

FLIGHT LINE

THE PUBLICATION OF THE WINGS OF ROGALLO
NORTHERN CALIFORNIA HANG GLIDER ASSOCIATION
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Indian Valley

In This Issue:

Officers	2	<i>Site Report: Indian Valley</i>	2	Next Meeting	8
The Editor's Turn	2	June Meeting Minutes	4		
Women's Fly-in and Club Picnic	2	<i>Big Air and Small Glories</i>	5		
		Wings for Sale	7		
		WOR Logo Competition	8		

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The Editor's Turn

As some of you know, your Editor had a slight misadventure at the Regionals a few weeks ago. Nothing serious, just one of those situations that could have been quite nasty, but worked out all right in the end. I launched into a particularly loathsome cycle, sank like a stone, couldn't even make it out to the alfalfa fields, and had to stick my glider in the canyon below launch. The bad news was that I came in headed north, since the wind had been hard out of the north at launch all day, only to discover that the surface wind on the floor of the canyon was 10-15 out of the south. Doo dee doo! The resulting 35-40 MPH slammer must have looked and sounded spectacular. The bad news was that this pretty much took care of my right collarbone. The good news was... like... heck... only a collarbone? Hey, I'll take it! After an impact like that, I was expecting to end up with a few bone fragments sticking through my skin.

The moral we learn from this story is... I dunno? Don't punch off into blatantly obvious and serious trash just because you feel under pressure to launch? That was pretty much my big mistake. After that, I was pretty much just along for the ride.

But it wasn't all dumb and pains at the Regionals. A lot of pilots had a great time. Read Paul Clayton's article in this issue of the *FLIGHT LINE*.

We have a number of **WOR** club events coming up. Foremost is the *Women's Fly-in and WOR Club Picnic*, described in this issue of.... You guessed it... the *FLIGHT LINE!* But we also have the competition to select our new club logo, described in... oh wow... the *FLIGHT LINE!* Yes, we've scored some major news scoops this issue! We're talking Pulitzer Prize material here!

Women's Fly-In and Club Picnic, September 22

When — September 22

Where — Ed Levin park-Group picnic area.

Time for women to fly together! Friendly competition; duration, altitude and accuracy. WOR will provide the BBQ plus refreshments, pot luck for side dishes and dessert.

More info to come in the next couple of newsletters

Contact Kathy Wilde at wildblu@attbi.com
or Carmela Moreno at skyhighwoman@yahoo.com.

Site Report:

Indian Valley

by Carmela Moreno

Edited by Beth Gardner

Indian Valley is a great hang gliding site that just a small number of us in the club are taking advantage of. I thought I'd write this article to introduce you to the site in the hopes that more of us can experience the thrill and beauty of flying Indian Valley.

Getting There

Indian Valley is an unregulated site but I recommend that you be a strong Hang III pilot to fly there. I don't recommend that paraglider pilots attempt this site. Indian Valley is a huge valley located between Greenville, Crescent Mills and Taylorsville off Hwy 89. It is a five hour plus drive from the Bay Area. The main route is through Oroville on Hwy 70 to Hwy 89 and takes you through the gorgeous Feather River canyon. There aren't many towns in the canyon and the road is narrow so I suggest that you get gas in Oroville before getting into the

canyon. The other route you can take is from I-5 to Hwy 36 to Chester. This route seems a little longer but you have the peace of mind that there are more towns to stop in.

Accommodations

Camping is primitive since the premier camping site at Round Valley Reservoir has closed because the owners have retired. There are two main campgrounds close to Greenville. One is the Greenville campground that has lots of trees, Wolf Creek running behind it, pit toilets and no showers. The camping fee at Greenville is \$8.00. The other campground is in Taylorville that is located about 7 miles away. The fee is \$10.00 and it has showers. There are other campgrounds that are closer to Lake Almanor but I'm not sure of the camping fees. The Lake Almanor campsites are about 20-30 minutes away from Greenville. For the hard-core campers there is plenty of National Forest land to find a suitable campsite but make sure you have a fire permit. Fires are permitted but closer to mid-summer, fire permits have been suspended in the past. For the wimps, or others who don't enjoy camping, you will find a Bed and Breakfast place located in Crescent Mills and one hotel in the town of Greenville.

