DR. WILLIAM G. CRAMPTON:

AN APPRECIATION

While every vexillologist will have a different memory or image of him, it is significant that there can scarcely be any vexillologist in the world who does not know of our late colleague. From the early days of our nascent science, he worked at every opportunity in every way with every one to create and solidify and expand knowledge and understanding and activities regarding flags. If not all his efforts were successful, he well understood the principle that only boundless enthusiasm, dogged tenacity, vivid imagination, and relentless energy would help us achieve success.

Inevitably, others were caught up in that spirit and were moved to make contributions which they otherwise would have avoided or perhaps not even thought of. No gathering, no written word, no printed illustration or electronically broadcast graphic, no conversation or meeting, no avenue of research, no opportunity for expanding vexillological horizons was ignored or avoided by William when it was in his power to pursue them.

That power is gone, but his spirit lives on. The lessons he taught—and the ones he learned—are now the heritage of those of us who remain to carry on the unfinished tasks he held constantly before him when alive. I imagine William in the great vexillological Valhalla, the very image of that “great god Vexor” to whom he sometimes referred in Flagmaster, laughing at us and at himself as we struggle with those tasks.

No better words can be found to express his spirit than those he himself wrote in an imaginary interview on the occasion of his 60th birthday, just last year. Responding to the question he was frequently asked by real interviewers—“How did you first get interested in flags?”—he responded:

This is always a startling question for a vexillologist, because it implies that his interest is an unusual or peculiar one, instead of being the very stuff of life. It is like asking, when did you first start breathing?

William started breathing vexillology before the word itself was invented and never ceased doing so.

Whitney Smith

PRESIDENT’S COLUMN

by Charles Spain, Jr.

There is both sad and exciting news in our vexillological world this summer.

William Crampton†

I’m somewhere over the North Atlantic, writing this portion of my column on the trip home from Chester, England. The town’s old Roman walls and Victorian shops and pubs made it a wonderful place to visit, but I wasn’t there as a tourist. I came to represent NAVA at the June 10th funeral of William Crampton.

Dr. Crampton, whom many of you personally knew, was the founder and director of Britain’s Flag Institute, president of the International Federation of Vexillological Associations (FIAV), and the author of numerous flag books. He died on June 4, at the age of sixty-one, leaving a son Jeremy Crampton, a daughter, Elanor Fern, a son-in-law, Stuart Fern, and a granddaughter, Joy Fern.

The funeral was an understated affair. The casket was draped with the Institute’s flag and borne by family members and vexillologists, including FIAV secretary-general for congresses Ralph Battell of Australia. Jeremy spoke movingly of his father’s passion for flags, and Institute member Bruce Nicolls read a eulogy written by NAVA founder and past president Whitney Smith.

Whitney speculated that if William were in the company of the great flag god Vexor, of whom William often joked, William would surely laugh at the consternation caused by his passing and order those present at the funeral to get back to studying flags. I have no doubt Whitney is right.

NAVA was fortunate to have William attend several of our recent conventions: Sacramento (1996), Covington (1995), and San Antonio (1992). Ironically, the June 7th obituary in The Times (of London) showed Britain’s pre-eminent vexillologist at our San Antonio convention, accepting a desk set of 3”x5” historical U.S. national flags and flanked by the U.S., NAVA, and NAVA convention flags. William often took wicked delight in tweaking those of us from the Colonies as he recently did by twisting NAVA’s tail with his fictitious New Albion and Roanoke “flags” (see his letter in the January/February 1997 NAVA News). Perhaps the great Vexor has evened the score, branding William a Yank. He would have laughed and accused the conservative, pro-Tory Times of libel.

(continued on page 2)
PRESIDENT'S COLUMN CONTINUED

I never knew the early titans of the then-unnamed science of vexillology—Ottfried Neubecker and Captain Edward Barraclough. Fortunately I knew William. The Flag Institute members there in Chester vowed to carry on his work, and I joined them later that evening in drinking a pint in his memory. William would have been pleased.

