



AeroStats

March 2022

**The Monthly Newsletter of the
Willamette Aerostat Society
Volume 24, Number 3**

YOU WON'T WANT TO MISS THE MARCH MEETING!

Wednesday, March 16, 2022

at 7:00 PM via Zoom.

An email containing the link will be sent to you soon.

Our main presenter will be AME, Dr. Steve Vets. He will discuss what you need to do to obtain your Class 2 Medical.

On top of that, Jack and Sallie Loflin will discuss landowner relations within the Albany flying area. Jack has had some interesting discussions with the owner of one of our red zones. You will want to hear what he has to say!

See you then

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2022 WAS Officers

President:

Shari Gale

Vice President:

Marianne LeDoux

Secretary/Treasurer:

Dale Justice

Others:

Newsletter Editor:

Shari Gale

Activities Director:

Open

Web Master:

Cory Miller

WAS website:

<http://www.wasballoon.info>

Email: ExecComm@wasballoon.info

Happenings

in the Pacific Northwest and beyond



Event information in this newsletter is *not* to be considered as an endorsement by WAS, its officers, or its members.

**Wednesday, March 16, 2022
at 7:00 PM**
WAS General Meeting via Zoom
A link will be sent to all current WAS members soon.

May 13-15, 2022
Winnemucca Balloon Festival
Winnemucca, NV
Contact: Jeff Haliczer
LiHal1@sbcglobal.net

June 4-5, 2022
Sonoma Balloon Classic
Sonoma, California
<https://www.schabc.org>

June 24-26, 2022
Tigard Festival of Balloons
Tigard, Oregon
<http://www.tigardballoon.org>

July 1-4, 2022
Teton Valley Balloon Rally
Driggs, Idaho
Contact Ernie Hartt,
ernieharttwinston@me.com

July 1-4, 2022
Freedom Fest
Provo, Utah
<https://www.freedomfestival.org/event/balloon-fest/>

July 22-24, 2022
Balloons Over Bend
Bend, Oregon
<https://balloonsoverbend.com/night-glow/#morning-launches>

July 29-31
Ruby Mountain Balloon Fest
Elko, Nevada
<https://www.rubymountainballoons.org>

August 20, 2022
Arlington Sky Fest
Arlington, Washington
<https://www.arlingtonskyfest.com>

August 26-28, 2022
NW Art and Air Festival
Albany, Oregon
<http://nwartandair.org>

August 31-September 4, 2022
Spirit of Boise Balloon Classic
Boise, Idaho
<https://spiritofboise.com>

September 9-11, 2022
Great Reno Balloon Race
Reno, Nevada
<https://renoballoon.com/>



Warning! Warning!

**It is time to renew your WAS membership.
If you don't do it, the sharks will get you.**

You can renew/join WAS here:

<https://www.wasballoon.info/membership-ap/>

Or send a check to the club treasurer.

An application can be found on page 10.



This painting was created by Marianne LeDoux. It was a class assignment. She made a “doodle” painting using items that start with the letter “B.” The more you look at this delightful painting, the more items you can find. Her creativity is truly amazing.

BFA Youth Summer Camps

The Balloon Federation of America is setting up another round of summer camps for youth. There are a total of three camps spread out across the United States planned for 2022. The two Basic Sleepover Camps are:

Southeastern Balloon Camp Vienna, Georgia

June 21-26, 2022

Director: Benjamin Drennan
(benjamindren@gmail.com)

Rio Grande Balloon Camp Albuquerque, New Mexico

July 9-14, 2022

Director: Neida Bueno (n.c.bueno@comcast.net)

There is an Event Camp scheduled for this year.

DinahSOAR BFA Youth Camp Vernal, Utah

August 26-28, 2022

Director: Kent Barnes (kjbarnes@gmail.com)

More information is available on the BFA website: <https://bfa.net/divisions/junior-balloonists>

What will be the fate of WAS?

The hard truth is the current slate of WAS officers is burned out. Marianne will finish up her third year as vice president at the end of 2022. Shari has been the president more than once, but this time around she has been in office four years. (She has been newsletter editor since 2010.) The prize for continuous service goes to treasurer, Dale Justice. He's been in office since 2015.

