

# Aerostat



**December 2011**

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

**Volume 13, Number 12**

# WAS President's Letter



Season's Greetings! Tis' the season to be flying....well maybe somewhere else. I hope that during our off season, you have been able

to recuperate and prepare for next season. There are two safety seminars on the horizon which promise to be very informative and entertaining. Look for details in this newsletter for the NW Safety Seminar hosted by Cory Miller, to be held in Salem in February. There are some fantastic speakers lined up.

Our Christmas party is right around the corner. The fun starts at 2:00 pm on Sunday, December 11th at Edie Stokes home. I hope you are planning on attending. We will announce the results of the officer elections as a matter of formal business. Remember to bring a gift for the gift exchange (<\$10).

*Gentle breezes,  
Mark*

**Please don't forget  
to pay your  
2012 WAS  
dues this month.**

**A membership form can  
be found at the end of  
this newsletter.**

## Pleae Vote for the 2012 WAS Executive Committee

Candidates for the Executive Committee are:

President:

*Mark Trujillo*

Vice President:

*Chris Whitfield*

*Jesse Rafn*

Secretary and Treasurer:

*Jason Fast*

**Vote by Thursday, December 8, 2011.** Send your ballot to:  
Shari Gale, sharigaleOR@gmail.com

The results will be announced at the annual WAS Christmas party on Sunday, December 11, 2011.

## 2011 WAS Officers

**President**

Mark Trujillo

**Vice President**

Justin Luber

**Secretary / Treasurer**

Jason Fast

**Newsletter Editor**

Shari Gale

**Youth Programs**

Cory Miller

**Activities**

Laura Hancock

**Community Relations**

Jim Smith

**Webmaster**

Cory Miller

**WAS Web Site**

[www.wasballoon.com](http://www.wasballoon.com)

**FORUM Information**

subscribe email:

[downwindsubscribe@yahoo.groups.com](mailto:downwindsubscribe@yahoo.groups.com)

# Be sure to drop into the WAS Christmas Party!



**Sunday, December 11, 2011  
2 PM**

Edie Stoaks' home  
2407 NE Regents Drive, Portland, OR

WAS will supply a ham, a turkey, sodas and water.

**Please bring a dish to share:**

**Last name: A-K = Salad/Vegetable Dish**

**L-N = Main Dish**

**O-Z = Dessert**

# Secretary/Treasurer's Report

## E-board meeting by teleconference.

**Tuesday, November 15, 2011 minutes**

Executive committee members present were:

Mark Trujillo, President  
Justin Luber, Vice President  
Jason Fast, Secretary/Treasurer  
Cory Miller, Past President and Web Master  
Shari Gale, Newsletter editor  
Jim Smith, Relations officer

Meeting called to order by Mark Trujillo at Approximately 8:00 pm

Previous minutes approval. Motion by Justin, second by Jim, Motion passed.

### Treasurers report for OSU Federal Credit Union:

<b>Beginning Balance</b>	<b>+\$1112.50</b>	
	-26.98	For Estelle's picture frame and matting
<b>Ending Balance</b>	<b>+\$1085.52</b>	
<b>Savings</b>		
Beginning Balance	\$105.00	
Ending Balance	\$105.00	
Balance of Checking & Savings	\$1190.52	
<b>Encumbered amounts</b>	50.00	For the family of Alan Strobel who passed away in Boise, ID
<b>Balance of All Accounts</b>	<b>+\$1,140.52</b>	

## 1. Discussion on elections of officers.

Nominees are:

President:

*Mark Trujillo*

Vice President:

*Chris Whitfield*

*Jesse Rafn*

Secretary and Treasurer:

*Jason Fast*

## 2. Christmas Party

December 11 at 2:00 pm.

To be held at Edie Stoaks home.

Mark to talk to Laura about food and party needs.

## 3. Cory's local Northwest Safety Seminar, February 25, 2012.

In Salem Oregon

Early registration until December 15 for \$45.00

Later registration is \$65.00

This will be a BFA sanctioned seminar

Discussed an excellent list of speakers again for this year.

