

AeroStats



September 2024 The Monthly Newsletter of the
Willamette Aerostat Society
Volume 26, Number 9



Please join us at the next
WAS meeting

September 21, 2024

2:00 PM

**Out Tree Ranch Activity Building
 2902 E 2nd Street
 Newberg, Oregon**

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Activities Director:

Open

Web Master:

Jack Loflin
 email: webmaster@wasballoon.org

Officers:

email: officers@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.

Saturday, Sept. 21, 2024, 2:00 PM
WAS Meeting
Nut Tree Ranch Activity Building
2902 E. 2nd Street,
Newberg, Oregon

September 19-22, 2024
Ruby Mountain Balloon Festival
Elko, Nevada

September 27-29, 2024
35th Annual Great Prosser Balloon Rally
Prosser, Washington
<http://www.prosserballoonrally.org>

October 5-13, 2024
Albuquerque Int'l Balloon Fiesta
Albuquerque, NM
<https://balloonfiesta.com>

Saturday, Nov. 9, 2024, 2:00 PM
WAS Meeting
Nut Tree Ranch Activity Building
2902 E. 2nd Street,
Newberg, Oregon

WAS Christmas Party!
December 7, 2024
Details to follow

Ammon Days Balloon Event



Sherry and Devin White launched side by side (photo left). They are next to each other in the glow photo above. Fred Dinkler is flying above Laurie Spencer in the photo on the right.



The weekend of August 2 - 4 two WAS members, Devin White and his mom, Sherry White, flew in a rally in Ammon, Idaho. Sixteen balloons participated in this small town rally. Cory Miller was there to take photos so the rest of us can enjoy it. Thank you, Cory!

Five Hazardous Attitudes

by Jack Loflin

For decades, the FAA has been communicating to pilots five hazardous attitudes that often lead to aircraft accidents. Let's take a look at these hazardous attitudes and how they specifically relate to balloon operations.

Anti-Authority – “The rules don't apply to me.”

Balloon pilots are required to follow most of the same rules pilots of other aircraft are required to follow. It's easy to talk yourself into thinking those rules don't apply to balloons. They do. Period. We operate certificated aircraft just like other pilots, and we must follow the rules just like other pilots. It's one of the many things that separates balloon flying from other aircraft, such as ultralights that require no pilot certificate. Many FAA regulations are “written in blood,” meaning they were written as a result of some fatal aircraft incident.

Macho – Overconfidence in piloting abilities.

Some of us have tons of experience, some of us don't. Keep in mind overconfidence can be due to a general lack of experience, knowledge, or specific experience with your equipment, flying location, etc. Are you flying with new equipment? Are you in a new area and not thoroughly familiar with local weather patterns and landing locations? Make flying decisions based on your own abilities and experience – not what you see other pilots doing. Venture into the unknown with caution.

Impulsivity – Acting before considering all options.

I often joke that nothing happens fast in ballooning. Compared to airplanes flying at ~600 mph, balloon flying happens slowly – or at least it should if you're doing it right. That slow speed allows balloon pilots ample time to think about what is going on. We can spend minutes analyzing where we want to land or how to plan our approach. Even during emergency situations, consider all options if time allows. For example: If you're flying with a two burner system and one burner fails, simply switch to the working burner before troubleshooting the malfunctioning burner.

Invulnerability – “Accidents happen to others.”

Few pilots initiate a flight intending for an accident to occur. Always consider that something unfortunate could happen. Think about how your actions leading up to a potential accident are going to look on the witness stand. We are all vulnerable to an incident – sometimes things occur that are completely out of our control but more often there are warning signs well before an accident occurs that, as pilots, we can identify and correct. Accept no unnecessary risk.

Resignation – “Nothing I do will help.”

If your only burner isn't relighting – keep trying. If you're currently over water and struggling to get to land – keep trying. Look for a boat and give them a drop line. Use all available resources both in the basket and on the ground

– including your crew – to work towards the best possible outcome. The outcome of any flight depends on what you do as pilot, and how your crew helps you out. Never stop striving to control the course of a flight.

These hazardous attitudes are likely present to some extent in all of us. Let's work to be aware of them, keep them in check, and make smart flying decisions. And as crew and fellow pilots, we can help others by being the voice of reason when we see people demonstrating these attitudes.



Patti McCarter took this photo of two spectator's reactions to the unexpected burner noise one morning during the Spirit of Boise Balloon Classic.