Raven/Native American Tribal Flags Project

NAVA will be publishing former NAVA president Don Healy's comprehensive article, "Flags of the Native Peoples of the United States," in the next double issue of Raven: A Journal of Vexillology. This first-ever comprehensive survey of Native American tribal flags will be a significant contribution to vexillology, and everyone who has worked on it is very excited. Ted Kaye is serving as interim editor for this issue as Scott Guenter is currently in Singapore on a Fulbright scholarship.

As NAVA treasurer Peter Orenski explains in his column, this will be an expensive issue of Raven. We want to distribute it to a wide audience, which promises significant publicity for NAVA. What we will need, however, is your help in selling Raven in local museum book/gift shops, stores that specialize in Native American items, and flag shops. You might also consider buying an extra copy and donating it to your local library. I urge you to get involved in selling Raven and thus spreading the word about NAVA.

The companion chart to the upcoming Raven was distributed with the January/February NAVA News. This magnificent chart was researched by Don Healy and drawn by Peter Orenski. Don and Peter were kind enough to donate free copies of the chart to NAVA for distribution to our members, and we are very grateful to them. If you want a rolled chart, you may purchase one from The Flag Research Center, Post Office Box 580, Winchester, Massachusetts 01890-0860 USA.

NAVA Officer and Committee Reorganization

Finally, a subject that is neither sad nor exciting. I have suggested to the executive board, and the board has given its blessing to, a plan to reorganize the officers and committees through amending the bylaws at our October 1997 annual meeting to:

- Restructure the executive board by (i) merging the offices of corresponding secretary and recording secretary into the office of secretary, (ii) renaming the vice president the first vice-president, and (iii) creating a second vice-president. It no longer makes sense for the corresponding secretary and treasurer to divide up the membership renewal process, so there is no practical need for a separate corresponding secretary. Creating two vice-presidents maintains a five-member executive board. We will use the recording secretary's flag as the new secretary's flag, use the vice president's flag as the new first vice-president's flag, retire the corresponding secretary's flag, and hold a competition to design a second vice-president's flag.

- Restructure the standing committees by: (1) eliminating the audit committee and creating the appointed office of auditor(s); (2) merging the program committee into the convention committee, as these committees both supervise the annual convention; and (3) merging the publicity committee into the membership committee, as these committees both supervise membership concerns.

The goal of this reorganization plan is to reflect the current de facto operation of NAVA, not to "change" things. We already have been operating this way, especially in regards to the committees, for some time. The goal of the committee reorganization is to reflect the priorities of NAVA: (1) membership growth and retention (the membership committee) and (2) member service (the convention and publications committees). Other minor changes will be submitted to: (1) eliminate the membership committee's long-dormant role in approving membership applications; (2) allow the executive board to pick the NAVA delegate to FLAV; (3) require the president, as well as the treasurer, to be bonded; and (4) eliminate the requirement that committee members must submit reimbursements to the president, not the treasurer.

Please let me hear from you if you have any comments or concerns—we don't want to rock the boat unnecessarily or make a well-intentioned blunder. My address is 504 Branford Street, Houston, Texas 77006-5018 USA, my home telephone number is (713) 529-2545, and my e-mail address is pres@nava.org.

Best wishes for the summer, and keep studying those flags!

UNDER THE RAINBOW
by Steve Tyson

In the flag business, the scraps from production keep coming every day. When I showed up at Paramount Flag Company, San Francisco, in 1977, there was a mountain of scrap, ten years worth, piled everywhere.

The first flag I made from the scrap was a personal flag, see figure 1. This was made to decorate a dreary wall.

Jim Ferrigan, Master Flagman, came to work at Paramount Flag in late 1978. Jim became the manager of Paramount Flag Company's retail flag outlet "The Flag Store" in 1979 and one Saturday morning he was at the factory picking up some stock for the store. I was cleaning up some drawers in an old green cabinet and I found a few flags of the "Rainbow Girls." See figure 2. These flags have seven stripes with two different colors of blue. The Rainbow Girls are an organization of young women associated with the Masons Fraternal Order. Their flag dates from the nineteenth century, and is very similar to the flag of the Cooperative Movement of 1900. The difference being in the shade of the lighter blue stripe. The Rainbow Girls flag used a U.N. blue stripe while the Cooperative Movement's flag used a royal blue stripe.