Launches

It's about a 45 minute drive to launch from Greenville. The launch is about 6200 ft. It's a rough 2WD road or 4WD and you can use the 'short cut' if you don't have Beth driving for you. If you have a good set of tires then you'll be fine. Rex and I had two flat tires ourselves but that is also another story. I'm sure our friends will share it! The first launch is known as "The Burn" Why? The Burn is named so because of a fire there more than a few years back that created this nice launch for us. It's the main launch but it is a FLAT slope

launch. Even in wind, and it can get really windy, you have to run a loooooong way. Remember you are at altitude. Below this launch just past the bushes there is a steeper launch.

There are two other launches further up the hill about 75yds or so away and down a steep road. (I recommend a 4wd for these launches.) You can see one of the launches from The Burn launch. It usually doesn't blow straight up the face of this launch but it is steep. In the same area but through the trees to the left, is the "Goldilocks Launch". Why? Goldilocks is named so because you have to walk through the trees to get to it. There is not much room for maneuvering or setup here. The Goldilocks launch is a short ramp and you do want wind. You will use up every bit of the ramp and once you get airborne the ground does not drop away.

There are a few more launches around the Valley such as the Keddie launch, Mt. Hough and Hard Rock. Hough and Hard Rock are early morning sites and are usually sled runs. Keddie launch is a cliff launch and not many pilots go there any more. If Beth is driving for you, she definitely won't go there with you.

Finally! The Flying

What can I say - it is simply gorgeous! Mt. Lassen and Lake Almanor are the biggest landmarks. You can reach altitudes of 15K. At least that is what I have heard. I have not been over 10K myself; okay, my highest is 9300ft. XC potential is there. I have not done it myself other than flying downrange and landing on Stampfli Lane about four miles away. I'm not sure of the site record but I do know of someone who flew to Susanville recently. Launching is usually pretty windy but that is very typical. Later in the afternoon launch conditions smooth out and flying

can be a lot more enjoyable. Some of the locals don't even think about going up until 4pm or later. Once you launch, I recommend that you head left ASAP. If you hang around launch you will eventually sink out and land in the bail out LZ called Tweeten's. (See the section on landing zones.) As you head left, you usually get a nice thermal to drift you further downrange and away from Tweeten's. Hopefully you won't have to worry about getting up, that you find the lift plentiful and you can do whatever you want to do. If you do find yourself sinking out, don't give up! Keep working over Tweeten's and you may just get that thermal that will take you to cloud base. Late in the afternoon it sometimes glasses off or a convergence sets up but like most sites, it is not an everyday thing. When it does happen, it can be very smooth but hard to get down and it gets dark there very fast. I have not been stuck in the air myself with that pesky lift but I have seen it!

Landing Zones

The bail out is called Tweeten's. Why? It used to be owned by Mr. Tweeten; now it is owned by the youth camp. You can only see part of this LZ from launch but you can see the 'T' on the side of the hill when you are in the air. Like most bailouts it is not very friendly. Thermals are generated from there! Also, Tweeten's is a BAIL OUT LZ and should be used as such. In other words, do not launch knowing you are going to land at Tweeten's. Do walk Tweeten's to familiarize yourself with the 'new' fence line and where the streamers are located. There may even be horses in the field now. Hopefully they will be behind the fence. Smoking is absolutely NOT allowed in the field. Note that from launch level you cannot fly straight out and make it across the wide row of trees to North Valley Road or to the schoolyard.

You need at least four hundred feet above launch before heading straight out. This does not apply to glass-off conditions or to late launches. In those conditions you can pretty much launch and fly straight out. Another good reason to head left after take off is that the tree line gets narrower and there are plenty of LZs to the left.

The main LZ is now compliments of a friendly landowner who has given us permission to land in his field and use it as a meeting point. It is located off North Valley Road about 1/4 mile past the Cal Trans yard. I think the landowners like the cheap entertainment we provide. Streamers, an American flag, shade to hang out in, plenty of parking for cars and three HUGE fields. What more can we ask for! Please do not abuse their kindness. Smoking and drinking are okay but do not throw your butts on the ground! If cows are present, pick one of the other two fields. This applies throughout the valley. **DO NOT LAND IN A FIELD WITH COWS.**

The last field on the corner of North Valley Road and Stampfli Lane is Mr. Ed's field. Why? It was named after a horse that used to graze there and rumor has it the horse also tried to graze on your glider! This LZ can be very switchy; do not count on streamers being in that field. It is worthwhile to drive to the field and put up your own streamers.

