

THE KNIGHTLY NEWSLETTER

Blue Knights © California VI



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MAY 2024



Focus more on the people who inspire you;
You'll get much further in life. (Anonymous)

**MEMBERSHIP
MEETING DATE**

June 8, 2024

Featured in
this edition



**Poker Chip drawing was held. Mike Wagner's name was drawn.
Since Mike was present he won the \$20.**

By being present at the monthly Blue Knight Chapter meeting you become eligible for the drawing. If you are present, you win the amount in the pot. If you are not present \$5 is added to the pot. Currently the amount is \$5.



THE BLUE KNIGHTS



The Blue Knights® International Law Enforcement Motorcycle Club, Inc., is an International fraternal organization comprised of law enforcement officers and their families who are also motorcycle enthusiasts.

Headquartered in Bangor, Maine, the Blue Knights® operates under an international constitution and bylaws within an organizational structure of an international board of directors and eleven regional conferences, each conference including a number of local chapters. The Blue Knights® promotes safe and responsible motorcycling and sponsors fund raising in support of numerous charities.

The inception of the Blue Knights® came in April 1974 when a Bangor Maine, police officer had the idea of forming a motorcycle club for people in law enforcement. Since then, the club has grown to become the foremost and largest international law enforcement motorcycle club. Today, there are over twenty thousand Blue Knights® worldwide in six hundred in six hundred chapters in the twenty-nine countries and one commonwealth.



OUR CHAPTER IN SAN DIEGO

CALIFORNIA VI



Chapter California VI was formed in 1987 by a group of seventeen San Diego area law enforcement officers, some retired and some on active duty. We have been chartered since January 1988, making us one of the oldest currently existing Blue Knights® chapters in California. Our members are full-time, part-time and retired law enforcement officers from local, county, state and federal levels.

We are presently one of the largest chapters in the Southwest Conference, with over 40 members on our rolls. Chapter California VI members strive to promote a positive image both of law enforcement and motorcycling. We are active in community service projects, and each year we donate to local charities.

Chapter meetings are held at 0900 on the second Saturday of the month at the Broken Yolk Restaurant, 1851 Garnet Avenue, Pacific Beach, CA. (Unless that is a holiday weekend) After the breakfast and one hour meeting, we go for a ride.

Persons interested in becoming a member may contact Vice President Ray Juanengo by email at: BlueKnightsCAVI.VP@gmail.com



CALIFORNIA VI OFFICERS AND STAFF



PRESIDENT

Ken Smith

VICE-PRESIDENT

Ray Juanengo

SECRETARY

Mike Wagner

TREASURER

Chuck Belletti

DIRECTORS

Richard Bennett

Bill Crow

Mike Harrison

MORALE & WELFARE

Michelle Juanengo

IMMEDIATE PAST-PRESIDENT

John Lopotosky

WEBMASTER

Stephen Roche

NEWSLETTER EDITOR

Richard Bennett

RIDE COORDINATOR

Michael Belluso

SAFETY OFFICER

Mike Manen

QUARTERMASTER

Arturo Romero

GREETER

Tina Lopotosky

PLEDGE: As a Blue Knight, I pledge to act with honor and pride to promote motorcycling and motorcycle safety by being an example of the safe use, operation and enjoyment of motorcycles. I will work at all times to improve the relationship between the motorcycling law enforcement community and the general public. The fraternal spirit will always guide me in relating to other Blue Knights®



PRESIDENT'S MESSAGE

Ken Smith President Pay it forward



Greetings my fellow Blue Knights. I want to relay a short story that ties directly into what we do – and what WE as Blue Knights – Law Enforcement Professionals – represent to the community.

One of my Volunteer Safety Leads, the sort of watch commander position amongst the daily teams on the USS Midway, likes to make a stop at the local Shell station on his way to Midway each week. He gets a large diet coke and a banana.

The other morning, he approached the cashier to make his purchase in addition to some lotto tix. The cashier told him a previous customer had already purchased everything for him. My Lead ran outside to see if he could catch up to the anonymous customer, but alas, the gentleman had already left.

The Lead went back to the cashier and asked if the man had said anything. The cashier said the man simply told him to say “pay it forward”. You should know, the Lead in this story is 80 years old and was PROUDLY wearing his Midway red ballcap and Midway jacket.

I hear many stories and themes like this involving Midway because to the world, the ship is a hero, a hallowed place of honor amongst servicemen and women, and to guests from around the globe, who want to pay their respects.

I want to remind all of you, all of US, that the same is true for Blue Knights. Many of you served many years like me, serving your country, your community, your friends and family, and strangers you never met but impacted in ways you will never know.

Though most of us are retired, we still wear a uniform, our Blue Knights colors, and we wear them proudly to all events we attend. People who know who we are, or are informed of what we do (recruiting, remember?) sometimes want to “pay it forward”, or pay their respects for our prior service, and for the community mission we currently embrace.

When we unify as an LE Motorcycle Club to do good works, we pay it forward. When we bring raffle prizes to monthly meetings for our brothers and sisters, we are paying it forward. When we support and attend charity events, we are paying it forward. Never forget that, never shy away from it.

In today’s climate of open hostilities and ungratefulness towards LE, and the communities we live in at large, always remember, that good folks like us who are paying it forward will make sure everything will be ok. What we see on the news does not represent most of the country, merely small numbers and flare ups made to look like the whole country is lost.

Keep paying it forward, riding with pride, promoting motorcycle safety, and extending goodwill to all in the community, and the world will get back to being a better place....one Blue Knight at a time.

Always honored to serve.