Shari should have a list of speakers in this newsletter.

## 4. Strobel family Donation

Discussed the previous motion to send \$50.00 to the family after his passing.

No proper contact and address has been found up to this point.

Shari to check on contact information to help complete this action.

## 5. Discussion of the Greg Miller article in the previous newsletter.

Cory Miller abstained from this discussion. Discussion of Jimmie Lucht, Albany Visitor's Association, response being in this newsletter.

We will post the response and after that continued conversation and discussion will not be in the newsletter. Disclaimer reminder will also be posted with response as always posted at the end of the newsletter that WAS does not endorse these articles.

## 6. NBA - Northwest Balloon Association

Discussion on it being back in the North West

Shari gave some history of the NBA

Jim discussed some information he received from the NBA as an event organizer.

Mark discussed that the NBA could do some positive things.

WAS has not been formally contacted and WAS is not currently backing, supporting or involved with the NBA at this time.

Mark wished the NBA the best of luck, and hoped that they could do some valuable things for ballooning.

## 7. Good of the order

Cory, BFA Northwest Director Award went to Jim and Donna Engdahl this year.

Motion to Adjourn by Shari, second by Justin, Passed.

Adjourned at 8:50.

Submitted by:

*Jason Fast*  
WAS Secretary/Treasurer

**Coming soon!**

**Northwest Safety Seminar  
February 25, 2012 in Salem, Oregon**

**Have you registered yet?**

**Save yourself \$\$ and register EARLY!**

**Early registration cost by December 15  
is only \$ 45.00/person**

**After December 15 it will cost you \$ 65.00/person**

**This will be a BFA sanctioned seminar  
with many nationally recognized speakers:**

**Gordon Schwontkowski — Crew**

**Jim Lynch — FARS**

**Randall Fuehrer-Maintenance**

**National Weather Service**

**Jeff Chatterton — Accidents: Before & after the accident protecting your image**

**Matt Fenste — Pilot Decision Making**

**Russ James — Tie-offs**

**Troy Bradley — Balloon Building**

**To register contact: Cory Miller**

**503-510-1215 • [cory@ballooningphotos.net](mailto:cory@ballooningphotos.net)**

**1880 - 45th Ave NE, Salem, OR 97305**

# Weather 1, WHAMOBASS 2+

The 47<sup>th</sup> annual WHAMBASS (Whiskey Hill-Atherton-Menlo Oaks Ballooning and Sporting Society) event was very successfully held in Coaling Station A (Coalinga), CA on the weekend of November 18-20. Despite the gloomy forecasts for the weekend, the weather could only muster up one point with the balloonists taking the win with three flyable days.

We arrived on Thursday morning with most of our crew in place or following quickly behind us. We learned that the really early balloon (Jane and Jay Jennings) had been able to do a standup show for all three local elementary schools (about 500 students) and still have flyable weather for a several hop flight. During the afternoon as some of the early arrivals were pulling in, we were able to help Cricket Clark assemble WHAMO Central on the field. The weather stayed nice all afternoon necessitating a change to short sleeve shirts for most of the afternoon...blame it on the hard work we were doing for the setup. In the evening the donated ingredients for the spaghetti dinner began arriving and soon any and all were welcomed to the WHAMO Central tent complex for a great meal and discussions of the weekend's plans. Most everyone made it an early evening in anticipation of a flyable Friday. Alan Sanderson with High Hopes arrived about midnight after a very long trip from Oregon.

Friday dawned with some high overcast but little wind and enough clearance for flying. A total of five balloons launched and were soon meandering around the sky. Co-Chairman, Pat Moore, did a great job channeling Dana Thornton by returning to the field on his first two hops and almost making it back on the final hop. Terri Miller got a great training flight in High Hopes with several landings and an uneventful

recovery thanks to high clearance and 4WD. The weather stayed overcast most of the day, but was starting to break up by late afternoon. We spent the afternoon with the requisite balloon nap and food preparation for the pot luck at WHAMO Central.

