



AeroStats

March 2011

**The Monthly Newsletter of the
Willamette Aeostat Society**
Volume 13, Number 3

WAS President's Letter



What a crazy month February has been. I want to apologize for the confusion surrounding the meeting dates this month. It is my understanding that

the newsletter and our website had conflicting dates. Four of us showed up for a meeting on February 8th. Once I realized what happened, I asked Justin to host the "real" meeting which most of you thought was on February 15th. I think we've got this ironed out now. I'm sorry I was not able to make the other meeting on the 15th. It sounds like I missed a good meeting. Thanks Justin.

I have received some feedback that a "TBA" for a meeting topic on our meeting calendar is not inspiring. I agree. Why would people want to attend a meeting, not knowing what will be on the agenda? Well, we will work on that, I promise. During our Board meeting in March, we will identify topics for the general meetings for the balance of the year. *Our next general meeting will be on April 12th at 6:30 pm.* The meeting will be held in Salem at the FBO on the airport. The name of the FBO is Salem Air, and is in the building just south of the Hanger Deck Restaurant. The meeting will be held upstairs. Crystal Stout will be our featured speaker for our meeting in April. She will be talking about a very unique balloon flight she and a few others made a few months ago in South Dakota at the historic Stratobowl.

For those of you not familiar with the significance of the Stratobowl,

it's southwest of Rapid City, SD and is a relatively unknown attraction. From the 1930's and into the 1950's, the Stratobowl was used as a balloon launch site. Flights were done for everything from atmospheric testing, setting high altitude records, and testing new balloons. The flights were sponsored by the <http://photography.nationalgeographic.com/photography/photographers/high-altitude-photography.html> National Geographic Society and the U.S. Army Air Corps. The Stratobowl, formerly known as Stratocamp, was chosen for its depth. Rock walls rise 300-500 feet above the bowl's green, flat valley floor. This made it an ideal site for keeping balloons out of the wind until they were launched. The testing and launches at the site from the 30's to the 50's have been said to be as significant in their day as the manned space testing of the 1960's.

The late Steve Fossett also launched from the Stratobowl in January 1996 on his first attempt to circumnavigate the world in a balloon.

I would like to work on pulling together a fun flight in July for our members. After hearing Andy Baird speak today regarding competition, I will be forming a planning team to design some competitive tasks to be flown during this event and help organize this event. I will need your help in planning this, so please let me know if you are interested in joining the planning team. We will also need observers, as I would like to include a pilot declared goal as one of the tasks. Let me know if you or if members of your crew would be willing to be observers. Training will be provided. I would like to use our June meeting to communicate out the

2010 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

FORUM Information

subscribe email:

downwindsubscribe@yahoo.groups.com

What's Coming Up?

Ballooning Events in the Pacific Northwest & Beyond

March 2011

March 4-6

Winthrop Balloon Roundup

Winthrop, WA

Contact:

events@winthropwashington.com

1-888-463-8469

May 2011

May 13, 14 & 15

37th Annual Walla Walla Balloon Stampede

Walla Walla, WA

Contact: Susan Hall, WW Chamber

509-525-0850

June 2011

June 24-26

Festival of Balloons in Tigard

Tigard, OR

Contact: info@tigardballoon.org

503-612-8213

July 2011

July 23

Jefferson Mint Festival Fly-Out

Jefferson, OR

Contact: The LeDoux's

541-327-2907

July 22-24, 2011

Balloons Over Bend

Bend, OR

Contact: 541-323-0964

www.balloonsoverbend.com

August 2011

August 20-21

Loose Goose IV

McMinnville, OR

Contact: Laura Hancock,

dayshancock@aol.com

August 26, 27, & 28

Wah Chang NW Art & Air Festival

Albany, OR

Contact: Rebecca or Cathy, Albany

Visitors Association

800-526-2256 or 541-926-0911

www.cityofalbany.net/parks/nwaaf/

September 2011

September 5 (Labor Day)

Jefferson Fly-Out

Jefferson, OR

Contact: Marianne LeDoux,

541-327-2907

September 9-11

4th Annual Quincy Valley Balloon & Wine Festival

Quincy, Washington

[Invitation Only Event]

Contact: Kent/Kim Bacon,

509-787-3795

September 9-11

The Great Reno Balloon Race

Reno, NV

Contact: Dixie Craig, 775-826-1181

http://www.renoballoon.com

September 23-25

Great Prosser Balloon Rally

Contact: Morgan

morgan@prosserballoonrally.org

October 2011

October 22-24

Grant County Hot Air Balloon Festival

John Day, OR

Contact: Grant County Chamber of

Commerce

541-575-0547

President's Letter

Continued from page 2

details. This will be the main agenda item in June.