Each one of them has decreed

their time at the helm of WAS is coming to an end this coming December. This is a firm decision. You won't be able to sweet talk them into serving “just one more year.”

Three WAS members will need to step up to fill the open positions if you want the club to continue to exist.

Will it be you? Will it be someone you know? The Fate of WAS is in the hands of the membership.

Another Volunteer Needed

WAS needs an Activities Director for 2022. It is not a difficult job. The main activity is to make sure refreshments are purchased for next year's Christmas party. If you'd like to organize a get-together this summer that would be within your duties.

You can make the job as easy or as challenging as you like.

Please contact Shari, Marianne or Dale to volunteer your services.

Thanks!

It is almost time for the Wooden Shoe Tulip Festival!



Spring is here and the tulips are blooming. What would spring in Western Oregon be like without the chance to fly over acres and acres of blooming tulips?

The Iverson family has once again generously offered their farm as a launch site during the Wooden Shoe Tulip Festival. The opening date is Friday, March 18, 2022. The festival will run until Sunday, May 1. The farm is located at 33814 S. Meridian Road, Woodburn, Oregon. (They are 15 minutes east of I-5.)

Pilots and crew will not be charged admission. Paid riders, however, do need to buy an admission ticket on line at: <https://woodenshoetulipfarm.ticketspice.com/2022>.

Balloons and their chase vehicles will be allowed back on the farm property after the flight.

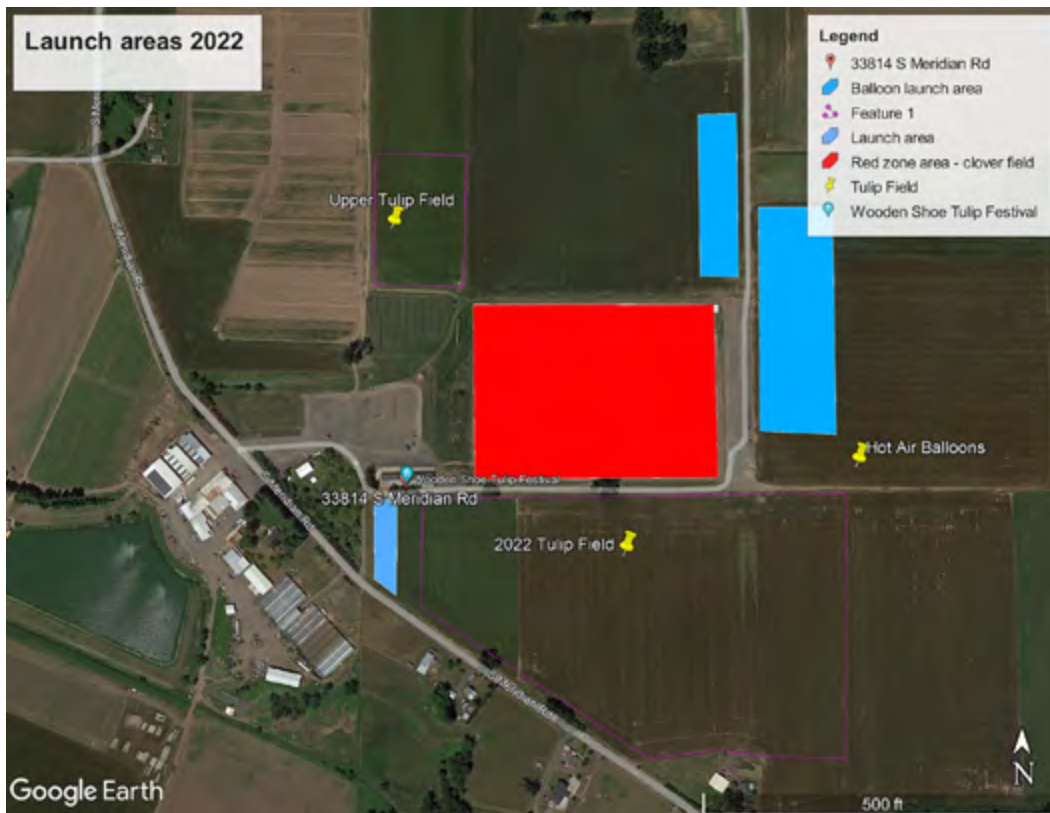
As in the past, each and every person involved in ballooning on the Wooden Shoe property needs to sign a waiver of liability. Crew, passengers, pilots and balloon owners all need to sign. There are no exceptions. A copy of the waiver can be found on the WAS web site at: <https://www.wasballoon.info/wooden-shoe-tulip-field/>. Once the forms are filled out, please put them in the big mail box on the west side of the main building.

