take the whole RV down; just move the tripod.

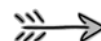
The cost of a tripod mounted system is normally less than \$2,000 USD, and that usually includes the training and tech support necessary to set it up. A tripod mounted Starband system is similar to the HughesNet system, both in price and capability. We're discussing the HughesNet system primarily



Bonnie and Don Fink



Whether you use a tripod system or a roof mounted dish, the modem from HughesNet will most likely be the HN7000S, using the KU band satellite. Typically, a modem will plug into a router like a home-wired DSL or cable modem, and make the Internet available to your network via wired or wireless connections.



## Get Connected, continued

because that's what we have, and therefore what we know. Systems can be obtained for far less than the \$2,000 we're mentioning here, but that's usually at the expense of not obtaining good technical support. You can buy your equipment on eBay, for example, and if you're an experienced installer this would not be a problem. Our experience has been that you will receive better value for your money if you use a vendor who will provide training and support after the sale.

The disadvantage to a tripod system is that you have to have knowledge about the installation process. It won't set itself up, and it won't troubleshoot itself. The other disadvantage is that, while costing less than half of a roof-mounted system, it can still be considered a bit pricey for the casual user.

While HughesNet does not prohibit their systems from being used in a mobile environment, they will absolutely refuse to discuss any technical issues related to pointing a dish. They will insist that you hire a qualified installer to come to your home and do the work. It's for that reason that we suggest you use a reputable third party who will provide the equipment and necessary training and technical support for the dish pointing part of the installation.

Whether you're interested in a roof-mounted system, or are willing to learn how to set up your own tripod, we think the satellite Internet option is by far the most reliable and consistent way to access the Internet from an RV. Whether you're in a KOA in downtown Chicago, or boondocking in eastern Montana, you can be reasonably sure that you'll have access to the Internet, and at a relatively consistent speed. If you need to be, or simply want to be connected every day, the cost is reasonable. Monthly plans begin at around \$60 and go up from there. A typical HughesNet plan is normally in the neighborhood of \$70. Of course, the sky is the limit, literally, if you're more concerned with speed, and less with budget.

## Setting Up a Tripod System

So, what's involved in the setup of a tripod mounted satellite system? There are actually a couple of ways to do this, and we'll cover one. Other methods are similar. They're a bit less complex, but we've found this method to be acceptable in terms of complexity and time, and totally reliable.

Azimuth, for the purpose of this discussion, is a number that represents a direction along the horizon. For example, if you were facing due south (magnetic), your azimuth is said to be 180 degrees. The HughesNet modem will automatically convert from degrees true to degrees magnetic, so you won't need to make the correction yourself.

From this point on, we'll assume that you have purchased a HughesNet satellite system, you've received the appropriate training from the vendor, your account is commissioned, and you're ready to go. Your HughesNet system is working, and all you need to do is install it at your present location.

**Locating the tripod:** The first step is to find a suitable location for your tripod mounted dish. The requirement is an unobstructed view to your satellite, which is orbiting the earth along the equator in a geostationary

(not moving relative to the earth's rotation) orbit. It's approximately 22,000 miles out, and you're transmitting with only one watt, so pointing the dish accurately will be imperative.

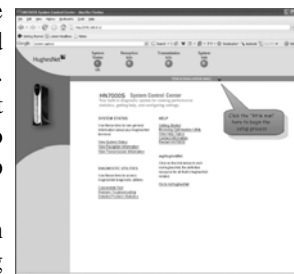
There are several methods of determining where to point your dish, but the simplest is to ask your satellite modem for the correct azimuth, elevation, and polarity settings. For now, in selecting a location for your tripod, we're mainly concerned with your azimuth.

From your computer (that has access to your satellite modem either through your router or connected directly), bring up your favorite web browser (Internet Explorer, FireFox, or whatever) and go to <http://192.168.0.1>. That's the address for your local modem's main page. From there, click on the "little man" located in the grey bar below the system status lights.

After clicking on the "little man," you'll see the Advanced Configuration and Statistics page. On the left menu, select Installation, and then Setup to bring up the HughesNet Setup page.

From here, the installation takes on various forms, depending on which software you use, and the training you've received. We'll do it the long way: select "Registration Installer."

In the registration installer page, you're asked to provide your current location's Zip code, or alternatively, the coordinates of your location. You're also asked to select the specific satellite and transponder you're assigned, which can be obtained from your paperwork. After providing the required information, the modem will then tell you the Azimuth, Elevation, and Cross Polarization numbers you need to set up the dish.



After entering 192.168.0.1 on the browser's URL, you'll see the modem's main screen. Click on the "little man" in the gray bar to enter the setup section.

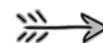


Using a simple inexpensive handheld compass will make finding the satellite easy and fast. The first step is to make sure that no obstructions like trees or buildings are in the way.