WAS Bylaws Proposal

Subject: Proposal to add a Hall of Fame (HOF) Award to the WAS Club By-Laws

Rationale: *There are Balloonists and Balloon Supporters that have made amazing and enduring contributions to the sport of Ballooning. Their contributions, if not acknowledged and documented, will be lost in time. We are enjoying this sport today because of the many contributions, time, energy and sacrifices of those who went before us. It is my proposal to add a Willamette Aerostat Society Hall Of Fame section to our bylaws.*

Award Criteria:

The WAS HOF candidate shall have:

Been a member of the WAS club for at least 5 years (see Honorable Mention proposal below).

Made significant contributions to the Sport of Ballooning, in the areas of (but not limited to); Safety, Ambassador of the sport of Ballooning, Pilot and Crew Training, Landowner Relations, Balloon Festival Planning, Home Building...

I believe the following people should be considered as charter or first year inductees:

- Bob LeDoux
- Mike Layman,
- Rod Purdum
- Brick Morgan
- Ted Wirch

Honorable Mention Category for those who may meet all the criteria above with the exception of having been a WAS club member for 5 years. The thinking is then we capture the balloon contributions and stories of those important influencers who also supported ballooning in the Pacific Northwest. Examples would include:

- Gladys Buroker - Aviation Pioneer
- Balloon Pilot <https://www.youtube.com/watch?v=RnDa-LxPTpE>
- Tim Moon - Portland FSDO Examiner
- Luana Sever - Balloon Pilot and repair station Auburn WA

Nomination Process:

The WAS HOF award process will follow the award rules as other WAS Award candidates. Anyone who meets the above criteria can be nominated. The

Nomination must describe the contributions of the candidate so the WAS membership has enough information to make an informed decision. The WAS membership would then vote and a 2/3 majority would be required for the candidate to receive the award.

WAS HOF Award:

A plaque will be created and granted to those WAS HOF Award winners who are still alive. The WAS website shall be updated to include a WAS HOF section which would list the HOF along with their biographies and photos/videos.

Getting Started:

I propose the first year of WAS HOF be open to any number of candidates and subsequent years be limited to no more than 3 WAS HOF nominations. If there are more than 3 candidates submitted then the WAS Officers will down select to 3 for the WAS membership to vote on.

I hope you are open to this addition to our club. If you have any questions, please feel free to reply to this message or call me. THANKS!

Blue Skies and Soft Landings
Larry Simburger
425-879-6030

By-law changes must be published in the WAS newsletter, AeroStats, two months in a row, before the proposal is voted on in a regular meeting. This was the first time this change has been put in the newsletter. The vote will happen at the November meeting.

***Next WAS Meeting is set for Saturday,
Sept. 21, 2024, at 2:00 PM
Nut Tree Ranch Activity Building
2902 E. 2nd Street, Newberg, OR***

The Northwest Art & Air Festival

It's Always a Community Favorite

by Shari Gale



The last full weekend in August always brings the Northwest Art and Air Festival. It is a community favorite. Besides balloon events there are many other activities. A free concert always brings in large crowds, this year it was Wynonna. Besides the concert there was a car show, artist booths, food vendors and a Family Fun Zone.

Still the balloons are the centerpiece.

The first scheduled event was the Media Day flight on Thursday. Mother Nature did not cooperate, so no one flew. Instead we all dispersed over town to seek out breakfast.

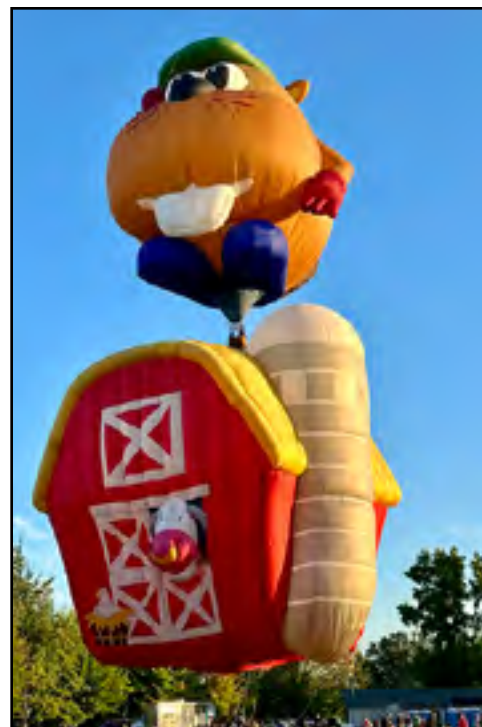
Next up was the Pilot Check-In Dinner. The food was provided by Oregon Barbecue, voted the best BBQ place state wide. The dinner lived up to our expectations.