Again, the food selection and preparation was wonderful as we feasted while pilots and crew continued to arrive and check in.

Saturday morning was a *perfect* day. We were awakened by a surprise dawn patrol flight by Justin Kisinger in Bob's Cat. The flight was moved up from the Sunday schedule due to continued weather concerns. As is always expected, Deke Sonnichsen, our balloonmiester, called the pilots briefing to order with a perfect firing of the anvil. Everyone also received the "task" information from the Chief Judge, Ashley Jones. Finally after all these years we had a task that wouldn't require the crew to try to write poetry or sing! The task was in two parts: First was to



create 10 pictures for a slide show and secondly we needed to create a dinner table decoration highlighting the Spirit of WHAMOBASS and Coalinga...we can do this. All 16 registered balloons were able to launch and have what seemed to be great flights in mostly calm conditions. High Hopes made a couple of hops and Alan was able to get Claire Lucas her biennial flight review. Alan had a rather enthusiastic landing at the end of the second hop, but as they say, no harm, no foul. As we have been doing for many years, the post flight tailgate was a burrito brunch with contributions from pilots and crew and cooking by Cricket and many volunteers. While Linda, my wife, worked on the photos we took during the morning another crew member, Corky Fisher, headed into town looking for the Spirit of Coalinga. I spent the afternoon doing the best I could do in the bribing department. "Do you need another glass of wine, beer? How about a back massage? Can we help to carry your stuff over to the dinner hall, Ashley?"...etc. Linda's pictures were great and Corky was able to get a fireman's helmet loaned to us along with

*continued on page 7*



# WHAMOBASS

*continued from page 6*

a police department uniform patch and lots of information from the city museum. With the afternoon over it was time to join the crowd at the Elks Lodge for the dinner and festivities. This year was the first year that we had the Elks cater the meal rather than just rent the hall. I think it went very well with a couple of entrée options along with salad, vegetables, bread and dessert. After dinner it was time to view the slide shows put together by our Chief Judge from the various teams. She also went from table to table to view the centerpieces and learn of any special significance of any of the items. Our team won two awards. One was for best bribing (maybe I should head to DC) and the other was "best in show." After probably more than 20 years Gen Sanderson finally gets the seismograph back for a year. At the end of the evening and with great fanfare (and large hammer), the 1990 WHAMOBASS time capsule was opened by Deke so that everyone could view the contents. I didn't get a real close look at the contents, but there were newspapers, WHAMO T-shirts, etc. There is a plan to create a new capsule and have it held by the local museum for another 20 years so it won't have to be buried on the college campus and, perhaps, forgotten again. If you have any suggestions of things to include you can contact Pat Moore or Cricket Clark. Also, the museum is looking for any aerial photographs of the town (old or new) as they are hoping to put up a photo collage in the museum. It was a long and successful (we won) day.

We all retired with the hope that the forecast weather would hold off until Sunday afternoon. Alas, it was not to be. The rain started early in the morning and was on and off until late Sunday. Many of the pilots and crew made it to the Elks for their fundraiser breakfast. Unfortunately I don't think many of the locals took

part as there weren't any balloons to draw them to the field. Our Sunday afternoon was spent doing this and that. Several of the crew spent some time at the very extensive museum and were greatly impressed with the displays...guess I'll add that one to my list for next year.

As always there are many people and organizations that need to be thanked. I'll start first with Deke, our founder and balloonmeister. Co-chairman Pat Moore and Cricket Clark went far beyond what might be expected from volunteers. Pat dealt with the insurance folks, college, city government, fire department, and a plethora of pilots who didn't seem to believe that there was really a hard deadline for registration. I hope everyone will get on the same page for next year. Cricket handled all the meal plans, packed up and carried the entire WHAMO Central encampment, and located and dug up the time capsule...besides all that cooking...Of course we need to mention directly the City of Coalinga, West Hills College and all our local supporters. The mayor said it best when he stated that the city hoped we will be returning for years. I think we all sincerely echo his sentiments.