As mentioned earlier, azimuth is the compass direction in which to point the dish. The first step in accomplishing this is to go out with your handheld compass, and determine where on your camp site a clear line of sight to the sky exists along the compass bearing equivalent to your azimuth direction.

Once you have determined where to place your tripod, set the tripod, offset bracket, and dish antenna up, taking care to make sure the mast is as plumb as possible. Making sure things are plumb makes it very easy to complete the installation. A mast that's out of plumb makes the installation extremely difficult.

With the dish installed on the tripod, mast plumb, and coax cables connected to the radio and modem, point the dish in the approximate location of the azimuth reading.



### Get Connected, concluded

Set the elevation to exactly what the modem displayed, then set the polarization setting to exactly the setting the modem gave. Polarization is similar to "skew" in television satellite terminology, except instead of simply lining up several satellites along the horizontal plane of the equator, the polarization is used to ensure that transmit and receive do not interfere with each other. With transmitting satellites, receive will usually be on either vertical or horizontal polarization, and transmit will be on the other. Having the dish set properly ensures that the two functions will not interfere.

Once elevation and polarization are set, it's time to find the satellite. If no meter is in use, you'll need to use the signal strength meter on the modem as displayed on your computer. The easiest way to do this is to have someone at the computer watching the meter as you slowly move the dish in the azimuth direction. We use radios to communicate while this process is being done. Others take a laptop out to the antenna, connected to a wireless router, and watch the meter themselves. Still others use an outdoor meter to select the satellite and set the signal strength for maximum signal.

Surprisingly, with a little practice, a little competence using a compass, and an accurate installation, pointing the dish is a quick and easy task. Our average time to point the dish after a proper installation is about five minutes.

Once the dish is successfully pointed, the modem needs to do a cross-polarization check to determine that the dish has acceptable isolation from vertical and horizontal polarization. If your installation was good, this check will most likely succeed.

From there, it's a matter of following the rest of the screens on the modem until the modem is finally completely commissioned and ready for use. During the first couple of hours, your modem may be busy downloading new software and so on, and your speed may slow down somewhat.

As mentioned before, this is not the only way to install a satellite Internet system. Other processes range from using a high-tech expensive meter, to no meter at all. We recommend that you use whatever system your vendor trained you to use. That way, when you need a little help, everyone will be on the same page.

*Don Fink is the publisher of the eNewsletter, RV Adventure Magazine, a free monthly online-only publication. He and his wife, Bonnie, are retired air traffic controllers, have a deep interest in photography, and are avid writers. They enjoy traveling about the country, taking pictures, and telling the story of the places they visit. Check them out at [www.rvadventuremag.com](http://www.rvadventuremag.com). We extend thanks for permission to reprint this informative article.*

### Too Close a Call

#### Tow Connections Are Important . . . . . by Frank Sawyer

Last November, during a rolling rally of Quad-LATO Chapter, we were in Louisiana, next to last in the line. I got a call from the last coach's pilot saying my tow car was acting strange. Wow, was he right! It was swaying from side to side, going out past the side of our coach.



I began braking and moved off the road. When I finally got stopped and surveyed the damage, I found it was extensive – not to the coach nor car, but to the tow bar; it and the accessories were fried, and the rock guard was shredded.



No one was hurt, and it was entirely my fault. I have a Falcon tow system, and in my haste to leave the house for the trip, I wasn't careful enough in hooking it up.

On the Falcon system, the twist-lock connection goes into a permanent female fixture on the car. If it is not placed carefully, the connection will go in but it won't lock. The safety feature has two holes, one in each piece, and these holes must line up. From now on, I will install a tractor pin or bolt in the hole to insure this doesn't happen to me again.

This could have created a very serious accident if the tow car had gone out a little farther past the side of the coach. The tow bar could have broken and then the car would have been loose into oncoming traffic at 70 miles per hour with no driver.



**Stars and Stripes Forever**  
by Jay Keneson  
The 2008 National Defense Authorization Act (Public Law 110-181) changed Sec. 9, Title 2, U.S. Code which covers conduct during hoisting, lowering, or passing of the flag. Here is the direct quote from the law:  
"During the ceremony of hoisting or lowering the flag or when the flag is passing in a parade or in review, all persons present in uniform should render the military salute. Members of the armed forces and veterans who are present but not in uniform may render the military salute. All other persons present should face the flag and stand at attention with their right hand over the heart, or if applicable, remove their headdress with their right hand and hold it at the left shoulder, the hand being over the heart. Citizens of other countries present should stand at attention. All such conduct toward the flag in a moving column should be rendered at the moment of passing."



### Bad Roads = Bad Experience ..... by John Ricciardi

After the national rally in Indiana, Alice and I journeyed to Niagara Falls, New York, and then on to New Bedford, Massachusetts. During our trip east, we traveled through some severe road construction and over poorly maintained roads, particularly along I-90.