It was announced during the Safety Seminar that Chris Whitfield has agreed to be the Balloon Meister for the NW Art & Air Festival in Albany. Congratulations Chris! On behalf of WAS, thank you for stepping up and taking on this responsibility. Thank you to Marianne and Bob LeDoux for their years of service as the retiring Balloon Meister and Weather Official. Your efforts are greatly appreciated by all, as I'm sure you know.

I want to thank Cory Miller for doing an incredible job of pulling together the NW Safety Seminar. For those of you that were not able to attend, you really missed a GREAT day. The speakers were informative, engaging and I know we all walked away learning more about our sport. It was great to see many of you too. Now if only the weather would cooperate so I can get the balloon back up in the air.

Gentle breezes,

Mark

Happy Birthday

Bob Blunk	3/4
Justin Lubber	3/6
Tim Gale	3/12
Jeannine Marshall	3/13
Kelly Haverkate	3/15
Donna Engdahl	3/30
Jack Whitney	3/31

2011 WAS Meeting Schedule

Meeting Date/Type	Location	Topic
March 8, 2011 Executive Board Meeting	via Skype	WAS Business Meeting
April 12, 2011 General Member Meeting	FBO at Salem Airport	Crystal Stout, Stratobowl flight
May 10, 2011 Executive Board Meeting	via Skype	WAS Business Meeting
June 14, 2011 General Member Meeting	3rd Street Pizza Company, McMinnville	Competition Flying
July 12, 2011 Executive Board Meeting	via Skype	WAS Business Meeting
August 9, 2011 General Member Meeting	Albany	TBA
September 13, 2011 Executive Board Meeting	via Skype	WAS Business Meeting
October 11, 2011 General Member Meeting	TBA	TBA
November 8, 2011 Executive Board Meeting	via Skype	WAS Business Meeting
December Christmas Party! General Member Meeting	TBA	Have fun!



Crew Chief Corner

by Gordon Schwontkowski

Ropes and Lines

They're everywhere. Ropes and lines of all sorts – crown lines, load cables, parachute and vent lines, tie-off restraints, drop lines, tether systems – make every flight both possible and safe. An average sport balloon contains at least 500' of rope/line/cable, and that number passes 1000' when tethered. In their relaxed

state before they transfer loads, our braided, woven, and wire friends look so innocent as they swing freely, dangle in gracious arcs, or snake along the ground. Under load, they instantly become tight as steel, burning hot, and scalpel sharp. Improperly handled lines will throw, drag, cut, and burn you at lightning speed,

silently, and with little or no warning. Whether they serve as your lifeline or hangman depends entirely on your knowledge and skill, and the simplest precautions will keep all of them from getting out of line:

For the rest of the article, please go online to the WAS website. You'll find the entire article plus more in the members only section.

Secretary/Treasurer's Report

2/15/11 General Membership Meeting

Meeting called to order at 6:32pm

Motion to approve the minutes as posted by Sandy, second by Laura, passed

Executive Roll Call:

Vice President, Justine Luber

Sec/Treasurer, Jason Fast

11 members total present

Treasurers report for Chase Bank Checking: (Closed account January 31, 2011)

Beginning BAL.	+\$1,118.72
	-1,118.72 Close account

Ending Balance	+\$0,000.00
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Treasurers report for OSU Federal Credit Union: (Opening this new account)

Savings (min. balance \$5.00)

Beginning Balance:	+\$105.00
Ending Balance:	+\$105.00

Checking:

Beginning Balance	+\$50.00
	35.00 Deposit from Dues 1/29/11
	1,118.72 Deposit from closed Chase Account 1/31/11
	225.00 Deposits from Dues 2/12/11

Ending Balance	+\$1428.72
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Encumbered amounts	190.00 BFA convention delegate
	100.00 BFA Balloon camp from one donation
	+\$1138.72 Estimated total after encumbered amounts

8. Community relations officer

The community relations officer is appointed by the executive committee for a term set by mutual agreement of the Community Relations Officer and the Executive Committee. This can be evaluated on an annual basis. The duties of the Community Relations officer shall be:

- Be an advocate for the highest quality of community relations between the ballooning community, land owners and the general public.
 - When requested, mediate and assist with relations problems
 - Serve as a member of the Executive Committee.
- This is to be voted on by General membership.

