



AeroStats

The Monthly Newsletter of the
Willamette Aerostat Society

May 2010

Volume 12, Number 5

WAS President's Letter



I would like to begin this month by announcing that Jim Smith is in the final stage of completing his training to become the appointed Pilot Designat-

ed Examiner for the Portland FSDO office. He has completed performing Practical Tests for Private applicants under the supervision of the FSDO, and is looking for a willing Commercial Pilot applicant. If any instructors have students prepared for their Practical Test please contact Jim Smith. Congratulations to Jim!

I would also like to announce, for those of you that could not attend the WAS meeting, that Jim has also agreed to serve as our Community Relations Chairman. He will be working with the landowner committee to provide support and ideas. Thanks Jim.

Speaking of the landowner committee, if you recall, several members volunteered a few months ago to form a landowner committee to see what actions could be done to strengthen landowner relations. This group, primarily from the Albany area, decided to focus their work in this area and meet with landowners to refresh the red zone map for this area. I was interested in participating not only because I fly mostly in this area, but I wanted to experience the process that this committee developed, so that it could be documented and leveraged into other areas that our members typically fly out of. I will briefly describe some of our accomplishments in this article. (I am in the process of documenting the process, which will be available on

the WAS website by mid-May.)

So what happened? Our approach was to identify landowners that owned large plots of land in the Albany area (20+ acres) so that we could pay them a visit and see how supportive they are of balloon activities on their property. We found that most landowners were VERY appreciative of us taking the time and effort to drive out to their home to do this. Yes, we discovered some additional red zones, but folks were very polite and thanked us for doing this. We also came to the realization that it would be very useful to identify "bands" of green zones from our common launch sites to assist the pilot in making decisions as to land or fly on. Aside from identifying red/green zones, we realized that this approach was very time intensive, as it took several attempts sometimes to connect with the landowners. We concluded that we needed another way to collect this data. What we decided to do, is collect landowner information and their willingness to

allow balloons on their property after each flight via the use of the landowner "cards" that were distributed at our WAS meeting in April. We identified a person that the information will be sent to, so that the data can be compiled. Granted, this is not a proactive solution, but since flying season is right around the corner, we felt it was a workable solution. I will be working with Jim to see if we can indeed leverage this into other "regions" that we fly out of and with Cory to see how we can get this information on the WAS website. I would like to acknowledge the landowner committee (Ron Grove, Jason Fast, Carmen Blakely, Bob & Marianne LeDoux, Chris & Jennifer Whitfield) for for all their hard work, and to Ron and Sandy Grove for hosting our meetings.

Looking forward, there will be an Executive Committee (EC) meeting in May. Please feel free to send me any topics you would like for the EC to discuss. You can either e-mail me or call me at 541-829-1650. Our next member meeting will be June 8th, at Bullwinkles. Look for some fun and games during our meeting in June.

Gentle breezes,
Mark

Lighting Up The Skies

Are you ready for the 36th Annual Walla Walla Balloon Stampede? (Or as announcer, Jim Bock, would say, Balloon Stampe-e-e-ed!!!) The theme this year is "Lighting Up The Skies."

The event starts out with a pre-event media flight on Friday from the Veteran's Home. Friday the balloons are dispersed to schoolyards in an attempt to reach out to families throughout Walla Walla and surrounding communities. Saturday and Sunday the balloons will launch in two waves from Garrison Middle School, which is across the street

from the fair grounds.

If you doubt the enthusiasm for ballooning in the Walla Walla area all you have to do is look at Meadowbrook School in College Place. Their school mascot is a hot air balloon. They call themselves "The Flyers." The hallways of the school are decorated in a way that would bring a smile to the face of any balloonist.

It's fun to fly in a place where balloons are embraced with so much positive energy.

What's Coming Up?

Ballooning Events in the Pacific Northwest & Beyond

May 2010

May 7-9
36th Annual Walla Walla Balloon Stampede
Walla Walla, WA
Contact: Walla Walla Chamber of Commerce
509-525-0850
<http://www.wvwchamber.com>

June 2010

June 4-6
Liberty Bank Balloons Over Bend
Bend, OR
Contact: 541-323-0964
<http://www.balloonsoverbend.com/>

June 25-27
Allstate Festival of Balloons
Tigard, OR
Contact: Jim Smith, 503-590-4632
<http://www.tigardballoon.org/>

July 2010

July 3-4
Madras Balloon Rally
Madras, OR
Contact: Greg Miller
503-510-7835 or waspres@msn.com

