



FLIGHT LINE

>>

The publication of the Wings Of Rogallo Northern California Hang Gliding Association
Volume-106, Number 3 March 2004



Cover Picture taken by
Mike Kellog:

Glenn Reynolds - Hero at
play.

Want your photo on the
cover? Email them to
editor@wingsofrogallo.org
with a brief description and
the reason why yours
should make cover :-)

Mission Ridge Special Notice, March 8, 2004

During the first week of March, the EBRPD observed what appeared to be commercial paragliding activity at Mission Ridge. Our Special Use Agreement does not allow for any type of commercial use of the preserve. Violators put the site at risk, and will be dealt with severely. Please pass the word.

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**Saint Patricks
Day Edition**

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Editors Turn:

I've been chasing down places to launch PPGs and PHGs in the South Bay. I was introduced to the EAA and ultralights through Chapter 110 of the EAA at their monthly meeting at South County Airport. Looks like they have a lot of the same issues we have. Very nice group that help each other far more than you can imagine, my hats off! I do however sympathise with Gene Pfeifer on site aquisition as even airports are very wary of part 103 aircraft. Seems the EAA is having issues getting the light sport aircraft recognized by some GA instructors. I think the market will play this one out. Suppose Fred goes to see Mr GA instructor and asks how much it will cost in time and money to get a license fly VFR. Mr GA says \$7000 and about 50 hours + ground school. Fred steps into Mr LSAs shop next door and asks the same question. Mr LSA says \$3000 20 hours and you can have a plane for about \$20K! Oh and you don't need a class 3 medical. Who do you think will get the business? Times are a changing and change is good. I just need to find a few land owners now with a few acres that wouldn't mind a few beautiful sleek aircraft taking to the skys from their fields..

Accident at Ed Levin - By Flight Director Juan Laos

Fellow Pilots,
This will be my last commentary as Flight Director as the newly elected take office very soon. Overall it has been a good flying year with many soarable days, some good XC flights and some fun meetings. But, I am a concerned that there have been too many incidents and accidents, the most serious of which took place quite recently. Over the past year I have heard of a few too many incidents that were not reported; inadvertent out landings, tree landings, minor injuries and other things that were most likely caused by pilot error. I cannot reiterate as to how important it is to report these incidents and share them so that we can all become safer pilots. Do it anonymously if you are embarrassed but share the knowledge you have gained through experience to help keep us all safer. No one likes an accident and we can only prevent

them through care and << >> knowledge.

By now everyone has heard about the mid air collision between the hanglider and the paraglider at Ed Levin on one of those great soarable days. The pilots are relatively lucky in that only the PG was physically injured and is now recovering. He should be back in the air in six to eight weeks.

I thought about how I should report the accident and thought that it would do everyone some good to hear what each pilot reported to me so that all will understand the mindsets of those involved.

Here is the PG pilot's account:

He was flying above the 1200 headed toward the lake/dam at around 5-600 above the 1200 (he was not sure of his height above terra firma). He was flying in a straight line toward another PG pilot a ways in front and above him as this pilot appeared to be climbing. He reported that the air was buoyant. He was flying directly into the wind. He noted the HG flying in a straight line towards him from the direction of the golf course at the same level at approximately a 40-degree intersection. The HG's helmet was always in view and it appeared that they had visual contact. When the HG got closer, however, it seemed that the HG was looking to the left a bit towards the LZ according to the PG. He did not take evasive action until he realized that he was going to be hit. He had until this point assumed that the HG pilot had seen him. Upon impact, the PG reported that his wing collapsed and he went into a clockwise spiral dive/spin. He threw his reserve but stayed in the spin until he impacted. He reports that he could not get up as he was in pain. Another pilot landed to assist. The PG pilot indicated that if he was to do anything different, he would have deployed sooner. I directly asked the PG pilot if he took any evasive action, he replied no, he did not have time.

Here is the HG pilot's account:

The HG was flying towards the LZ going north between the 1200 and the 600 coming from the golf course (the ridge behind the golf course south-facing slopes). He was flying straight and level

Continued on page 4....

February 2004 Minutes - by Paul Clayton

New Members/Guests

Ahir Lala - PG pilot who has flown in India.