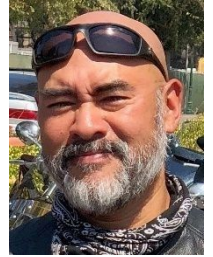
RWP

Ken



VICE-PRESIDENT'S MESSAGE

Ray Juanengo, Vice President



Deputy Dubbs Memorial Ride

His friend and coordinator for this memorial ride, Elizabeth Honey would describe Deputy Dubbs as having a zest for life with an unmatched love of motorcycling. Because of his dedication to the law enforcement profession and the love of two wheels, Blue Knights around the world can relate.

Members from BK CA VI attended the annual Deputy Dubbs Memorial Ride on May 4th, 2024. The ride was coordinated and put together by our friend and active San Diego County Sheriff's Deputy E. Honey.

The ride started at the San Diego Indian Dealer in the Kearny Mesa area. The route took us through scenic and curvy highways 67 and 79 into Ramona and then Santa Ysabel. Our lunch destination was to Josie's Hideout, a local favorite biker destination for good food, good entertainment and great company. There we talked, traded war stories and enjoyed the social interactions that come from sharing a love of motorcycles with a common background in law enforcement.



Deputy Duane Dubbs

The subject of the memorial ride, Deputy Dubbs began his career with the San Diego County Sheriff's Department in 1993, fueled by the encouragement of his grandfather. Throughout his dedicated 20 plus year career, he rose through the ranks, starting at Descanso Detention Facility, moving to George Bailey in 2006, and finally landing at Las Colinas Detention Facility in 2014. During an overtime shift, he met Deputy Elizabeth Honey. The two became fast friends through a shared love of motorcycles and belief in treating people with compassion.

This compassion shone brightest during the Route 91 Harvest Festival tragedy. Witnessing the unfolding chaos, Dubbs', alongside his fellow deputies, sprang into action. Their quick response resulted in nearly 75 injured people being transported to nearby hospitals. This act of heroism earned Dubbs' and his colleagues the Medal of Life Saving from the Sheriff's Association and the Local Hero's Award from Senator Joel Anderson.

Tragically, in January of 2018, Deputy Dubbs suffered a fatal heart attack only one year into his retirement. In honor of his memory, each year, the Deputy Dubbs Memorial Ride and Golf Tournament raises funds for a cause close to Dubbs' heart: supporting local law enforcement and military families in need. This year's ride alone garnered over \$4,000, a testament to the impact Dubbs continues to make.

For those interested in participating in future memorial rides or donating to the nonprofit, please contact elizabeth.honey@sdsheeriff.org





SECRETARY'S MESSAGE

Mike Wagner, Secretary

May 11, 2024



Call to Order: Chapter Vice President Ray Juanengo at 0900 hours

Pledge of Allegiance led by Mike Wagner

Moment of Silence for Members of Heaven I
Recognition of Fallen Chapter Members

Introductions/Guests:

Blue Knights Pledge

"As a Blue Knight, I pledge to act with honor and pride to promote motorcycling and motorcycle safety by being an example of the safe use, operation and enjoyment of motorcycles. I will work at all times to improve the relationship between the motorcycling law enforcement community and the general public. The fraternal spirit will always guide me in relating to other Blue Knights."

President Ken Smith - Excused

1. Raffle Prizes. It was decided by the board raffle prizes would consist of money prizes. 1st Prize: \$1000.00 2nd Prize: 500.00 and 3rd Prize: 250.00

Vice President Ray Juanengo

1. Informed the membership because of California's strict laws pertaining to firearms and delivering yeti coolers etc. the raffle would consist of cash prizes.

Treasurer Chuck Belletti

1. Gave the fiscal status of the club.

Secretary Mike Wagner

1. Update of Blue Knights LEMC CA VI Roster. Distributed to board members.
2. Informed the membership the reason I missed last month's meeting was because I attended the American Legion Convention from April 12 – 14, 2024 in San Diego as a convention delegate representing American Legion Post 460 located in Oceanside, California.
3. On March 30, 2024 Alex Cross and I attended the Key Ceremony for PFC Jesse Williamson and his family in Fallbrook, California. His new specially adapted custom-made home was donated to him by the non – profit organization Home For Our Troops.

Past President John Lopotosky - Present no comments made.

Chapter Directors:

Richard Bennett - Newsletter Editor

1. Identified six members are going to attend the SWC.
2. Mentioned the routes BK CA 6 and 10 were taking did not help us.
3. Volunteered to provide a support/chase vehicle.
4. Will coordinate with Ride Coordinator, Michael Belluso to set a route for our club to use.
5. Alan Wheeler to coordinate AMR.

Emeritus Bill Crow

1. Informed the membership Debra Capers has a motorcycle trailer she would like to sell. Anyone interested contact him.

Mike Harrison - Excused

1. Volunteered to man one of the stops for the Poker Run at American Legion Post 460.

Alan Wheeler

1. Has 1,000 Memorial Poker Run (Flyers for 2024 LtCol Grant Frey, USMC Ret) for the 2nd annual ride. Flyers given to membership.
2. Provided Sign-Up Sheets for the working parties needed for the Poker Run i.e. (Road Captains, Food Coordinator, designated stops, etc.).
3. Opportunity Drawings to be discussed by Michelle Juanengo.

Staff:

Safety Officer– Mike Manen – Present no comments made.

Webmaster – Stephen Roche Not Present

1. Donated the money to keep the Web and Domain running the last two years. The cost was \$362.00. Mentioned renewals are due again this September and October. He mentioned our web site is averaging over 250 hits a month.

(Quarter Master) – Arturo Romero – Present no comments made.