July 9-11
Rogue Valley Hot Air Balloon Rally
Medford, OR
Contact: Larry & Teresa Sprague,
541-664-1862
<http://www.rvballoons.com/>

August 2010

Saturday, August 14, 2010
Valley View Air Show
Rock of Ages, McMinnville, OR
Contact: Sheila, 503-472-6212
Email: sheilas@onlinemac.com

August 21-22
Loose Goose III
McMinnville, OR
Contact: Laura Hancock, dayshancock@aol.com

August 27-29
Northwest Art & Air Festival
Albany, OR
Contact: Rebecca or Cathy,
541-928-4911
<http://www.cityofalbany.net/parks/nwaaf/>

September 2010

September 6 (Labor Day)
Jefferson Fly-Out
Jefferson, OR
Contact: Marianne LeDoux,
541-327-2907

September 10-12
3rd Annual Quincy Valley Balloon & Wine Festival
Quincy, Washington
[Invitation Only Event]
Contact: Kent/Kim Bacon,
509-787-3795

September 10-12
The Great Reno Balloon Race
Reno, NV
Contact: Dixie Craig, 775-826-1181
<http://www.renoballoon.com>

September 24-26
Independence Hop & Heritage Festival
Balloon Fly-Out
Independence, OR

September 24-26
Montague
Montague, CA
Contact: Terri Ratkoviak
tmratkoviak@msn.com;
530-467-3547

September 24-26
Great Prosser Balloon Rally
Contact: Kelly Carlson
509-786-4134
kellyde57@hotmail.com

September 24-26
Ruby Mountain Balloon Festival
Elko, NV
Contact: Donna Engdahl,
775-478-1363
Email: dendahl@frontiernet.net

October 2010

October 22-24
Grant County Balloon Festival
John Day, OR
Contact: Sharon Mogg,
Grant County Chamber of Commerce,
541-575-0547;
gadmin@gcoregonlive.com

Happy Birthday

Jerry Gobet	5/1
Derek Hancock	5/3
Mary Gobet	5/12
Carol Cullison	5/12
Glenda Page	5/14
Carmen Blakely	5/17
Gerald Bales	5/21
Tammy Moore	5/23
Greg Wiinker	5/24

WAS Meeting Schedule for 2010

MEETING TYPE	LOCATION	TOPIC
May 9, 2010 Executive Board Meeting Teleconference	Phone	WAS Business Meeting
Tuesday, June 8 General Meeting	Wilsonville	Beth Miller from IMC to be the guest speaker. She'll answer your balloon insurance questions!
July 13, 2010 Executive Board Meeting Teleconference	Phone	WAS Business Meeting
Tuesday, August 10, 2010 (normal) -or- Saturday, August 21 (during Loose Goose III)	Wilsonville or McMinnville	Crew topic by Cory Miller
September 14, 2010 Executive Board Meeting Teleconference	Phone	WAS Business Meeting
Tuesday, October 12, 2010 General Meeting	Salem???	ATC Radio Communications Guest Speaker
November 9, 2010 Executive Board Meeting Teleconference	Phone	WAS Business Meeting
Christmas Party Dinner	TBD	Christmas Party!!!



Volunteers Needed!



WAS members are being asked to lend a helping hand at the BBQ at the Allstate Festival of Balloons in Tigard, Thursday, June 24th. The club will be hosting the event. If you are willing to help set-up, cook or clean-up please contact Sandy Grove at Rs7thhvn@comcast.net.

New Designated Pilot Examiner

by Jim Smith



I am pleased to announce that I have been accepted as the new DBE Balloon examiner for the Hillsboro FSDO. As part of my training I will be conducting Practical Test Exams for Private and Commercial Pilot applicants under the supervision of Tim Moon. Once the training is completed I will be conducting exams within the Hillsboro FSDO's area of operation which includes much

of Oregon and extreme southern Washington.

Applicants seeking to schedule a Practical Test for either Private or Commercial ratings may contact me and I'll coordinate the scheduling with them and Tim. Applicants may also continue to contact Tim directly.

Practical Tests are conducted in accordance with the Practical Test Standards Manual which all applicants and instructors should be familiar with.

The training process has been quite educational and I am looking forward to assisting applicants achieve their goals for Balloon Pilot certification.

Dave Nicoli Honored by C of C

by Jim Smith



Shining Stars Community Awards, the biggest Chamber event of the year, honors excellence in business, volunteerism and education!

Our own Tigard Balloon Festival mover and shaker Dave Nicoli is being honored with the Chamber's 2010 First Citizen Award. The Nicoli name is well

known throughout the Tigard area by their involvement in the city, school and local events.