You can also find a copy of the Red Zone map for the area surrounding the tulip fields on the web site listed above. The Rose family owns a huge chunk of land east of the tulip fields. They are not at all balloon friendly. They do not want anyone landing on their property. Please make some extra copies of the red zone map to take to

the field with you in the event someone has forgotten to bring theirs. As always, carry one map in the basket and have one in the chase vehicle. We want to keep landowner relations as good as they can be in this area. The Iverson family has been gracious in allowing balloons to launch from their fields for years and years. It's critical for all of us to follow these requests.

If you have questions, you can reach Barb Iverson at her email address: Barb@woodenshoe.com or you can send her a text on her phone: 503-932-5817. (It is unlikely she will answer a call from an unidentified phone number, so texting is your best option.)

It will be a treat to fly from the tulip farm this spring. See you there!



Barb Iverson sent us this map of the Wooden Shoe Tulip Festival grounds. The blue boxes indicate the areas balloons can use as a launch field. The red box indicates a clover field. The Iverson's do NOT want you to enter that area with either your balloon, vehicle or even your feet.

Havasu Balloon Festival

Photos by Cory Miller

Cory and Angela Miller in January went down to Havasu, Arizona to crew for fellow WAS member, Kearney Davis. Also, in attendance were Karalyn Mumm and Jeff Haliczzer.

Here is a collection of photos Cory took that weekend.



Kearney tethered that weekend, yet the three of them had time and energy for some off road activities. (Photo below.)



Kanab Balloons and Tunes Roundup Festival 2022

Photos by Cory Miller

Cory and Angela Miller were not through traveling after attending the rally in Havasu, Arizona. They decided to travel to Kanab, Utah for the Balloons and Tunes Roundup Festival in February. Angela crewed for Kent Barnes while Cory spent his time taking wonderful photos. Here is a sampling of those photographs.



WAS members enjoyed their time in Kanab. From left to right, Cory Miller, Karalyn Mumm, and Angela Miller.

The rally in Kanab was Ingrid Martels's last flight. She is voluntarily stepping away from ballooning at this point in her life. She wants to exit at a time and place of her choosing rather than wait for an accident or to fail a flight review to ground her. She's a wise woman.

The following article is being reprinted from *Balloon Life Magazine* with publisher Tom Hamilton's permission, as well as the permission of the author, Alan Sanderson. Alan, as you probably know is a WAS member and runs an active repair station in Albany, Oregon. A huge thank you goes to both Tom and Alan.

How to Identify and Avoid a Ragbag

by Alan Sanderson

Balloon Life, August 1998 • Reprinted with permission

This article outlines some methods to evaluate a balloon for potential purchase. The information can also be useful to determine whether your balloon is still going strong, or is soon due for replacement.

Use Balloon Consideration

Many used balloons can be a good value, as there are pilots who leave the sport for various reasons, making good equipment available on the used market. A pilot may buy a new system and offer a good used system for sale. Another system may be sold because it does not have much remaining life in the envelope. The buyer needs to determine whether the balloon can provide enough useful life to justify the purchase price.

If you are purchasing a used envelope or balloon system locally, you can usually get quite a lot of information about it from other pilots or a local balloon repair station. Other pilots may have flown the system, or flown with the balloon enough to get some idea of its general condition, and how well its owner cares for it. If you are getting a balloon from outside your local area, you should try to get as much information about it as possible to avoid making an expensive mistake.