Jim was looking for the flags for the store so I said, "Take these over to the store. They won't get sold out of this drawer." He sold them all by early afternoon. We said, "Bingo!"

I cut up some of the scrap and tried to get them made by the sewers. They referred me to management who was reluctant. They did not make things on speculation. I got pushy. We made a few. Seven stripes, figure 4; six rectangles, figure 5; vertical stripes, figure 6; logarithmic stripes, figure 7 & 8; and some streamers, figure 9.

Jim called the Rainbow Flag, the "First Flag of Fun."

Time went on and the flags were selling well enough to proceed to a production model, so one afternoon at five p.m. I took the samples of the flags into the office and spread them out. In attendance were myself, Ferrigan, Jeff Sutter, Production Manager, and Ken Hughes, Partner and General Manager.

The flag made of six rectangles did not sell well. The vertical stripes did not do well either, but the horizontal stripes were a hit.

(continued on page 7)
Today, NBC News, New York, April 23, 1997. Five month long Peruvian hostage crisis ended when Peruvian government troops raided the Japanese Embassy and freed the Japanese hostages. After the battle a Peruvian soldier was seen hauling down the Tupac Amaru flag. He then ripped the flag from its lanyard and then threw it contemptuously to the floor. (Submitted by David Ott)

Christian Science Monitor, Boston, MA, January 2, 1997. Students at Bellevue-Santa Fe Charter School in San Luis Obispo, CA are flying the Burundi national flag upside down from their school flag pole. This is meant to symbolize the distress of the people of that country. (Submitted by David Ott)

Christian Science Monitor, Boston, MA, November 8, 1996. Red flags wave officially for the last time in Russia. President Boris Yeltsin declared that next year "Great October Socialist Revolution Day will be celebrated as "Harmony and Reconciliation Day" (Submitted by David Ott)


CNN, April 27, 1997. Three flags were raised in Djakarta, Indonesia to signify the start of that country's general elections. Two flags, one green the other red, represent two major opposition parties. A yellow one was raised for the ruling party. Each flag was charged with a black logo. (Submitted by Sasa Simpraga, Zabreb, Croatia)

San Antonio Express-News, May 21, 1997. Rebels in Zaire have overthrown the government of President Mobutu Sese Seko. Rebels flying the Congo flag of 1960 (Fig. 1) renamed the country Democratic Republic of Congo. (Vexi-Bits Editor)

Christian Science Monitor, Boston, MA, May 22, 1997. New flags for the newly renamed Democratic Republic of Congo have been made in a South African factory. The blue, gold, and red flags (Fig. 2) are identical to the 1966 Congo national flag. (Vexi-Bits Ed.)

(continued on page 6)
For something like the past 30 years, whenever time has permitted, I have been visiting municipal buildings (mostly in Ohio, but occasionally elsewhere) to investigate and record information about civic flags. To date I have visited more than 150 municipalities in Ohio, some of them two or more times, and there is no end in sight; new flags are constantly being developed. When I first began the project, I felt — and still believe — that an on-site visit is the best way to acquire accurate information, even though for many vexillologists, this is just not practical because of time, distance, or travel constraints. However, Ohio, although it has a goodly number of cities and villages, is an easy state in which to move about, since no place is more than five or six hours at most from any other point. As a result I have been able to criss-cross the state numerous times to follow up leads and make my inquiries.

When I visit a municipal building (usually the city or village hall), I have four main goals: (1) to photograph the flag, (2) to find out who designed it and when, (3) to discover if there is some special symbolism represented in the design, and (4) to learn when the flag was adopted by the municipality. I am also on the lookout for any documentation that the municipal employees can provide, such as copies of relevant ordinances or historical documents, and names and addresses of persons who can provide additional information. Sometimes the local library also has some files that yield even more facts. All in all, being a vexillologist in the field is rather like being a detective, and sometimes the clues are as elusive as a mystery tale. Moreover, one has to make the best possible use of time by planning routes that will allow visits to the maximum number of municipal buildings during a working day, which often means 9 A.M. to 4:30 or 5:00 P.M., and with time out for lunch, when key personnel will be out of the building — anywhere between 11:30 A.M. and 1:30 P.M., usually.