Great Flights

Mike Foy - Flew 4 hrs at Ed Levin; landed as a gust front was passing. Wayne Michelson - Flew Goat Mt. on Sunday; got to 6000 and went 17.5 miles. Tom - Golden Eagle flight on Saturday.

Presidents Report - Phyl Hamby.

Everything is OK. Ed Levin has been good this month. Herbicides for controlling star thistle, etc. are not allowed at Ed Levin due to environmental regulations. Barbed wire near the Ed Levin LZ may be removed.

Vice Presidents Report - None

George Morford was not present.

Treasurers Report - Don Herrick

Income is up due to membership renewals. A budget for the coming year has been prepared. Don gave a summary of discretionary expenditures. Donated laptop computers are sought for Carmela and Don to use in maintaining the club data bases.

Membership Services - Carmela

Moreno
Nothing new to report.

Flight Directors Report - Juan Laos

There was a mid-air collision at Ed Levin this past weekend. The PG pilot was injured but is expected to recover. The HG pilot landed safely. There have been several incidents that Juan has heard about indirectly that were not reported, so please file an accident report if you know about an accident. A motion was passed to allocate \$50 to send flowers to the injured PG pilot. Phyl proposed that a larger, 2-color X (to indicate closure of the site) be procured and said he would look into it.

Ed Levin Site Committee Report -

Steve Pittman
People flying Ed Levin need to work

together in the event of an emergency. It is OK to land somewhere other than the spot, especially if a lot of people are landing at the same time.

Mission Peak Site Committee Report -

Steve Rodrigues
Keyholder application deadline is the end of February.

Mt. Diablo Site Committee Report -

Mark Grubbs
The weather station has been recalibrated.

Site Acquisition - Gene Pfeifer, Jim Woodward

The Coyote Lake site will probably be open in 2005. Jim Woodward has written a letter to the Board of Supervisors requesting motorized access to the launches. Gene has been working with the Open Space Authority to gain access to the high ridge near Coyote Lake. Currently, the department of Fish and Game limits access due to a creek that has no bridge.

Competition Committee - Mark

Mullholland
Mark has met with Red Bull and the Silent Airshow is on for September 17th - 19th. The 17th will be a competition day only, with exhibitions for the public on the other two days. Volunteers are needed to run the event and do acts for the exhibition portion of the event.

Old Business

A party for Bay Area flying clubs is planned for City Beach on February 24th, from 7 to 9 PM. Mark Mullholland requested \$200 and volunteers to give 4 tandem flights to pay for the event. The \$200 expenditure was approved.

New Business

Summit Pointe wants the club to pay \$90 and meet a \$350 minimum for food orders. Several alternate sites were proposed. Stan Boehm volunteered to investigate one of them. The expenditure of \$90 plus the difference between the clubs food tab and the minimum was approved.

Eric Froelich requested \$340 for prizes presented to the winners of the 2003 X-C.

These funds were allocated. << >>

Entertainment - Eric Froelich presented prizes to the winners of the 2003 X-C contest.

Prizes were raffled. 33 people attended.

END OF MEETING MINUTES

Mission Ridge Report - by Steve Rodrigues, site committee chairman.

As most pilots know by now, the East Side of Mission Ridge is open for flying. One of the prerequisites is having a site introduction. The following pilots are qualified to fly the east side of Mission Ridge, and they may also give site introductions. Please read the site regulations and come join us!
Mission Ridge site committee;

Hang Gliding division
Pat Denevan, Mark Grubbs, Dan Maguire, Steve Rodrigues

Paragliding division
Mondie Beier, Mike Galvin, Juan Laos, Ed Stein

Pilots who have had site intros include;

Hang Gliding division
Jonas Barbour, Roie Beard, Rick Devlin, Tom Flyn, Mike Foy, Ashley Groves, Wayne Michelsen, Eric Rrolich, Rajiv Zutshi

Paragliding division
Tin Ilakovac, Mike Kellogg, Martin Klaus, George Morford, Shankar Narayanaswamy, Bill Ricker, Dave Soltz

...Continued from page 2.
checking the LZ for a pattern, as there were a lot of people coming in... The paraglider came suddenly from about 90 degrees from the right side.