We certainly missed many of the friends (and task competitors) this year. Many of them had accepted the invitation to fly at Leon, Mexico... hey, who needs 85 degree weather, swimming pools and Margaritas? Some pilots/crew missed the deadline...get it together folks, we all know that insurance companies have no sense of humor or human understanding...Let's get the big crowd back for next year (48!).

*Alan Brandt*



# Weather 1, WHAMOBASS 2+



Photos by Linda Brandt





# Crew Chief Corner

by Gordon Schwontkowski

## Passenger Briefings And Waivers

Passenger briefings and waivers are essential aspects of “passenger management,” ensuring passenger safety by telling them what to do and what not to do. Surprisingly, neither a full briefing nor any waiver is required by the FAA (nor is using a tie-off). That said, never leave the ground without all of these! A pilot will likely fail the practical flight test for not giving a proper passenger briefing, and a “careless and reckless” citation would likely follow this “neglect” in any incident with injuries. And in today’s litigious society, insurance providers now require

anyone onboard to sign a waiver. Cut corners along these lines and consequences will come back to bite your pilot (and you, directly and indirectly) like never before.

Pilots always give briefings, right? Yes and no. Technically, it’s a pilot’s responsibility. Real life can vary. Ride operators will often have crew set up all the way through cold inflation (or even hot) while the pilot briefs passengers. Other times, a crew chief will deliver a briefing before the pilot gives shorter pre-flight and in-flight briefings that hit highlights. Uncooperative equipment,

flight planning obligations, or short on time may mean a pilot opts for the crew chief to brief passengers and re-briefs them at intervals. And one day, many crew chiefs will become pilots themselves. Repetition meets all requirements and reinforces instructions as well. Whatever the reasons, be ready to deliver.

When is there time for briefings and waivers?

To read the rest of this article, please go online to the WAS website. ([www.wasballoon.com](http://www.wasballoon.com)). You’ll find the entire article plus more in the members only section.



*Don't let your WAS membership just fade away...  
Renew your membership today.*

The application form can be found in this newsletter on page 14,  
or at [WASballoon.com/membership](http://WASballoon.com/membership).

Print out the membership form, fill it out and either  
mail it to WAS treasurer, Jason Fast (his address is on the form),  
or bring the form and your check to the Christmas party.

*Stay in touch with the ballooning community.*

## In Reply to Greg Miller

Recently it was brought to my attention that pilot Greg Miller had published a letter of complaint in your newsletter, The Aerostat, regarding the Northwest Art & Air Festival. In it Mr. Miller identifies his concerns as the lack of a third night of sponsored lodging, not enough pilot “show-up” money, the dinner, and in general, what he describes as inequitable compensation.

Over the last couple of years staff has surveyed other events to compare the NW Art & Air balloon pilot compensation to those events. It was discovered that though NW Art & Air is not the most generous it is not the event that offers the least compensation either. We would like to improve the event’s standing but considering the present local economy are not sure how or when that might happen.

Currently, we ask pilots to be available on Friday, Saturday, and Sunday of the Northwest Art & Air Festival (the last full weekend in August). This event provides two nights sponsored lodging. We were glad this year that we could continue to offer those two nights even though we were faced with declining hotel sponsorships due to a difficult economic environment in this area. We encourage pilots to come on Thursday for early check-in and a brief meeting, however, in recognition of pilot’s needs we made the Thursday check-in optional. You may also recall we offered complimentary on-site camping or a home stay option to pilots to help offset the cost of a third night’s lodging. Interesting to note no one, including Mr. Miller, took advantage of these available options.

At present the event also provides \$150 in travel money, free propane for all flights, money for additional rides given (\$100/ride) above the two required by the event, a catered dinner for pilots and a guest, a pilot/

guest/crew potluck with the main dish provided, and a meal at check-in. We have worked with our hotels and most have agreed to offer free early-bird breakfast option for pilots as well. Again, it is interesting to note that Mr. Miller refuses to take ANY additional rides above the two required and if paying for the third night is an issue this seems like a simple way to finance that third night.