We knew we had a problem of some sort when the Low Air alarm sounded, and we were not losing air. We contacted Freightliner about the alarm and were advised it would be okay to drive the coach to a repair facility in East Providence, Rhode Island. The mechanics at Altrui Brothers Freightliner discovered that the brackets holding the coach to the chassis had broken, thus causing the coach to rest on the chassis in an unsecured state. The broken brackets were located just fore and aft of the rear axle. We were told that while this is rare, it does occur, and that this situation could have caused serious damage if not found and repaired.

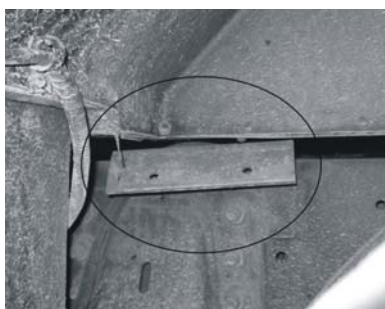


Photo 1: Driver side rear wheel well. The L bracket forward of the axle is bent over and there are no bolts.

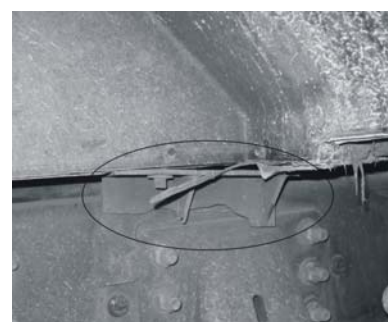


Photo 2: Driver side rear wheel well - the bracket aft of the axle is broken.

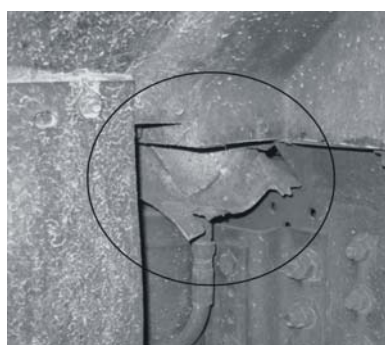


Photo 3: Passenger side rear wheel well bracket aft of the axle is broken.



Photo 4: Passenger side bracket forward of the axle is cracked and the bolt is bent.

We were further told that there is no preventative maintenance for this, only visual inspections that can be done when checking tire pressure. The photos here may help others in checking brackets on a regular basis.

### RV Tidbits

#### A Survey of Interesting Links ..... by Toni Calzone

**ABS (acrylonitrile butadiene styrene) plastic** (especially found in older coaches) – What to use to clean showers and tubs made with ABS: Before cleaning plastic showers and tubs, it is advisable to check to see what type of plastic material they are made out of. For ABS bathtubs and showers, the use of mild soap and water solution to clean surfaces is recommended. It is **not** recommended to use harsh chemicals, abrasives, nor citrus-based cleaners. Citrus-based cleaners contain the chemical *d-limonene*, which attacks ABS plastic products. It is advisable to check cleaning products for ABS compatibility.

The reference link below also provides recommended cleaners: Fantastik® spray cleaner (5% solution), Top Job® detergent (3% solution), Joy® liquid detergent (5% solution), mineral spirits, or gel gloss. It is also not recommended to use gas, chlorine, acetone, kerosene, Formula 409®, or petroleum-based cleaning products. Go to [www.sunlineclub.com/docs/SunlineInteriorCleaningInstructions.pdf](http://www.sunlineclub.com/docs/SunlineInteriorCleaningInstructions.pdf)

**The Troubleshooting Guide, Freedom and Fleet Power Inverter/Chargers** can be found at [www.xantrex.com/web/id/275/DocServe.aspx](http://www.xantrex.com/web/id/275/DocServe.aspx). This document is a guide for troubleshooting inverters, battery chargers,

transfer switches and remote controls for Xantrex Freedom 10, 15, 20, 25, 30, and Fleet Power 1000, 1500, 2000 and 2500 inverter/chargers.

**Resealing windows and sides** of RV and how to use on the Geocel® product – The link at <http://vintage-air.net/misc/lance/seal/> demonstrates how to reseal windows and sides of an RV using Geocel. The tech data sheets for the Geocel Proflex Tripolymer®, which can be found at Ace Hardware, and the Geocel 2300® seem to be identical right down to the 1093% elongation peak.