Friday morning everyone was expecting rain. It didn't show up. Fourteen balloons launched and headed north, which is a little unusual. Tim landed in a harvested field, and was greeted by an upbeat farm hand who gave directions to the chase vehicle on how to access the field.

Saturday was just down right iffy. The ceiling was lower than we

wanted. Knox Butte came in and out of the clouds. Eventually, the clouds got higher. Again, the winds took the balloons north. Everyone kept their flights short. It seemed like the vast majority landed in a large, harvested grass seed field just on the north side of town.

Sunday was the most unusual day of all. Just as the balloons were ready to launch it was reported that dense fog had formed just down wind of the launch field. One balloon was already up. The pilot was able to land early before she got into the fog. The winds were so light it took her a long time to get to that field. Her crew was there, with gloves on, ready to get her down and keep her down. Everyone else had either terminated their flights before they cleared the launch field, or did not launch at all. We held and waited for the fog to clear. It didn't. It was stubborn. Eventually, several pilots decided to give tethered rides to their passengers and crew members. The crowd loved having the balloons stay on the field. They had a chance to ask all the questions they'd been thinking up all morning long, such as "Why aren't any of the balloons going up?" Considering the sky



above was a bright blue, and the fog bank was not visible from the launch field, that was a legitimate question.

The Pilot/Crew Celebration Breakfast followed. There again, the organizers had one of the best local restaurants cater the meal. This time it was Sybaris Bistro. It was a nice way to finish off the weekend.

This rally has been going on, in one form or another, since 1983. The community has always embraced the Art and Air Festival.

We are already looking forward to it next year.



Photos on this page by Cory Miller

2024 Northwest Art & Air Festival

Photos by Cory Miller



2024 Northwest Art & Air Festival

Photos by Shari Gale



This is a basket full of Ingram student pilots (left to right) Janna, Grace and Jaykob.



Jim Churchill and Cheryl Isaacs



Jack Loflin went up on a tether on Sunday to get a better look at the fog bank that had just formed downwind. He didn't like what Mother Nature had given us.



Don't look down!



Congratulations!

Our own WAS president, Sallie Loflin, has been appointed treasurer of the Balloon Federation of America. She has already stepped into her new role. We know she'll do a great job.

Congratulations also go out to WAS member, Susan Plummer for completing the BFA CAAP Level Apprentice Crew. Being a loyal crew member for Dale Justice, she is sure to rise quickly through the various crew levels.

For more information on the BFA go to their website at:
<https://www.bfa.net>

Who Do You Think Made a Difference in 2024?

It's time to let *that special* pilot or crew person know their actions this last flying season are appreciated.

The Willamette Aeronaut Society's Aeronaut Of The Year Award and Crew Of The Year are annual awards presented to individuals who have made a significant contribution to the Sport of Ballooning during the past year. The award process is as follows:

- Nominations, complete with a description of why the Award should be given, are received from the General Club Membership by the Executive Committee;
- Nominations are reviewed for appropriateness as defined in the Aeronaut/Crew Of The Year Procedures.
- The Award is presented during a

General Meeting, or other appropriate occasion.

It is time to make nominations for the WAS 2024 awards.

Please consider accomplishments of your fellow Aeronauts (Pilots and Crew) made during the year 2024 and nominate those you feel have made a significant contribution to the sport of ballooning. **Any WAS Member is eligible for nomination. In addition, when significant contributions by others have been made, they may also be considered.**

