

# *AeroStats*



**May 2022**

**The Monthly Newsletter of the  
Willamette Aerostat Society**

**Volume 24, Number 5**

# Next Was Meeting, May 21, 2022, 2:00 PM at Garmin AT, Inc. Building, 2345 Turner Road SE, Salem, OR 97302



*This is a satellite view of the Garmin building, located on the East side of the Salem Airport. Park in the area outlined in red. Come in through the small door to the north of the main entrance.*

**Jack Loflin will present: Working Well and Playing Well with Airports.**

This will be an in-person meeting. Plan to attend and enjoy the company of your fellow balloonists. Bring finger food to share if you choose.

If Zoom is available, instructions will be in an email prior to the meeting date.

A huge thank you goes to Jack Loflin for arranging a place for us to meet.

A special thank you goes to Garmin AT, Inc. for graciously offering use of their meeting space.

## Table of Contents

- Sec/Tres Report Page 3
- Happenings Page 4
- It Felt Good Page 4
- Is That Snow? Page 5
- Getting the Most from Your Repair Station Pages 6-7
- Glympse Page 7
- Photos Page 8
- WAS application Page 9

## 2022 WAS Officers

**President:**  
Shari Gale

**Activities Director:**  
Sallie Loflin

**Vice President:**  
Marianne LeDoux

**Web Master:**  
Cory Miller

**Secretary/Treasurer:**  
Dale Justice

**WAS website:**  
<http://www.wasballoon.info>

**Others:**

**Newsletter Editor:**  
Shari Gale

**Email:** [ExecComm@wasballoon.info](mailto:ExecComm@wasballoon.info)



# Willamette Aerostat Society Secretary/Treasurer's Report

## Willamette Aerostat Society General Meeting

Saturday, April 16, 2022

### Present:

Shari Gale, President & Newsletter Editor  
Marianne LeDoux, Vice President  
Dale Justice, Secretary/Treasurer  
Sallie Loflin, Activities Director  
and 17 additional members (5 on Zoom).

1. The April 16, 2022 meeting was called to order at 2:06 p. m. by Shari.

2. Moved by Carmen Blakely, seconded by Marianne to approve the minutes of the March 16, 2022 meeting as printed in the April, 2022 WAS Newsletter. Motion passed.

3. **Treasurer's report** — from Dale, as of April 15, 2022.

2022 Members	53 (32 memberships paid)
Checking	\$ 1054.17
Savings	<u>105.00</u>
Total	\$ 1159.17

2022 (and beyond) memberships are being received and deposited, by mail and by internet. Note: Memberships received via the internet "Square" application cost us \$0.88 each, so \$19.12 is the total amount we receive.

4. **Correspondence** – None

5. **Regulatory news** – There is no final FAA decision concerning Class 2 Medical requirements.

6. **Events** –

The Wooden Shoe Tulip Festival is in process. Flights have occurred, but landing spots are few, other than on the farm.

Many more upcoming events are detailed in the AeroStats newsletter.

Tim Gale and Koh Murai attended the BFA national convention. Tim gave a report.

7. **Old Business** –

1. If dues were not received by March 31, 2022, lapsed members were removed from the roster and the email information list.

2. We will need new officers in 2023. Volunteers are needed to carry on the club and the newsletter. Norma Ashley is willing to serve as Vice President. Larry Simburger is willing to serve as Treasurer. Others have expressed interest.

3. Sallie Loflin has agreed to serve as the Activities Director. The annual Christmas Party will be held at Jack and Sallie Loflin's residence this year.

8. **New Business** – None

9. **Bob LeDoux presented a talk on land owner relations**, with a discussion following.

Another discussion was held concerning airport use and operations by balloons.

10. **The next WAS meeting will be held on Saturday, May 21, 2022, at 2:00 p.m.** The meeting place will again be the Garmin building in Salem.

11. Shari thanked Jack and Sallie for their help getting the meeting place and setting up the Zoom connection. Shari adjourned the meeting at 3:50 p. m.