Dave has been the moving force behind the Tigard Festival of Balloons for a number of years. Offering his personal time, commitment of his company, and his contacts to solicit support he has been instrumental in the success of the Festival.

The picture is the way we festival volunteers like to see our leader; smiling and riding around in a golf cart at the Festival.

Strike up the Mariachi band, put on your sombrero, and you too can celebrate Cinco de Mayo by ordering your new Lindstrand balloon!!

With standard basket like upgraded size, leather trim, nylon skid protectors and a cushion floor you'll find yourself doing the Mexican hat dance around one of these beauties in no time!

With maximum gross weight top in its class allowing extra fuel and cooler operations you'll find yourself inviting more passengers along, making your party bigger than ever!

With standard features like a nomex skirt and throat, fabric options like Hyperlife™ and Diamond Weave™, and complete freedom of choice in color and pattern design, you too can overcome great odds to find the best price while still having the best looking envelope in the sky!

**Call your local Lindstrand Dealer today for the latest offers and deals!
Why Wait? Break open the piñata and order yours today!
Kong 503-819-5664, Vic 206-915-2002, Mandy 253-638-9696**

Secretary/Treasurer Report

Loose Goose III
by Laura Hancock

Call to Order, April 13, 2010 General membership meeting.

President Mark Trujillo called meeting to order at 6:30 pm.

Previous months meeting minutes approval. Motion, Sandy. Second, Jim. Passed-Unanimous

Roll call of executive officers

Present

President: Mark Trujillo

Secretary/Treasurer: Jason Fast

Past President, Web Master: Cory Miller

Activities Director: Sandy Grove

Community relations: Jim Smith

14 Total members present

Landowner Relations Committee update

Ron Grove reported on his landowner contacts:

- Some landowners would like a courtesy call prior to a landing
- Mention of possible mass calls or mailings during Events
- Goal is to have useful up to date maps for green and red zones with possible phone numbers on the map.

Community Relations officer

- Welcome to Jim Smith
- Jim likes the term Community Relations officer
- Courtesy and respect are key to a good landowner contact
- Possibly publish a letter to landowners
- Discussion on crew courtesy in driving and land respect.

*20 balloons scheduled for this year

- Two-day event on Aug. 21, 22
- Discussion on methods to pick pilots for remaining positions.
- Saturday night glow with 10 balloons
- Saturday sponsored breakfast with extra tickets for crew

Tigard BBQ Sandy Grove

- Need Volunteers!!
- Still discussion on possibly catering the dinner, Jim is working on this and hoping it can happen.
- Jim would like club to welcome pilots with any developed plan
- Dave Solesky is one potential speaker.

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Treasurer's report

Beginning balance	\$1,068.10
Deposit (dues)	+230.00
Deposit (dues)	+65.00
Deposit (BFA Schlrshp)	+100.00
Debits	-10.00
<i>[Oregon Form C-12 Revenue Fee]</i>	

Ending Balance **\$1453.10**

Encumbered amounts

BFA convention delegate	\$195.00
Approx. Tigard event BBQ	\$150.00
BFA Balloon Camp	\$100.00

Estimated total after encumbered amounts **\$1008.10**

2010 WAS Officers

President

Mark Trujillo

Vice President

Justin Luber

Secretary / Treasurer

Jason Fast

Newsletter Editor

Shari Gale

Youth Programs

Cory Miller

Activities

Sandy Grove

Community Relations

Jim Smith

Webmaster

Cory Miller

WAS Web Site

www.wasballoon.com

FORUM Information

subscribe email:
downwindsubscribe@yahoo.groups.com

Want to contact a WAS officer? Go to the WAS web site for easy e-mail access.

Secretary/Treasurer Report

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BFA Balloon Camp

- Need donations
- Thank you Mike Layman for your generous contribution to the camp

Safe Tethering practices

- General discussion on tethering
- Tethering is flight
- Tethering is harder and more dangerous than free flight
- 3-4 point top down harness in best
- Randy talked about having a tether demonstration

FAR out

by Stephen Blucher - Reprinted with permission from the Ballooning Society of Pikes Peak

Open any of the 36 aviation Sectional Charts the collectively cover the 48 contiguous United States and one will find some type “special use airspace”. These pieces of the sky are areas where flight activities must be confined due to the type operations being conducted. There may be no flight activities at all but something on the ground the “powers that be” do not want pilots wandering over. In here, limitations are imposed upon aircraft operations that are not part of the reason for the special use designation.

A pilot could be confronted by one or more of six different types of “special use airspace” during a single flight, depending on the part of the country in which he/she aviates.