Over the years, as I have trekked around my home state, I have had some fascinating experiences in dealing with the personnel in the various municipalities. I suppose what has impressed me most of all in my visits is the fact that municipal flags are generally treated very casually, with none of the reverence or respect often shown the national and state flags. It is not uncommon when I visit and inquire about the civic flag to be met with a blank look and the remark, "I didn’t know we had one." This, remember, is from a person who works in the city or village hall, and may even see the flag in question in his or her daily rounds without being aware of its existence! Small wonder, then, that the average citizen of most municipalities have no knowledge of their civic flags.

When I can finally determine that there is, indeed, a civic flag, there is often a call to several other persons in the building to see with whom I should talk. Sometimes this takes no little time, and if it is my "lucky day," that person is actually in the building and is willing to talk to me; if not, I might be able to call back and arrange an appointment, or find out information some other way. However, I try not to leave before taking a picture of the flag, because it may be quite a while before I can return. So, if there seems to be any hesitation about where the flag might actually be, I try to be helpful in locating it: Council chambers, the mayor or city manager’s office, and so on.

I have been stumped, though. In a number of cities I have visited I eventually found that the city flag was kept in a drawer or cupboard, neatly folded, out of sight. Sometimes this was because the mayor did not like the flag a predecessor adopted, as in Salem, or because nobody in city hall apparently liked the way the contest for the flag turned out (Lebanon), or sometimes it was evidently just for “safekeeping” (Delaware, East Cleveland, Kent, and Oakwood, among others). On other occasions I have found two different flags: For example, three municipalities had two flags stored away, but no one was sure which one should be used, and in two of those cases, Bexley and Cambridge, neither flag was official. In the third case, Xenia, one flag was official, but it could not be determined which one, because the ordinance adopting the flag did not describe it. Berea has an official city flag in city hall, but flies a city “banner” outdoors in the city because it is a much simpler design and so cheaper to manufacture. In at least two other cities, Chillicothe and Marion, the personnel knew what the design of the official flag was supposed to be, but no manufactured version of the flag currently existed, and no one knew what had happened to the one that had previously been there. Or conversely, I have been shown flags, but nobody had the faintest idea who designed them, when they were adopted — if they were adopted — or how they came to be there (too many to list!). (David Breitenbach, who has done extensive field work in Michigan, says that the remark that most frustrates him is, “Well, it’s always been there!”)

Some years ago, before going to photograph the flag of Columbus, I had already obtained a copy of the ordinance that described the flag in detail, so I knew what to expect. Imagine my surprise to find that the flag displayed in council chambers was the correct design but the wrong colors! When I pointed out the discrepancy, the embarrassed officials thanked me and eventually had it replaced. The incorrect flag had been displayed in council for years without anyone’s noticing it! (These days, however, the correct city flag is widely flown throughout the city.)

The most common way cities seem to adopt flags is through some sort of contest, often because there is a special civic anniversary forthcoming. The problem with contests, of course, is that none of the entries may be very good, and then the “winning” flag that is adopted may be artistically rather poor. Such municipal flags tend to have too many elements on them; most often the corporate seal, perhaps one or more city landmarks, and almost invariably the name of the city and state. Besides being rather cluttered, they are expensive to produce, so often the municipality can only afford one or two flags to be manufactured, which means that hardly anyone outside the municipal building ever sees one. In one case, the winner, and apparently only entrant, in a village contest was an elementary school student; the flag manufacturer in reproducing his design was so faithful to the entry that it looked exactly like what one would expect a young child to be able to draw!