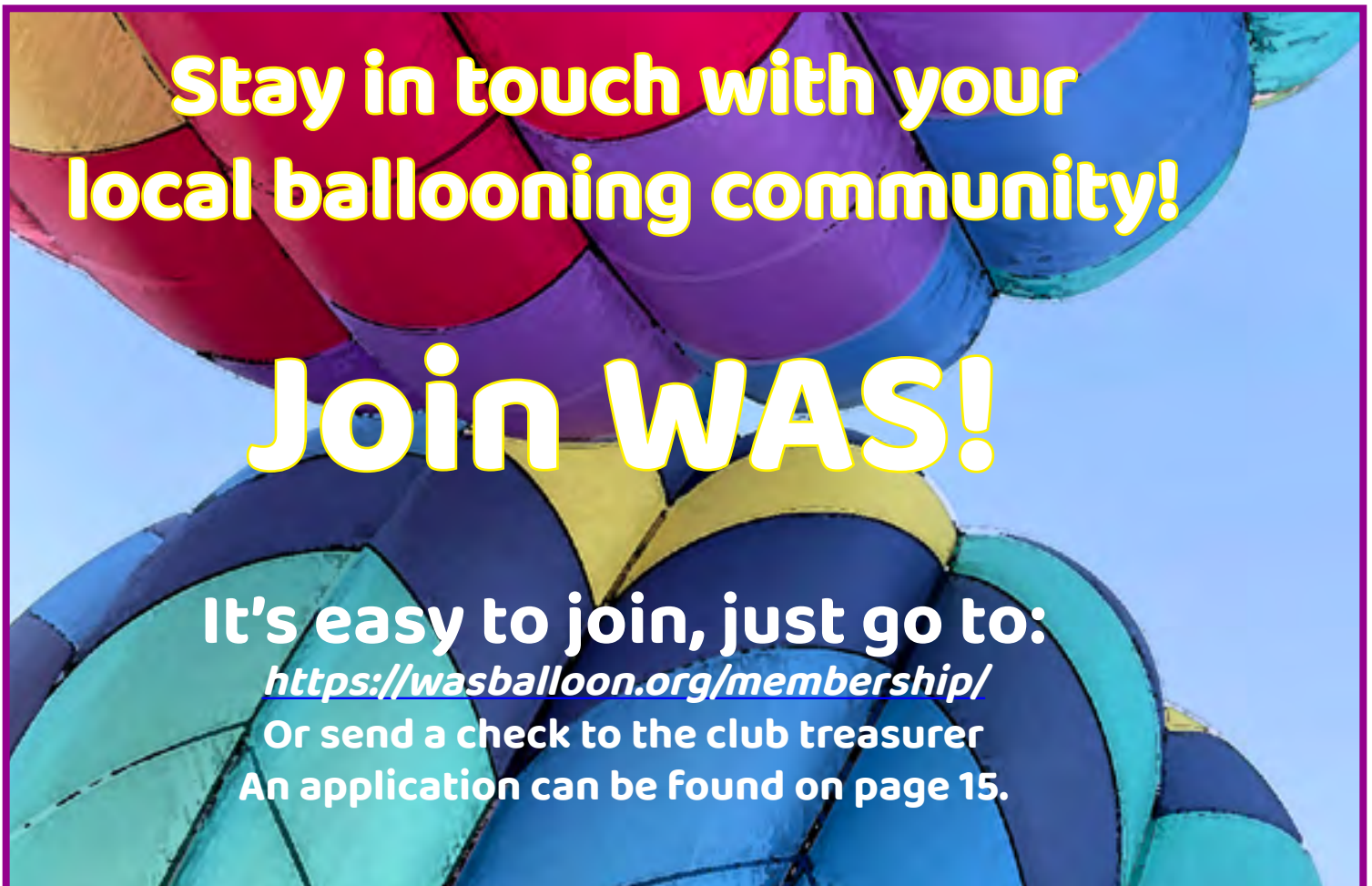
Nominations should include a description of the Nominee's accomplishments. Nominations should be sent to Sallie Loflin at prez@wasballoon.org no later than Sunday, December 1, 2024 in order to be considered.

Time for Executive Committee Elections

It's the time of year when Willamette Aerostat Society is seeking new executive committee members. Do you know someone who will work to keep WAS strong? Please submit their name — **or your own name** — to Sallie Loflin at prez@wasballoon.org.

Are you willing to run for office? (It's that time of year across the entire country. We shouldn't be left out.) The slate needs to be set soon, so please contact Sallie right away.

Ballots need to go out to all current members by **Friday, November 15th.**



Stay in touch with your local ballooning community!

Join WAS!

It's easy to join, just go to:
<https://wasballoon.org/membership/>
Or send a check to the club treasurer
An application can be found on page 15.

A Little Confusion On Second-Class Medical Requirement

by Pat Cannon, BFA President

Aeromedical has been telling the BFA that the “Balloon-Only” medical exists, although there are some persons in areas of Aeromedical that deny there is a medical for balloonist only. I hope to clarify this subject for those of you that are either applying for your second class medical for the first time or are renewing your medical.

