

AeroStats



March 2024

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

Volume 26, Number 3

There will be no WAS Meeting in the month of March

See you at the Pacific Northwest Safety Seminar instead
It will be held on March 23, 2024 in Jefferson, Oregon
(Go to page 5 and 13 for details)

The next scheduled meeting will be on
April 27, 2024 at 2:00 PM
at the Nut Tree Ranch Club House

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2024 WAS Officers

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Vice President:

Norma Ashley
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Secretary/Treasurer:

Joy Sibayan
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WAS website:

<http://www.wasballoon.org>

Others:

Newsletter Editor:

Shari Gale
email: newsletter@wasballoon.org

Activities Director:

Open

Web Master:

Jack Loflin
email: webmaster@wasballoon.org

Officers:

email: officers@wasballoon.org



Willamette Aerostat Society Secretary/Treasurer's Report

WAS February 17, 2024 Meeting

<https://wasballoon.org/>

Present:

Sallie Loflin, President
Norma Ashley, Vice President
Shari Gale, Newsletter Editor and Past President
... and 15 other WAS members

1. Call to Order

2. Approval of Minutes (January 13, 2024 – in February newsletter)

3. Treasurer's Report - \$2,740.39

4. Correspondence

a. Larry provided an update with happenings at the BFA. A new website is in the works. BFA is soliciting ideas for a crew website. Contact Larry if you have comments or questions.

5. News, Regulatory

a. Laura brought up a letter received from the FAA regarding medicals. Discussion around some difficulties in obtaining a 2nd class medical when on certain medications or have certain conditions.

6. Upcoming Events

a. April meeting will be held on April 27th at the Nut Tree Ranch clubhouse in Newberg
b. HAB Safety Seminar – March 23, 2024
c. Reminder to get pilot applications in for the Tigard Festival of Balloons.

7. Old and New Business

a. Send Sallie meeting topic ideas.
i. Discussion about different topic ideas – whether stories are told or we pick a topic and a few people contribute stories. Several great ideas were brought to the table. Continue to send Sallie ideas.
1. April meeting – Chris Whitfield will discuss his adventures in building a new envelope.

2. May meeting – Ryan Geib will discuss his experience in obtaining his private license.

b. Shari Gale told us a story about her and Tim's "worst passenger ever." That lead people into telling other stories told about their experiences.

8. Adjourn

Submitted by Sallie Loflin for Joy Sibayan



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.

March 1-3, 2024

Winthrop Balloon Roundup

Winthrop, WA

<https://winthropwashington.com/events/balloon-roundup/>

March 22 to May 5, 2024

Wooden Shoe Tulip Festival

Woodburn, Oregon

March 23, 2024

Pacific Northwest Safety Seminar

see below

Saturday, April 27, 2024

2:00 PM

WAS General Meeting

Nut Tree Ranch Club House

Newberg, Oregon

May 10-12, 2024

Walla Walla Balloon Stampede

Walla Walla, WA

June 21-23, 2024

Tigard Festival of Balloons

Tigard, OR

Contact: Kristin Romelhardt

kristin@murcoproductions.com

August 23-25, 2024

Northwest Art & Air Festival

Albany, Oregon

<https://www.albanyoregon.gov/nwaaf>

September 6-8, 2024

The Great Reno Balloon Race

Reno, Nevada

Contact: Katie Griggs

katie@renoballoon.com

September 27-29, 2024

35th Annual Great Prosser Balloon

Rally

Prosser, Washington

Don't Miss Out On the 2024 Pacific Northwest Safety Seminar!

March 23, 2024

from 8:00 am to 5:00 pm

at ALC Bridge

812 N. 2nd Street

Jefferson, Oregon

(next to Dollar General)

There is an application in the newsletter
or you can go to the WAS website to find one.