Civic flags sometimes appear because there is a sudden need for one. Brunswick’s high school band was going to march in a presidential inauguration parade in Washington and needed an appropriate city symbol: The mayor put the city logo on a beige background and the city flag was born. In Westlake, the high school’s winning sports team wanted to distinguish itself among the others with its own flag: The city hall staff took a decal of the city seal used on police cars and centered it on a green field, creating a new flag on the spot.

An obvious problem for the researcher is the tendency of municipalities to adopt new flags every so often; if the fact is not publicized outside the municipality (and it rarely is), then it may take months or years to learn of it. For this reason one has constantly to recheck and revisit. I find it interesting that new flags are sometimes adopted simply because no one knew there was already an official flag. On several occasions I have visited cities (such as Vermilion and Warren) where the mayor or other city official has told me emphatically that

(continued on page 5)
MIDWAY, BRITISH COLUMBIA

by James Croft

Based on the escutcheon of the Midway coat of arms, the main feature of the civic flag is the blue and white zigzag lines which cross the field. These stripes represent the mountains of southern British Columbia where Midway is located. They also signify the Kettle River and, the colors being counterchanged, symbolize the international border between the United States and Canada which occurs here.

The flag alludes to Canada in two ways. First, the two red maple leaves, Canada’s national symbol, are displayed in the upper section of the flag, and secondly the national colors of red and white are featured.

There are also symbols referring to the United States. The color blue in the base is taken from the American flag, while the white star is another allusion to the United States and, in particular, the State of Washington, the border state across from Midway, British Columbia.

In addition to the symbolism of the flag, which is the same for the shield on the coat of arms, the Midway arms contains the following emblems. The crest is a bull representing agriculture. On the coronet are dogwood flowers, the provincial flower of British Columbia, and white stars, another reference to the United States.

The two stag supporters represent the wildlife of the region. Each stag bears a collar suspending a red railway wheel symbolizing the historic Kettle Valley Railroad. The compartment or base is strewn with pine boughs and cones and are a reference to the forest industry around Midway. The motto “Between the Mountains and the Sea” reflects Midway’s geographic location.

Midway also was granted a badge which combines the steam locomotive wheel, emblematic of the Kettle Valley Railroad, with the rock rose, representing the local botanical heritage. This flower was harvested at Midway by the local First Peoples, which it honours.

FLAG DATA:

Proportions: 3:5

The flag is divided horizontally white over blue by two dancetty stripes counterchanged (that is blue over white). In the upper section of the flag are two red maple leaves and in the lower section, at the center point, a white star.

HERALDIC BLASON:

Arms: Per fess dancetty Argent and Azure a fess dancetty counterchanged between in chief two red maple leaves Gules and in base a mullet Argent.

Crest: On a helmet mantled Gules doubled Argent issuant from a coronet Or the rim set alternately with mullets and Dogwood flowers: Argent, seeded Or, a bull passant also Or.

Supporters and Compartment: On a mound Vert set with pine boughs fructed proper two stags at gaze Argent, each gorged with a collar Gules pendant therefrom a steam locomotive wheel Sable.

Motto: BETWEEN THE MOUNTAINS AND THE SEA.

BADGE: On a steam locomotive wheel or a rock rose (Lewisia rediviva).

The flag, coat of arms and badge were designed by Graham Anderson, a member of the Heraldry Society of Canada, who lives in British Columbia. Midway, as the name implies, is located on the border of Washington State, about half way between Vancouver and the border of Alberta.

Special thanks to Auguste Vachon, St. Laurent Herald, and the Canadian Heraldic Authority, and R.J. Hatton, Administrator for Midway, British Columbia, for providing data for this article.

VEXILLOLOGY IN THE FIELD, from page 4

the city has no flag. When I showed them a copy of an old ordinance from a previous year when a flag for that city had been adopted, they are always surprised. If there ever had been a city flag in city hall, it was long gone before they (or I, unfortunately) arrived.

This is symptomatic of what can be the biggest problem for the researcher: a lack of good record-keeping. Some municipalities keep detailed records that are easily accessed; others keep records rather haphazardly in boxes or cabinets that are poorly organized with no useful index. As administrations change, new personnel frequently revise the previous systems, or discard old records that seem not to have any apparent value to them. As a result, it is not uncommon to be told that no records exist concerning the flag; in fact, they may still exist, but nobody knows where they are, and unless the municipal worker is unusually helpful to dig out information, it is nearly impossible to obtain. At this point, local libraries or historical societies may be the best option.