- ✗ Geocel ProFlex Tripolymer Sealant Technical Data Sheet can be found at [http://vintage-air.net/misc/lance/seal/proflex\\_tripolymer\\_tech.pdf](http://vintage-air.net/misc/lance/seal/proflex_tripolymer_tech.pdf)
- ✗ Geocel 2300 Technical Data Sheet can be found at [http://vintage-air.net/misc/lance/seal/geocel\\_2300\\_tech.pdf](http://vintage-air.net/misc/lance/seal/geocel_2300_tech.pdf)



Asst. Webmaster Toni

**Web site with videos** about Eternabond® use for roof and vent repairs – there are some nice how-to videos at [www.eternabond.com/videos/index.htm#rv\\_repair](http://www.eternabond.com/videos/index.htm#rv_repair)

# Extended Service Contracts – Good or Bad? . . . . . by Bob Cook

*This article was written for information purposes only after Bob learned of a DOAI member who was the victim of an ESP scam. Bob is not an expert on insurance or ESPs. Immediately following Bob’s portion of this article you will find the DOAI member’s story; it is published here as a warning to all those who are interested in obtaining an extended service plan.*

Modern vehicles are very complex, and when they break, repairs can be quite costly. When it comes to an RV, the level of complexity rises exponentially. Take this big box of complex components on the road, and you can see why something is bound to break eventually. Many times we can fix our problems ourselves with the help of others on the DOAI Yahoo! eGroup or the Bulletin Board. But when we have to take it back to an RV dealer for repairs, it can get costly, quickly. Some RVers try to cover their bases with an extended service plan (ESP) which is sometimes erroneously called an *extended warranty*.

Most people look at an ESP as an insurance policy. Most ESPs have a deductible (usually \$100 to \$1,000) that you pay for a covered repair, and the ESP pays the rest. Unfortunately, there are many pitfalls in selecting a good ESP. This article is intended to help you make an informed decision and not get scammed out of your money.

First, decide if an ESP is right for you. If you intend to keep your D only until the warranty runs out, you probably don’t need an ESP. Most RVers keep their RV for five to seven years and may consider an ESP to defray the cost of major expenses.

The next thing to consider is coverage, which generally falls into one of two categories:

- The plan will list everything that **is covered**, or
- The plan will list everything that **is not covered** (*everything not listed is covered*).

The better plan is usually the plan that covers everything except those items that are specifically not covered. Also, note that some plans may cover “wear and tear” items, tires, towing, and incidental expenses related to a breakdown (rental car, hotel, and food expenses). You will have to determine the real value of these when you get quotes to compare plans.

Many plans will pay for repairs via the plan’s credit card which does not require that you pay and then get reimbursed. *This is the only way to go.* Just make sure that your repair shop agrees to accept the plan’s payment in full and not charge you anything extra beyond your deductible. *Don’t get caught up in a plan that requires you to pay the repair shop and then apply for reimbursement.*

Most plans will cover your RV for a set time frame, usually one to five years after you sign the contract. However, most plans also have a mileage provision and this is the **total** mileage on your coach. If I buy a five-year, 50,000 miles ESP for my 2005 Discovery that has 20,000 miles on it, I am covered for five years, **up to** 70,000 miles, whichever occurs first.

Now it is time to find a place to buy your ESP. You can do a search on the Internet and find many Web sites that may even give you an instant quote and you may also find your favorite RV dealer will sell you a plan. But before you jump at an offer

that sounds good, read on.

Extended service plans are generally offered by two types of businesses:

- True insurance companies that are licensed and regulated by your state, and also backed up by your state’s insurance fund in case they become insolvent.
- A risk retention group (RTG) that includes virtually none of the protections above.

Many Web sites that promote ESPs are either an RTG or a go-between for an RTG. Often these folks will not disclose that they are not really an insurance company and usually tell you that they are insured by “Company X,” which is basically reinsurance that may not offer adequate protection to you. In the worst case scenario, some folks have sent in their money to purchase an ESP only to find out that the go-between pocketed their money and did not provide them with a valid contract.

Not all RTG providers are bad. But, given a choice, choose to get a plan written and backed by a reputable insurance company, and check their *AM Best* ratings. Next, check with your state insurance agency and get their opinion.

Also, it is very important that you check with the Better Business Bureau and get their rating on any insurance company or RTG that you are considering for an ESP. The BBB report usually has lots of good information and can save you from being scammed.

It is also a good idea to ask your fellow D owners of their experience with different ESP providers. This was a topic recently on the Yahoo! eGroup and Good Sam’s *Continued Service Plan* was highly recommended. This plan is usually more costly than others, but it has a high BBB rating. This plan is part of the Affinity Group. Since Camping World is also owned by Affinity, you have a nice easy avenue for repairs (and Freedom Roads, the parent company of Camping World, also owns a number of RV dealerships). Another advantage of this plan is that it is renewable yearly, so you are not spending \$\$\$ for coverage that you won’t need if you trade in your old D on a shiny new one.

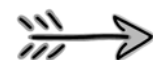
Now that you have your plan, there are two important things to keep in mind:

- Almost all ESPs require **prior approval** before any work is started on your RV. Failure to obtain prior approval will mean that **you** will pay the bill.
- The deductible for most ESPs is per visit, not per item. This means that you only pay one deductible even if you have multiple items repaired at the same time. This can be a big money-saver if you can wait on a repair until something else breaks.