During a conversation with the Federal Air Surgeon a few months ago, she said that in checking her sources, there was a provision for a medical to be issued with the limitation of “Balloon-Only”. This statement may be interpreted in more than one way and the answer I hear from different areas of Aeromedical may mean that both opinions are valid. Let me explain.

First, the medical application has not been changed to reflect that you are applying for a medical certificate that applies to balloons only. This application form created by MedXpress may be changed in the future, but for now you are either applying for a first, second or third class medical. So, on one hand there is no method to apply for a balloon-only medical and that is consistent with some of the answers I receive from Aeromed personnel.

On the other hand your AME has the ability to issue a medical to you that will carry the restriction stating, “Balloon-Only”. The AME has this selection in his/her database and may be able to use it based on a number of factors. The question has been raised as to when this selection should be check-marked by the AME and does that help or hurt your chances of getting the medical. I would say that it is neither a help nor a hindrance.

Here are the main reasons why the balloon-only selection exists at the moment. As I have said prior to

this, our efforts at BFA have been to work with the Aeromed folks to establish the reasons that a person with certain afflictions might be in a position to adequately pilot a balloon commercially, where those restrictions may have an adverse effect on piloting an airplane or helicopter commercially. Some reasons may be of a physiological nature, such as a missing limb, or restrictions in movement of body appendages. Yes, there are also airplane pilots that are operating with missing limbs and restrictions in movement of appendages, but these pilots are likely not being approved to the second-class medical level. If any of these pilots are operating commercially, they are few and far between. We are also working on other items such as visual acuity issues. For a commercial airplane pilot, you must be 20/20 corrected both near and far at the first and second-class medical level. For the non-commercial application, at a third-class medical level, your sight can be less than 20/20 corrected. We are encouraging Aeromedical to consider some allowances in that area, even if it needs to be based on a SMFT (Special Medical Flight Test) to still be able to hold a second-class medical. There may be other areas where the differences between operating an airplane or helicopter are substantial enough to make allowances for the medical issuance.

To summarize, the only reason that you would need the “Balloon-Only” box checked and your medical issued with that restriction on it, is that you don’t meet the requirements of an airplane or helicopter pilot second-class medical, and the AME may have the ability to issue anyway with the restriction on it. AMEs are

being given more authority every day to issue where some medical irregularities exist through the CACI system. A simple explanation is that the AME has a growing list of items that used to be evaluated only at the national level in Oklahoma City but may now be issued based on the AME assessment of that condition. If the AME is not comfortable with the medical issue, then he/she will elevate your application to the medical board level for consideration. One good thing about this is that the Aeromedical branch, once the board has evaluated your condition and subsequently issues the medical, may also include a letter telling you that the issuance of a future medical may be issued directly by the AME without further evaluation unless some change in your medical condition takes place.

So, if you are going to apply for your second-class medical and your AME sees the “Balloon-Only” selection available in his documentation, it may be better not to opt for that unless your medical condition is determined not to meet the full second-class standard for that medical, after which your AME will evaluate possibly with the help of Oklahoma City to issue that medical with the “Balloon-Only” restriction on it.

Sincerely,
Pat Cannon,
BFA President
president@bfa.net

Questionable Air Quality Did Not Impact the Enjoyment of The Spirit of Boise Balloon Classic

by Shari Gale



The Spirit of Boise Balloon Classic hosted Smokey this year. It was appropriate considering the skies around Boise were smoky all weekend due to several wildfires in the area. The smoke only impacted one morning's flight. The visibility was down to 1.5 miles, so instead of launching everyone inflated on the field and just stayed on the ground. That turned out to be my favorite event. It was fun meeting and greeting spectators. We let a couple of kids climb in and fire off the burner. We handed out all our trading cards. Best of all, I think we've recruited two new crew members for next year.

We did not arrive in town in time for Kid's Day, but this year the weather kept the balloons grounded. No one tethered, so we did not miss much.

Thursday morning everyone seemed to drift north. At pilot briefing we were told the surface winds were at 3 mph and the winds aloft were at about 2 mph. Mother Nature decided to mess with us. At one point Tim was cooking along at 9.9 mph. He landed at the Idaho State Fairgrounds inside the old race

track area. He wasn't alone. There were at least 12 to 15 other balloons there. Finding a way into the arena was not easy. The chase vehicles were mimicking dying flies—we just kept circling around and around until someone found an open gate.