The HGs leading edge caught the middle of the cloth of the PG at an angle and it folded over a little and tilted the leading edge of the HG down and made the HG turn to the left a little. The PG did not tangle on the wires of the HG. The paraglider slid off the leading edge and the HG flew on. The paraglider fully collapsed but reinflated quickly except on the right side. The paraglider turned but the HG couldn't remember how much. Then the PGs reserve came out but looked really small and didn't seem to inflate all the way. The paraglider pilot hit the ground and rolled or slid. The HG continued on to land. He remarked that it was very crowded that day and there were too many beginner pilots. He at one point remarked that he didn't see the PG and figures the PG didn't see him either.

Here is my analysis of what occurred based on the interviews:

Both pilots were flying straight and level, one towards lift, one towards a landing pattern. The HG pilot was focused on the LZ and did not see the PG. The PG assumed that the HG saw him and did not take evasive action. Their flight paths intersected, the leading edge of the HG caught the cloth of the PG, destroyed the airflow causing a full collapse, partial reinflation and a spiral dive of the inflated portion of the canopy. The PG threw a reserve but the dive continued into the ground slowed by the reserve at the last minute.

What might have been done to prevent the accident?

More observation and awareness by the HG and defensive flying and evasion by the PG would have prevented the collision. Hindsight is only a wonderful thing if we put what we have learned into practice.

Both pilots in this accident are very lucky, mid air collisions are usually much more serious as some of our local pilots can attest. We must at all times be aware of other pilots and be ready to alter our path and take evasive action. We especially have to be aware of the differences between our craft in terms of speed, and maneuverability. What might seem an easy out for you may not work for the opposite craft.

Paul Gazis offers the following very valid points :

- 1) Clear your turns. Always.
- 2) Do not soar the launch bowl Ever. If you have to flush because someone is about to launch, well, hey, a mid-air means you have to flush, plus you have to pay for a chute repack!
- 3) If the air gets too crowded, leave. If this means you have to flush, see above.
- 4) Don't pin someone against the hill.
- A few others, a bit more arbitrary, are:
- 5) If some folks are working the ridge while others are working thermals, the ridge pilots have right of way. After all, if they're working the ridge while you're working a thermal, they may be less skilled or more desperate, both of which are good reasons to avoid them!
- 6) If you are working the ridge and someone ahead of you is working a thermal, you may have right of way, but try not to cut through their circle if there is no need to do so. In fact, if they're climbing out, hey, why not join them?

- 7) Don't turn in lift if it will force someone else to maneuver to avoid you.

Along with Mark Mulholland's

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comment at the WOR meeting:

Most mid-air occur because one pilot doesn't see the other. If you see an aircraft on a potential collision course with you and it is not already maneuvering to avoid you, the only reasonable assumption is that the other pilot does not see you. You are, therefore, the only one who can (and must!) take evasive action.

Mark knows first hand how horrible a mid air can be having been involved in one a few years ago at the world air games. It took him a number of years to recover and I'm sure he still has some aches and pains.

And Steve Pittman offers the following:

As a final remark, it might be appropriate to re-iterate the PG pilot's comment that he should have deployed sooner. Every pilot should think through how they will react to a mid-air. One obvious conclusion to which everyone should come is that if one's glider is not flying after a mid-air, deploy a reserve first and ask questions later.

So, there you have it. How are you going to fly next time you are in a soarable and crowded sky?

Thanks all, for allowing me to work with a great club and a great group of pilots over the past year.

Fly Safe

Upcoming Events.

Mar 20 Spring Equinox & semi-annual WOR Picnic at Ed Levin Park.

Mar 26 - 28 BAPA Fly-In at Elk Mountain. contact Al Baldini at albaldinic21@aol.com

Apr 10 BAPA Jody Lucas Picnic and Fly-in. **Ed Levin Park.** at the gazebo near the pond at Ed Levin

Provisional September Silent Air Show

Local School events for for March and April

Mar 19 - 21 Eparaglide Santa Barbera Trip richifly@eparaglide.com

Apr 2 - 4 Eparaglide Santa Barbera fly in at Big Sur contact richifly@eparaglide.com

Apr 3 2 to 5 pm Pacific Skyways School of Paragliding intro party at Pacifica Dumps. Music, food, tandems for new pilots, tshirt giveaway & fun events! www.pacskyways.com 650.331.3477

HAM Tests

Mar 21 1:30 PM (Walk-ins allowed) Contact: Glenn H Henderson (707)647-7642 berford@pacbell.net Location: Napa Colledge Comm Ed Center 1360 Menlo Ave Napa, CA 94558

Pilot Profile

Geology and flight.