<http://www.wasballoon.org>



Put Safety First on Your 2024 Calendar

See You at the 2024 Pacific Northwest Safety Seminar

The Pacific Northwest Safety Seminar will be held at the ALC Bridge building in Jefferson, Oregon on Saturday, March 23, 2024. Check in begins at 7:30 AM. The program will start at 8:00 AM.

I have approval from the FAA for WINGS credit, and the BFA has sanctioned the seminar.

There will be some munchies as well as coffee first thing in the morning. Lunch will be provided as usual.

You can look forward to the following lineup of speakers:

John Saltenberger (our own favorite meteorologist) • Low Level Wind Shears/ Atmospheric Mechanics

Devin White • Accident Scenarios/Error Chain

Koh Murai • Effects of Aging Pilot Performance

Jack Loflin • Flight Reviews/Airport Interaction

Sallie Loflin • Crew Management

Norma Ashley • Crew Scenarios/Group Activity

Mandy Johnson • Aging Balloon Systems

After March 1st the cost went up to \$60 per person. You will find an application in this newsletter and on the WAS website.

The location is new this year. The ALC Bridge building is located at 812 N. 2nd Street, Jefferson, Oregon. It is right next door to the Dollar General Store. It should be easy to find. There is lots of parking. Since it is not a historic building, there will be no posts in the middle of the room. Everyone will have an unobstructed view.

I'm looking forward to seeing you there.

Tim Gale,
Seminar Coordinator
HABsafety@comcast.net

2024 WAS Dues are Due Now

You can still write a check and drop it to the treasurer along with your application if you choose. (A copy of the application is on page 14.)

Please note: All auto renewals have been shut off. You must renew either on line or by check. Dues need to be paid by **March 31, 2024**.

You can, also, renew via the website just click on this link:

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



Volunteers Needed — Pick Your Topic!

The WAS Executive Committee is looking for members to volunteer to spearhead a discussion topic in upcoming meetings. The discussion does not need to be long. It doesn't need to be fancy. It could be a five-minute story, such as Shari Gale told during the February meeting, or it could be a 45 minute PowerPoint discussion. Are you willing to step up?

Listed below are some topic ideas. If you want to step up, please contact our club president, Sallie Loffin, prez@wasballoon.org

Topic Ideas:

- How my recent check ride went
- Things I like/don't like about my balloon system
- Things I like/don't like about my trailer setup
- It was all going well, until....
- I learned a lot when....
- Things I wish my instructor would have told me...
- I went to xxx balloon rally and saw yyy which I thought was really cool/scary/interesting
- Flying my R/C Balloon
- Building my own balloon envelope (R/C or full scale)
- Unusual things that happened during my annual inspection
- How my biannual flight review went
- Things that are helpful/not helpful from pilots when crewing for a new pilot
- Things I pay attention to when crewing / Things people should pay attention to when crewing
- Different balloon competitions and how to fly them
- Flying dawn patrol
- Flying long flights (over the cascades, etc.)
- Different methods of managing crew/pilots/chase coordination - advantages/disadvantages - useful mobile apps, etc.

- Landowner relations/stories/good/bad ways to handle things that come up
- Landing site selection, powerline avoidance, etc.
- Launch selection, navigation
- Weather interpretation/sourcing
- Things I see in annual inspections that are problematic/good/annoying/etc.
- My path to private pilot went like....
- This is how I provide instruction to someone for their private rating
- Things required to start a ride business

April's WAS Meeting Agenda

For the April 27th meeting we have the following topics:

1. Announcing the Crew of the Year and Aeronaut of the Year awards
2. Vote on bylaw changes
3. Chris Whitfield will talk about his new balloon build



We are Once Again Invited to Fly at the Wooden Shoe Tulip Farm! The Festival Runs From March 22 to May 4, 2024



This map was provided by Barb Iverson. Launch from the areas designated by the boxes. The tulips are in the area outlined in red. The blue box is for the tethered balloon operations. Please do not block the Emergency Entrances.