The road heading to the north is Stampfli Lane; it connects North Valley Road with Hwy 89. Landing zones are abundant but watch out for the **DARK GREEN LUSH FIELDS** and for **COWS**. There are so many places to land in Indian Valley that you can afford to pick and choose your fields wisely. My preferred place to land is one of the last four fields closer to Hwy 89 off of Stampfli Lane. The winds funnel

through the canyon and tend to blow at about 5 to 10 mph from that direction. Can you say **SWEEEEET!**

One last LZ I will mention is the schoolyard. It too is a good place to meet and land. I have not landed there myself because of my way of thinking there are 50K plus acres out there so why limit yourself to a small LZ with a fence line for your final approach? But hey that is just me, plenty of pilots land there. Do not land at the schoolyard if kids are present. Smoking and drinking are absolutely forbidden in the schoolyard. Small streamers line the fences. Note that if you do not think you can make it across the fence, landing outside the fence is okay as well. But you must break down your glider and have someone help you get your glider through the fence. Mostly you can land just about anywhere. **MOSTLY.**

Enjoy the site, have fun, and if you are having fun then you are probably flying safe. Remember to pack out what you brought in. Before climbing any fence, and this is **NOT** recommended, check for open gates or find the landowner. Ernie is one of the local pilots who lives just off hwy 89 just before the town of Greenville. Another long time pilot who has since moved away but you will see him there on most, if not, all holiday; week-ends his name is Tim. Take advantage of their advice if it is offered.

Greenville

The town of Greenville is a very friendly place. Unfortunately, few restaurants remain in town. The Coach House, Burger Barn, and the pizza joint are all good places to eat. If you like to drive a bit or depending on where you are staying, Crescent Mills has a very nice restaurant. Lake Almanor has some nice places to eat but the drive is even further

than Crescent Mills. Be sure to check the hours as most places close on Sunday or Monday. The grocery store is not hard to miss as it is the only one in town.

There are plenty of things to do for wives, friends and family. Just to mention a few: antique shops, a nice swimming hole, great bicycling on the valley floor, fishing and boating on Lake Almanor and lots of high mountain lakes that are all worth hiking to. The town of Genesee is not far from Taylorville and it too is worth seeing, if only for the Ben and Jerry's ice cream bars.

Enjoy the flying and all the other things to do and of course the gorgeous views!

Disclaimer: Most of the above is my own opinion from flying there over the years. Be sure to check with the local pilots in case things change and they change all the time up there. Happy flying!

June 2002 Meeting Minutes

by Paul Clayton

NEW MEMBERS/GUESTS

Lance King - H1 who flies Ed Levin

Jim Kennedy - H4 who flies an X-C

Rob Kells from Wills Wing

GREAT FLIGHTS / GOLDEN EAGLES

Colin Perry got some good air in Reno.

Paul Gazis also went to Reno, reached 15K, could not get down. Roy Spencer did several tandem flights with his daughter Novim, a H1.

George Morford did a 33 mile out and return.

Steve Rodrigues got to 10K at Red Rock, and also flew from

McClellan to Fernley, 47 miles.

PRESIDENT'S REPORT - Steve Rodrigues

Thanks to Frank Peel and Eric Heinrichs, who organized the Reno fly-in.

VICE PRESIDENT'S REPORT - None

TREASURER'S REPORT - Don Jones

Expenses have begun to exceed income.

MEMBERSHIP COMMITTEE - Carmela Moreno

We now have 426 paid members for 2002, and send 240 newsletters.

NEWSLETTER - Paul Gazis

Paul reminded the members that taking the newsletter online saves the club money. He also proposed that a newsletter mailing committee be formed. Daryl Fox and Bill Seneshen volunteered.

FLIGHT DIRECTOR'S REPORT - Mike Vorhis

The speed meet was blown out, but the course is still up if anyone wants to try it. USHGA will refund the bond WOR posted for the meet.