I met Dr Jugdeep Aggarwal or Jug to his friends one weekend at Ed Levin. He had just become a recent arrival and was living somewhere too far South. He seemed very keen and wanted to explore all the sites. Little did I know! Jug is taking on the very successful Norcal Social XC league from Joerg Ewald and is actually one of our most promising new pilots. He's 'been there' and has many stories to tell, but keep away from geology as you might get more than you bargained for. Jug had some amazing flights last year and gave Eric Reed a run for his money in some of the XC tasks. Here's the interview.



Q: What got you into the sport?

I was living in New Zealand and just starting to get into adventure sports. On one particular occasion I was venturing away for the weekend for some mountaineering and passed the local flying site in Wellington. Over the course of the weekend I figured that paragliding was a far better way of getting off a mountain at the end of a climb. Little did I know....



Q: Who/what was your main influence and why?

Everyone who I have flown with.

Q: What was your most memorable flight?

It has to be my recent flight in Lakeview last year. It was just unbelievable getting up to 15,000' and flying 76 miles and then land out at a fairly remote farm. What makes it most memorable is Bob Clem picking me up the next day by aeroplane and taking me back to Lakeview. It just does not get any better.

Q: What are your favorite three flying sites?

Its a hard one. I have flown over 100 sites around the world. I do enjoy flying in the Pinzgau (Austria). Flying in Nepal with big raptors is truly amazing and an experience I recommend to everyone. Lakeview has been amongst the top three as the landscape is just so fantastic with white saline lake deposits, sheer cliffs and featureless uplands.

Q: Any funny experiences that you might like to share?

Timing my flare really badly over a field of deep nestles and then face planting. Ouch. (Ed: nestles are the English version of poison oak, nowhere near as bad but they still hurt!)

Q: Any not so funny?

Same as above.

Q: What else do you enjoy other than flying?

I do enjoy my work at UC Santa Cruz running a research lab. Outside of work and paragliding I enjoy most adventure sports. Any excuse to escape into the hills with climbing/mountaineering/ski gear. I love the excuse paragliding gives me for travelling and photography.

Q: Who do you admire most in free flight and why?

I have had lots of folk who have influenced me and my flying over the years. In New Zealand it was definitely a chap named Colin Iles. He took up paragliding at

the sprightly age of << >> 58. He was always

a joy to fly with. Later another Kiwi pilot Mark Bailey showed me the joys of *vol bivouac* in some of the more remote areas of Slovenia and Zimbabwe. Living in the UK I had the likes of Judy Leden to inspire my flying. Kai Coleman taught me loads as I tried to keep up with him during some of my XC flights in the UK. Jack Englert is still my hero - he only took up flying 5 years ago at the age of 65. He flies most days when he is not running



half marathons or playing badminton or it is raining. I want to be like that when I grow up. I am always amazed at how consistently well Eric Reed flies here. I wish I could keep up with him and learn some of his tricks for comp flying and XC.

Q: What does the future hold?

The future is so bright I need shades. I am organising the XC paragliding league which will run for 9 months starting in March. This should be a great forum for local pilots to develop their flying skills and enjoy the camaraderie of flying with friends. I really enjoyed last year's heats, so that I wanted to make this an annual event. I have more plans for adventure flying- this year I hope to travel out to India and next year Brazil. I am working on my T3 license and will soon be developing my paragliding website. This year will be a great year for XC flying with trips to Lakeview and Owens on the cards.



Silent Air Show - by Mark Mulholland

The Silent Airshow will be held the 3rd weekend in September. We will need lots of help to make this a great event. Here is a list of positions that need to be filled. So that people can take their time doing the work over the next 7 months, instead on in the last month. If you are interested in any position, please contact me at silentairshow@hotmail.com. I would like to get most of the positions filled in the next two weeks, so that people can start working on them. Please support this effort by volunteering your time. We will have an area on the WOR website to co-ordinate news and who's doing what.



HG Comp Coordinator
Runs the speed gliding contest.

PG Comp Coordinator
Runs the PG comp.

Aerobatic Coordinator
Coordinates ALL the aerobatic demos.