There will be tulips blooming in the fields. It's our privilege to put balloons in the sky above those flowers.

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 22, 2024. The festival is set to run until May 5th. 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://www.woodenshoe.com/events/tulip-fest/ticket-information/>.

No waiver is needed this year, unless you are taking up paid riders. If you do have paying

passengers, then everyone needs to sign a waiver and the balloon owner needs to add the Wooden Shoe Tulip Farm as an additional insured on his/her insurance policy.

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

Be forewarned, there is a big red zone nearby. 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. You can find a copy of the Red Zone map for the area surrounding the tulip fields on the WAS web site: https://wasballoon.org/wp-content/uploads/2023/03/Rose_Property-Red-Zone-290323.pdf 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 all 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 important 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!

Proposed Bylaw Changes by Sallie Loflin, WAS President

If you recall, during our January meeting I recommended a few changes to the club's bylaws. The last time the bylaws were amended was back in 2018. Below you will find those recommendations. We will hold a vote during the April meeting on all of the points below. Please take the time to read through these ahead of the meeting.

Bylaws as stated in January WAS Minutes

- i. Access: password-protected in Members section
- ii. Approval: voting will take place after everyone has reviewed the suggestions in Jan. newsletter

i. Article I

- a. Section 1.2 lists WAS as a 501(c)(3) but WAS is a 501(c)(7)
 - i. Propose an update to reflect proper category

ii. Article II

- a. Section C
 - i. Family members–
 1. Propose limit to only 3 members of the same household
 2. Currently are allowing up to 5 and we have some where the additional members are not part of the same household
 - ii. Out of area non-voting members
 1. Recommend removing this category as we have members in multiple states

b. Section B

- i. Update to reflect changes in Section C above

c. Section D

- i. Propose strike out all mention of out of area non-voting members

d. Section H–Dues

- i. Single and Family memberships have historically been the same cost.
 1. Propose increasing family membership \$5-102. Remove charter membership category–but keep the designations in our records to memorialize those that are charter members
 2. Remove out of area memberships–no one has paid this in a long time and we have several people that are out of state

iii. Article III

- a. Section C.1.4–Treasurer duties
 - i. Bylaws state that the annual IRS filing is due February 1. Statutory(legal) due date is May 15. The IRS doesn't send out the post cards before February 1
 - ii. Need to include the Oregon Department of Justice filing that is also due by May 15. Need to include the Oregon SoS business license renewal that is due by September 10 each year

If anyone has any questions ahead of the vote please send me an email (prez@wasballoon.org). I'm happy to discuss.



Have you
paid your
2024 dues?

You can renew via the website
just click on this link:
<https://wasballoon.org/membership/>

Aviation Safety Network Balloons:

<https://aviation-safety.net/asndb/type/BALL/>

by Tim Gale

I recently found this interesting database listed above. It is a full listing of all balloon accidents that have occurred worldwide. It is not a government site, it is private, even so, it seems to be complete. Someone did a lot of research.

I've picked out some of the listings I found of interest. They are in chronological order. Some of them indicate the popularity of certain brands over the years and the dates of their introduction. Locations are also of interest for the frequency of flight in certain areas of the country. If you dig down through the references, you can find the individuals involved, if that information is included in the NTSB database or reports. At times you will need to search the NTSB site using an N number for a US balloon.

First entry for 15 June 1785 with 2 fatalities. It was Jean-François Pilâtre de Rozier Flying Hybrid Balloon - Gas / Montgolfiere at Wimereux, Pas-de-Calais

Pathfinder Hydrogen Balloon, 28 September 1879 piloted by John Wise in Lake Michigan II. Two perished, the first documented accident in the US.

John E Baldwin Hot Air Balloon the first hot air accident in the US on August 31, 1905 in the County Fairgrounds in Darke County, Ohio. One perished.

The first registered balloon in the database was #211 in 1918 and operated by United States Army Air Service (USAAS) in Riverside, California.

