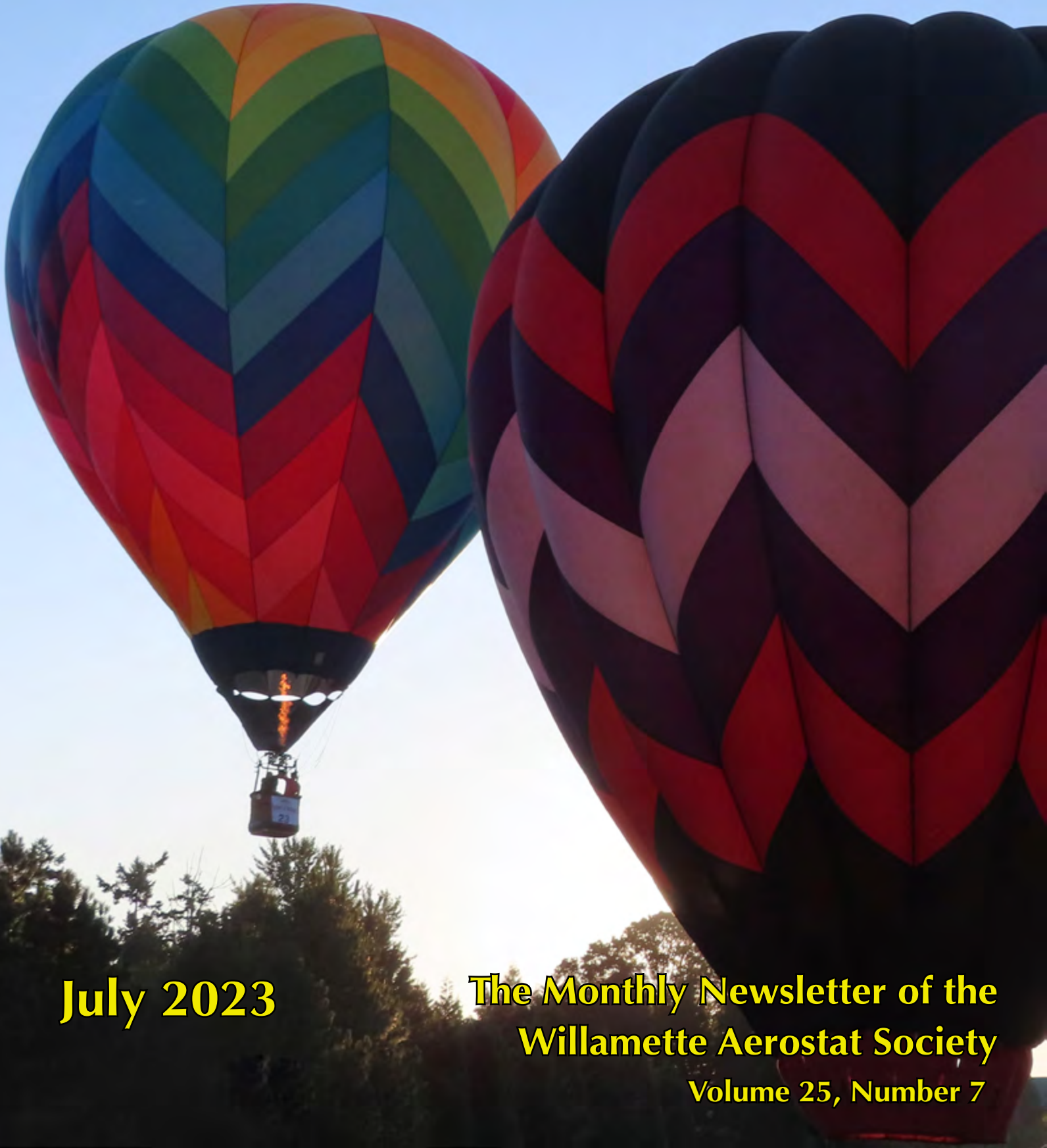


# *AeroStats*



**July 2023**

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

**Volume 25, Number 7**



There aren't any WAS meetings  
 scheduled during the summer months,  
 instead join us for the

# WAS Summer BBQ

at Jack and Sallie Loflin's home!

## Saturday, August 5 at 2 PM

35392 Gore Drive, Albany

It's a potluck.