*Respectfully submitted,*  
*Dale T. Justice*  
/signed/dtj/4-19-2022

# 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.

**Saturday, May 21, 2022**  
**at 2:00 PM**  
**WAS Meeting at Garmin AT, Inc.**  
**2345 Turner Rd. SE, Salem, OR**

**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>

**June 25-26, 2022**  
**Kongregation of Balloons**  
Prosser, Washington  
Contact: Mandy Johnson  
253-709-8889

**July 1-4, 2022**  
**Teton Valley Balloon Rally**  
Driggs, Idaho  
Contact Ernie Hartt,  
[ernieharttwinston@me.com](mailto: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/>

**October 1-9, 2022**  
**Albuquerque Int'l Balloon Fiesta**  
Albuquerque, New Mexico  
<https://balloonfiesta.com/>

***It's back!!***  
**October 19-23, 2022**  
**Walla Walla Balloon Stampede**  
Walla Walla, Washington

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## It Felt So Good!

On April 16, 2022 we had our first in-person meeting in 23 months — 23 long-g months.

But getting together was not as easy as it once was. Once we were able to hold an in-person meeting we suddenly found we had no meeting spot. The Lynx FBO at the Aurora Airport had been sold. The new owners, Atlantic, were not as accommodating. That sent club president, Shari Gale, scrambling to find a new location.

Thankfully, WAS member, Jack Loflin works for Garmin, AT in Salem. By chance he had a meeting

scheduled with the “big boss” just days after he received a plea from Shari to see if Garmin’s conference room could be used. He dutifully asked and was surprised and pleased that our request was approved. Shari was even more pleased!

A huge thank you goes out to Garmin for their generosity.

Their conference room proved to be just right. It felt so good to be back together and to have lively discussions about flight operations once more.

It is hoped you can join us for the May meeting on the 21<sup>st</sup>.

# Is That Snow On The Ground? Probably Not.

By Shari Gale

Yes, we had snow in the Willamette Valley this spring. It's unusual to have snow at any time of the year in most of the valley, but in the spring? That's very unusual, but it happened this year.

Even with that in mind, look twice at the white field you are flying over this spring. It may have a coating of white, but it is probably not snow. It's meadowfoam (*Limnanthes alba*).

Meadowfoam is grown for its seed oil. The seeds contain 20-30% oil and it is extraordinarily stable.

Oregon State University researchers published a paper on meadowfoam in April 1997. ([https://valleyfieldcrops.oregonstate.edu/sites/valleyfieldcrops.oregonstate.edu/files/em8567\\_-\\_growing\\_meadowfoam\\_in\\_the\\_willamette\\_valley.pdf](https://valleyfieldcrops.oregonstate.edu/sites/valleyfieldcrops.oregonstate.edu/files/em8567_-_growing_meadowfoam_in_the_willamette_valley.pdf)) They stated, "Oil from meadowfoam seed was first tested in the late 1950s as part of a USDA search for plants to provide new industrial raw materials. Tests found that meadowfoam

seed oil has a unique chemical composition. Unlike common seed oils, meadowfoam oil consists almost entirely of long-chain fatty acids (more than 18 carbons). These have commercial potential as raw material for many products including lubricants, waxes, and polymers. There currently is strong market demand for meadowfoam oil in the cosmetics industry." Companies such as Revlon, Unilever, P&G, Bayer, and ChapStick use meadowfoam oil in their merchandise.

It requires pollination by bees. Meadowfoam honey is said to taste a bit like marshmallows. Considering it looks a little like a sea of mini marshmallows it only seems right that it tastes like them. You can find meadowfoam honey for purchase on line. Just run a Google search for it.

Meadowfoam is a low growing herbaceous winter annual. It reaches a height of 10-18 inches. It is perfectly suited to the Willamette Valley climate. It prefers the same poorly drained soil as annual ryegrass.

Planting time is in the first two weeks of October after soil temperatures are below 60°F. It's harvested in the last week of June or a little later. This makes it a good rotation crop. The same equipment used for grass seed crops can be used for meadowfoam. This helps the farmer spread equipment use and work load over a longer time period.