There were a collection of accidents with the US Army and Navy in the early 1920's, many in California.

On 18 January 1964, the first Raven balloon accident near Dana Point, CA, it was a model S-40. N12000, one perished

Then there's Tracy Barnes on 27 April 1966 flying a Fire Fly 90 N47235 near Boulevard, CA. No fatalities.

On 19 September 1968, a Piccard Ax6-Pt

went down in Penndel, PA with two souls. There were several accidents with Piccards that reference issues with the rip vent.

The first Semco accident on 8 Dec 1973 in Chico, CA, one soul lost.

Note that many of the earlier entries have only the basic data. Later entries have a link to the pertinent NTSB report. While there are entries from around the world, I'll focus on the US from here on.

24 January 1976, Bill Busse was flying a Thunder AX-7 near Death Valley in the Mojave Desert in California. Accident with no fatality.

30 May 1976, the first Adams recorded accident in Georgia.

17 July 1976, a Barnes AX-6 recorded an accident in Missouri.

6 September 1980, a Balloon Works Firefly 6B recorded an accident in Shedd, Oregon, one soul lost. (John Canfield)

27 September 1980, The first Cameron accident in Minnesota, all survived.

3 October 1982, the first Eagle accident in South Carolina with three souls passing.

17 May 1986, the first General Balloon accident in Temecula, California with two souls lost.

11 December 1990, the first Aerostar (formerly Raven) accident in Columbus, Ohio with four souls lost.

6 July 1992, the first Avian Balloon accident in Driggs, Idaho with all surviving.

15 August 1992, the first Thunder and Colt, a special shape, accident in Tyler, Texas with all surviving.

11 July 2003, the first National Balloon accident in Louisville, Colorado, with all surviving.

22 May 2004, the first Linstrand Balloon accident in Ridgeway, Colorado with all surviving.

17 June 2004, a Balloon Works Firefly 9 accident near Aurora, Oregon with all surviving.

16 September 2007, the first Ultramagic accident in Bossier City, Louisiana, all survived.

31 July 2008, the first Head Ballon accident in Cook, Minneapolis, all survived.

30 July 2010, the first Linstrand accident in Longview, Texas, all survived.

21 January 2012, a Zing Aerosports ZA-PIG 90 (special shape) accident in Carefree, Arizona, only minor injuries.

24 June 2013, the first Balony Kubicek accident in Windsor, Colorado with all surviving.

19 July 2014, the first Colt Balloons accident in Clinton, Massachusetts with all surviving.

12 April 2015, an Ultramagic accident in Sherwood, Oregon, all survived.

30 July 2016, a Kubicek BB85Z accident in Lockhart, Texas, all sixteen souls perished.

3 August 2020, in Jackson Hole, Wyoming, there were three accidents, with all surviving. A dramatic wind shift and increase was the cause, it was not forecasted.

14 January 2024, the final entry, A Kubicek BB85Z accident near Eloy, Arizona with four souls lost. I'm sure there's more to this story that will come in months ahead.

Looking at the downside of our sport is a sad activity. Then again, there are still opportunities to learn from the misfortunes of others. I hope you find this site as interesting as I have.

It Takes a Team

By Shari Gale

Tim and I have owned our own balloon for 44 years. I vividly remember wondering where we'd get crew that first season. We managed quite well, but none of them are with us these days. However, we do have people who have crewed for us faithfully for over 20 years, and there is one couple who although they have never lived near us have followed us from rally to rally for over 30 years. The term "just crew" does not apply to any of these people. They are more like "family of choice."

I recently asked WAS members how they have recruited crew and what they do to keep the troops happy. I received some good answers.

Bob LeDoux was the first to reply. He said, "I used to do a three-hour seminar for interested crew people through LBCC (Linn Benton Community College)."