FAR Part 73 contains information about the two regulatory and perhaps most important airspaces of which a pilot should be aware. Subparts B and C designate *Restricted* and *Prohibited* areas and “prescribe limitations on the operation of aircraft within them”. Does this mean one cannot fly within the airspace? No,

Landowner cards

- Cory had some landowner cards from the club
- Discussion on use of the cards
- Discussion of gift for landowner drawing, E-board will discuss

Good of the Order

- Discussion the BFA Convention and input
- Web site Pilot Bios can now be submitted
- Bios will be in the public area and are voluntary

- Bios will be on the web site under balloons
- Length to be 500 characters or less (NOT Words)
- Alan and Randy going to the Cameron factory for maintenance school

Motion to Adjourn, Randy. Second, Cory, Passed

Adjourned at time. 7:55 pm

but that is why it is important to read and understand Part 73.

The biggest difference between the two areas is from whom one would receive permission to enter the area. A FAA facility or the “using agency” may approve aircraft movement in a Restricted Area. However, only the using agency may allow flight into a Prohibited Area.

Other “special use” airspaces are not specified in the FARs. To find information on those, one must delve into the Aeronautical Information Manual. Section 4 is about Warning Areas (not likely to be balloon territory as they extend outward from the U.S. coastlines for three miles), Military Operations Areas (not to be confused with Military Training Routes discussed in another article), Alert Areas (possibly containing high density pilot training activities or unusual aerial activity) and Controlled Firing Areas. If a pilots accidentally get in one of those, airborne or ground bound spotters will see you coming (you better hope) and order a cease-fire until you pass.

Section 5 contains the information on Temporary Flight Restrictions (published by NOTAM), National Security Areas (voluntary avoidance by pilots unless turned into Prohibited Airspace under FAR 99.7.

Most special use airspaces, except Controlled Firing Areas, are depicted on the Sectional Charts. They have altitude limits and hours of operation. However, since 911, many restricted and prohibited areas can be found only in the Notices to Airmen (NOTAMS). Check them carefully prior to every flight.

Being aware of the airspace in which you are flying may keep you out of a safety or paperwork problem. Do not be like the errant aeronaut who shut down gunnery practice at an Army base when he floated into the Restricted area and landed in the artillery impact zone, then waited on his basket for several hours while the mine sweepers made a path to get him out.

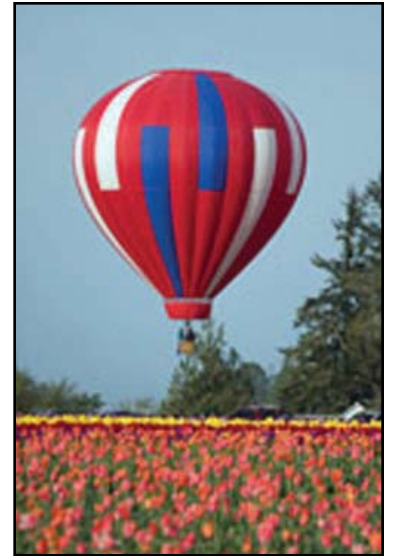
Know your flying area in not only safe, it is mandated by FAR 91.103

Flying over the **TULIPS**

Photos by Cory Miller



*Wooden Shoe Bulb Company
Woodburn, Oregon
April 2010*



*On April 17th Koh launched from the tulip fields and even landed in flowers. So there!
(Lower two photos by Shari Gale)*



Crew Chief Training And Proficiency

Crew chiefs contribute to flight safety by turning a pilot's "what" decisions into "how" and "how well" with the help of other crew. Their half-co-pilot/half-crew nature balances every flight's ground and aerial needs as they truly manage many flight-related events and risks. Crew chiefs are expected to manage all ground-related activities, represent their pilots on the ground, and even step in to prevent or handle emergencies. This role's safety redundancy has no counterpart elsewhere in aviation and is invaluable, provided it can be reliably trained, expected, and delivered.

Until now, ballooning has done little to maximize the safety contributions of crew chiefs and crew. Pilots have a wealth of resources for training: experienced instructors, operation/regulation manuals, written checklists, online courses, flight simulators, test preparation, and much more to meet clearly defined and even measurable skill minimums. Training flights allow student pilots to develop and hone their skills as well. What's expected from of pilots is highly structured, standardized, formalized, and crystal clear.

Crew chiefs, on the other hand, have no such structure or recognition in mastering the parallel yet distinct skills needed for flight safety. There's little discussion and no agreement within ballooning as to what and how a crew chief should perform. There are no recognized standards, skill inventories, or minimum proficiencies to act as a crew chief. There's virtually no crewing literature or resources, and pilots receive virtually no guidance in training crew beyond basic inflation duties. Nearly all pilots agree a crew chief is essential for safety, yet this vaguely defined role leaves everyone begging for clearer instructions and expectations. What to expect and what is expected is often highly uncertain.