Ride Coordinator – Michael Belluso - Excused

1. Coordinated with Alan Wheeler on the AMR.
2. Will coordinate with Richard Bennett on the route members will use to travel to the SWC.

(Morale/Welfare Coordinator) Michelle Juanengo

1. May Ride scheduled for May 18, 2024.
2. Passed out a sign-up sheet for opportunity drawings (raffle baskets).

(Morale/Welfare Coordinator) Tina Lopotosky Present no comments made.

Jorge Ortiz – SWC International Rep – Not Present

Good of the order: The Shriners are starting a motorcycle group (Kearny Mesa). Information to follow.

Poker Chip Drawing: Mike Wagner \$20.00

50 – 50 Winners: 1st: Richard/Janice Bennett \$40.00 2nd: Alex/Wendy Cross \$40.00

Motion to Adjourn by: First by: Mike Wagner Seconded by: Richard Bennett

Meeting Adjourned at: 0945 hours

Next Meeting: June 8, 2024 at 0900 hours



SAFETY MESSAGE

Mike Manen, Safety Officer



Ride your own ride

In April I did my annual ride to Tombstone, AZ. Although the official Brian Terry Memorial ride had been cancelled, many folks chose to attend anyway.

Arturo Romero and I were going to ride out with the Hallowed Few club, but as usual they rode a lot faster than Art or I, and soon left us in the dust.

This is where the safety part comes in; we rode our own ride. We didn't try to keep up with them and staggered our formation. No issues or incidents, which always makes for a pleasurable ride.

We met riders from Georgia, Texas, and an old Navy buddy who came out from Oklahoma. Somehow Art decided to tell all that we met that he was our caregiver, which led to a lot of shenanigans.

We also had time for some local area mines and a ride through Bisbee.



Blue Knights Walt Mc Donald, Mike Manen, Art Romero

All in all, it was a great weekend. As I mentioned earlier this is an annual event, so all are invited to go next year.

Ride with Pride!



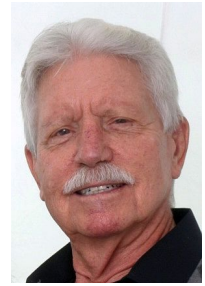
Road Wisdom

There is a difference between wisdom and knowledge.

(Noah Webster)

Being a Motor Officer in the 60's

The true-life adventures of Badge 825



For a police-oriented motorcycle club, there is no greater example of the police / motorcycle theme than combining riding with police work. The following is presented as an example of that theme, and it is also a look back into Motor Officer history. Some may remember these days, others will be enlightened. Presented in six parts, it spans from 1968 to 1971. I hope you enjoy.

Part One

I don't remember the exact date, but I remember the event. I was called to the Traffic Captain's office and told that after three years in the Traffic Division I had been selected to be a Motorcycle Officer.

It was the spring of 1968, and I was a seven-year veteran of the San Diego Police Department, which had less than 1000 officers at the time. Lyndon Johnson was president, and America was heavily involved in the Viet Nam war. Draft cards were required to be in possession of U.S. males 18 to 25 years old, and civil unrest was common throughout America.

It was the year "Rowan and Martin's Laugh-In" premiered, and first-class postage stamps went from five cents to six cents. Apollo 8 orbited the moon with three U.S. Astronauts on board and the minimum wage was set at \$1.60 an hour.

Martin Luther King was assassinated by James Earl Ray in April, and in June Bobby Kennedy was shot in a crowded hotel lobby, dying the next day on my birthday.

With all those things happening in 1968, it is easy to understand why my selection to become a motorcycle officer would largely go unnoticed.

The San Diego Police Department had 20 motorcycle officers in 1968; down from the previous 40 in 1966. The down-sizing was the result of a motorcycle officer sustaining serious head injuries in a collision when his helmet came off. Reducing the size of the motor squad only made sense to the non-riders who made administrative staffing policy. There had been no new motorcycle officers selected between 1966 and 1968, so I was thrilled to be chosen.

At the time, San Diego had no formal motorcycle training program for Police Officers. Los Angeles had the most comprehensive training program, and many of the drills I learned came from L.A.P.D. If you want to see what L.A. was teaching at the time, find an old copy of the movie "Code 2", made in 1953. In the film, three police recruits become friends in the Police Academy, then go on to become motorcycle officers. Keenan Wynn plays the old, grizzled Sergeant who shows the rookies how things are done. Great fun!

Police motorcycles in the United States were almost exclusively Harley Davidson 1200 FLH Electra Glides in 1968. If other brands existed, I was not aware of them. The S.D.P.D. motorcycle fleet consisted of assigned motorcycles and several "spare" motorcycles that were used for training and as loaners when an assigned bike was in for service. Spares were higher-mileage vehicles that were nearing retirement age, and were never cosmetically beautiful.

Police Motorcycle Training

I became the youngest San Diego Police motorcycle officer on the squad, and for my training, I was joined by a veteran Sergeant who was also being assigned to "Motors". We were each given a "spare" motorcycle for the training sessions. While no previous riding experience was required, I had fortunately spent several years riding off road and commuting to work on my own motorcycles.

Our training officer was a long-time motorcycle officer and former Marine. He was the poster boy of motorcycle officers, and had a quiet, self-assured demeanor. We liked him.

After an orientation of controls and starting drill, we were told to follow the officer through downtown from 801 West Market Street to the San Diego Zoo parking lot. I can't imagine an inexperienced rider making the inaugural ride on the 800-pound Harley without a serious pucker factor, but that was part of the indoctrination.