Chris Whitfield wrote that he has gained local crew in several ways:

- Friends from church
- Coworkers
- Family members
- Volunteers from the Art and Air Festival (this is a good one. I find people that signed up for the event, and then I ask them if they had fun doing it and would they like to do it more often)

Sallie Loflin showed her younger generation take on this question (an option that was not even a dream back in 1980!) "When we first got our balloon, we used Meetup to find crew. It's an app where you can find

groups of people that do activities you like (like hiking, sailing, running). We met several people through that. We now have three or four fabulous crew that we rely on. We stopped using Meetup after COVID, however it's still an active app and definitely served its purpose for us."

Carrie Thacker told me, "We do recruit crew locally, I always want someone that knows the area and can help the driver get around. We stay in contact with the local crew all year long, some even come to other events. We really try to treat them just like the rest of the crew... we feed them!!! Lol (And if you've ever eaten a meal provided by Carrie, you know that is an excellent incentive.) We also encourage them to bring family and friends out each day, so others get involved."

Eric Reid responded, "Once I see people have an interest and then had the experience of flight, I inform them of continued opportunities for a flight through volunteering as a crew member. I always get my crew up at least once per season, sometimes more. I have some crew that are afraid of flying, but love crewing, for those I allow them to re-gift to whomever they want. I generally am not lacking in getting crew, many times, I have more than enough crew. (I, for one, have never witnessed Eric and Lisa being short of crew!)"

Retaining Crew

Chris Whitfield said,

- Give them flights regularly!
- Treat them well
- Make crewing fun, not work
- Buy them breakfast afterwards

- Provide SWAG (T-shirts, sweatshirts, etc.)
- And most importantly...Give them flights regularly!

Eric Reid added,

- Always keep each flight fun and positive.
- Perform safety briefing with a little fun.
- Have everyone (passengers included) feel included, involved, and listened to.
- Supply the morning coffee for the chase.
- Sometimes, go out to breakfast after the flight.
- Giving back to the community by donating flights. Which allows an easy way for the crew to be apart of and give back too.
- Have an end of season dinner party.

Sallie Loflin wrote, "We found people who enjoy the sport and are as enthusiastic about it as we are. We spend a lot of time training. It's important for us to make sure our crew know how valuable they are to us and that their eyes, ears and opinions matter to us. We offer to pay for the BFA Crew Achievement program for anyone who wants to work through the four steps. We even made special crew logbooks that every new crew gets on Crew Day 1. We also provide a gift certificate good for a flight for two after every 10 times someone crews. They can use it or give it to someone. I also have crew shirts with our logos that everyone gets on Crew Day 2. Our crew have become family as well so we try to meet up for dinners or fun activities that aren't balloon related."

Recruiting & Keeping Crew



Train family members to crew for you. Start them young!



When you find out another pilot has pulled out of an event due to injury or illness, grab their most trusted crew for yourself.



*Do **not** make your crew walk you out of a recently irrigated field, across a water filled ditch via a rickety board "bridge," and down a farm road to a better place to pack up.*



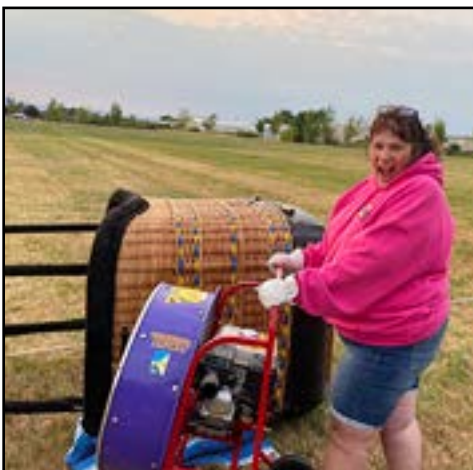
Recruit spectators. You can start them young here as well.



Chat up the local, retired FAA guy to crew for you. (That's Tim Moon on the right. Sadly, he passed away last year.)