Certifying or regulating crew chiefs probably isn't the answer, but standardization of their role may be. Voluntary crew chief training by every pilot may get us all further ahead – and faster too. On-the-job training isn't the standard for 747 co-pilots or flight attendants, and crew chiefs can't be expected to learn as they go. A training approach much

like what pilots enjoy – skill proficiencies, time/flights devoted to training, etc. – would skyrocket crew skill levels and ballooning safety nationwide. A few hours here and there, a full day, or a hands-on weekend pays back in flying that's safer, easier, and more fun for all.

Defining what knowledge and skills will prevent or minimize the most common incidents and tragic accidents in ballooning provides a crew chief proficiency standard for maximum safety. This is not meant to replace others provided by local clubs or national groups. Rather it takes a cue from the FAA in that a certified pilot has met basic skill minimums from day one – now, on this flight when safety and results are needed, and not some ill-defined "some-time" down the road. Proactive and prevention-minded crew can interrupt an accident chain long before a pilot must provided they're trained. A crew chief must be skilled in many areas to reliably deliver flight safety from the ground.

Below is a starter list of skills every crew chief – and crew member - can master in a single flying season. Review this list with your pilot and other crew (crew often get "promoted" to crew chief with little or no notice) and decide how best structure and schedule your training and how to measure/test skill. Next, tailor it to fit your needs; crew chiefs for a "racer" pilot with a 4WD pick-up and a ride operator with a partitioned basket and 18' double-axle trailer will do the same thing very differently. While it's not one-size-fits-all, it contains the universal skills a crew chief will need on a flight of any nature:

1. **Vehicle:** familiar with, 4WD lock in/out, drive using mirrors only, change flat tire
2. **Trailer backing:** hook/unhook/inspect trailer hitch, straight, left/right turns, jack-knife angle
3. **Lift-gate operation:** identify pinch/hazard points, up/down, latch, secure basket
4. **Emergency contacts:** complete local list, lost balloon plans, know where it's kept, practice calls
5. **First aid:** CPR, stop bleeding, treat burns, handle sprains, locate/use first aid kit
6. **Passenger management:** give briefing, demonstrate landing position, gather waivers
7. **Crew briefings:** cross-train crew, give briefings, identify goals/hazards of each role
8. **Rope/line safety:** tie/untie knots, fan avoidance, staying on ground, equipment care
9. **Fire management:** locate/use fire extinguisher, shut down tanks, vehicle/field fires
10. **Fuel management:** identify/manage leaks, shut down fuel system, enforce no smoking, estimate flight length for payload/temperature/fuel on any flight

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11. **Power line strikes:** prevention strategies, manage all aspects of various line strikes (touching, draped over, hanging or severed basket), do's and don'ts
12. **Weather information:** call Flight Service or automated/local sources, access online resources, interpret reports/briefings/forecasts
13. **Weather observation:** release/read pibal, determine wind speed from visual cues, identify first signs of rain, know how/when to pull red line on inflation
14. **Flight plan:** know duration, flight profile (high/low), and red zones along flight path
15. **Flight path:** plot or project likely flight paths onto flying area maps and/or software
16. **Navigation:** determine likely driving routes, road choices, flight hazards, and landing sites
17. **Radio protocol:** turn on, proper channel, power sources, transmitting, what not to say, appropriate message "codes" which won't alarm passengers
18. **Launch site selection:** determine adequate size, downwind hazards, likely layout direction
19. **Equipment set-up:** assist pilot/crew in complete basket/envelope unloading and set-up
20. **Fan safety:** start, stop, shut off fuel, brief handler, load by self, secure for travel
21. **Tie-off safety:** identify suitable anchors, secure both ends, create no-walk zone, proper/safe release
22. **Throat handling on inflation:** know where to stand/hold, possible pilot commands
23. **Crown line command:** calm/moderate/gusty condition techniques, secure when walked in, handle to deflate in tight spots with hazards
24. **Inflation:** assign crew, manage spectators, tab parachute, know what "normal" looks like
25. **Weight-on:** how/when on cold/hot inflations and landings, do's and don'ts
26. **Pre-launch check list:** spare strikers/radios/maps onboard, pilot and crew checklists complete, all lines secured, no overhead traffic, spectators away from tie-off, crew weight-off
27. **Landing sites:** identify suitability by size, approach path, power lines/fences/livestock, access
28. **Livestock management:** identify type, spot when hidden, know risks, radio pilot, dog safety
29. **Landing assistance:** radio information to pilot, handle crop/airport/road landing, add weight (how/when to or not), manage vehicle and spectator traffic
30. **Drop line handling:** when to use, when to hold or release, how to hold, "walking" the balloon
31. **Landowner relations:** find the landowner, ask permission, handle hostility
32. **Quick pack-up:** proper and efficient basket/envelope packing, storage, and transport
33. **Tethering:** set up lines, passenger/crowd management, weather updates, stable ground handling
34. **Media management:** interview do's and don'ts, damage control when real or perceived
35. **Refueling safety:** precautions, do's and don'ts, fuel fire management, fight/retreat choice