ED LEVIN SITE COMMITTEE REPORT - Steve Pittman

The Parks Dept helped with preparations for the speed meet. There is still tall grass in the LZ, and there are restrictions on mowing due to the fire hazard. A work party is planned to repair a culvert. The rangers have been complaining about pilots speeding in the park.

Mission Peak Site Committee Report - Steve Rodrigues

Keyholders should check the site stickers of pilots they transport up the hill. The gate has been left open lately.

MT. DIABLO SITE COMMITTEE REPORT - Steve Rodrigues

Pilots flying cross country from Diablo should avoid flying through the drop zone at the Byron Airport. A map will be posted showing its location.

SITE ACQUISITION - Gene Pfifer

The Coyote Lake LZ is still on the Parks map. A launch in the park is under consideration. More meetings regarding the potential site are planned.

COMPETITION COMMITTEE -Mike Vorhis

The regionals are this coming weekend. There is also a fly-in in Reno this August, organized by Dennis Harris.

OLD BUSINESS

Carmela Moreno reported that leftover drinks from the speed meet will be used at the Demo Daze.

George Morford reported that new club logos will be in the newsletter. A vote was taken, and it was decided that the new club logo will be chosen through a contest.

NEW BUSINESS

Kathy Wilde requested \$300 for refreshments for the Women's Fly-in. A motion was approved to allocate that amount.

Wayne Michelson reported that an aerotow meet will be held this October.

Frank Peel reported that Wayne Ostiguy, a longtime Bay Area pilot and instructor, passed away recently from cancer. A service was held in his memory on June 29th.

John Wilde reported that WOR T-shirts are still available.

Mark Mullholland reported that next month's guest speaker will be Dr. Jack, the noted soaring forecaster.

Entertainment was a talk by Rob Kells of Wills Wing.

END OF MEETING MINUTES

Big Air and Small Glories - The Wild West Regionals *by Paul Clayton*

Every year since the early 90s, Ray Leonard and Jackie Guldin have run the Region 2 hang gliding meet. Ray is a dealer and instructor who has run a hang gliding business in the Carson City, NV area for some years. Every year, pilots from the Bay Area travel to Nevada to compete in the booming air of the high desert. Some have competed nearly every year. Present and former Bay Area fliers in this year's meet included Mike Vorhis, Alan Kenny, Paul Gazis, Abe Gole, Ken Brown, Sabrina Mih, Lee Gardner, and your Humble Narrator. The pilots in the meet ranged from recent H3s to fairly serious competition pilots.

The Carson City area is a bona fide part of the wild west, and provides a starkly beautiful setting for X-C flying. It is a country of sagebrush and dry alkali lakes, with scenic vistas stretching out to infinity. It is also close to the nightlife of the Reno area, and boasts a colorful history. The John Wayne film "The Shootist" was shot in the old section of Carson City, and the famous gold and silver mining boomtown of Virginia City is a few miles away. All things considered, it is a highly civilized place to go flying.

The meet format is a timed race to a goal. Each day, a launch is chosen, and a goal is declared. Points are awarded for distance and speed. The winner is determined by the pilots' cumulative scores for the 3 days of the meet. The competitors get 1000 distance points if they complete the course. If they land short of the goal, points are pro-rated, i.e., a pilot who makes half the distance gets 500 points, and so forth. Pilots get 100 points if they launch and do not go on course. Up to 1000 points are awarded for speed to goal. To get speed points, a competitor must cross the finish line. Landing 1 foot short will result in 0 speed points, regardless of how fast the pilot got there. Speed points are also pro-rated. The fastest to goal gets 1000 points, the slowest gets 0 points, the pilot whose time is halfway between slowest and fastest gets 500 points, and so forth. The fastest pilot to goal therefore gets 2000 points each day. Awards, consisting of huge silver belt buckles, are given to the top 5 competitors at the end of the meet. Pilots are timed from the moment they take off to the time they cross the finish line, provided they launch during the "launch window", a period that is declared when the task is announced. Launching after the launch window results in the pilot being timed from the end of the window, rather than from the actual launch time. This rule results in a certain amount of gamesmanship, as we shall see later.