Advertising Coordinator
This involves coordinating all the advertising with Redbull and also

In-House advertising. Also, getting posters together, press releases, magazine ads, TVads, Radio ads, etc.

Traffic/Crowd Control Coordinator
This involves coordinating everything having to do with parking during the event.

Act Coordinator
This involves coordinating the different

acts, including schedules, and write ups for the announcers.

PA System Coordinator
This involves coordinating the PA System, and ensuring that the PA is fully staffed and functional.

Trash/Weed/Sanitation Coordinator
This involves insuring that the

grounds are prepared adequately for the event, and left in an appropriate condition following the event.

General Coordinator
This involves understanding the whole picture, and is a backup for me. Someone that can take over if I get hit by a bus, or to help when I am out flying this summer.

Individual Jobs:

- PA Announcer 1
- PA Announcer 2
- PA Announcer 3
- PA Announcer 4
- Launch Director
- Launch Assistant1
- Launch Assistant2
- Event Journalist
- Event Photographer
- Safety Director
- Balloon Launch Director
- Parachute Jump Director
- RC Director (Ran D. St. Clair)
- Vintage Glider Director (Ken Ward)
- Admission Director
- Graphic Artist
- WOR Information Booth Director



Parks Department Coordinator

This involves maintaining good relations with the parks department throughout the event. It begins with obtaining the permission of the parks department to close the park and open it up for a special event. The event requires the approval of the City Council, so you may have to attend a council meeting. Once done, a permit must be applied for, then followed up on, for approval of the event. Additionally this position is responsible for approval of any special acts that may require park approval/notification. It is also responsible for proof of insurance.

FAA Coordinator

This involves coordinating any unique acts with the FAA, such as sky divers, sailplanes, and hot air balloons.

Pictures courtesy and copyright Red Bull Vertigo
<http://www.redbull-vertigo.com/>



Classifieds:

Classifieds are taken from the classified section of the WOR web site for the 30 days prior to publication (whatever will fit). Non web submissions can be e-mailed to editor@wingsofrogallo.org Classifieds are free, however non WOR member donations are encouraged through the Wings Of Rogallo web site donation page at www.wingsofrogallo.org/documents/donations.html

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Flexwings

Aeros Combat II 151 sq.ft Excellent condition! Sweetest handling high performance glider I've ever flown but at age 60 more speed at the top end than I need for my kind of flying. Asking \$2100 or trade for a Falcon 2 195 or 225 or a Moyes Lightsport or Wills Supersport 163 in excellent condition.

soaraholic@hotmail.com

UltraSport 147 150 hours, great condition. Always stored in a dry garage, never exposed to salt air. Undersurface has a red and gray chevron pattern. Includes like-new glider bag, tail fin (never used), 2 spare down tubes, original manual, batten chart. Base tube fitted with small Hall wheels, included, but easily removed if you prefer not to use them. Purchased new in 2000 for \$3500, your price \$1500. Dan Maguire Morgan Hill, CA 408-779-2492

WW Eagle 164 Less than 12 flights. Red, black & white, folding basetube, slipstream downtubes. \$2,975. 479-651-5930. vkmath@sbcglobal.net

lam 13 145, st TOPLESS lotsa hours \$1200 a great flying fast fun wing...only selling cause bought litespeed pics avail...toronto, TN or upstate NY steve 4165882396 sbellerby@aol.com

1997 ww 155 xc Blue yellow and orange under surface, top surface and leading edge are white. I am the original owner and have taken care of this glider, it is in good shape. \$1000 phone 209 523 2368 e-mail lou01@joimail.com Modesto CA

Aeros Target 180, \$1950 OBO. excellent condition. Kagel Mountain, LA, CA. ~20 flights and 15 hrs airtime. Orange, black, yellow, grey. Extra down tube and leading edge tube. Great first glider. Breaks down to 6 feet. Parts: Near new Sol Magic full helmet, High Energy knee hanger harness, non-PDA chute with all upgrades, Litec variometer-old but works great, WW Z2 Pod Harness aprox-5"9" (cheap!), Large bicycle type wheels. 808-482-0619 iam@sarimusic.com

1990 Impuls 17 Hang Glider German built glider in excellent condition. search google for Impuls 17 for specifications. \$575. Email for a picture. roberto4441@cox.net