This list isn't complete but will prevent or minimize the most common mishaps: burned throat fabric, wild

inflations, lost balloons, landing incidents, passenger/crew injuries, power line strikes, and many others. Becoming a more informed, decisive, skilled, and proactive crew chief creates the redundancy needed to make flying and crewing safer, easier, and more fun than ever before.

Use this list as a supplement and not a replacement for other materials local clubs or other organizations may have provided. While some have suggested using this as a national standard, the intended goal is voluntary compliance. If we don't enforce some sort of safety protocol on our own, we'll see regulation or action from government, insurance, or events which will be beyond our control and much less to our liking. Train and police ourselves or be regulated – those are our choices.

Commit to your crew chief and crew learning ALL of these skills – do NOT stop part way. Resist the urge to sub-categorize experience levels – there's no reason to accept or stop at anything short of complete safety. Stopping short saps motivation and momentum. Master these as quickly as possible. Not only will training be more effective, you never know if that mishap or accident will occur on your next flight or at the end of the season. A trained crew chief can also provide skill continuity at festivals or other times regular crew can't make it out. An ideal arrangement is several crew members mastering these skills; everyone feels safer and more relaxed when they know anyone can handle anything.

How and how fast you learn these depends entirely on you, your experience level, and other factors. One-on-one, a weekend crash-course with several pilots and crews, cold inflating when passengers are cancelled, or discussions throughout the season – the goal remains mastering these aspects of flying and crewing safety. And don't think you're exempt because you only fly or crew occasionally. Crewing for a recreational pilot may make these skills even more crucial for flight safety; fewer chances to develop habits and refine skills may make their flawless delivery more critical yet.

Crew Chief Training & Proficiency, *continued from page 10*

Don't stop here if you need more information on flying and crewing safety. Refer to any of the articles in this series for starting points on specific skills for crew chiefs and crew. The book "Hot Air Balloon Crewing Essentials" holds far more information yet on all aspects of crewing. Join your pilot and attend an off-season safety seminar for a real eye-opener on current issues pilots must deal with on every flight. Many seminar committees have recognized crew's unique role in safety and added presentations on crewing to their core topics. And to reach the highest level of skill proficiency, volunteer to speak on

crewing at a safety seminar. Nothing will clarify, scrutinize, and solidify skills and information like standing in front of 100 pilots to teach. Many crew chiefs go on to complete pilot training, and this introduction speeds the process and gives you access to and the support of an extensive flying network.

Every crew chief can always know more and do things better and faster. Some pilots may resist the idea of devoting time exclusively to crew training, but there is no better investment. A crew chief can often spot – and break – the first link in an accident chain before a pilot can. Trained crew offer benefits far

beyond convenience: more safety and fun with less risk, time, expense, and effort. Best of all, they offer unmatched safety and redundancy that nothing else can offer. Decide today how you'll start your crew training – there's no reason every crew chief nationwide can't raise their skill levels this high by the end of this flying season!

Based on the book "Hot Air Balloon Crewing Essentials" available through the author (see the end of the "Welcome" article for more information).

DOWNLOAD YOUR G.P.S.* HERE!



IMC Balloon Agency

Email: bmiller@imcins.com

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Fax: 952•746•4858

800•783•5963

GREAT PERSONAL SERVICE!* **CALL FOR A QUOTE TODAY**

NO ELECTRONIC DEVICE WAS INJURED OR DAMAGED IN MAKING THIS AD!

Western Regional Director's Report

The BFA board of directors met in Indianola, Iowa April 16-18. The location of the meeting was at the National Balloon Museum. If you have not had the chance to tour the museum, I would recommend it. One of the things that I found very interesting was that the museum staff is all volunteer and there is not a paid staff member.