Please bring a side dish or a dessert.

### Table of Contents

- Happenings Page 3
- Tigard Festival of Balloons Page 4
- Photos from TFoB Page 5
- 9-1-1 Handling Page 6
- Congrats, Kira Page 6
- Best Worst Landing Page 7-8
- WAS Application Page 9

### 2023 WAS Officers

**President:**  
 Sallie Loflin  
[prez@wasballoon.org](mailto:prez@wasballoon.org)

**Vice President:**  
 Norma Ashley  
[vp@wasballoon.org](mailto:vp@wasballoon.org)

**Secretary/Treasurer:**  
 Larry Simburger  
[sec@wasballoon.org](mailto:sec@wasballoon.org)

**Others:**  
**Newsletter Editor:**  
 Shari Gale  
[newsletter@wasballoon.org](mailto:newsletter@wasballoon.org)

**Activities Director:**  
 Open

**Web Master:**  
 Jack Loflin  
[webmaster@wasballoon.org](mailto:webmaster@wasballoon.org)

**Officers:**  
[officers@wasballoon.org](mailto:officers@wasballoon.org)

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

# 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.

**July 28-30, 2023**  
**Balloons Over Bend**  
Bend, OR  
<https://balloonoverbend.com>

**July 28-30, 2023**  
**KONGregation No Host Rally**  
Ferndale, WA  
Contact: Scott Shields  
(360) 961-6745

**August 5, 2023, 2:00 PM**  
**WAS Summer BBQ**  
Lofin's home, 35392 Gore Drive,  
Albany, OR (It's a potluck, please  
bring a dish to share.)

**August 24-25, 2023**  
**DinahSOAR BFA Youth Camp\***  
Vernal, Utah

**August 25-27, 2023**  
**Northwest Art & Air Festival**  
Albany, OR  
<https://www.cityofalbany.net/parks/events/nwaaf>

**August 30-September 3, 2023**  
**Spirit of Boise Balloon Classic**  
Boise, ID  
by invitation only  
Contact: Laurie Spencer  
[laurie@scottspencer.net](mailto:laurie@scottspencer.net)

**September 1-2, 2023**  
**Boise BFA Youth Camp\***  
Boise, ID

**September 7-10, 2023**  
**Great Reno Balloon Race**  
Reno, NV  
Contact: [admin@renoballoon.com](mailto:admin@renoballoon.com)

**September 15-17, 2023**  
**Alturas CofC Balloon Festival**  
Alturas, CA  
Contact: Jeff Haliczzer,  
[LilHal1@sbcglobal.net](mailto:LilHal1@sbcglobal.net)

**September 22-24, 2023**  
**Great Prosser Balloon Rally**  
Prosser, WA  
Contact: Morgan Everett  
[morgan@prosserballoonrally.org](mailto:morgan@prosserballoonrally.org)

\*For more information on BFA Youth  
Camps go to: <https://www.bfa.net/divisions/junior-balloonists>

The Willamette Aerostat Society is going places.  
You can go along with us.

Join Today!

<https://wasballoon.org/membership/>

Or you can send a check to the club treasurer.  
An application can be found on page 9.

# 2023 Tigard Festival of Balloons

## Three perfect days

The 2023 edition of the Tigard Festival of Balloons was smiled upon by Mother Nature. Both glow events and every flight was granted good weather. Even the unofficial flight on Thursday morning worked. Yes, the pilots that came to town early to fly got to deal with fast winds upon landing. Every one of them found a field to land in that was either harvested or was fallow. Considering how hard it is to find harvested fields in Western Oregon in June, that was a good sign for the coming weekend.

The Friday night glow looked like it would be winded out, but just as the sun set the winds died down. The Saturday glow was a sure thing all along. The morning flights worked out well on Friday, Saturday and Sunday. There were a few “interesting” landings. You can read more about that elsewhere in this issue. Just remember that interesting isn’t necessarily a bad thing.