Wills Wing ULTRASPORT 166 for sale 55 Hours. Complete inspection and test flight

accomplished by Mission Soaring Center in February 2004. No incidents or damage. Pristine condition. Speed bar, 6" wheels and extra down tubes. \$2000 OBO. aqcs@comcast.net

Wills Wing HPAT 145. Excellent condition. Dark Blue, Red & Grey. New leading edges, extra downtubes, extra XC Bag, manuals & rib templates. \$500 OBO. Can deliver to Ed Levin Park. robdfish@concentric.net

Wills Wing 153 Super Sport. Good condition. Asking \$700. Please contact Rick Jones at (415) 898-2702 JnsSkysurf@cs.com

Falcon 2 195 Just built! Factory and dealer test flown only. Free delivery within the greater Bay area. Has very small hole in LE sail from hot-knife @1/8 inch, easily covered with a dime sized patch. *****\$500.00 OFF RETAIL***** New style batten clips Blue LE, Bright Red US Streamlined D-tubes, Speedbar Buy now and get pneumatic wheels free (\$90.00 VALUE!) airsports@hotmail.com

Litespeed 146 Good condition, one patch..otherwise spotless, zoom frame, blue white gray, px 10 sail, carbon basebar, flies perfect--as is \$2800 OR I can install a brand new, zero hour sail on the basically mint condition frame and retune the glider...making it virtually new and including the original sail for \$5000. Dustin Martin Phoenix, AZ 480.620.1686 flydustin@hotmail.com

Paragliders

Epsilon 2/28, only 5 flights, \$1200, **Epsilon 3/26**, 40 flights, top condition, \$1500, **Ozone Vulcan L**, low hours, \$2600.00, **Ozone Vulcan m**, s, ask for price, **Boomerang 3**, demo, ask for price, Gin Oasis m, very good condition, \$1900, **Firebird Matrix m**. DHV 1-2, very good condition, \$1500 tofly@excite.com

Ozone Protom M. red, very good condition, 40 flights 80-105 kg. \$1100 tofly@excite.com
NEW OZONE Vibe DHV 1/2 Jan-04 Never been flown and priced to sell! 2100EUR (retail price: 2876EUR). Weight range: 75 - 95 kg. Color: BLUE-white alex_shishmarin@mail.ru

Rigids

Stalker rigid wing Stalker from Aeros, produced 2003, flown ca 40 hours, selling for the best price offer! oggy@swipnet.se

Other

Charlie Insider Helmet White, size large. Good condition. \$100. 479-651-5930 or kevin.smith@tyson.com

POD Harness w/ Chute Aeros Cross Country POD Harness w/ Reserve Chute. Fits pilot 5'8"-6'2", 150-200 lbs. Convenient buckle leg straps, drag chute, lots of storage. \$500/best offer. 479-651-5930 or kevin.smith@tyson.com

2 xtralite downtubes...never used bought two xtl downtubes from moyes and never needed them before selling the glider \$100 a pop at moyes...take mine for less than half price \$95 for the pair steve 4165882396 sbellerby@aol.com

Paraglider/Harness "Like New" COMPACT by "Pro Design": Wing is Purple, teal and Pink in color and the size is a 33(75-95kg) total load weight. Wing was recently tested for porosity and has approx 30 hours total UV time. No rips or tears and is in excellent cond. Great basic to intermediate wing. I dont have a photo available but I could possibly lay it out on the ground and take a picture of it to show the colors if you want. I am a Hang Glider pilot and thought I would like to get into the paragliding but it never panned out. Also, I have an "AREA" harness that is brand new, never used Black with purple accents, size medium, that I am also selling. Paraglider \$750, Harness \$350, \$1000 will take it all! tealtail@aol.com

Power

paramotor Airfer HURRICANE 125 125 TITANIUM with 120 cm propeller; 5 part full titanium frame, harness with antiforget system and ventral parachute container, The 80 cc engine flies three hours on a single fuel tank, centrifugal clutch, transport original bag. Its exactly as new, 14 flight hours. 3 months old, photos on request) 2.900 € (Euro). José from Spain jmgarciamartin@hotmail.com

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Wings of Rogallo FLIGHT LINE

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To:

Meetings:

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

Entertainment for this months meeting will be...
Same as last month, but it will be lighter outside :-)