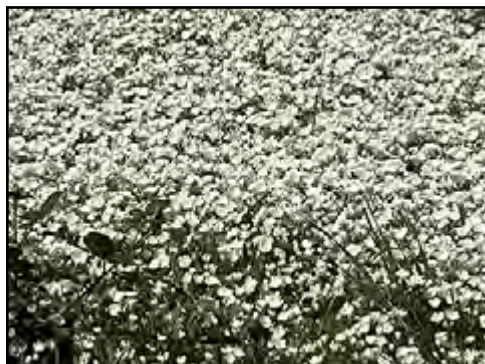


Photos by Shari Gale

## Pilots/Crew be forewarned:

Meadowfoam is a very sensitive crop. **Do not land on it, drive on it, or even walk on it.** It is another crop that is windrowed during the harvesting process. It is allowed to dry for seven to 10 days before it is picked up. Once it is harvested there is little plant residue remaining on the field. That's when it may be OK to land there.

In other words, if the field below you looks like there is a few inches of snow on the ground, stay out!



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.

# Getting the Most from Your Repair Station

by Alan Sanderson

Balloon Life, June 2001 • Reprinted with permission

This article provides some suggestions to help you to work effectively with your repair station, keep your costs reasonable, and keep your balloon airworthy.

## Plan Ahead

Keep track of the due date for your annual or 100-hour inspection. Contact your repair station well ahead of the due date to schedule the inspection. If you are aware of other parts or services that may be required, such as fuel hoses or pressure relief valves, let the repair station know in time to order parts. Also tell the repair station about any extra fuel cylinders that may need service.

You can expect to replace fuel hoses every 10 years, and separate pressure relief valves every five years.

## Perform a Pre-Inspection

If you have concerns about some part of the balloon system passing the next annual inspection, you may want to arrange a separate inspection of the suspect part. For example, if you suspect the envelope might fail the grab (pull) test or porosity test, you can have the appropriate tests performed before committing to a full annual inspection. If the suspect part passes, you can complete the rest of the inspection. If it fails you can then make a decision about the envelope repair or replacement.

## Don't Refuel

If you are getting close to the time for the annual inspection, try to leave the fuel cylinders empty. That makes them easier to handle during

the inspection, and makes fuel cylinder inspection and repair easier. If you have the opportunity for another flight before the inspection, you can refuel the evening before the flight.

## Note Any Problems

Some problems must not wait for an annual inspection. The following problems can create an extreme hazard to flight:

1. Fuel system leaks of any kind.
2. Service valves that feel rough or grind in operation.
3. Abraded or damaged fuel lines.
4. Burned or damaged suspension cables.
5. Burned or damaged load tapes.
6. Structural damage to the basket or uprights.
7. Major fabric damage above the throat area.

Other problems can cause high fuel consumption or premature fabric damage. These include:

1. Mis-adjustment of the parachute valve rigging.
2. Mis-adjustment of turning vent rigging.
3. Damaged Velcro or springs in a rip panel balloon.
4. Small holes or tears in the fabric.
5. Holes or tears in the envelope storage bag.

Problems that cause inconvenience or are cosmetic should also be noted, such as:

1. Wicker damage.
2. Erratic or incorrect instrument operation.

3. Scuff leather damage.
4. Leather or suede trim damage.

## Remember the Paperwork

When you bring the balloon system to a repair station for an annual inspection, you need to bring the following documents:

1. Aircraft log book.
2. Aircraft flight manual.
3. Airworthiness certificate.
4. Registration certificate.

## Owner Participation

Some repair stations encourage the balloon owner to assist in the inspection. The inspector will supervise and observe all parts of the inspection, and the owner will provide some of the labor.

This provides the opportunity for the owner to learn about all details of the balloon system. It also provides the repair station with the opportunity to educate the balloon owner.

Many repair stations also provide a discount on the annual inspection if the owner participates.

## Accessories

Check your accessories, such as tools, fans, drop lines, and fire extinguishers for abnormal wear or damage.

If they need repair or



*Tim Gale always participates in the pull test for his envelope.*

## Repair Station

Continued from page 6

replacement, the repair station can assist. Remove accessories from the basket if they are not in need of repair.

### Allow Adequate Time (and Money)

A proper and complete annual inspection on a hot air balloon takes approximately a full day. Certain steps can be skipped on some nearly new balloons. If the repair station is inspecting your balloon system for the first time, it could take longer to complete the inspection. If you have previously brought the system to the same repair station, the inspector will be familiar with its general condition and can perform the required checks in less time.