The board had many items on the agenda for this meeting. While many of the items on the agenda are still in idea stage and how to get them put into place I can report on a few of the items that we discussed. One of the items discussed was trying to look at the committees that we have in place and see if these committees need to be restructured and how we can help our committees become more active. A recent all member e-mail sent by Don Edwards sent out a survey of the membership on how they would like to volunteer for the BFA. We had many responses to this and we are very excited to see people step up and become more involved. If you have not had a chance to volunteer for a committee, you can go to the BFA website-www.bfa.net and you can find it on there.

One committee that had a lot of restructuring this weekend was the development of FAR

91.119 committee. This committee will be focused on 91.119. There has been a lot of valuable information collected on this and as things develop and

more information is available I will keep you updated.

Another item that we discussed was the upcoming convention in Des Moines, Iowa. The dates for this will be April 7-10. After having the chance to talk with Brian Seymour- Indianola Fire Chief and balloonist, the convention planning is coming along and they have not passed over any details to make this a quality event. Brian has had the opportunity to organize many conventions and I feel that his expertise and knowledge will help make this convention a huge success. The board also had the chance to tour the host hotel- Marriott in Des Moines. After getting the chance to meet the staff and take a look at the hotel, I feel that the Marriott is an excellent choice. One of the great things about the city of Des Moines is that you can walk throughout the city in a covered sky walk. This was one of the major selling points when the board chose the location. In the coming months, the registration will open. There will also be a web site built for the convention giving you all of the details as well as some information about the city. Please put the date on your calendar and try to attend the convention.

The last item that came up at the meeting was the stained glass windows for the National Balloon Museum. I know that there was concern on how the windows were damaged and I even raised

that concern. After getting the chance to see the windows and to learn more about them I know have a better understanding. When these windows were originally built, there was no provisions for UV rays. Over the years, these became cracked so the museum board came up with the idea of replacing them and having a window design contest. There are seven windows that will be replaced. The contest will consist of the six BFA regions plus the final window coming from the state of Iowa. There is a cost associated with this in the amount of just over \$31,000. To help pay for this, the museum has sent out a letter to all of the balloon clubs asking for their support.

I would challenge your club to get involved and see how much you can raise for this project. Every little bit will help out in making this a reality. Please feel free to contact me at anytime with any questions or concerns that you may have.

Thank you

Cory Miller

Western Region Director
Balloon Federation of America
cmiller@bfa.net
503-510-1215

You can also contact me through facebook and twitter. Twitter username is "hotairballoon1." I am also available through skype with the user name of "ballooningphotos."

For Sale



Fan for Sale:

5 hp Briggs and Stratton Engine. 21 inch wood prop, complete tune up one year ago (a \$59 value). It's great for a small balloon or as a second fan for more prompt inflations.

Located in Salem, OR.

\$150.00

Greg Miller

503-510-7835

Basket/Burners for Sale:



1986 Aerostar stretch basket. 468 hours. Newer foam bolster cover, poly skid liners, stainless steel corners. Last annual 5/08. Two 20 gal. stainless steel lay-down tanks with covers and heaters. Double HP-2D

Ron Grove, 7th Heaven Balloons

Rs7thvnn@comcast.net

503-363-4200



You Don't Want To Miss The June WAS Meeting!

At the June 8th WAS General Meeting in Wilsonville, Beth Miller from IMC will be speaking to us via Skype. She's an experienced presenter and will answer all your balloon insurance related questions!

BFA Announces Formation of Festival Guidelines Committee

In response to the current hot air balloon insurance environment and the history of balloon incidents and accidents occurring at organized balloon events across the United States over the past five years, the BFA Board has established an ad hoc committee to develop a publication aimed at encouraging safer balloon events by providing guidance for event organizers, officials and pilots.

Event safety is the result of many working together with common goals and objectives. Balloon events involve complex dynamics involving many individuals; the creation of a comprehensive guideline publication prepared by those knowledgeable and experienced in these dynamics is a necessary first step to improve safety at balloon events of all sizes and for all purposes.

Members of the Festival Guidelines Committee selected by the BFA Board have an enormous amount of experience organizing, directing and officiating at fiesta, competitive and ride-based events from the largest of events to small weekend gatherings. Members of the committee are

Maury Sullivan, Canton, Ohio	Chairman
Bill Hughes, Beacon, New York	BFA Board Liaison
Bill Whidden, Tavares, Florida	Member
Sam Parks, Statesville, North Carolina	Member
Ray Bair, Albuquerque, New Mexico	Member
Gene Burnstein, Brick, New Jersey	Member

At its first meeting the committee established the following Mission Statement.