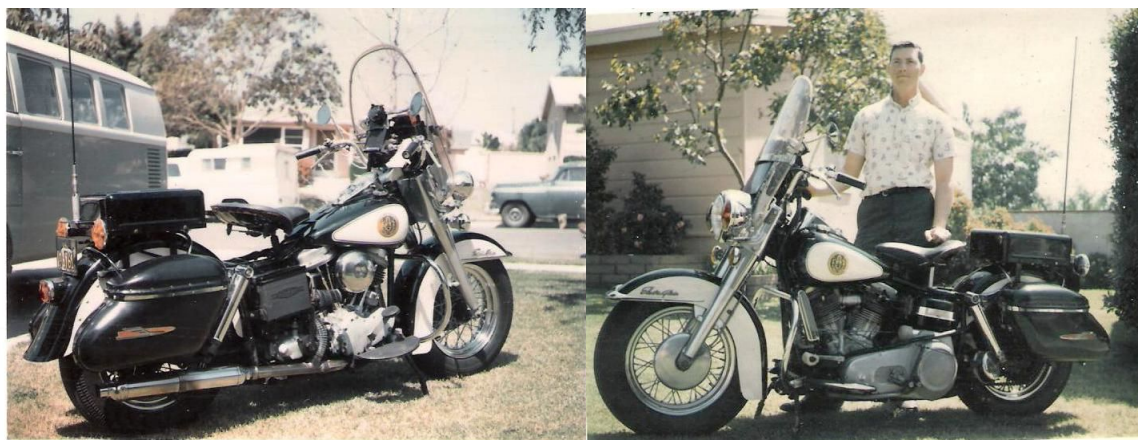
We were required to do a series of drills, each getting more difficult than the one before. I remember the heft and bulk of the Harley as I muscled it through turns, circles and figure eights. The Harley was different than the BSA I was used to riding. The shifter was a

“heel kicker” and was on a different side than my BSA, and the low riding Harley had foot boards that were constantly dragging when I leaned the bike over. The throttle did not have a spring return, and stayed where ever it was when I released it. It took some remapping of my subconscious to learn the subtleties of the Harley police bike.

In our training we did speed runs, panic stops and high-speed evasive maneuvers. Day after day, the cable-actuated clutch lever caused my left arm to ache with every shift, and the drum brakes required a heavy hand at the right grip. I never knew riding a motorcycle could be so physical.

After five days of parking lot training our progress was deemed suitable enough for the next level: “trailing” a veteran motor cop on patrol. For the first time I was assigned my own police motorcycle.

My first police motorcycle was a 1965 Harley Davidson FLH, which had the last of the “pan head” engines, and the first year of the electric starter. The motorcycle had a kick-starter in addition to the electric starter; a fact that I appreciated when the battery was low. The engine was considered “high mileage” with about 60,000 miles. Motorcycles were typically traded in at that mileage, but mine was the last of the 1965 series, and had been used as a “spare” before being reassigned to me.



My first Police Motorcycle: 1965 Harley Davidson FLH

I spent my week end cleaning and polishing the old bike, and then proudly “racked it up” next to veteran motor cops outside the briefing room. I was the newest and youngest Motorcycle Officer on the S.D.P.D. in 1968; a fact the “old timers” did not let me soon forget.

I had been fascinated by motorcycle officers since my first day on the job at S.D.P.D. Each day they would ride into the patio area of Headquarters, their motorcycles making a thunderous noise as they parked in formation. The Harleys had ride-off stands, which were center stands that held the bike upright until the rider moved forward. The ride-off stand would then fold under the motorcycle out of the way. Seeing 20 police bikes parked handle bar to handle bar was always an impressive sight.

I had seen motorcycle officers in the Coffee Shop as they laughed and told bawdy jokes, stories about pursuits and traffic stops. Some were hired exclusively as “Motorcycle Officers,” a fact that was prominently displayed on their badges; but most of the motor cops had spent time in traffic cars, doing shift work, writing tickets and investigating collisions before being assigned to the motor squad. To my mind, if there was an “elite” group of uniformed officers within the Police Department, this was it.

For several days after my one-week training session I was assigned to follow different veteran motorcycle officers on patrol. I was shown how to position myself inconspicuously near an intersection and be ready for a quick pursuit of a traffic violator. We rode through heavy traffic and I learned how to split lanes and ride the police bike over raised islands and curbs. I mastered the technique of multi-tasking by operating a mechanical siren, a police radio and doing pursuit riding all at the same time. After a week of “trailing”, I was deemed to be ready for solo patrol; A “200” unit. Total training time: two weeks.

For the rest of my time as a motorcycle officer, I escorted dignitaries, responded to civil disturbances, disbursed crowds, wrote citations and directed traffic. I chased fleeing suspects, arrived at emergencies ahead of patrol cars, and dealt with the myriad of police issues which were making local headlines. With each assignment I was accepted a little more by the “veterans”, until I felt I was truly integrated into the Motor Squad.

My years as a motorcycle officer were some of the most tumultuous times. The Viet Nam war was unpopular, and the Hippie movement was in full swing. Public protests were a common event, with protestors targeting the nearest symbols of government: Police Officers.

Motorcycle officers were a mobile tactical force that could be called from all over the city to address civil unrest. As a group we were a formidable sight. The vision of 20 uniformed motorcycle officers and the sound of the motorcycles approaching was enough to make many protestors leave the area even before we made contact. The psychological advantage kept us from serious injury, despite the fact we had no protection as we rode through crowds.



Assignment of Equipment

Motorcycle Officers were assigned a police motorcycle for their use. There was no sharing of police motorcycles, unless an officer used a "spare" while their own motorcycle was being serviced. Senior officers always got new motorcycles, and junior motorcycle officers got the hand-me-downs. That is how I ended up with one of the oldest police motorcycles in the fleet.