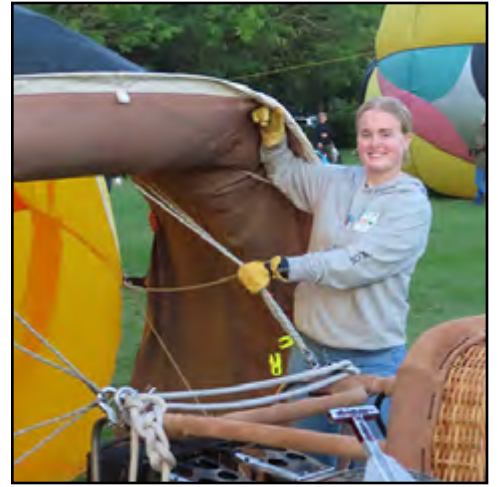
The tethered rides were popular and worked well each morning. There were a lot of smiling faces, both on the tether field and the launch field.

One of the challenges for the tethered rides in years past was the long lines of impatiently waiting people. This year Marilyn Barnhardt, Edie Stoaks and Mary Heath and the other volunteers worked out a new system. After the waivers were signed, the people moved to a corral. From there Marilyn escorted the riders to individual balloons, which evened out the lines. It certainly smoothed out the waiting.



# Tigard Festival of Balloons

Photos by Tim & Shari Gale,  
and Sallie Loflin



# No! We Didn't!

## What to do when 9-1-1 is called

by Sallie Loflin

Picture this. You have a perfect landing in a residential neighborhood. People came out to watch you land and even asked if they could help you. Then you hear sirens. And then you see an ambulance come barreling around the corner. And then you see not one but five city police cars pull up. And finally, a fire truck.

This is exactly what happened to Jack and me after our otherwise uneventful flight Friday morning of the Tigard Festival of Balloons this year. We landed in a cul-de-sac a few blocks north of the launch field. We did use a drop line to get us down in between a couple trees, but with very little wind it was a pretty silky-smooth landing by all accounts. The wonderful people of the neighborhood came out and helped us walk the balloon into the corner of the cul-de-sac before I pulled the envelope over.

After I had the envelope down and the rest of the crew were penciling it, the ambulance pulled up. I was so confused at first and even asked the paramedic if they needed to get through for an emergency. That's when she told me she was there because the balloon I was holding on to had crashed into a house. I couldn't help but laugh before I calmly told her there was no crash. This was a completely normal landing and that no one was hurt or needed assistance. I apologized for her time being wasted. A few seconds later several police and a fire engine arrived on scene. I ran over to them to also let them know there was no emergency and they could stand down.

This was our first ever experience with a 9-1-1 call on a "balloon crash." The worst part of the situation was the person that called 9-1-1 never came out to ask us if we actually needed 9-1-1 and never came out to ask if everyone was ok. We found out later the person who did call told emergency crews that we crashed into her house (we never even came close to it) and that people were hurt. She never once came outside to check on anyone.

If you ever find yourself in this situation, what should you do? First, stay calm. Go talk to the first responders, or have your crew chief talk to them, and explain to them what is taking place. Use a lot of phrases like "this is normal," "everyone is safe," "no one was in danger," etc. Staying calm is key. Also remind your crew not to use phrases, even jokingly, like "oh we crashed here," as that does not help any situation.

It is obvious the public needs more exposure to hot air balloons. We frequently see frantic videos on social media of "balloon crashes" that are actually normal and safe landings. The main mission of WAS is to educate the public on our sport. If you have ideas on how we can get ourselves out there and teach people how hot air balloons work and how landings work, let me know. I'm all ears. I hope that we can find ourselves in a position where the public sees a hot air balloon and comes up and asks to take photos with the balloon, rather than anonymously calling 9-1-1 or posting videos on social media with the caption of "HOT AIR BALLOON CRASHED!"

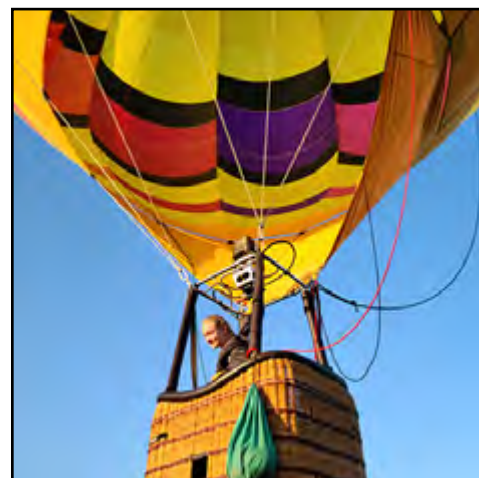
## Congratulations, Kira!