As event organizers, we wish we could do more. We have been exploring options for ways to offset pilot expenses more effectively. Frankly, at present we simply don’t have cash resources to increase compensation. Both Albany Parks and Recreation and the Albany Visitors Association have experienced significant layoffs, reduction in funding sources, increased expenses during the last couple of years. The NW Art & Air Festival is a free to the community event and it is subsidized by both of these agencies. We’re not complaining...we believe that the benefit to the community is well worth the cost. However, it does limit our ability to increase the compensation to hot air balloon pilots and other event participants. We will continue to explore options and we are committed to finding a satisfactory solution.

Many of you have indicated that this event is a favorite and, while you folks certainly would appreciate any additional assistance we could provide, you understand the financial constraints and still wouldn’t want to miss the NW Art & Air Festival. However, we understand this event cannot possibly meet the needs of every possible participant.

As Mr. Miller notes in his letter, the Northwest Art & Air Festival has generated over 3 million dollars *to the community* (Note: This is not funding received by the Festival, Albany Parks and Recreation, or Albany Visitors Association.) It is the

restaurants, the gas stations, and the businesses in the local community that see this benefit. And it is due to the “show” you create and the hard work of the staff and volunteers at this event that it is possible.

You, the balloon pilots and other participants, certainly have helped to make the Northwest Art & Air Festival a great success and one of the state’s award-winning signature events. For that we are grateful! We wanted to make sure you understand our financial constraints as well as Mr. Miller’s concerns. We will look forward to working with you and all of the others who make this event a community favorite in 2012 for the best year ever.

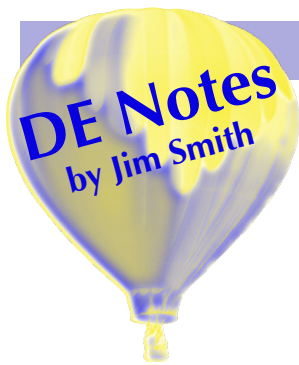
*Jimmie Lucht,*  
*Executive Director*  
*Albany Visitors Association*

*Please note: Greg Miller’s opinion piece ran in the October 2011 newsletter. You can access that issue on the WAS web site at [WASballoon.com](http://WASballoon.com).*

*Material published in this newsletter from members and other sources does not imply endorsement of, or agreement with, any opinions or comments presented by the author by the WAS organization, it’s officers or the newsletter editor.*

## Happy Birthday

<b>Gen Sanderson</b>	<b>12/5</b>
<b>Jack Whitney</b>	<b>12/6</b>
<b>Dale Justice</b>	<b>12/23</b>



# Aeronautical Chart Bulletin Updates

[http://aeronav.faa.gov/content/aeronav/online/chartbulletins/nw\\_chartbulletin.pdf](http://aeronav.faa.gov/content/aeronav/online/chartbulletins/nw_chartbulletin.pdf)

The purpose of this bulletin is to provide major changes in aeronautical information that have occurred since the last publication date of each Sectional Aeronautical, VFR Terminal Area, and Helicopter Route Chart listed. The general policy is to include only those changes to controlled airspace and special use airspace that present a hazardous condition or impose a restriction on the pilot, and major changes to airports and radio navigational facilities, thereby providing the VFR pilot with the essential data necessary to update and maintain chart currency.

## GREAT FALLS SECTIONAL 81st Edition, 30 Jun 2011

### OBSTRUCTIONS

30 Jun 2011 – 20 Oct 2011 No Major Changes.

### AIRPORTS

30 Jun 2011 – 25 Aug 2011 No Major Changes.

20 Oct 2011 Add CTAF 122.9 at LOWER LOON CREEK arpt, 44°488319N, 114°488319W.

Add CTAF 122.9 at WILSON BAR USFS arpt, 45°238489N, 115°298009W.

Add CTAF 122.9 at CAYUSE CREEK USFS arpt, 46°408009N, 115°048239W.