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Recently a DOAI member’s ESP provider (Heritage) was unable to pay claims due to insolvency. Read here and learn how to select a plan and how to find a reliable ESP provider.

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## Extended Service Contracts, cont.

With a little research and investigation, you can find a reputable ESP and have peace of mind knowing that you will not be stuck with big repair bills.

### The Rest of the Story

**Joyce Elliott** wrote to Bob Cook: "We have an extended warranty with Heritage Administration Services which was purchased in 2003 on a motor home. We had two claims; June 9 and July 21, 2008. We called and got authorization for both and were told we had to pay the repair facility and we would be reimbursed within six to eight weeks. That seemed like a long time. However, it is now about 16 weeks and after receiving no answers from Heritage Administration and Heritage Warranty Mutual Insurance Risk Retention Group except to say the claims have been received but unable to say if and when we will receive our reimbursement. In our contract it states the contract is reinsured by American Re-Insurance – a national A++ rated company – and member of Munich Re Group. After checking the Internet I found other complaints with Heritage with the same problem. After giving authorization and the promise of refunding the amount, we are not only unable to get paid, but are unable to get any information on the phone from anyone.

"We paid \$4,200 for this extended warranty and are very upset that this company, which at the time we took it out, had the reputation for the best extended warranty there was. Not true. We recently received the following email regarding our Heritage warranty:

'Dear Ms. Elliott: Your recent email has been forwarded to my attention for response. For your information, American Re has changed its name to Munich Reinsurance America, Inc.

'Unfortunately, Munich Re America is not able to respond to warranty claims against Heritage Warranty. Although American Re-Insurance Company (now known as Munich Re America) did at one time have a reinsurance contract with Heritage Warranty, the nature of reinsurance is that it is an agreement that includes only the insurer (Heritage) and the reinsurer (American Re-Insurance Company). Our obligations under that agreement were owed exclusively to Heritage Warranty. We never assumed any direct obligations to Heritage Warranty's policyholders or the holders of insured contracts.

'Our contract with Heritage Warranty was terminated by mutual agreement several years ago, and we therefore no longer have a contractual relationship with Heritage.


'Heritage Warranty is a risk retention group that was formed under the laws of South Carolina. As a result, the South Carolina Department of Insurance has regulatory responsibility over the affairs of this entity. The following is the contact information for the SC Department of Insurance: [www.doi.sc.gov](http://www.doi.sc.gov). Usually, risk retention groups are classified as ALTERNATIVE RISK entities, and an individual at the SC Department of Insurance has oversight responsibility for these types of entities.

'Of course, consumers may always contact the insurance department of their own state regarding complaints about insurance companies.

'For further background, I am attaching two short articles

from the *Risk Retention Reporter* that mention the uncertain status of Heritage at this time. The second of these articles mentions that USA Risk Group of South Carolina is Heritage's captive manager. They may have information regarding Heritage's status.


'I hope this information is of some help to you. I know that you, like many others, are frustrated about not receiving payment from Heritage, but I hope you understand that we have already paid Heritage all amounts that were due and owing under our reinsurance agreement with them. Please let me know if you need any further information.

Very truly yours, Dennis M. Hughes, CPCU, ARe Asst.  
General Counsel, Munich Reinsurance America, Inc. 

## Did You Know?

**Y**ou can get this newsletter via the Internet instead of having a hard copy mailed to you each quarter. Join the "Go Green Group" of DOAI! It's easy – here's all you have to do:

☺ Send an email to the membership director at [doaimembership@discoveryowners.com](mailto:doaimembership@discoveryowners.com) and tell her you want to opt out from hard copy.

That's it! We'll take care of the rest. You'll get an acknowledgment email from the editor (with more information) and *voila!* you're going green! 

## Stay 3 Nights for the Price of 2

at any of our Florida RV Resorts!

Choose from  
any of our 29  
Florida resorts!

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Based on availability. Valid on standard RV sites only. Based on two persons per site. Reservations are required. Not valid during holidays and/or special events. Cannot be combined with any other offer. Some restrictions may apply. Stay of 30 days or less are subject to a \$3 per day resort fee. Offer expires June 30, 2009. Sales tax may apply. Please mention promo code DiscExp08 when making reservations.

# National Rally Tours and Golf

## Saturday, September 19

### TOUR 1 - U.S. AIR FORCE ACADEMY/PIKES PEAK COG RAILWAY (LUNCH ON YOUR OWN)

Visit one of our nation's stellar military colleges, the Air Force Academy, and finish the day by riding the cog railway to the top of Pike's Peak, one of Colorado's "Fourteeners" – mountains higher than 14,000 ft.