Meet headquarters is the LZ at the Washoe Lake Campground. Pilots started gathering there on Thursday night. I met up with Alan Kenny, who flew in from San Diego for the meet, and Mike Vorhis, who also drove up from the Bay Area. We were lucky enough to have Will Chaffee as our support driver. Will is a sometime hang gliding student who flew down from Tacoma,

WA to join us.

Registration and a pilot's meeting were held at the campground LZ on Friday morning. The goal for the day was to be Stagecoach, about 18 miles east of the launch at McClellan peak. This goal has been used many times in past meets, but the finish line was to be in a different place than in past years. Chuck Schick, a local pilot who is starting a powered trike school, was kind enough to offer the use of his airfield as the goal. Ray told us it is the brown field next to the green field, with the big dry lake to the south. Can't miss it.

The forecast looked outstanding, with strong instability. It was expected to overdevelop by mid-afternoon, however. The launch window was to open at 11:00 and close at 1:00. Most of the competitors knew from experience that launch timing is critical to getting up and out at McClellan. On most days, there is a short period when the thermals are breaking off, but the prevailing west winds are not yet blowing at full force. That is the time to quickly climb out and go on course. With that idea in mind, the 28 fliers gathered their support crews and equipment, and headed up the mountain.

Conditions on launch were light and crossing from the north, with clouds already forming before 10 AM. The competitors quickly set up and waited for conditions on launch to turn on. As often happens, the thermals started to crack around 12:30, near the end of the launch window. Once the first pilot started to climb, the scramble was on. Two lines formed, with the pilots generally having to wait a minute or two to get a good launch cycle. The day had been declared a "right turn at launch" day, but the first pilot off was turning left, so the day was quickly declared a "left turn at launch" day. Most of the field

quickly got into the air, except for one hesitant soul, who potatoed through several launch-able cycles. There was loud grumbling from others waiting to launch, and a couple tried to get Ray's attention to declare a "push". Eventually everyone got into the air, just as the launch window ended. All were thermalling to the left, except for one guy who insisted on turning right.

Those who launched late in the window found typical afternoon conditions at McClellan, with most thermals blown apart between 8000 and 9000 feet. The rule of thumb for going over the back at that site is 9000 feet minimum, although it is possible to leave lower if one avoids flying over the "dinosaur country" directly east of launch. Your Humble Narrator got to 8660 feet, and went back toward the west side of the mountain looking for more lift. I immediately got drilled, and thought I would need to make a top-landing behind launch. Several other pilots reported similar experiences. Mike Vorhis went over the back at 7700 feet, but found little lift, and was soon forced to land. After a delay of about 30 minutes, I went on course, a whole 90 feet higher than when I had turned back earlier. At that time the lift east of launch was much better, although it was already starting to overdevelop. I found a 1000 fpm core over a housing development in Dayton, and topped out at over 10000 feet. The next challenge was to find the goal. This is when one of those newfangled GPS/glide computer widgets could really come in handy. I remembered that it was a mile or so east of the old goal, next to a green field. I spotted a green field in about the right place and headed for it. There was a lot of sink between thermals, so a navigation error would likely result in landing short. I finally spotted the orange finish tarp and other gliders, and

WINGS FOR SALE



landed to cries of WHACK!, posting the slowest time of the day. The promised over-development was in evidence, as a wall of black clouds, with flashes of lightning, bore down on the LZ from the south. Will arrived with my truck, just as rain started to fall. The wind was howling, and thunder booming as I tied down the glider. Will wisely sat in the truck while I tied on. We drove through a cloudburst on the way back to Carson City, and heard reports of flash flooding in nearby areas.

Dave Seaberg won the day with a time of 34 minutes. Ken Brown was second, Bill Sodequist third, Pat Bowen fourth, and Rich Sauer was fifth. Of the 28 pilots who launched, 22 went on course, and 20 made goal. Mike Frey elected to fly past goal and continue into the desert, landing near Fernley. As he had warned, Ray declined to give him a finish time, because he hadn't landed at goal and identified himself to the officials. He received only 999 points for the day.

With the flying done for the day, the people in town for the meet could relax and find other forms of entertainment. Our little group drove to Virginia City and checked out some of the shops, museums, watering holes, and other attractions. We sat on the balcony of a café and marveled at the way the town was embedded in the side of the hill, which is sloped at almost 45 degrees. In spite of the rugged terrain, a number of pilots have landed nearby, with mostly good results.