Still, with all the problems and roadblocks one encounters, I would still have to say that research in the field is fascinating, absorbing, extremely rewarding personally, and often just plain fun. I hope to be able to continue it for years to come, and would urge any of our readers to try it in your own home state or province. Hundreds of flags are just waiting to be catalogued. You never know what new discovery may lie just over the hill, or around the next bend, if you can just get there before closing time!
VEXI-BITS CONTINUED, from page 3

San Antonio Express-News, May 17, 1997. About two hundred students from Oliver Wendell Holmes High School in San Antonio walked out of class to protest the school board’s decision to enforce a new dress code. When school administrators tried to get the students to return to class, some of the protesting students rushed to the flag pole and hauled down the U.S. and Texas flags and threatened to burn them. The flags were saved by one of the students who organized the walk out. (Vexi-Bits Ed.)

Afterburner: USAF News for Retired People, May 1997. U.S. Air Force Bases worldwide will be flying a new flag to celebrate the 50th anniversary of the U.S. Air Force (Fig. 3). The all-weather flag will be flown whenever possible until December 31, 1997. The article did not specify the colors of the flag. (Vexi-Bits Ed.)

Northern Territory News, Darwin, NT, Australia, April 12, 1997. Designer of the Australian Aboriginal flag, Harold Thomas, is seeking royalties from manufacturers who make Aboriginal flags or use the design for profit. According to lawyers, Thomas has sole ownership of the design. (Submitted by Ron Stracham)

Sea History, Spring/Summer 1997. The article “The American Flag at Sea: Economics Alone is not the Answer” indicates that the decline in the number of American flagged commercial vessels is a threat to national security. Many shipping lines register their vessels under foreign flags to employ lower waged mariners and more relaxed safety standards. (Submitted by Anna K. Weisz)

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BRIEF FROM THE TREASURER

As Charles Spain mentioned in his letter on page two of this NAVA News, the next issue of Raven marks a milestone for NAVA: it will present our association’s work to the largest audience ever reached by any of our publication efforts so far. Fully aware of this, we have gone to unprecedented lengths to ensure the accuracy and professionalism of the materials on Native American flags we will present. This has had a bad-news as well as a good-news side.

The bad news is that we will substantially overrun our budget for this endeavor. Including shipping to our members worldwide, we had allotted US$5,000. I estimate at this point that we will end up in the red by US$1,700-2,000.

The good news is that, after mailing to members, we will have some 1,300 extra copies to sell to libraries, museums, and other customers you come up with. Which brings me to the point of this brief letter: NAVA NEEDS YOUR HELP!

Ideally, every NAVA member would find ways to sell 4-5 copies in his or her community. Museum book/gift shops, libraries, flag stores, flag enthusiasts, Native Americans, book collectors, specialists in Native American culture and history—all would make good starting points. You know your own communities best—please help to flesh out this list and then plan specific contacts when Raven is published late this fall. (If you are uncomfortable making “sales calls,” please let me know whom to contact, and I’ll make sure they hear from us.)

Ideally, NAVA members involved in the flag business would want to purchase at wholesale (see pricing note below) a stock of 24+ Ravens and retail them from appropriate points of sales. It is both a historic and a limited edition!

Please let me have your ideas and comments by phone (860-354-0686), fax (860-354-2786), e-mail (treas@nava.org), or snailmail (101 Bel Air Drive, New Milford CT 06776-2441). Those of you planning to attend NAVA 31 in Chicago, let’s make a point to get together and exchange ideas on this topic. Together, I’m sure we will not only dig our way out of a financial hole, but will actually place NAVA’s treasury on a sound footing to serve you better in the years ahead.

Thank you in advance for your thoughts and efforts!

NOTE: This approximately 200-page issue of Raven will retail for US$25 per copy. We will also have a wholesale price of US$9.50 per copy for a minimum of 24 copies.