Presentation and discussion of the January Executive committee meeting as posted in the January minutes.

Web Master:

Announcement of Cory Miller's request to step down from the web masters position by May 10. Announce this position to any interested parties Tom Rafn expressed some interest and will discuss with Cory.

Meeting Calendar:

Presentation and discussion of the meeting calendar for the 2011 year.

Safety Seminar:

Salem safety seminar announcement for February 26 Location, Black Bear Inn in Salem OR

McMinnville Food and Wine Festival:

announced by Laura. Contact Laura Hancock to help man the ballooning booth. This is an excellent opportunity to promote our sport and find Crew. We thought this was a great idea and opportunity at the Christmas party. Now is the time to step up and follow through on this commitment.

Landowner Issues:

Discussion of the California land owner issues and what it means to ballooning and our club. Watched informational videos and news footage. Suggested posting links to information on web site. Secretary will not post meeting discussion and opinions on this topic to public forums.

Meeting adjourned at 7:38. Motion by Leslie, second by Carmen, passed.

Submitted by

Jason Fast, Secretary/Treasurer

By-Law Change:

Second reading or posting at this meeting of proposed bylaw change to add Community Relations Officer to Executive committee. This newsletter posting is the third posting.

Motion Jason, Second Justin, passed unanimous at January EC meeting to,

Amend bylaws:

Article II, Section C, #1

#1 Adding, "Community Relations Officer" to executive committee list.

Article III, Section C, #8

*Before The
Season
Zooms
Past You*



**It's Time to
Become a WAS Member!**

*You don't want to miss out on
any of the fun!*

You'll find a handy renewal form at the end of this newsletter. Just print it out and send your check in.

It's that easy.

Be Prepared to Vote on the Proposed Bylaw Change

A proposed WAS bylaw change has been made to add the Community Relations Officer to the Executive committee. You will be asked to vote on this change at the next general meeting in April.

Amend bylaws:
Article II, Section G, #1

#1 Adding, "Community Relations Officer" to executive committee list.
Article III, Section C, #8

8. Community relations officer
The community relations officer is appointed by the executive committee for a term set by mutual agreement of the Community Relations Officer and the Executive Committee. This can be evaluated on an annual basis. The duties of the Community Relations officer shall be:

- a. Be an advocate for the highest quality of community relations between the ballooning community, land owners and the general public.
- b. When requested, mediate and assist with relations problems
- c. Serve as a member of the Executive Committee.

This change in the bylaws will be voted on by General membership. Come to the April meeting to voice your opinion on this change and to vote.

See you there.

Test Yourself with the WAS Quick Quiz for March



1. What causes variations in altimeter settings between weather reporting points?
 - A) Variation of terrain elevation.
 - B) Unequal heating of the Earth's surface.
 - C) Coriolis force.
2. Clouds, fog, or dew will always form when
 - A) relative humidity reaches 100 percent.
 - B) water vapor condenses.
 - C) water vapor is present.
3. The boundary between two different air masses is referred to as a
 - A) frontogenesis.
 - B) front.
 - C) frontolysis.
4. What condition does a rising barometer indicate for balloon operations?
 - A) Chances of thunderstorms.
 - B) Decreasing clouds and wind.
 - C) Approaching frontal activity.
5. What is meant by the term 'dewpoint'?
 - A) The temperature to which air must be cooled to become saturated.
 - B) The temperature at which dew will always form.
 - C) The temperature at which condensation and evaporation are equal.
6. Moist, stable air flowing upslope can be expected to
 - A) produce stratus type clouds.
 - B) cause showers and thunderstorms.
 - C) develop convective turbulence.
7. What measurement can be used to determine the stability of the atmosphere?
 - A) Atmospheric pressure.
 - B) Surface temperature.
 - C) Actual lapse rate.
8. The suffix "nimbus," used in naming clouds, means
 - A) a cloud with extensive vertical development.
 - B) a middle cloud containing ice pellets.
 - C) a rain cloud.
9. One of the most easily recognized discontinuities across a front is
 - A) a change in temperature.
 - B) an increase in cloud coverage.
 - C) an increase in relative humidity.
10. In which situation is advection fog most likely to form?
 - A) A warm, moist air mass on the windward side of mountains.
 - B) An air mass moving inland from the coast in winter.
 - C) A light breeze blowing colder air out to sea.
11. What conditions are necessary for the formation of thunderstorms?
 - A) High humidity, high temperature, and cumulus clouds.
 - B) Lifting force, moist air, and extensive cloud cover.
 - C) High humidity, lifting force, and unstable conditions.
12. Thunderstorms reach their greatest intensity during the
 - A) mature stage.
 - B) downdraft stage.
 - C) cumulus stage.
13. The wind at 5,000 feet AGL is southwesterly while the surface wind is southerly. This difference in direction is primarily due to
 - A) friction between the wind and the surface.
 - B) stronger pressure gradient at higher altitudes.
 - C) stronger Coriolis force at the surface.