### NAVAIDs

30 Jun 2011 – 20 Oct 2011 No Major Changes.

### AIRSPACE

30 Jun 2011 No Major Changes.

25 Aug 2011 Revise BOZEMAN, MT Class E: That airspace extending upward from the surface within 3 miles each side of the 316° bearing of Bozeman, Gallatin Field Airport extending from the 4.4-mile radius of the airport to 15.5 miles northwest of the airport, and that airspace 2.4 miles each side of the 212° bearing of the Bozeman, Gallatin Field Airport extending from the 4.4-mile radius of the airport to 7 miles southwest of the airport.

20 Oct 2011 Revise SHELBY, MT. Class E. That airspace extending upward from 700 feet above the surface within a 6.7-mile radius of Shelby Airport, and within 2.7 miles each side of the 043° bearing from Shelby Airport extending from the 6.7-mile radius to 7.4 miles northeast of the airport; that airspace extending upward from 1,200 feet above the surface within an area bounded by 48°508009N, 111°458009W; to 48°8009N, 111°228009W; to 48°388009N,

111°178009W; to 48°218009N, 111°368009W; to 48°188009N, 112°018009W; to 48°288009N, 112°128009W; to 48°388009N, 112°118009W; to 48°388009N, 112°038009W, thence to the point of beginning.

### SPECIAL USE AIRSPACE

30 Jun 2011 – 20 Oct 2011 No Major Changes.

### MILITARY TRAINING ROUTES

30 Jun 2011 – 20 Oct 2011 No Major Changes.

### MISCELLANEOUS

30 Jun 2011 – 20 Oct 2011 No Major Changes.

## KLAMATH FALLS SECTIONAL 85th Edition, 22 Sep 2011

### OBSTRUCTIONS

20 Oct 2011 Add windmill farm. 56598 is highest MSL, 40°528329N, 121°468269W.

### AIRPORTS

20 Oct 2011 No Major Changes.

### NAVAIDs

20 Oct 2011 No Major Changes.

### AIRSPACE

20 Oct 2011 Add FLORENCE, OR Class E: That airspace extending upward from 700 feet above the surface within a 3-mile radius of Florence Municipal Airport.

Revise ALTURAS, CA Class E: That airspace extending upward from 700 feet above the surface beginning at 41°348009N, 120°468249W, to 41°368509N, 120°308199W, to 41°148209N, 120°238499W, to 41°118359N, 120°398349W, thence to the point of beginning. That airspace extending upward from 1,200 feet above the surface beginning at 41°318009N, 121°028009W, to 41°418009N, 120°418049W, to 41°418009N, 120°208009W, to 41°148009 N, 120°158009W, to 41°028009N, 120°398309W, to 41°058009N, 121°038009 W, to 41°228009N, 121°158009W, thence to the point of beginning.

### SPECIAL USE AIRSPACE

20 Oct 2011 No Major Changes.

### MILITARY TRAINING ROUTES

20 Oct 2011 No Major Changes.

### MISCELLANEOUS

20 Oct 2011 No Major Changes.

## SALT LAKE CITY SECTIONAL 86th Edition, 20 Oct 2011

### OBSTRUCTIONS

20 Oct 2011 No Major Changes.

### AIRPORTS

20 Oct 2011 No Major Changes.

### NAVAIDs

20 Oct 2011 No Major Changes.

### AIRSPACE

20 Oct 2011 No Major Changes.

### SPECIAL USE AIRSPACE

20 Oct 2011 No Major Changes.

### MILITARY TRAINING ROUTES

20 Oct 2011 No Major Changes.

### MISCELLANEOUS

20 Oct 2011 No Major Changes.

## SEATTLE SECTIONAL 81st Edition, 2 Jun 2011

### OBSTRUCTIONS

30 Jun 2011 No Major Changes.

25 Aug 2011 Add obst 30688MSL (2708AGL), 45°258509N, 120°578029W.

Add obst 8678MSL (2798AGL), 45°468209N, 120°038389W.