The trusty Boise box winds have been hit and miss the last couple of years. Friday they were back. Tim launched and landed in the park. He landed over by the baseball diamonds. It took me forever to drive the short distance due to the hordes of people leaving the park. (Boise residents are very polite. They wait for others to back out rather than just keep driving along.) Some of our crew were able to walk over to the balloon before I got within sight of it. The winds were so calm that it did not matter.

Saturday morning was the day we all just "show boated" our balloons. No one left the launch field due to low visibility. The park was jammed with lots of spectators. It was hard to walk from one side of the field to the other since there were so many people standing looking at the balloons, posing for photos and talking to pilots and crew. Then there were the little kids who were in high "zoom" mode. I did not envy their parents trying to keep track of them.

The spectators in Boise are always so enthusiastic, positive and helpful. We've never had a negative encounter with anyone attending that rally. My favorite moment of the weekend happened before we even took the basket out of the trailer on Saturday morning. A little girl came up to us asking for a trading card. When I gave her one, her eyes got huge and said, "This is my very

favorite balloon! I love, love, love it!" What could I do? I gave her one of our balloon pins. Later after we had inflated, she came back by. We put her in the basket and Tim asked permission to lift her up. He let her operate the burner. She thought that was really cool. She told her mom she wanted to go "ride" in another balloon, so I took her next door to visit Koh Murai. After climbing out of his basket, she stated, "I want to ride in a third one!" Her mom redirected her to finding her abandoned dad and little brother. We continued to just hang out and a couple approached us. They were all decked out in balloon attire. They asked hundreds of questions, and said they wanted to be part of a crew next year. At first, I told them to contact the event, then my selfish side took over. I gave them our contact information and asked them to crew for us next year. They even want to buy jackets to match our



Continued on page 12

Spirit of Boise

Continued from page 11

own. Their enthusiasm was off the charts. How could I not gather them into our fold? Later that morning, when we went to pack up a couple of very physically fit brothers went from trailer to trailer, helping lift the balloons up. Their help was much appreciated by more than one balloon team. That's just three examples of the interactions we had with the crowds in Boise. Can you understand why we like this event so much?

Sunday morning the air quality was better. Our eyes were still stinging, but it was flyable. In fact, the Boise box winds were back again. Lots of pilots boxed back over the field more than once and then landed in the field. Not Tim. He boxed back, then hopped over Mango the Seahorse. That put him into the wrong wind layer. He ended up going up over the bench which borders the park. He landed in a street. We had to wait to deflate the envelope because the nice couple who lived at that intersection were late for church. They'd been so distracted by watching Tim land, that they did not get out of the house on time. We waited for them to drive around our basket before we tarp'd the entire street, including their neighbor's old, dust encrusted pickup. That was the first time we've ever "gift wrapped" a vehicle. I'm sure glad we have such good crew!

We had a great time in Boise, even with questionable air quality. A lot of great memories were generated, and I think we created a lot of good memories for others. It was a win-win situation.

We will be back next year!



All photos in this article by Cory Miller.

2024 Spirit of Boise Balloon Classic

Photos by Cory Miller



2024 Spirit of Boise Balloon Classic

Photos by Shari Gale



2024 WAS Membership Application



Single \$20 Family (\$30 — applicant plus 3 family members, all in the same household)

Name: _____

Pilot Crew Interested in hot air ballooning

Address: _____

Phone: _____ E-Mail Address: _____

BFA Membership #: _____

BFA Crew Level: _____ BFA Pilot Level: _____ FAA Wings Level: _____

Family #1

Name: _____

Pilot Crew Interested in hot air ballooning

Phone: _____ E-Mail Address: _____

BFA Membership #: _____

BFA Crew Level: _____ BFA Pilot Level: _____ FAA Wings Level: _____

Family #2

Name: _____

Pilot Crew Interested in hot air ballooning

Phone: _____ E-Mail Address: _____

BFA Membership #: _____

BFA Crew Level: _____ BFA Pilot Level: _____ FAA Wings Level: _____

Family #3

Name: _____

Pilot Crew Interested in hot air ballooning

Phone: _____ E-Mail Address: _____

BFA Membership #: _____

BFA Crew Level: _____ BFA Pilot Level: _____ FAA Wings Level: _____

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 e-mail

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:

Several WAS members launched close to each other during the recent Northwest Art & Air Festival in Albany, Oregon.

Photo by Cory Miller

Waiver

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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.