Answers can be found on page 13 (no peaking before you take the quiz!)



Jennifer Moore took this photo of Morning Glory and Checkmate from the basket of I-Soar in September 2010 as she flew over the North Santiam River.

Conducting an effective Flight Review

Another of those often viewed as nagging requirements is the requirement to complete a Flight Review every 24 months. The regulations state the review must include a minimum of 1 hour "ground" training, and 1 hour "flight" training. The regulations also outline the areas that must be covered in each session. The 'old school' approach was to review CFR Part 91 over a cup of coffee, then go have a flight. I believe we all know there's more to being a safe and proficient pilot than knowing Part 91 rules and getting the balloon in the air and back on ground without damage to persons, property or vessels.

A major emphasis on improving aviation safety involves the constant improvement in piloting skills and knowledge. A number of products have been developed to aid us in our quest for skill development and responsible and safe flight operations. FAA Safety courses and programs are available online to both help with skill and knowledge development and providing an alternative (WINGS Program) to meeting the requirements for a Flight Review.

The FAA Publication Conducting An Effective Flight Review along with AC 61-98A provide an excellent road map to conducting Flight Review that go beyond the age old Part 91 review and flight. Using the publication as a guide, along with the appropriate Practical Test Standards for the pilot's rating (PTS Hot Air Balloon, Private or Commercial) will result in a more meaningful review for both the Reviewer and the Pilot being reviewed.

I further encourage (challenge) everyone to also consider:

- Every 24 months doesn't necessarily mean ONLY. Consider a flight review at the start of each season as a good way to begin another safe and successful flight season.
- Combine a flight review with that spring time ritual of "getting current".
- Enrolling in the WINGS program and using the online courses as refresher's and meeting the ground requirements of the Flight Review. Then make one of your first flights each season one that will meet the flight requirements of the Flight Review.

Rather than attempting to rephrase the material found

in the FAA Publication Conducting An Effective Flight Review, and then being accused of plagiarism or other evil thoughts, I offer a recap of the publication for your review, thoughts and use when conducting a Flight Review.

Reference : http://www.faa.gov/pilots/training/media/flight_review.pdf — AC 61-98A

Regulation:

Title 14 of the Code of Federal Regulations (14 CFR) 61.56

Responsibility:

The flight review is vital link in the general aviation safety chain. As a person authorized to conduct this review, you play a critical role in ensuring that it is a meaningful and effective tool for maintaining and enhancing GA safety.

Commercial Pilots are authorized to conduct Flight Review. Authorization is granted commercial pilots as a function of their flight instructor responsibilities. As such I believe we have both a moral and regulatory responsibility to provide the most complete, comprehensive reviews possible.

An all too common scenario for a flight review - Have you been there, done that, heard of that ??? :

- *exactly* one hour reviewing 14 CFR Part 91 operating rules
- head out for a quick pass through the basic maneuvers
- pilot departs with a fresh flight review endorsement and, on the basis of the minimum two hours required in 14 CFR 61.56, can legally operate for the next two years.