Motorcycle officers rode their motorcycles to and from work in addition to the normal working shift. The effect was that I often wrote citations while commuting, and I got free transportation from door to door. I was also required to keep my motorcycle clean and waxed, which was done on my own time.

My first motorcycle was the last year Harley Davidson made the pan head engine design, and the first year of the 12-volt electrical system. The stronger electrical system supported the first year of the electric starter on a Harley. Out of caution or tradition, Harley kept the kick starter along with the electric start for several more years before finally phasing it out.

I was happy to have the kick starter when the battery was low. Harleys still used generators, and alternators didn't come along until much later. As a result, the battery often ran low after running all the electrical equipment and radio all day long. On some mornings I had to kick-start the Harley in the garage to get to work. The drill was simple, but needed to be followed closely to avoid flooding the engine: Turn on the gas, pull out the choke, kick slowly without the ignition for two kicks, turn on the ignition and kick as hard as possible. In most cases that would get the engine running. If not, the whole routine would have to be done again. On winter mornings I was dressed with long underwear and a heavy jacket. After kicking the Harley a few times, I began shedding clothes, only to re-dress when I finally got the engine going.

My 1965 Harley was high-mileage when I got it, and after chasing a Honda Scrambler, the engine was pretty much ruined. I was assigned a 1966 Harley "shovel head" to replace it. The second Harley had been used by a more senior officer who had received a new police bike. That meant I had to do a thorough cleaning and waxing of the used motorcycle. I went through three "old" bikes before getting a *new* Harley.

The motorcycle mechanic for the San Diego Police Department was short, at about 5'2", and was proud of his work. He could completely rebuild a Harley engine in a week, and all mechanical work on our police bikes was done by him. He resented anyone telling him what the problem was, and insisted we just tell him the symptoms; he would decide what the problem was. Engine oil was changed by him every two thousand miles, and we would usually save minor mechanical problems until scheduled service.

As Officers, we were prohibited from doing any mechanical work on our Police motorcycles. Despite the restrictions, we all did some minor repairs. One officer had a brother that owned a car parts and accessory shop that also did chrome plating. As a result, he always had the shiniest motorcycle, with chrome plated accessories. The most decadent was the tiny chrome ball he attached to the tip of his radio antenna. His motorcycle was, by far, the flashiest in the fleet. He was constantly getting compliments from the public.

When the Del Mar Fair came to town, the Police Department always had a display. They used cars and motorcycles to draw in people, and then the recruited them to join the P.D. We all got a laugh when this Officer had to give up his motorcycle for the Police display, and then ride a "spare" until the Fair was over.

Anyway, I digress. After a little more than two years as a Motorcycle Officer, I finally got a new motorcycle. It was a 1970 Harley, and the color scheme had gone from black and white to solid white; it was the new, friendlier color scheme. After doing the initial break-in of the engine, I would change the oil at the one-thousand-mile mark, sneaking into the garage after the mechanic had gone home for the day. I knew how to operate the oil suction machine to remove the old oil, and then re-fill it with fresh oil from the storage tank. As a result, my motorcycle was always fresh and reliable.

Morning line-patrol and the CHP

During my first year on Motors, it was common for motorcycle officers to have a designated “beat” or patrol area during traffic rush hours. As motorcycle officers, we were expected to patrol high-traffic corridors to discourage violations, and to take action on traffic violations we saw. The high-visibility tactic seemed to keep traffic moving and collisions to a minimum, especially on freeways. During the summer months, the “veteran” motor cops liked to work the early morning shift, from 6 A.M. to 2 P.M. In the winter months, it was the “rookie” motor cops that got that shift. The reason was the cold, damp weather and the mandate that during the hours of 6 A.M. to 8 A. M. we were required to be on our “line patrol” assignment, and not allowed to stop for coffee or code 7 (meal break).

My morning line patrol during the winter months was a challenge. I had the warmest gloves and wore long underwear and a scarf, but my fingers were still cold; so cold my hands were numb, and I kept my traffic stops to a minimum because I couldn’t hold a pen. Our helmets were best described as half-helmets, with simulated leather covering the ears and the back of the head. One of the motorcycle officers made wool liners which we snapped onto the material to help keep our ears warm, but our faces were numb from the cold. When 8 A. M. finally arrived, motor cops all headed for the nearest doughnut shop. (Yes, it’s true; we ate a lot of doughnuts.)

In 1969 the California Highway Patrol took over enforcement duties on the freeways in San Diego County. That relieved our motorcycle officers for line-patrols on surface streets. We had the same requirements to keep moving and stay on our assigned patrol section as with freeways, only now we were in business districts leading to the freeways.

I discovered, and used, several “hiding” places throughout the city. In each new area, I would look for places where I could sit on my motorcycle and monitor intersections. There were five common violations that caused accidents (Driving while impaired, speeding, violation of right of way, following too closely and signal violation), and I was always on the lookout for these violations. Signal-controlled intersections were the most likely to have violation of right of way and red light violations, so I liked to monitor those.

When we were not on designated patrol, motorcycle officers were assigned as a “flying squad”, which meant that we would be sent as a group to a section of the city, and did our usual high-enforcement activities. This saturation technique gave the impression that there were more of us than actually existed. We were also able to be re-assigned at any time when a mobile field force was needed to address an incident.

San Diego Stadium

When it was completed in 1968, San Diego Stadium was called just that. Everyone who heard the name knew it was a stadium and it was in San Diego. Mayor Pete Wilson re-named it to “Jack Murphy Stadium” in honor of a journalist who had died after years of reporting on sports in San Diego. The name was always controversial because it was never voted upon by the residents of San Diego.