**Academy:** Your knowledgeable Gray Line tour guide will give you helpful information on what to see at the Academy. It will be necessary to carry some form of authorized photo ID; i.e., driver's license, passport, etc. Backpacks and large bags

are **not** allowed in the Visitor Center, the paved nature trail, or the Cadet Chapel. The Visitor Center features exhibits on cadet life and Academy history, and a 14-minute movie about the cadets is shown every half-hour. The center also includes a gift shop – those with active or retired military ID cards receive a discount at the gift shop. Please note that the elevation at the Visitor Center is above 7,200 ft. If you are from much lower elevations, drink plenty of water prior to the tour and take time to rest as you walk the trail from the center to the chapel (approximately 1/3 mile with steep grades on parts of it). Wear sturdy walking shoes! The bus is available to transport you from the Visitor Center to the Chapel if you prefer.

**Pike's Peak Cog Railway:** Here's your chance to ascend the mountain that inspired Katherine Lee Bates to write the opening lines of "America the Beautiful." Sit back, relax, and enjoy the scenery and wildlife



as you gently ride up the mountain to the summit at a lofty 14,110 ft. Wear a warm jacket – it's chilly up there and there's always a brisk breeze. The view is fantastic; on a clear day one can see the skyscrapers in Denver, 50 miles away!

**Details:** Board the Gray Line tour bus at Gate 3 at 7:30 a.m. for an 8:00 a.m. departure; return to the fairgrounds around 7:00 p.m.

**Tour 1: Bus transportation and rail fare ..... \$77.00 pp**  
(Driver gratuity not included)



Cog Railway Depot at Manitou Springs

## Sunday, September 20

### TOUR 2 - SEVEN FALLS/GARDEN OF THE GODS/MANITOU CLIFF DWELLINGS (LUNCH ON YOUR OWN)

Today you have the opportunity to get "up close and personal" with three spectacular features of the Pike's Peak area:

**Seven Falls,** located in South Cheyenne Canyon. The Falls cascade 181 ft in seven distinct steps down a solid cliff of Pike's Peak granite. Next to the Falls, a 224-step stairway leads to a system of trails that take avid hikers to Midnight Falls and then onto Inspiration Point with a breath-taking view of Colorado Springs and the great plains beyond. Blasted 14 stories straight up through solid granite, a mountain



elevator safely transports all who venture here to the Eagles Nest platform, where the most spectacular view of Seven Falls is experienced. Wear sturdy walking shoes! A shuttle van will be available to transport you from the bus to the elevator.



**Garden of the Gods:** No trip to Colorado would be complete without seeing this spectacular park, with its vertical red rocks and Pike's Peak views. The

park is a cultural crossroads where American Indians, explorers, "Pike's Peak or Bust" gold-seekers, railroad builders, homesteaders, and health seekers all were drawn to the red rock formations that mark the dramatic meeting place of the Great Plains with the Rocky Mountains.

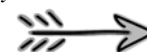
**Manitou Cliff Dwellings:** A rare historical treasure, the cliff dwellings are preserved under a



protective red sandstone overhang. The authentic Anasazi cliff dwellings, built more than 700 years ago, await you here. There are no "Do Not Touch" signs – you are free to touch and even go inside these fascinating architectural remnants of an American Indian culture that roamed the Four Corners area of the Southwest from 1200 BC to AD 1300.

**Details:** Board the Gray Line tour bus at Gate 3 at 7:30 a.m. for an 8:00 a.m. departure; return to the fairgrounds around 5:00 p.m.

**Tour 2: Bus transportation and entrance fees . \$67.00 pp**  
(Driver gratuity not included)



## Classified Advertising

*For classified and display advertising guidelines and rates, contact editor at doaiexpress@discoveryowners.com*

### Discoverys For Sale

**2002 38P:** Low miles, mint condition. Raymon Martin; 513.777.7507; [franray1@verizon.net](mailto:franray1@verizon.net) \$84,000

**2002 38P:** Custom desk/computer station, all records. Delivery avail. James Larson; 817.454.6816; [jarso@txol.net](mailto:jarso@txol.net) \$75,000 OBO

**2003 39L:** 36,000m; great condition; non-smokers; all options plus. Bill Simek; 573.372.6087; [billimek@aol.com](mailto:billimek@aol.com) \$84,500

**2003 39L:** 48,000m, new tires and batteries; full tile throughout. Tom Fields; 830-632-9326; [thomfiel@earthlink.net](mailto:thomfiel@earthlink.net) \$109,000

**2004 39S:** 11,500m, excellent condition, original owner. Paul Martin; 860.928.1425; [crosscut93@sbcglobal.net](mailto:crosscut93@sbcglobal.net) \$115,000

**2005 39L:** 10,535m, ext. warranty. Would consider trade to smaller D. Bill Arquette; 858.748.2775; [capt.bill@cox.net](mailto:capt.bill@cox.net) \$124,900

**2005 39S:** 30,000m, garage kept. Jerry TeVrucht; 931.455.6345; 931.273.1117; [jbtevrucht@gmail.com](mailto:jbtevrucht@gmail.com) \$115,000