A low hour balloon may appear to be a bargain, but age and storage conditions can be much more important than flight hours. A balloon that has had very few flight hours and very few annual

inspections has spent most of its life in its bag. If it is stored in hot, moist conditions, or has been stored wet, it may have suffered more fabric and coating damage than several hundred flight hours would cause. A four-year-old envelope with 180 hours may be in better condition than a 15-year-old envelope with 50 hours. Recent improvements in fabric may also make the newer envelope a better buy.

Buying a Bag in a Poke

Before committing to a purchase, ask the seller to send a photocopy of the aircraft log book and any work orders. This will give information about annual inspections, repairs, and flight frequency. Ask about fuel use per hour, and altitude and load conditions.

You should also contact the repair stations that have done recent work on the system and ask about its condition. They are required to keep copies of work orders for any work they have done for at least two years. You should find the work order numbers in the logbook.

If you get satisfactory information from the repair station, do some more checking. Look in the BFA Roster for pilots in the area where the balloon is flown, and ask them about it. Ask them who else has flown it, or who would know about it. Contact the other pilots. Also ask them about the repair station's reputation.

If everything checks out, you may have the system shipped under



This was Checkmate, owned and operated by Tim Gale. This photo was taken on Checkmate's last flight in 2014. You can see where the mouth is sucking in because so much of the hot air is just leaking out of the top. At the end Checkmate was using over 19+ gallons of propane per hour.

an arrangement where you pay a deposit that will be refunded if you return it. If you decide the envelope or system is unsatisfactory, it costs you only the round trip freight and any local repair station charges. Otherwise you can complete the paperwork and financial transactions to become the proud owner of a new (to you) balloon. If you or the seller is a member of AOPA (Aircraft Owners and Pilots Association) you can use their escrow service for the purchase.

Continued on page 9

How to Identify and Avoid a Ragbag

Continued from page 8

Pre-Purchase Inspection

The entire balloon system has some items that may be expensive to repair or replace, and others that may be much easier to tolerate. The bottom end (basket, suspension, instruments, burner and fuel systems) can have a few expensive problems, mostly age related. If the system is almost 10 years old, it will soon need to have new fuel hoses, new pressure relief valves in the fuel cylinders, and fuel cylinder recertification. If it is over 10 years old, find out when these items were replaced. Abnormally worn service valves may need replacement. Such items can be factored into the price. Consult your local repair station for estimates.

Basket skids on most newer systems are designed to be replaceable. Some older designs (ask your repair station) require major surgery to replace skids. Floors on some brands are simple to replace, but some others require some major disassembly. Some metal frame members require a major wicker reweave for replacement, and they must be replaced if cracked or bent beyond the manufacturer's tolerances.

If the basket has been stored outside, it may have rot or other weather or insect damage to the wicker or floor. This can be a very expensive problem to repair. It may be more economical to find another used basket in better condition.

If the burner is undamaged, and the pilot lights operate properly, normal blast valve maintenance is all that is required. Such problems as bent metering valve stems may require some disassembly and valve replacement.

Mechanical altimeters and variometers are relatively inexpensive to repair, as are

the DT-20 or DT-21 electronic temperature gauges. The combined electronic variometer, altimeter and temperature gauge can be more expensive to fix.

The envelope is the most expensive and most variable part of the system. That is why I am suggesting that you accompany it into your local repair station for a hands-on inspection. The envelope will be inspected according to the manufacturer's annual inspection checklist. This will determine the fabric strength and the condition of the coating. A bad smell can indicate a serious mildew problem, or other biological attacks resulting from damp or improper storage.

The extent and type of repairs and the condition of the structural members (load tapes or cords and suspension attachments) can indicate some of the stress the balloon received. Tether operations can inflict stresses that normally do not occur in free flight.

If a repair station inspector finds unsatisfactory or improper repairs or materials during the inspection,

that inspector will not sign off on the system until the offending repairs are removed and corrected. The cost of such corrections is not included in the inspection charge. The repair station will not certify the system or envelope is airworthy unless it passes all the checklist items.

Fuel Consumption Test

After physically inspecting the envelope, you should test inflate it to check for valve fit and proper operation of the deflation system. During this process, you can perform a fuel consumption test. The fuel consumption test evaluates the integrity of the fabric coating, and the tightness of the deflation system.