In later years, San Diego Stadium was re-named “Qualcomm Stadium” after the electronics giant donated a huge amount to the city. I still insist on calling it San Diego Stadium. Younger residents never knew it as such, and often don’t know what I am talking about; but I am still stubborn that way.

In my early days of being a Motorcycle Officer, weekly football games at San Diego Stadium required traffic direction into and out of the massive parking lots. The job was divided between the C.H.P., which had the freeways and unincorporated areas, and the S.D.P.D. that had all the city streets. Each game day we were given assignments for in-bound and out-bound traffic. Sometimes I had a fixed post, where I directed traffic in the dark, and sometimes I had a line-patrol, where I rode back and forth in a prescribed area.

It was always a challenge to get barricades and flares in place before our assignment. We had pickup trucks from City Shops that made deliveries, but it was up to us to place and remove the traffic controls. Once the in-bound traffic was in the lot, and the game started, we went out on patrol until the out-bound traffic started. These were the rare times we rode motorcycles after dark, which was made more hazardous because of our dark jackets, and single tail light on our motorcycles. I was never comfortable working these events, and I was happy when the City hired a special class of traffic controllers who took over the entire event.

Next month: City patrol and dealing with the public



BK News You Can Use

The Town Crier

by Salvador Quezada
SWC Secretary



2024 SWC Travel News

Hello again, we just received our confirmation for the group discount at Fairfield Inn, Gallup, NM, where we will stay the first night on Saturday, June 15th on our way to Colorado Springs. We can begin booking as of right now.

Dates are Saturday, June 15th, and again returning Thursday, June 20th. Don't forget to mention you're with the Blue Knights to receive our rate.

We received a great discount because we are a large group of Blue Knights. Total per night (including tax) is \$123.38.

Fairfield Inn & Suites Gallup, 3510 East Historic Highway 66, Gallup, NM, (505) 863-0900.

We are leaving the clubhouse on Saturday morning at 6 a.m. CA time. If anyone from your Chapter is coming our way, meet us there or anywhere along the way. We should be in Gallup 5-6 p.m. Pass this on!

Let's ride!

SWC Conference Information

Academy Hotel, Colorado Springs, Colorado

Blue Knights
INTERNATIONAL LAW ENFORCEMENT MOTORCYCLE CLUB

SOUTHWEST CONFERENCE
COLORADO SPRINGS, COLORADO 2024
JUNE 16 - 20, 2024
HOSTED BY COLORADO VI, COLORADO SPRINGS




BLUE KNIGHTS MEMBER REGISTRATION COST:
PENDING

REGISTRATION PACKET
SHIRT
GUIDED AND SELF-GUIDED RIDES WITH HANDOUTS/ROUTES THROUGHOUT THE ROCKIES OF COLORADO
2024 CONVENTION POKER CHIP
50/50 RAFFLES WILL BE OFFERED DAILY AND THROUGHOUT THE CONVENTION
CHANCE AUCTION
BUFFET DINNER
HOSPITALITY ROOM DAILY

IF YOU HAVE FURTHER QUESTIONS, PLEASE CONTACT:
SCOTT (SCOOTER) DEEDS ENFORCERO40@HOTMAIL.COM

DAILY SCHEDULE

SUNDAY, JUNE 16TH
REGISTRATION MAIN LOBBY OPEN 12:00PM
HOSPITALITY ROOM 6:00PM - 11:00PM

MONDAY, JUNE 17TH
REGISTRATION OPEN 8:00AM - 5:00PM
PRESIDENTS/SAFETY MEETING 7:00PM - 9:00PM
HOSPITALITY ROOM 6:00PM - 11:00PM

TUESDAY, JUNE 18TH
A. RIDE THE ROYAL GORGE
B. RIDING THE ROCKIES (SELF-GUIDED)
C. GARDEN OF THE GODS (SELF-GUIDED)
HOSPITALITY ROOM 6:00PM - 11:00PM

WEDNESDAY, JUNE 19TH
PIKES PEAK SUMMIT (SELF-GUIDED)
GENERAL MEMBERSHIP MEETING 1:00 - 3:00PM
FREE TIME
SOCIAL HOUR 5:00PM - 6:00PM
BANQUET/PRESENTATIONS 7:00PM - 9:00PM
HOSPITALITY ROOM 9:00PM - 11:00PM

THURSDAY, JUNE 20TH
CONFERENCE ROOM/FAREWELLS

QUESTIONS HERE ARE OUR POC'S:
REGISTRATION - ERIK WALDROP - ERIK@DAVIDSMIGHTYWARRIOR.COM
HOSPITALITY ROOM - TIM JOHNSON - RETCP004@HOTMAIL.COM
RIDE COORDINATOR - MIKE WILLIAMS - MWILLIAMS1@PCISYS.NET
EVENT TREASURER - MARK DAMSCHEN - USMCMGYSGT@COMCAST.NET
CONFERENCE LEAD - SCOTT DEEDS - ENFORCERO40@HOTMAIL.COM
ALT CONFERENCE LEAD - DONNIE KLINGE - DONALDKLINGE@GMAIL.COM



The American Legion Riders Convention

**Department of California
Convention 2024**

By Mike Wagner, Secretary
Blue Knights CA VI



Since 2023 I have been a member of American Legion Post 146 located in Oceanside, California. Additionally, I am also a member of the American Legion Riders (motorcycle) group belonging to the same Post.

As a member of American Post 146, I was selected as a delegate with Rob Creasy to attend the 17th Annual American Legion Riders Convention in La Mesa, California from April 12 – 14, 2024. On Friday, April 12, 2024, The Pre-Convention Department Executive Committee (DEC) Meeting was held at American Legion Post 460 located in San Diego, California.

