

AeroStats



September 2012

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

Volume 14, Number 9

WAS President's Letter



It was great to see so many of you these past few weekends. Although the weather didn't fully cooperate at some of our local

events, we still get to tailgate and enjoy seeing old friends and making new ones. What a great sport this hot air ballooning is! Not that I make a habit to keep track of how many times we have been forced to stay on the ground, but it seems that I have only been able to fly 41% of the time that we have intended due to Mother Nature. But you know what? Our faithful crew has been out there 100% of the time and for this I know that I speak for all pilots when I say THANK YOU to our crew for their unending dedication. To that end, I would like to bring a discussion to our next WAS meeting from an idea passed onto me by Jeanne Anson. It goes something like this: All WAS pilots have the opportunity to submit the name of one of their loyal and trusted crew to the EC. Pilots will be given a month or so to do this. Once all the names have been collected, there will be a random drawing held where the lucky winner will awarded paid dues in the BFA and WAS for one year, paid for by the WAS. We will need a motion at our next meeting to make this official, but I have a feeling that this will face no opposition. The only problem I foresee is that how will a pilot be able select just one crew member from their contingent? That problem I'll leave up to you to solve.

Another topic that came up recently in the last few weeks is landowner relations. As it turns out, we had a landowner contact the Albany Visitors Association in regards to an incident that occurred last year during the NW Art & Air Festival. It was reported that there were two balloons that landed in his windrowed crops and the chase vehicles proceeded to drive out into the field to recover the balloon. When reports like this are brought to my attention, we always follow up with at least a phone call and a personal visit whenever possible. Since our Community Relations Officer is currently hospitalized, Ron Grove and I took the opportunity to contact this landowner and setup a meeting one afternoon during this year's NW Art & Air Festival. As it turns out, this particular landowner and his family loves "seeing the balloons" and has

welcomed balloons onto his property many times over the years ONCE the crops are harvested. During the meeting, not only did we learn that the landowner was supportive of our sport, but he had many ideas of how we could work together and build our relationships with the farmers/landowners. For example, he expressed a concern of fires, especially in wheat fields as the wheat is being cut longer this year. He told us the precautions that they ALWAYS follow when they have to drive onto their fields, like taking a 2 gallon jug of water with them and ALWAYS looking underneath the vehicle to ensure nothing is touching the hot exhaust system. Evidently there was a 30 acre fire started 3 weeks ago (not related to ballooning) so this does happen and is something to be very aware of. We

Continued on page 3

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WAS President's Letter

went on to discuss crop identification and other suggestions that would strengthen relations. Best of all, this landowner then offered to attend one of our WAS meetings to exchange ideas and offer suggestions to us. Jackpot! So, as in all good cliff hangers, we have invited Brian (his real name, not changed as there is no need protect the identity of our hero), to the WAS meeting in October. This meeting will be held at the Cascade Grill in Albany, which is next to the Comfort Inn by the Albany airport. I really hope that you can make this meeting.

Speaking of meetings, *our next* meeting coming up will be held on Saturday, September 29th at the Salem Air FBO at the Salem airport. The meeting will begin at 2:00 pm. There are a few topics that I would like to cover during our meeting in September. Our first agenda item will be to discuss our proposed bylaw changes. As stated above, we will also discuss launching a crew appreciation program, to include a paid membership in WAS/BFA for

one year. I would also like to discuss GRMS radio license requirements. Many of us use these handy devices for air-ground and ground-ground communications, and there are instances where a license is required. Come learn more about this. Finally, I would like to host a discussion about how we can continually improve the pilot training we give and receive. Some ideas already floated out there include a periodic ground school refresher class, getting our flight reviews from a different commercial pilot from last time, etc. I am looking forward to hearing more of your ideas too.

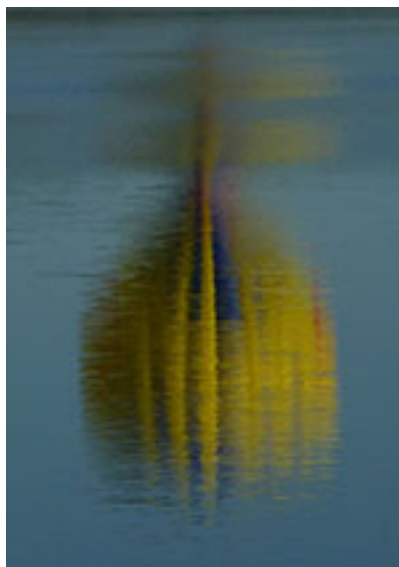
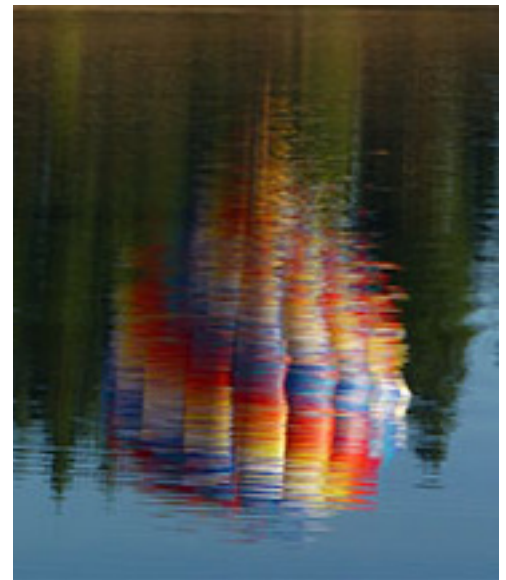
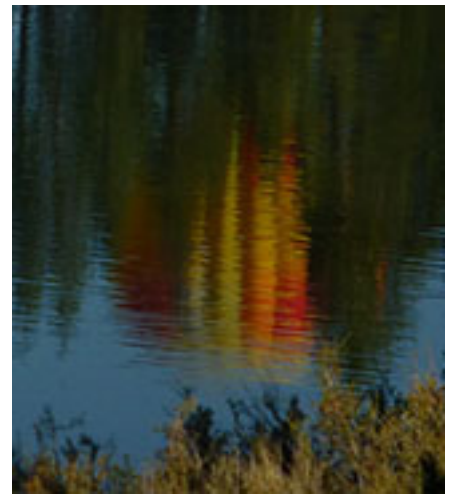
In closing, I would like to extend a hearty THANK YOU to Jim Smith, Cory Miller, Laura Hancock, and Chris Whitfield for all your hard work as Balloon Meister for our local events. Your work extends well beyond the two to three days of the event, and it is greatly appreciated!