MISSION STATEMENT

Festival Guidelines Committee

*The Mission of The Festival Guidelines Committee is to **update, develop and publish** a comprehensive reference source containing detailed information enabling Event Organizers to properly organize, plan and execute a balloon event with the safety of pilots, sponsors and the general public as the top priority.*

The publication will be developed and written with pilots and organizers in mind and will be prepared in a manner pertinent to sport, ride and competitive based events.

It is the committee's plan to submit a draft of the publication to the BFA Board in September so that the document can be presented to the BFA membership in October at its annual meeting in Albuquerque, New Mexico. The general membership will have an opportunity to comment on the publication before it is finalized.



CELEBRATE IN THE HEARTLAND



1961

2011

The Balloon Federation of America National Convention Des Moines, Iowa

March 1, 2010

Fellow Balloonist:

The Iowa Balloonist Association is hosting the 2011 Balloon Federation of America Convention in the Heartland of Iowa, the historic location of the origin of the organization and the 18 year home of the U.S. National Hot Air National Hot Air Balloon Championship.

“Celebrate in the Heartland” will be held on April 7-10 in Downtown Des Moines. **The History of Modern Day Ballooning** will be the theme of the proposed program and it will include the latest innovations in the sport, including the newest development in the technologies and safety of the design and construction of balloons as well as the newest changes in the area of balloon competition, including both hot air and gas balloons.

We are developing the program and want to include the best subjects and presenters from the entire country to make the event exciting and attractive to all balloon enthusiasts. Your assistance in this effort is needed and would be appreciated. As a balloon club, you have members that would make this event special. Please have them provide us with suggestions on both topics and speakers that we could consider as we put together the convention program. Thanks for your help on this matter. If any of your members have suggestions or are interested in participating, please have them respond to the undersigned at bloomindianola@aol.com

Soft landings,

Kirk Bloom, Chair
Program Committee
2011 BFA Convention

For Sale

**Sandi Meacham's balloon and all associated equipment is for sale!
Asking price: \$5,000 (or best offer) for everything**

Balloon Works Firefly 8B envelope ("as is"), built in 1987, last flown in 2006.

Basket is in good condition, with new hoses in 2006. Mirage burner

Miscellaneous equipment:

24" Tempest Fan (GX240 8.0 HP)

Balloon Works tether harness

rain cover

spare fabric

radios, tarps

helium tank

Contact: Sandi Meacham, Wannago@web-ster.com, 503-982-2750



WAS Membership Application



Name: _____
Birthday: Month _____ Day _____
Address: _____
City: _____ State: _____ Zip: _____
Date Submitted: _____
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: _____ Birthday: Month _____ Day _____ JB Yes No
Name: _____ Birthday: Month _____ Day _____ JB Yes No
Name: _____ Birthday: Month _____ Day _____ JB Yes No
Name: _____ Birthday: Month _____ Day _____ JB Yes No
Name: _____ Birthday: Month _____ Day _____ JB Yes No

Membership Type

Charter (\$15) Individual (\$15) Family (\$20) Junior Balloonist (\$15 per JB)

Enroll or new JB Membership. We will forward to the BFA Office. Be sure to include JB's name above.

Membership

*WAS publishes an annual Membership Roster, acknowledges Member's Birthdays monthly in **AeroStats** & communicates via email and our website. We recognize and respect our member's privacy. If you do not wish personal information about you published, please indicate so below. Information published on our web site is public domain and subject to retrieval via Internet connection. Unless otherwise indicated, yes is assumed:*

Publish Name in Annual Directory: Yes No Publish Address in Directory: Yes No
Publish Phone # in Directory: Yes No Publish E-Mail Address in Directory: Yes No
Publish Cell Phone # in Directory: Yes No Publish Birthday in AeroStats: Yes No
Publish Family Member Names in Directory: Yes No

Mail completed form with fees to:

**Willamette Aerostat Society
155 Oak Villa Road
Dallas, Oregon 97338**



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 other than e-mail addresses.

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:

newsletter@wasballoon.com

Advertising Policy

Club members ballooning related or event information published on a space available basis at no charge.

Business Advertising by Club members is considered Commercial Advertising, subject to fee's 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 Ad Space Rates

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

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

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

Text and images will be printed as submitted by advertisers.

Front Cover Photo:

Koh Murai, flying *Yu-Zakura*, April 17, 2010 over the Wooden Shoe Bulb Company fields just outside of Woodburn, Oregon. (Photo by Shari Gale)

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.

Comercial 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 newsletter@wasballoon.org

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 from members or other sources does not imply endorsement of, or agreement with, any opinions, comments or products presented by the author, by WAS, it's officers and Newsletter Editor.