On April 13, 2024 at 0900 the Opening of the 17th American Legion Riders Department of California (ALRDOC) started at American Legion Post 282 located in La Mesa, California. There were over 300 Riders at the Convention riding 265 motorcycles.

State Director, Mike Smith and State Vice Director Ralph Wenzinger greeted all convention delegates.

The Introduction of Local Dignitaries to include: Chief of Police, City of La Mesa Ray Sweeney, Fire Captain Sean Ficke, Miramar, Mayor of El Cajon, Bill Wells, Candidate for California 51st Congressional District, and Representative from the Office of U. S. Congressman Darrel Isa, Calvin Dre' Stafford III Military & Veterans Affairs.

Later, there was a Roll Call of Officers and a Roll Call of Chapters. The oldest rider was 86 years old and the youngest rider was 28 years old.

Area Reports were given by representatives from Areas 1 – 6. In the afternoon the Convention reconvened. There was a report of Area Elections and Officer and

Committee Reports were given. Convention and Rally locations for the future were discussed.

There were no Resolutions/Amendments to By-Laws to be voted on.

The last item to be discussed was Nominations of Candidates for Executive Officers: Director, Vice Director and Sergeant at Arms.

After the convention ended in the afternoon, there was an afternoon ride with 165 riders. The ride started in La Mesa and went around the Strand, across the Coronado Bay Bridge, to National City and ended up at American Legion Post 460 in San Diego, California.

On Sunday, April 14, 2024 at 0900 the Convention reconvened. The finance Report was given and voted on and approved by delegate members.

2nd Nomination of Candidates for Executive Officers: Mike Smith nominated for Director. Ralph Wensinger nominated for Vice Director and Jeff Carson nominated as Sergeant-At-Arms. All three nominations were voted on and approved by the delegates at the convention.

In closing, after the Installation of New Officers and their Remarks given by each Officer there was Good of the American Legion Riders, Benediction and the convention ended at 11:45.



Blue Knights Ride to the USS Midway



By Dave Navarro CA IV

On Friday, April 12, 2024, members and guests from Blue Knights California Chapter IV (San Bernardino & Riverside County) and California Chapter X (Imperial County), rode to San Diego to visit the USS Midway Aircraft Carrier Museum. This trip was coordinated with the assistance from Ken Smith, the President of Blue Knights California Chapter VI (San Diego). For those who are not aware, Ken Smith is also the Assistant Safety Director for the USS Midway Ship and Museum.

The BK CA-IV group began their ride from Riverside and arrived in San Diego at 9:15 AM, where we met up with the group from BK CA-X. Unfortunately, it was a cold and wet ride which, made for a less than enjoyable ride. But things did get better!

Upon arrival at the ship, we were met by Mr. Ken Smith and some members from his security staff. Little did we know that we were about to be treated to our own personal tour by Ken.

If you don't know, the USS Midway Aircraft Carrier is a museum ship that was once the largest warship in the world. It served in the US Navy from 1945 to 1992, and participated in several conflicts, including the Vietnam War and the Persian Gulf War. Today, it is docked at the Navy Pier in San Diego, California, and is open to the public as a museum. Visitors can explore the ship's decks, hangars, flight control tower, and exhibits, and see more than 30 restored aircraft.



Ken Smith and Dave Navarro

We began our tour from the hangar deck, where we saw some of the aircraft that the ship carried, such as the F-4 Phantom, the A-6 Intruder, and the F-14 Tomcat. We also learned about the operations and maintenance of the ship, and the life of the crew members. We were treated to a special tour of the Combat Control room which, is off limits to the public. We also saw the anchor room and the crewmember's and officer's quarters.

We then climbed up to the flight deck, where we had a beautiful panoramic view of the bay and the city. We saw more aircraft on display, such as the F-8 Crusader, the S-3 Viking, and the E-2 Hawkeye. Unfortunately, we were not able to visit the flight control tower and the bridge because it was under renovation.

The highlight for me was meeting a retired F-4 pilot who was assigned and flew missions from the Midway during the Vietnam War. Little did I know that he and I had something very special in common. We both retired from the California Highway Patrol. As they say, "what a small world".

Finally, it was time to say our goodbyes and begin our ride back home. We couldn't thank Ken enough for his help in making our visit a truly memorable and enjoyable experience. The ride home was much more enjoyable because it was dry and a little warmer. And yes, we all made it home safely!

Dave Navarro, Ride Coordinator/Captain
California IV

HOMES FOR OUR TROOPS PRESENTS ANOTHER KEY

By Michael Wagner, Secretary BK CA VI

On March 30, 2024 Alex Cross and I attended a Key Ceremony for Private First Class (PFC) Jesse Williamson and his family at Fallbrook, California. Even though it was a rainy day; there were over one hundred volunteers present including family, friends, guest speakers and neighbors.

Jesse Williamson joined the military to be part of a greater purpose than himself. He enlisted in the United States Marine Corps and loved the brotherhood and camaraderie of serving.

On August 6th, 2009, during his first deployment, Private First Class Williamson, an Infantryman, was serving with the 2nd Battalion, 3rd Marines, when his vehicle was struck by an improvised explosive device (IED) in Bakwa, Afghanistan. The blast launched PFC Williamson out of the vehicle, causing multiple injuries including severe damage to his legs and spinal fractures. After several surgeries to save his legs, Jesse decided to have doctors amputate both.

Medically retired, Jesse enjoys golfing, motorcycles, fishing, hunting, church, school, and spending time with his wife, Stephanie, and his two stepdaughters. Though Jesse has made progress in his recovery, he experienced challenges in his former home because it was not wheelchair accessible. He often struggled to walk up and down the stairs on his prosthetics.