With vexiccheers,

Peter Orenski, NAVA Treasurer

P.S. If you would like to be individually recognized under DONORS in this very special issue of Raven that will go to libraries and museums worldwide, please send your contributions (payable to “NAVA”) to the Treasurer at the street address under “snailmail” above.

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FROM THE MEMBERSHIP COMMITTEE

The Members Committee asks all of you to help strengthen our organization. Please submit names of anyone you know who is interested in flags to Treasurer Peter Orenski at 101 Belair Drive, New Milford, CT 06776-2441 or TMEALF@aol.com. He will send NAVA information and a membership application. Anyone you talk to about flags is a potential member. Talk up NAVA!

—John Lowe, Chairman

NAVA News May/June 1997
I preferred the seven stripe model. Then Jeff Sutter reached over to the calculator and figured out that a six striped flag would be 16% less expensive on labor than a seven stripe. Jim and Ken chimed in that the public wouldn’t know the difference. So the six stripe flag became the production model. Design credit to Jeff Sutter. See figure 10.

A few weeks later, Gilbert Baker, flamboyant artist, came up to me in front of Paramount Flag. He told me that he was the decorations monitor for the “Sexual Freedom Day” parade. Gilbert asked me if it was okay with me if he used the rainbow flags for decorating the event. I told him that I did not own the rainbow and to go ahead. Gilbert designed an eight stripe flag, figure 17.

Not too long after that I was in Ken Hughes’ office and he was considering how the flags would be displayed on Market Street. Ken decided that the street lampposts would be hung with two flagpoles on each lamppost with a flag of red, orange and yellow on one side and, on the other side, a flag of blue, green and purple. This solidified the six stripe rainbow design. See figure 11.

Gilbert Baker had designed large eight stripe flags for the big poles on United Nations Plaza, but played no part in the design of the six stripe flag that has become the standard of the homosexual community. Gilbert did come up with a nice variant when, after ten years of rainbow flags, he said he was tired of looking at it so he flipped the stripes for the 1988 parade, figure 12. I suggested a swallow tail for a little more interest and this was done. Many of the flags that line the parade route are made this way.

Baker was behind the mile long rainbow flag that made its way through New York City in June.

Well, the ideas keep coming so here are a few other permutations. A heterosexual rainbow flag using seven pastel stripes, figure 13. And my latest, figure 14.

Others came up with ideas too. Artist unknown, figure 15, with pink triangle added and unusual

A stacked rainbow by Gail Winston, figure 16, is the latest.
MEMBERS IN THE NEWS
Dr. Whitney Smith, of the Flag Research Center, appeared on C-Span on Sunday July 6th at 9:30 AM. He was interviewed on the field of vexillology and fielded questions via telephone from listeners. Some of the topics discussed were flag desecration, the issue of the Confederate flag, especially regarding its placement on the South Carolina Statehouse, and the various star designs in the United States flag through its development. A chart produced by the Flag Research Center displaying these changes was shown. The new chart of Native American flags, which all NAVA members should have received by now, was also displayed.

Other topics were the design of the Florida state flag and the use of the red saltire, and the oldest known flag — a metal flag found 5,000 years ago in Iran. One interesting point Whitney made is how the Tibetan flag is banned by the Chinese government, yet he had a large flag of Tibet manufactured in China (the type found in many Army and Navy surplus stores in the United States) — a touch of irony!

NEW FLAGS
Tuvalu has reverted back to its old flag which first became official on independence in 1978. This is the flag with a light blue field with nine yellow stars in the fly and a Union Jack in the canton. For complete information on this change please see The Flag Bulletin #175 (May-June 1997).

BACK ISSUES
Back Issues of NAVA News can be obtained by sending a self-addressed stamped business envelope with 55¢ postage, per issue, to: Mr. David Breitenbach, 900 Nottingham Road, Apt. 1, Grosse Pointe, MI 48230-1761. Issues are obtainable until October 1, 1997 (this is an extension). Please note Canadian members can send Canadian stamps, the amount to be the cost of sending a NAVA News issue domestically within Canada. Issues available are: XXVI: 1-6; XXVII: 2-3, 5-6; XXVIII: 1-6; XXIX: 1-6.