Kira Hanson is the newest private LTA pilot in the Pacific Northwest. She grew up ballooning. Her parents, Val Favicchio and Eric Hanson are

balloon owners. Many of us who have been around for decades remember Val and Eric bringing Kira out to the pilot briefing at Wildhorse all bundled up against the cold. She was just a few months old. Kira has been a ray of sunshine on the launch field ever since that day.

It is wonderful that Kira will continue to join us in the skies.



Val Favicchio (left) is very proud of her daughter, Kira Hanson.

# The Best Worst Landing Spot

By Jessica Geib

You know those light and variable days, the ones where every time you think you have a plan, and you change altitude to catch that direction you really needed and the wind has changed? Well, it was one of those days. It was the first day of the Tigard Balloon Rally, I was excited and a little nervous as I've done way more rural flying than congested city flying. We knew it was going to be light and variable and then switch towards Portland, which none of us wanted to do. At first, I got some south, but then that went away. Then I went north above the tether field, wishing I could come down there. Sadly the high school was off limits. Then my crew said someone had found a wind back towards the field. I spotted them and tried for that, but I came down a bit soon, and caught too much east. Then tried for a not great field that Koh Murai landed in, but apparently that wasn't a great option, as it turned out that they had to be walked all the way back to the launch field, and I couldn't get it anyways. I tried to find more south, but it was gone and it was all north, just like the forecast had said, and that was not good. I really wanted to get down before I got into the even more congested area. I decided I was going to aim for one not great field, it would be big enough, but I wasn't sure about access. Again,

being a newer pilot and fixated on my landing spot, I came down just a bit early and caught that east hook. The next field was worse, a narrow strip between two sets of blackberry bushes, probably worse access, but better than what was ahead. I kept coming down fast, but the hook... it was just so strong. I crossed that and was headed for a fence with barbed wire on top with some shed buildings on the other side. I double burned to see if I could get up and over, but quickly realized it just wasn't going to react fast enough. I decided right then that I was not going over that fence and crashing into the buildings, so I didn't. I vented hard and put it down. That was a maneuver I was proud of — I said I wasn't going over that fence, and I didn't. I was actually almost able to keep it standing, but I was just a little too soft, and the crown line was in a tree. So, I started to lay over on the barbed wire and the blackberries, but I was down and safe.

It turns out, I landed right behind Meyer Sign Co. and they were surprisingly super happy to have me there. They checked on me, called my crew, got them in, and proceeded to help with everything. They got ladders and gently took my envelope off the barbed wire. Then, my favorite part, the part that made it the best worst spot — right when I was thinking about how I was going to coordinate a pack out, they asked me if I would like them to take it out with their crane. Yes, yes I would like that very much. So, my basket and then my envelope were lifted out from behind the fence by the crane, something I thought I would never see. We could have packed out, but who says no to a crane lifting you nice and close to your trailer?



The flight path that morning, with Jessica's notes.



Continued on page 8

# Best Worst Landing

*Continued from page 7*

Remembering the safety training in March, when they asked if they could post photos, I said absolutely, but asked them to not use the words “accident” or “crash” as this was neither. It was not ideal, but it was intentional as I was not flying to Portland and that was where the wind was taking me. And most importantly, it was safe with very little damage. I walked away with no bruises and only a 2” tear below the equator that required a temporary patch until I could get some real sticky back.



**If you are looking at selling your older, AIRWORTHY, system (a 90 or smaller), please contact Jack Loflin first ([loflinj@gmail.com](mailto:loflinj@gmail.com)).**

**He and Sallie are interested in buying another system that can be used for flight instruction.**



# 2023 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 Larry Simburger  
24900 SE 416th St  
Emumclaw, WA 98022

**Electronic Payment Option:**  
<https://wasballoon.org/membership/>



# 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:

*Devin White takes off before Alan Sanderson at the recent Tigard Festival of Balloons in June. Photo by Shari Gale*

## Waiver

**AeroStats is a monthly publication of the Willamette Aerostat Society.**

**WAS welcomes you to reprint material from this newsletter by individuals or balloon club organizations for their personal or organization use.**

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

**Commercial use of material (articles or images) for any reason is prohibited without the express written consent from the Willamette Aerostat Society.**

**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.**