Receiving a specially adapted custom Homes For Out Troops home allows Jesse to rest and recover in his wheelchair, giving him more time to focus on his family and pursue his goals, including finishing his degree in criminal justice. "Having an accessible home gives me structure and balance. I don't have to worry about the little things anymore."

Originally, from Washington, Jesse is chose to build his home in California for new opportunities.

Jesse is grateful to HFOT's donors and supporters who contributed to the building of his forever home. "Thank you for what you do for injured Veterans. It truly means the world to me."

One of the quest speakers was Brigadier General USA (RET) Tom Landwermeyer.

Brigadier General, USA (Ret) Tom Landwermeyer was born and raised in Dallas, TX. He was commissioned as an Armor Second Lieutenant in 1976 upon graduation from West Point, and became an Army Aviator in 1981. During his 33 year military career, he led both armor and aviation units at all levels from Platoon to his final tactical position as Deputy Commanding General of 2nd Infantry Division. He held key staff positions at U.S. Transportation Command, U.S. Forces Japan and culminated his career on the Army Staff at the Pentagon. His duty assignments have been throughout the United States, Germany, Japan, Bosnia, Iraq and Korea.

Following retirement from the Army in 2009, he served as a civilian on the Army Staff in the Pentagon in the Office of the Chief of Staff of the Army. In June 2011, he became the Chief Operating Officer for the Armed Services YMCA, a military affiliated nonprofit that provides programs and services to active duty junior enlisted Troops and their families at military

installations across the country. In January 2017, he assumed his current position as President/CEO of Homes For Our Troops.

BG Landwermeyer has been married to his wife Marie for over 40 years and they have 4 grown children: daughter Courtney (living in Palm Bay, FL); son Thomas, married to Lauren and living in Woodbridge, VA; son Taylor, Army MI CPT, married to Brittany and assigned to FT Gordon GA, son Mackenzie, engaged to Sophia and living in Indianapolis, IN.

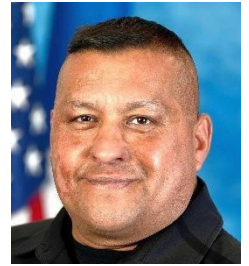
Currently, Homes For Our Troops (HFOT) has built 377 specially adapted custom homes for injured Veterans Nationwide. There are 79 projects underway.



Brigadier General (Ret) Tom Landwermeyer Pres/CEO HFOT's, PFC Jesse Williamson, his wife Stephanie and his two step daughters.



FOR EXCLUSIVE USE OF BK CA VI MEMBERS



ARTURO ROMERO



\$45



\$10



\$45



\$10



\$10



\$10



\$5



\$10



\$10

The above items are immediately available from the Quarter Master. Contact Arturo at the monthly meetings or by email.

In the pipeline: Past President Lopotosky is ordering five sets of reflective vest patches at \$70 per set. Additionally, five sets of "LE" and "MC" patches are being ordered at \$20 per set. These will be available from the Quarter Master when they arrive.

Also, John is compiling a list of members who want custom Blue Knight name tags. Contact him by email if you would like to make an order.

The members of Blue Knights California VI - San Diego, are honored to support the following charities. Donations are encouraged.



<https://thewishesgrantedfoundation.com/>



<https://nextstepservicedogs.org/>



FINAL HONOR
*Horse-Drawn Funeral Carriage
At Miramar National Cemetery*

<https://www.finalhonor.net/>

UPCOMING RIDES



AMERICAN LEGION RIDERS POST 460
13TH ANNUAL CHARITY RUN
 TO BENEFIT OUR VETERAN CHARITIES
SATURDAY, JUNE 8TH
 7815 ARMOUR STREET, SAN DIEGO, CA. 92111
 REGISTRATION: 8:30-10AM - FIRST BIKE OUT AT 10AM
 RIDERS: \$30 PASSENGERS: \$25
 MUSIC - HIGH HAND - LOW HAND - OPPORTUNITY
 DRAWINGS - CHAPTER CHALLENGE - BBQ LUNCH
 Tommy Boy: (619) 677-0436
 Trrad@tch@gmail.com

Blue Knights
 INTERNATIONAL LAW ENFORCEMENT MOTORCYCLE CLUB

SOUTHWEST CONFERENCE
 COLORADO SPRINGS, COLORADO 2024
 JUNE 16 - 20, 2024
 HOSTED BY COLORADO VI, COLORADO SPRINGS




BLUE KNIGHTS MEMBER REGISTRATION COST:
 PENDING

REGISTRATION PACKET
 SHIRT
 GUIDED AND SELF-GUIDED RIDES WITH HANDOUTS/ROUTES THROUGHOUT THE ROCKIES OF COLORADO
 2024 CONVENTION POKER CHIP
 50/50 RAFFLES WILL BE OFFERED DAILY AND THROUGHOUT THE CONVENTION
 CHANCE AUCTION
 BUFFET DINNER
 HOSPITALITY ROOM DAILY

IF YOU HAVE FURTHER QUESTIONS, PLEASE CONTACT:
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**BLUE KNIGHTS CA VI
 SAN DIEGO**

2024
LtCol Grant V. Frey, USMC (Ret.)

MEMORIAL POKER RUN

SATURDAY, AUGUST 17TH
 REGISTRATION 0830-0930 hrs | K&SU at 0930 hrs

START & END **AMERICAN LEGION POST 225** \$30/rider | \$15/passenger
 BBQ LUNCH INCLUDED
 35 E 18th ST,
 National City, CA 91950

Opportunity Drawings | High Hand & Low Hand | Music