NAVA'S WEBSITE
NAVA's new website is online at: http://www.nava.org Comments and suggestions can be sent to Ms. Annie Platoff at: aplatoff@aol.com

Articles may be submitted in any Macintosh or PC format on either 3.5" or 5.25" inch disks. A hard copy showing all bold and italics should accompany the disk. Your disk will be returned post-paid.

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OCTOBER 10 - 12, 1997
BLACKSTONE HOTEL - CHICAGO, ILLINOIS USA

MEETING AGENDA*

FRIDAY, OCT. 10
3:00 - 4:30 pm  Meeting Registration
4:45 - 5:45 pm  Greetings and Flag Presentation Ceremony
6:00 - 8:00 pm  Reception
TBA  Executive Board Meeting

SATURDAY, OCT. 11
8:00 - 8:30 am  Continental Breakfast
8:30 - 12:00 noon  Annual Meeting and Presentation of Papers
12:00 - 1:30 pm  Luncheon Buffet
1:30 - 5:00 pm  Flag Factory Tour and Illinois City Flag Exhibit
6:00 - 9:00 pm  Reception and Annual Banquet

SUNDAY, OCT. 12
8:00 - 8:30 am  Continental Breakfast
8:30 - 12:00 noon  Presentations
12:00 - 1:30 pm  Luncheon Buffet
1:30 - 2:30 pm  Exhibits
2:30 - 3:30 pm  Presentation of Papers
3:30 - 4:00 pm  NAVA 32 Preview
4:00 - 4:30 pm  Driver Award Presentation and Closing Remarks
6:00 - 9:30 pm  Optional Dinner Cruise on Lake Michigan
TBA  Executive Board Meeting

*This agenda is subject to change. A final meeting agenda will be provided to all meeting registrants.

REMINDER: You may wish to make a copy of the proposed meeting agenda for yourself before mailing your meeting registration.
NAVA 31  
CHICAGO, ILLINOIS USA - OCTOBER 10 - 12, 1997

REGISTRATION FORM

MEETING SITE: Blackstone Hotel  
636 South Michigan Avenue  
Chicago, Illinois USA

(Name) (E-Mail Address)

(Address)

(Home Phone) (Business Phone) (Fax Number)

(Preferred First Name for Badge)

HOTEL REGISTRATION
If you are planning to stay at the Blackstone Hotel, please complete the following information:

Room type:  □ Single US$79 □ Double US$89, sharing with: ____________________________

To guarantee your reservation: ____________________________ / 

Credit Card Number Exp. Date

Your credit card information and reservation will be given directly to the Blackstone Hotel, and you will receive a confirmation letter. Cut-off date for rooms held at the above rates for our group is Sept. 10, 1997.

MEETING REGISTRATION
Please check all that apply:

US$130 □ Regular Registration, postmarked Sept. 2, 1997 or earlier

US$150 □ Late Registration, postmarked after Sept. 2, 1997

US$ 65 □ Guest Registration, Name: ____________________________

(attending Fri. reception/Sat. reception & banquet only)

Free □ Exhibit Table Space, NAVA member

US$ 25 □ Exhibit Table Space, nonmember

US$__________ Total Meeting Fees MAKE YOUR CHECK OR MONEY ORDER IN US DOLLARS PAYABLE TO: NAVA

Mail check or money order and registration form to: Dr. Peter Orenski  
NAVA  
101 Bel Air Drive  
New Milford, CT 06776-2441 USA

IMPORTANT: If registration cancellation is postmarked Sept. 2, 1997 or earlier and mailed to Dr. Peter Orenski at the address above, you will receive a 50% refund. No refunds after Sept. 2, 1997. Only meeting registrants may request exhibit table space. If you have questions, please call Mary Ann Docktor-Smith at (773)889-8670 (daytime number) or contact her by e-mail at flagpro@aol.com.