This kind of flight review may be adequate for some pilots, but for others – especially those who do not fly on a regular basis – it is not. To serve the aviation safety purpose for which it was intended, therefore, the flight review must be far more than an exercise in watching the clock and checking the box.

Continued on page 8

DE Notes

Continued from page 7

Purpose:

- provide for a regular evaluation of pilot skills and aeronautical knowledge
- offer pilots the opportunity to design a personal currency and proficiency program
- the aeronautical equivalent of a regular medical checkup and ongoing health improvement program
- an opportunity to tailor both the flight review and any follow-up plan for training and proficiency to each pilot's skill, experience, aircraft, and personal flying goals
- provides tools for helping a pilot develop a personalized currency, proficiency, risk management, and "aeronautical health maintenance and improvement" program

Five Step process to ensure an effective Flight Review.

Step 1: Preparation

the person giving the flight review has the discretion to determine the maneuvers and procedures necessary for the pilot to demonstrate "safe exercise of the privileges of the pilot certificate." It is a proficiency based exercise, and it is up to you, the instructional service provider, to determine how much time and what type of instruction is required to ensure that the pilot has the necessary knowledge and skills for safe operation.

Managing pilot expectations

- ❖ Pre Review Interview
 - Learn about Pilot's total time, type of flying, recent flight experience
 - Offer an initial estimate of how much time to plan for ground and flight training
 - Use Practical Test Standard for applicable rating to guide the review
- ❖ Review of Part 91
 - review must include a review of the current general operating and flight rules set out in Part 91. The *Aeronautical Information Manual* (AIM) also contains pertinent information
 - complete the Flight Review Preparation Course available in the Aviation Learning Center at www.faasafety.gov

- ❖ Flight Plan Assignment
 - VFR Flight plan to include Pre-flight information, route information, Terrain avoidance, fuel requirements, Weight/Balance computations
 - Plot anticipated flight path using Sectional Chart

Step 2: Ground Review

Required:

- a review of the current general operating and flight rules of Part 91
- refresh the pilot's knowledge of information critical to aviation safety, as well as to ensure that he or she stays up to date on changes since the last flight review or formal aviation training session

❖ additional topics that you should address

- flight plan
- weather and weather decision-making
 - statistics show that weather is still the factor most likely to result in accidents with fatalities, the flight plan assignment also provides an important opportunity to discuss weather and weather decision-making
- risk management
- individual personal minimums
- General aviation security
 - post-September 11 basic security procedures
 - specific information on flying in security-restricted airspace

Step 3: Flight Activities

- ❖ the pilot needs solid skills in three distinct, but interrelated, areas
 - "Physical Airplane" Skills
 - pilot should be able to perform all maneuvers in accordance with the Practical Test Standards (PTS) for the pilot certificate that he or she holds
 - "Mental Airplane" Skills -knowledge and proficiency in aircraft systems
 - demonstrate knowledge and proficiency in using avionics, aircraft systems
 - Aeronautical Decision-Making (ADM) Skills
 - Asking questions about those decisions to get the information to evaluate ADM skills
- ❖ structure the exercise to give you a clear picture of the pilot's skills with respect to each area

continued on page 9

DE Notes

Continued from page 8

Step 4: Post flight Debriefing

Replay:

- Collaborative critique. One of the most effective ways to determine that the pilot has not only the physical and mental airplane skills, but also the self-awareness and judgment needed for sound aeronautical decision-making.
 - ask the pilot to verbally *replay* the flight for you
 - Listen for areas where your perceptions are different, and explore why they don't match
 - gives the pilot a chance to validate his or her own perceptions
 - gives you critical insight into his or her judgment abilities

Reconstruct:

- identifying the “would’a could’a should’a” elements of the flight –
 - key things that he or she *would have, could have, or should have* done differently.

Reflect:

- Insights come from investing perceptions and experiences with meaning, which in turn requires reflection on these events.

Redirect:

- help the pilot relate lessons learned in this flight to other experiences, and consider how they might help in future flights.