Add obst 20158MSL (4288AGL), 46°358039N, 117°508089W.

20 Oct 2011 Add obst 11888MSL (2468AGL), 49°038079N, 122°148509W.

Change obst from 41978MSL (3038AGL)

to 46838MSL (3038AGL), 45°478409N, 118°108109W.

Add obst 19598MSL (2258AGL), 47°228009N, 119°008049W.

Add obst 21428MSL (2628AGL), 46°258279N, 118°068339W.

Add windmill farm. 24388 is highest MSL, 46°298349N, 117°478469W.

### AIRPORTS

30 Jun 2011 Change CTAF 139.7 to 126.2 at VAGABOND AHP heliport, 46°398599N, 120°278149W.

Change Location Identifier from VOU to VUO at PEARSON arpt, 45°378149N, 122°398239W.

25 Aug 2011 – 20 Oct 2011 No Major Changes.

### NAVAIDs

30 Jun 2011 – 20 Oct 2011 No Major Changes.

### AIRSPACE

30 Jun 2011 – 25 Aug 2011 No Major Changes.

20 Oct 2011 Add LINCOLN CITY, OR. Class E: That airspace extending upward from 700 feet above the surface within 3-mile radius of Samaritan North Lincoln Hospital Heliport.

### SPECIAL USE AIRSPACE

30 Jun 2011 – 20 Oct 2011 No Major Changes.

### MILITARY TRAINING ROUTES

30 Jun 2011 – 20 Oct 2011 No Major Changes.

### MISCELLANEOUS

30 Jun 2011 – 20 Oct 2011 No Major Changes.

## (Regulations Revisited)

It has been said, that people will interpret any rule to their advantage. It is just as true in the aviation world. Recently, this author became aware of a Commercial balloon pilot who would allow his *Student* Pilot to fly with a *Private* Pilot and log the time...but I am getting ahead of the scenario.

A Commercial Pilot is about to embark on a training flight with his student, when the instructor gets an emergency phone call. Rather than giving up the day, the Commercial Pilot asks a Private balloon rated pilot to go along with the Student and “critique” his abilities. During the entire flight, the Private Pilot never touches the controls.

The question of the scenario is, of the two people in the basket during the flight, who can log the time? According to the Commercial Pilot who posed the question, both pilots can legally log the time; the Private Pilot as Pilot-in-Command and the Student Pilot as “experience time”.

Do I hear rumblings out there? I would hope it to be an outcry and the sound of pages turning in an up-to-date printed version of the Federal Aviation Regulations, or the clicks of a keyboard as the FAA site on the Internet is accessed.

We have been to this regulation before. It answers the question very specifically and leads to another FAR, which has also been subject of this column and could stir up ramifications neither pilot would be happy dealing with.

Let us begin at...amazingly enough...the beginning.

### **61.51 Pilot logbooks.**

(a) Training time and aeronautical experience. Each person must document and record the following time in a manner acceptable to the Administrator:

(1) Training and aeronautical experience used to meet the requirements for a certificate, rating, or flight review of this part.

(2) The aeronautical experience required for meeting the recent flight experience requirements of this part.

(b) Logbook entries. For the purposes of meeting the requirements....

(1) General....

We will skip this part, as it does not deal directly with the scenario.

(2) Type of pilot experience or training--

(i) Solo.

(ii) Pilot in command.

(iii) Second in command. (ed. not applicable to hot air balloons)

(iv) Flight and ground training received from an authorized instructor.

More information that does not apply to the scenario.

(d) Logging of solo flight time. ...a pilot may log as solo flight time only that time when the pilot is the sole occupant of the aircraft.

(e) Logging pilot-in-command time.

(1) A recreational, private, or commercial pilot may log pilot-in-command time only for that flight time during which that person--

(i) Is the sole manipulator of the controls of an aircraft for which the pilot is rated;

Again we skip nonessential information.

(4) A student pilot may log pilot-in-command time only when the student pilot--

(i) Is the sole occupant of the aircraft....