### Spare Fabric

Many balloon manufacturers provide small amounts of fabric matching all colors in a balloon as a fabric repair kit. If you have such a kit, you should bring it to the repair station with the balloon, in case damage is discovered that requires a patch. Otherwise it can take time to get replacement fabric from the factory.

### Know Your Balloon

By working closely with your repair station before, during, and after your balloon receives its annual inspection or repairs, you will gain knowledge and understanding that can help you to tell that your balloon is airworthy. You will also know exactly what the repair station did to your balloon, and will be able to spot minor problems before they become serious.

If you see anything on your balloon that does not look right or normal, call the repair station and ask them about it. They would like to see you back again next year, alive and well.

# Here's a Glimpse at the Glympse App

By Tim Gale

Several of us have been using an iPhone application called *Hot Air* to build a tracking log in three dimensions during a flight. It gives a collection of useful features such as a graphical track log, flight log, and more.

*Hot Air*, also, has a connection to a location sharing application called *Glympse*, which enables its users to share their location temporarily. It can be most useful to your crew.

The pilot, once he/she activates the *Hot Air* app, needs to send a *Glympse* link to a crew member's cell phone as a text message. The application prepares the link and message text, only waiting for the pilot to hit send.

If the pilot uses an Android phone he/she can still use the *Glympse* app without going through *Hot Air*, since the app works on all devices. In fact, the recipient does not need to have the app downloaded on their phone at all. By clicking the link you send to them,

they can see your location on a two-dimensional map with direction and speed information. Shari has found it

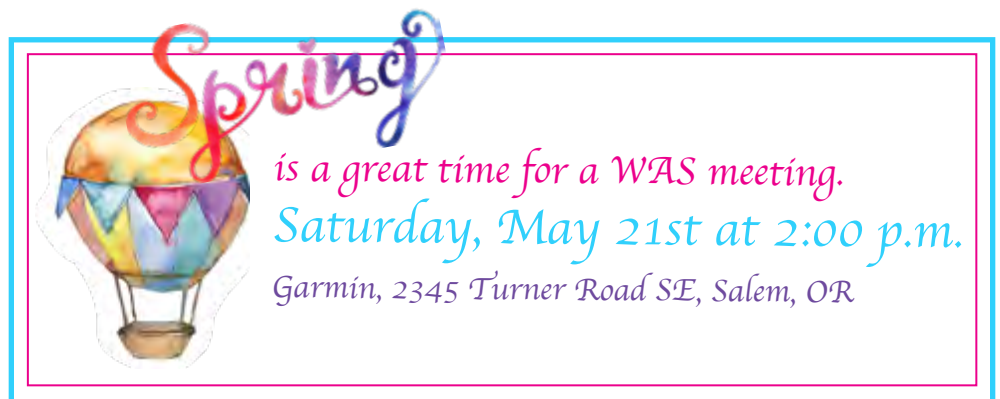


very useful.

Best of all the app is free.

The location app will time out. You do not have to be linked to your crew 24/7 — unless you two are married.

My only caution is that it uses cell data and a few places where we fly may have cell coverage issues. As has so often been said, your results may vary (certainly in the boonies).



# BFA Convention in Kansas



Several WAS members recently attended the BFA Convention. Left to right: Alan Sanderson, Tim Gale, Tom Sharpee, (non-members, but good friends, Dan and Nancy Griffin), and Jeanne Anson. Photo by Koh Murai.



Tom Sharpee, Dan and Nancy Griffin, and Jeanne Anson. Photo by Tim Gale.



Forest and Katie Griggs, and Koh Murai. Photo by Tim Gale.



## Local Flight

Recently Cheryl Isaacs took off from SW Albany. She traveled north and landed in the Dever-Connor area. She found a great landing site after a long search. Moral of the story: Be patient. The perfect, uncultivated site owned by a really nice land owner is out there somewhere.

Joining Cheryl were WAS members Tim and Shari Gale, Mary Heath, Dale Justice and Susan Plummer.



Be Like Karalynn!  
Don't Get Left Behind!

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 the following page.



# 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 Graphic:

Balloon, La Brisa Del Mar. Pilot, Cheryl Isaacs.

Graphic by Shari Gale

## Waiver

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**We ask that you credit WAS, AeroStats and the author in any reuse of newsletter material.**

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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.**