**2005 39S:** 45,000m, ext. warr. Purchase or lease or short-term rent. Rick Edelen; 605.415.5764; [raeski64@hotmail.com](mailto:raeski64@hotmail.com) \$98,000

**2007 39S:** 7,600m, all upgrades, exc. cond. Sue Little, 208.863.5748; [myrumblee04@hotmail.com](mailto:myrumblee04@hotmail.com) \$179,000 OBO

**2007 39S:** 6,300m, exc. cond., no pets, no smoke, garaged. Micki Hinds; 409.460.0558; 409.728.6206; [holly@gt.rr.com](mailto:holly@gt.rr.com) \$169,900

**2007 39V:** 15,000m, no pets, non-smokers, immaculate. Lee Fairchild; 804.714.6934; [leepamf@gmail.com](mailto:leepamf@gmail.com) \$159,500 OBO

**2008 39R:** 15,000m, like-new condition. Skip Russell; 318.548.5050; [skip.russell.b231@statefarm.com](mailto:skip.russell.b231@statefarm.com) \$149,500

### Other RV Items For Sale

**Hub nut wrench:** Don Cullins; 9025 Robinhood Cir, Westerville OH 43082; [scdc432@sbcglobal.net](mailto:scdc432@sbcglobal.net) \$14.95 + \$3 s/h

**Hub nut tool:** Frank Cason, 1917 Stone Dam Rd, Chuckey TN 37641; 423.552.5257; [cason.frank@gmail.com](mailto:cason.frank@gmail.com) \$10 + \$2.50 s/h

**Passenger side rear window:** 47<sup>5</sup>/<sub>16</sub>" wide by 34<sup>3</sup>/<sub>8</sub>" high; Paul Martin; 860.928.1425; [crosscut93@sbcglobal.net](mailto:crosscut93@sbcglobal.net) \$450 + shpg

**Rear wheel cover:** 2001 D, 47<sup>3</sup>/<sub>4</sub>" wide, 31<sup>3</sup>/<sub>8</sub>" high. Robert Wilkins; 419.753.2502; [nkvet@nktelco.net](mailto:nkvet@nktelco.net) \$300 + shpg

### RV Items Wanted

**Rearview mirror:** 1999 D, either side will work. Bill Vine; 504.343.2157; [billv37@hotmail.com](mailto:billv37@hotmail.com)

### Free RV Stuff

**Loveseat** for 2000 37V, tan leather. Del Perry; [delperry@gmail.com](mailto:delperry@gmail.com)

## National Rally Tours and Golf, cont.

### Sunday, September 20

#### GOLF TOURNAMENT - ELMWOOD GOLF COURSE, THATCHER AVENUE, PUEBLO

Fore! That's the word and here's the scoop on DOAI's annual outing for those who love hitting that little ball. It will be a four-person scramble. The course is about five minutes from the fairgrounds. **Include the form below with your registration.**

**Details:** Gather at Gate 3 to caravan to golf course; shotgun start at 10:30 a.m., expect to finish around 4:00 p.m.

**Golf: Tournament fee and cart** ..... \$52.00 pp


### Four Person Scramble

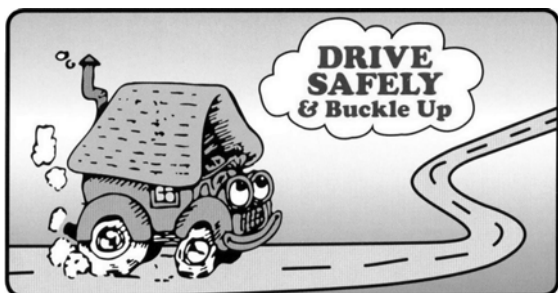
Name \_\_\_\_\_ M \_\_\_\_\_ F \_\_\_\_\_

Normal/average score for 9 \_\_\_\_\_ or 18 \_\_\_\_\_ holes on a normal course **OR**

Your HDCP for 9 \_\_\_\_\_ or 18 \_\_\_\_\_ holes

Team No. (TBD) \_\_\_\_\_





We've all seen litter scattered alongside a roadway. Do you know how long it will take to decompose to non-recognizable form?