Be considerate of your crew's needs. Set up your launch site near the facilities. (Yes, he is holding our crown line.)



Beg another pilot to help out.



Set up a deal with local royalty to come out year after year to crew and ride with you.



Be sure to feed your crew well. Our German foreign exchange student, Jenny Ritz, came to the US early to experience the Albany rally. She was introduced to Twinkies. They were not a hit.

Recruiting & Keeping Crew



If you need your crew to move your balloon, at least pick a beautiful setting.



Bring out only the "good stuff," no cheap champagne.



Make packing up fun.

It Takes a Team

By Cheryl Isaacs

As a pilot: I look for people who want to really get involved and are not shy to ask questions. Some people who don't talk much don't ask questions and they may miss opportunities to try new things because of it. I start crew out with the simple tasks first to see how they respond to the instructions and whether they understand what we are trying to accomplish by each step we take. I really enjoy people who want to learn the basics and then go on from there as their interest develops more and more. Sometimes you can tell that a person only wants to crew enough or at all just to get a ride and those I give the smaller tasks to just to keep them interested in helping.

I move people around to different tasks to see their skill level and commitment. If I have those who are only out for one time, they get the easier tasks to complete with assistance. Crew chief is really the person who trains new crew more so than the pilot in my opinion because we are only on the ground for a short time frame and rely a lot on experience and crew chief people. I always am watching how people are performing on the ground around the equipment and I may move people around to different positions based on what I observe and talking with the crew chief. I can usually tell pretty quickly who is really interested in crewing going forward or is just there to maybe get a ride.

I really enjoy flying new people because that may help catch them into the interest level so I may pick and choose who and when based on what I see them taking on and the questions they ask.

Crewing

When I choose to crew for someone, I look for a pilot who likes to share what they are doing and why, whether they know I already understand or not, all pilots do things differently or in a different order. I try not to assume but listen to their process and order of doing things. A pilot for me needs to be involved and not one who just leaves the crew to do it all. I like a hands on pilot who explains as they go or makes sure that their crew chief does if the pilot is called away or when they fly off. I know many pilots don't allow their crew to get things ready while they are away, but I believe the crew should be trusted and used to get things prepared to enable the pilot time to prepare themselves for the flight. It is very important to trust your crew, if they are experienced, and let them do what they do well. Newer crew members should have at least one person, if possible, to help them with questions if the pilot is away. I enjoy a pilot who likes to have fun and isn't overpowering to not let their crew do the things they do well. There is a balance between letting the crew do and learn and wanting to do it all yourself as the pilot. Crew is there to help and learn so pilots should capture that and give training on the job along with the crew chief. Crew chief should have the respect of making decisions on who does what and where help is needed.



2024 Pacific Northwest Safety Seminar March 23, 2024

ALC Bridge, 812 2nd Street, Jefferson, Oregon

Registration Form

Name: _____
First *Last*

E-mail address: _____
(If you want Wings credit, please be sure to use the same email address on file with the Wings Program.)

WAS member BFA #: _____

Street Address: _____

City: _____ State: _____ Zip Code: _____

Phone #: _____ Phone #: _____
cell phone *land line*

Pilot Student Pilot Crew

Insurance Company: RPS AIR Evolution Welker Other: _____

Cost: \$50 for the first 50 people to sign-up. Price will increase to \$60 after March 1, 2024
Lunch included.

No refunds after Saturday, March 9, 2024.

Please print out this form and send it along with your check to: *Tim Gale / Seminar*
1300 39th Ave SW
Albany, OR 97321

Phone: 503-369-6123
[*habsafety@icloud.com*](mailto:habsafety@icloud.com)

2024 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 Joy Sibayan
22834 SW Forest Crk Dr, Unit 202
Sherwood OR 97140

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:

WAS member, Koh Muri, flew over the tulip fields at Wooden Shoe Tulip Farm in 2016. It is now tulip season again! Photo by Craig Brunson.

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.