To be continues...

Wings for Sale

(Ad policy: ads are marked by date run for 6 months, then are cancelled automatically unless they are renewed. Ads are free to WOR members)

Flexwings

Aeros Stealth III Oleg Racer 151. The 2001 *Speedgliding Nationals* were won on this glider (which has since been tuned back to factory settings). Very low airtime. Carbon crossbar, carbon faired base-tube, carbon Horner type wing tips. You can *steal* this glider from me for \$2150. Contact Rick Cavallaro 650-961-5735 (6/02)

HP-AT 145. Approx 150 hours Good cond. Orange-light green-white. 6 hrs airtime since last pre-flight. Spare dtubes. \$800 obo. Call Weegie (510) 649-8181, weegie@lightroom.com (1/02)

Sensor. 1993 Custom flap system (better than stock). Fantastic shape; less than 200 hrs. I'd either sell this or the production slot (listed above), and use the other for myself. Call Mike at (510) 744-1953. (1/02)

Wills Wing Attack Duck 160. Red and blue. Own a piece of history! Challenge your landing skills! Only \$300! Contact Mark Mulholland (408) 929-1753 or email markmulhol@aol.com (5/02)

Wills Wing HP AT 159. Custom colors. \$700. Contact Mark Mulholland (408) 929-1753 or email markmulhol@aol.com (5/02)

Wills Wing Spectrum 165. Excellent condition Includes UV bag, ladder rack, straps, etc. Great

beginner/intermediate glider. \$1950, Call Roger at (408) 882-0382 (w) (408) 224-1815 (h) rohang3@aol-com (1/02)

Wills Wing Sport AT 167 and Wills Wing Supersport 163. Original owner, mint condition, many extras. Asking \$1200. Call Tom (408)747-0414 lv msg. (1/02)

Paragliders

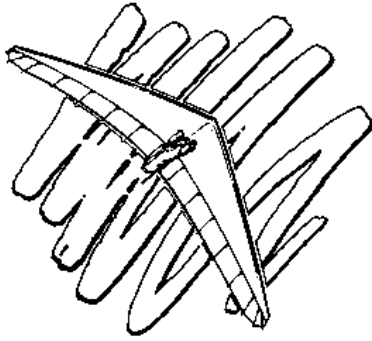
FreeX Spear (L), violet/white. Approx. 150 hours. Still covered by FreeX 300 hours guarantee. One of the most responsive DHV 2 gliders around. \$900 obo. Call Steve Thorpe (408) 435 2600 ext. 506 (w), (408) 260 7029 (h), thorpes@arklogic.com (1/02)

Ozone Electron (L). DHV 1/2. Only 14 hrs. Perfect cond. Wt range 95-115Kg. Have dropped below the min. wt range. Great performance and handling. \$2000 obo. Call Larry at 650-248-5873, larry@tmpartners.net (1/02)

Equipment

Apco Top Secura Harness with kevlar backplate and CO2 air-bag protection. \$200 obo. Call Steve Thorpe (408) 435 2600 ext. 506 (w), (408) 260 7029 (h), thorpes@arklogic.com (1/02)

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*Wings of
Rogallo*

FLIGHT LINE

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The next Wings of Rogallo Meeting will be held
Tuesday, July 16.
at the Summit Point Golf Club in Milpitas near Ed Levin Park
Check the Wings of Rogallo WWW Page
<http://www.wingsofrogallo.org/meetings.html>
for details and directions.

Official WOR Logo competition!

WOR is announcing a competition to create an official WOR club logo. This logo will appear on the WOR letterhead, membership cards, T-shirts and many other places as well. Ideally, the logo will work in black & white, as well as in a reduced size. Everyone is invited to participate. The deadline for submissions is the August 20 WOR meeting. Logo entries will be printed in the September Flight line and posted to the WOR web page for review. The final selection vote will be made at the club meeting on October 15. Some members have already been hard at it, and two entries appear in this newsletter. Links to their color examples can be found on the WOR web page. The winner will receive a T-shirt with their design on it, and the knowledge that their artwork will represent the club for many years to come.