Styrofoam	<b>Never</b>	Plastic containers	50-80 yrs
Aluminum	80-100 yrs	Cigarette butts	10-12 yrs
Plastic bags	10-20 yrs	Orange peels	up to 6 mo
Plastic coated cartons	5 yrs	Paper containers	2-5 mo

**PLEASE DON'T LITTER**



2009 National Rally  
**DISCOVERYS IN THE ROCKIES**  
 Arrive September 18 – Depart September 24, 2009  
 Colorado State Fairgrounds, Pueblo, Colorado

**REGISTRATION FORM**

*Please PRINT legibly or TYPE all information as you want it to appear on your name badge*

Pilot's Last Name \_\_\_\_\_ First Name \_\_\_\_\_  
 Co-Pilot's Last Name \_\_\_\_\_ First Name \_\_\_\_\_  
 Street \_\_\_\_\_ City, State, ZIP+4 Code \_\_\_\_\_  
 Home Phone \_\_\_\_\_ Cell Phone \_\_\_\_\_ Other \_\_\_\_\_  
 Email \_\_\_\_\_  
 Emergency Contact \_\_\_\_\_ Emergency Phone/s \_\_\_\_\_  
 DOAI # \_\_\_\_\_ DOAI Region Affiliation \_\_\_\_\_  
 Need handicap parking? Yes \_\_\_\_\_ No \_\_\_\_\_ First National Rally? Yes \_\_\_\_\_ No \_\_\_\_\_  
 Are You? DOAI Officer/Chairman \_\_\_\_\_ Chapter Officer \_\_\_\_\_ Chapter \_\_\_\_\_  
 Guest/s Name, City, State \_\_\_\_\_

**REGISTRATION:**

\$295.00 per coach with two adults (September 18 to 23) . . . . . \$ \_\_\_\_\_  
 \$240.00 per coach with one adult (September 18 to 23) . . . . . \$ \_\_\_\_\_  
 \$55.00 each additional person/child (September 18 to 23) × \_\_ person/s = . . . . . \$ \_\_\_\_\_  
 \$15.00 early arrival Thursday, September 17 . . . . . \$ \_\_\_\_\_  
 \$20.00 DOAI membership (if not already a DOAI member) . . . . . \$ \_\_\_\_\_

**OPTIONAL TOURS AND GOLF:**

**Tour 1:** Sat., Sept. 19 - U.S. Air Force Academy/Pikes Peak Cog Railway . . \$77.00 × \_\_ person/s = \$ \_\_\_\_\_  
**Tour 2:** Sun., Sept. 20 - Seven Falls/Garden of the Gods/Cliff Dwellings . . \$67.00 × \_\_ person/s = \$ \_\_\_\_\_  
**Golf:** Sun., Sept. 20 - Elmwood Golf Course . . . . . \$52.00 × \_\_ person/s = \$ \_\_\_\_\_

*NOTE: Include golf registration form with this form if you are going to participate in tournament.  
 See form on page 21.*

**MAKE CHECK PAYABLE TO:** *Discovery Owners Assn., Inc.*    **Check Enclosed/Total** . . . . . \$ \_\_\_\_\_

**MAIL CHECK AND REGISTRATION FORM TO:**

Jan Kovach, Registrar, 2612 Lightning Way, Colorado Springs, CO 80920-1412  
 Questions? Contact Jan at 719.440.4699 or [jkkovach@aol.com](mailto:jkkovach@aol.com)

**REGISTRATIONS MUST BE RECEIVED BY AUGUST 25, 2009**

Full refund cancellation may be made up to August 25, 2009– **AFTER AUGUST 25 – NO REFUND**

**→ → → COPY FORM FOR YOUR RECORDS ← ← ←**

You will receive a confirmation of your registration via email

## DOAI Members' Photo Album

Photos shared by Pat Curry, Jeff Rogowsky, John Brown



John and Brenda Brown share this photo of sunset just west of Quartzsite, Arizona, along Cholla Rd. That's Granite mountain in the backdrop.



Jeff and Carolyn Rogowsky had a mural painted on their coach to advertize their campground in Wyoming.



Pat Curry shares this photo from the Albuquerque Balloon Festival last October.



Another Pat Curry photo: Black Canyon of the Gunnison National Park, Colorado. Check out his photo gallery at [www.zenfolio.com/pjcurry](http://www.zenfolio.com/pjcurry)

## National Rally Notes

✿ Those who plan to arrive on Thursday, September 17, will be asked to help the rally team get everything set up the following morning. Due to the Colorado State Fair timing for this year, we can camp overnight on September 17, but will not have access to the Creative Arts Building until the next morning at 8:00 a.m. **We welcome your help!**

✿ Please put a couple decks of playing cards in your rig before heading out to the rally. On Tuesday evening, September 22, we will have a potluck dinner and play card bingo afterward – with prizes!

✿ The tours set for Saturday and Sunday will require some walking, so be sure to pack your *sturdy walking shoes*. And it's very chilly at the top of Pike's Peak, so bring along *long pants, warm jacket, and head topper*.

✿ For those who need assistance, the Gray Line tour bus will take passengers from the Academy visitor center to the chapel, and a shuttle van will take passengers from the parking area to the elevator at Seven Falls.



**Creative Arts Building, Colorado State Fairgrounds, the site of rally meals, seminars, meetings, etc.**

**Discovery** Owners Association, Inc.

Portia Williams, Membership Director  
P. O. Box 95  
St. George, UT 84771-0095

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