The balloon is inflated and loaded to half its maximum payload, and flown on tether for 15 minutes. The fuel use is measured and compared against some test values. If the fuel use exceeds a certain value, the envelope may have serious problems, possibly requiring an expensive rebuild.

Your repair station can provide more details on the test procedure. It was published in *The FireFlyer*, *The Balloon Works Gazette*, Autumn 1995.



Just look at the fabric in the middle of the red bottom panel. You can see the flame right through it. Was this balloon porous? It sure was. We were sad to end her life, but it would have been unkind to try to sell her to a naive new pilot. Checkmate was sent back to the factory in North Carolina and "reskinned."

2022 WAS Membership Application



Name: _____

Pilot Crew Interested in hot air ballooning

Birthday: Month _____ Day _____

Address: _____

City: _____ State: _____ Zip: _____

Date Submitted: _____

Home Phone #: (____) _____

Cell Phone #: (____) _____

E-Mail Address: _____ @ _____

BFA Membership #: _____

Pilot/Crew Achievement Awards

BFA Crew Level: _____ BFA Pilot Level: _____

FAA Wings Level: _____ Other: _____

Family Member Information

Name: _____ Pilot Crew

Name: _____ Pilot Crew

Name: _____ Pilot Crew

Name: _____ Pilot Crew

Name: _____ Pilot Crew

Membership Type

Charter (\$20) Single or Family (\$20) Newsletter Only (\$10 outside Oregon & SW Washington)

Membership

The Willamette Aerostat Society communicates via e-mail, the WAS Facebook page and the website. We recognize and respect our member's privacy. If you do not wish personal information about you shared with other members, please indicate below. Your personal information will *never* be published on our website. It might be shared with other club members if a request is made unless you prefer to opt out.

- Do Not share name
- Do Not share address
- Do Not share phone number
- Do Not share cell phone number
- Do Not share e-mail

Please use a 2nd page if there are two pilots in the family, or if you have family members with additional information such as cell phone # and/or BFA #'s.

Mail completed form with fees to:
Willamette Aerostat Society
c/o Dale Justice
2902 E. 2nd St. Unit 76
Newberg, OR 97132

You may also join on line.
The URL is: <https://www.wasballoon.info/member-ship-ap/>



Willamette Aerostat Society

Willamette Aerostat Society Mission Statement

- ➔ To promote the sport of Hot Air Ballooning
- ➔ To educate new balloonists and the public
- ➔ To embody safety in all aspects of Ballooning
- ➔ To do all we can to support and encourage land owner relations
- ➔ To support our fellow balloonists and crews personally and in our sport

To obtain Member Contact information, send an e-mail to the Secretary/Treasurer.

For Privacy reasons, *AeroStats* will not publish member contact information without their express permission.

Contact and Submissions

Submissions of articles and photographs are encouraged and welcome! The editorial staff reserves the right to determine the suitability of a submission for inclusion in the newsletter.

Please email your pictures, articles, and comments to:

sharigaleOR@gmail.com

Advertising Policy

Club member's ballooning related or event information is published on a space available basis at no charge.

Business Advertising by Club members is considered Commercial Advertising, subject to fees shown below.

Material must be submitted in computer word processing format with pictures in JPG format.

AeroStats reserves the right to decline publishing submitted information.

Commercial Advertisement Space Rates

Full Page — \$30	1/2 Page — \$20
1/4 Page — \$15	Business Card — \$10

Ads will be published for 3 consecutive months, or until withdrawn, for the fee shown above.

The publishing of advertising in *AeroStats* does not imply an endorsement of the ad or its contents.

Text and images will be printed as submitted by advertisers.

Front Cover Photo:

Jeff Haliczzer lifts off during the Kanab Balloons and Tunes Roundup in February.

Photo by Cory Miller.

Waiver

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Material to be considered for publication should be mailed or e-mailed to the Newsletter Editor at sharigaleOR@gmail.com

Publication deadline is the 2nd Saturday of each month.

AeroStats reserves the right to deny publication of submitted material for any reason.

Material published in AeroStats does not imply endorsement by WAS, its officers, newsletter editor, or its members of an event.

Nor does it imply agreement with opinions, comments, or endorsement of any product.