(ii) Has a current solo flight endorsement as required under part 61.87 of this part; and

(iii) Is undergoing training for a pilot certificate....

If the Private Pilot logs the time, he/she is in violation of 61.51(e)(1)(i). The Student violates not only 61.51(e)(4)(i) but 61.51(d) as well. No where can be found a category for logging “EXPERIENCE” time.

This leads us to:

### **61.59 Falsification, reproduction, or alteration of applications, certificates, logbooks, ....**

(a) No person may make or cause to be made:

Skip (1)

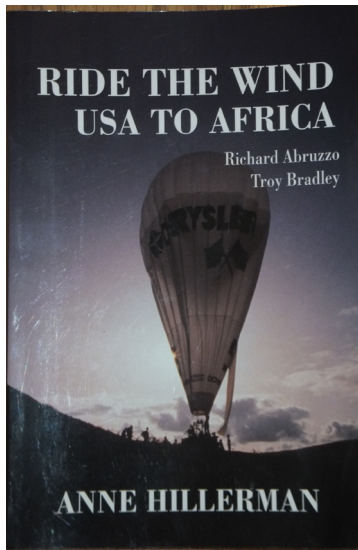
(2) Any fraudulent or intentionally false entry in any logbook....

Skip (3)(4)

(b) The commission of an act prohibited under paragraph (a) of the section is a basis for suspending or revoking any airman certificate, rating, or authorization held by that person.

Can there be any argument for a Student Pilot legally logging time flown with a Private Pilot? If there is a FAR missed during research for this article, please let me know and I will gladly pass it on to the readers.

# Book Review: *Ride the Wind, USA to Africa*



Recently, on a trip from Portland to Japan I read the book *Ride The Wind Usa To Africa*. I was given the book by Troy Bradley while in Albuquerque. Not being a book reader, I accepted the gift and thought one day I would thumb throw it. I brought it along for the trip in case I had nothing else to do and thought I would kill a few minutes until I got bored and would look for something to do on my iPod. I was incorrect in my thinking. I began reading the book and

enjoyed every part of it. Next thing I knew I had read all 172 pages and enjoyed every part of it.

The book tells the story of Richard Abruzzo and Troy Bradley as they became part of team USA in the very first Chrysler Transatlantic Challenge. This was to be the first race across the Atlantic Ocean. The story moves along talking about the preparation of Team USA as well as the other teams in the race. It also talks about the challenges each team endured leading up to the race. Once the race has begun, it is thrilling to see how Team USA raced while also gaining insight into the other teams. Not wanting to give away too much of the story, you will read how Team USA shattered 25 aviation records.

I would recommend this book for any balloonist. With Christmas just around the corner, this book can be found on Amazon.com.

Submitted by  
Cory Miller

## Happy Holidays from Everyone at Go Lightly!



*Time to reflect on our fun flyin' this year  
As we sip our rum punch and share holiday cheer;  
We hope you too have great flights to report  
'Hot Air Ballooning' - man, what a great sport!  
Here's hoping your blessed by holiday elves,  
Take some time to relax, take care of yourselves.  
As you think of next year and the flying you'll do,  
We'll help you prepare—we've got a great crew.  
An annual, a fan, a whole system, the lot;  
Whatever you need, it's something we've got!  
Until you are ready—we send you good cheer;  
Happy Holidays to you and a flyable New Year!*

Kong 503-819-5664, Vic 206-915-2002, Mandy 253-638-969

# 2012 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 Phone # in Directory:  Yes  No  
Publish Cell Phone # in Directory:  Yes  No  
Publish Family Member Names in Directory:  Yes  No

Publish Address in Directory:  Yes  No  
Publish E-Mail Address in Directory:  Yes  No  
Publish Birthday in AeroStats:  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](mailto: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:

Alan Sanderson flying in WHAMOBASS 2011. Photo by Linda Brandt.

## Waiver

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

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**Material to be considered for publication should be mailed or e-mailed to the Newsletter Editor at [newsletter@wasballoon.org](mailto: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.**

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