Step 5: “Aeronautical Health” Maintenance & Improvement

- ❖ If the pilot did not perform well enough for you to endorse him or her for satisfactory completion of the flight review, use the PTS as the objective standard to discuss areas needing improvement, as well as areas where the pilot performed well. Offer a practical course of action – ground training, flight training, or both – to help him or her get back up to standards
- ❖ If the pilot’s performance on both ground and flight portions was satisfactory, you can complete the flight review simply by endorsing the pilot’s logbook.
- ❖ offer the pilot an opportunity to develop a personalized aeronautical health maintenance and improvement plan
 - Personal Minimums Checklist
 - safe pilots understand the difference between what is “legal” in terms of the regulations, and what is “smart” in terms of pilot experience and proficiency.
 - Personal Proficiency Practice Plan
 - developing a plan for maintaining and improving basic aeronautical skills
 - Training Plan
 - Discuss and schedule any additional training the pilot may need to achieve individual flying goal

The McMinnville Wine & Food Classic

This premier event features wine, food and crafts from all over Oregon, specifically our flight areas. It will be held at the Evergreen Aviation and Space Museum on

March 11th: 3:00 - 9:30 PM, March 12th: Noon – 9:30 PM, March 13th: 11:00 AM - 5:00 PM

This year the event contacted me requesting that we, WAS, have a balloon booth there.

The booth must be manned the entire time by at least one person.

Two hour slots are the best, three hours is max that anyone can handle.

Two people working as a team is the most fun and you get potty breaks.

I still have three time blocks open on Friday from 5:00 PM to 8:00 PM and Saturday afternoon is wide open.

Please let me know the time slot you would like.

Laura Hancock — laura@wasballoon.com

**Everything you ever
wanted to know about
ballooning—all in one place!**



**Join us for the BFA's
50th Anniversary Convention!**

**April 7-10, 2011
Des Moines, IA**

Keynote speaker: Joe Kittinger

Best known for his record-setting parachute jump from a high-altitude balloon at over 102,000 feet, Kittinger was also first to cross the Atlantic Ocean solo by balloon.

Whether you're interested in getting the competitive edge, running a successful ride business, exploring the history of ballooning or simply attending a top-notch safety seminar, this convention is for you. You'll have the opportunity to hear from some of the best, most experienced balloonists and have some fun, too!

**Go to bfa50.com to register
and get info on accommodations and sponsorships**

2011 Pacific Northwest Safety Seminar



BFA Western Regional Director, Cory Miller, did an exceptional job of organizing and hosting the 2011 Pacific Northwest Safety Seminar. Well done, Cory!



The unparalleled speakers panel included: (left to right) Koh Mori (weather); Ken Walter (pilot decision making); Troy Bradley (flight review); Jim Smith (FARs); Andy Baird (competition flying and maintenance); and Gordon Schwontkowski (accident prevention and crewing). At the far right was Cory Miller the event organizer/host.

Pilots and crew members from Oregon, Washington, Idaho, and Nevada attended the seminar. This was a fantastic seminar — hope you did not miss out on it!



Event Guidelines “FINAL DRAFT” open for comments

Maury Sullivan, chairman of the BFA’s ad hoc committee charged with developing the handbook Balloon Event Guidelines, has announced the availability of that document for download from the BFA’s web site as of February 25.

The Guideline publication will be available for public comment through March 21, 2011. After that date, the committee will make any needed edits and revisions based on the comments received from interested parties. The goal of the committee has long been to unveil this publication at the BFA Convention in Des Moines, IA.

Comments should be addressed to Maury Sullivan via email at tequilatom@aol.com.

You can download the guide at:

bfa.net/images/stories/competition/balloon%20event%20guidelines%20v1.8%20final%20draft.pdf

FARout

By Stephen Blucher, Reprinted from Tetherlines

It has been said, people will try to interpret rules 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 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 Internet site is accessed.

The regulation below answers the question very specifically and leads to another FAR, which has 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 controls of aircraft for which 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....

Can there be any argument for a Student Pilot legally logging time flown with a Private Pilot? If a FAR has been missed during research for this article that allows a Student Pilot to log “EXPERIENCE” time, as one Commercial Pilot seems to think, please let me know and I will gladly pass it on to the readers.



Answers to March Quick Quiz (page 6):

1B, 2B, 3B, 4B, 5A, 6A, 7C, 8C, 9A, 10B, 11C, 12A, 13A

2011 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

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:

Checkmate making a Splash 'n' Dash in the North Santiam River in September 2010. Photo by Jennifer Moore. Please note that the two passengers are checking to see if they are about to get their feet wet. Did they? What do you think?

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.

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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.