*Gentle Breezes,
Mark*



Reflections by Linda Brandt

The photo above was taken at the Loose Goose rally in McMinnville. The rest were taken at the Prosser, CA Campout rally.



What's Coming Up?

Ballooning Events in the Pacific Northwest & Beyond

September 2012

September 7-9
5th Annual Quincy Valley Balloon & Wine Festival
Quincy, WA
[Invitation Only Event]
Contact: Kent/Kim Bacon,
509-787-3795

September 7-9
The Great Reno Balloon Race
Reno, NV
Contact: Pete Copeland, Exec. Dir.,
775-742-9385
<http://www.renoballoon.com>

September 21-23
Montague Balloon Fair
Montague, CA
Contact: Dave at (530) 643-1305

September 28-30
Great Prosser Balloon Rally
Prosser, Washington
Contact: Morgan
morgan@prosserballoonrally.org
509-713-2732

September 29
Hop & Heritage Festival
Independence, OR
One Day Fly-Out
Contact: Monmouth-Independence
Chamber of Commerce
503-838-4268

October 2012

October 6-14
Albuquerque Int'l Balloon Fiesta
Albuquerque, NM
Contact: AIBF, Inc.
1-888-422-7277

Happy Birthday

Jeanne Anson	9/2
Edie Stoaks	9/2
Jim Engdahl	9/3
Linda Brandt	9/15

August 27, 2012

Willamette Aerostat Society Treasurer's Report

Treasurers report for OSU Federal Credit Union:

Checking

Beginning BAL.	+\$1554.50
Ending Balance	+\$1554.50

Savings

Beginning Balance	\$105.00
Ending Balance	\$105.00

Balance of Checking & Savings \$1659.50

By Jason Fast



Loose Goose V...McMinnville 2012

After a few days here in Oregon close to 100° F we were promised cooling weather for the weekend of the Loose Goose Rally sponsored by the Evergreen Aviation and Space Museum in McMinnville, OR. The weather was indeed cooling when we arrived Friday afternoon it was only about 94° when we set up the RVs in the parking lot of the museum. After a quick check at pilot check in to get the weekend's schedule we headed out to dinner with our crew who had come from St. Helens, OR and Redding, CA.

The weather changed so much by Saturday morning we were surrounded by predicted (and occurring) thunderstorms. After a brief weather hold, the flying was cancelled for the morning with a promise to evaluate the possibility of some afternoon flights around 2 PM. As each pilot had gotten six breakfast vouchers from the museum they decided to move up the time to 7 AM for the pilots and crew. As all of our crew had eaten before the "flight", it was deemed too early to double dip breakfast so we headed back to the RVs as it wasn't too early to double dip a nap. The museum also opened the theater for a showing of "To Catch a Thief" (the original.)

The pilot package had also included six passes to the museum (and two for the water park) so when it opened some of our crew who hadn't

visited before decided to take advantage and spend the morning (and afternoon) exploring both the aviation and space buildings. Of course Alan wasn't listed in the computer as one of the registered pilots, but that was quickly rectified by the museum staff, and we were soon exploring aircraft both small (Wright Flyer) and large (the Spruce Goose...actually made of birch.) At the appointed time we met up with the pilots to check on the afternoon weather.

Although the weather wouldn't allow for any flights, a few pilots decided to stand up for a static display. Two out of three were able to safely inflate and while Dale Justice made it for about 10 minutes, Koh Murai had a slightly less windy spot and stay up for 30 minutes or more. His new balloon is a beautiful blue hued system. As would be expected a balloon glow was scheduled for Saturday evening. What was not expected was that the afternoon breezes would continue to strengthen as the sun dipped below the horizon. The glowers got together for a candle glow show, but it was not the same as a full balloon glow with the reflections showing on the glass facade of the museum...maybe again next year.

Sunday morning arrived cooler with some marine cloud but also plenty of clear, sunny skies. The twenty balloons were soon (some sooner than others) launched, with

most floating slowly to the north. A few made it back to the Evergreen property while most were a bit further to the north. Mothra spent the early part of the flight playing with the 747 on the roof of the water park and floating over the Evergreen vineyard. We had just started out to find the big bug after deciding it wasn't going to get back to the museum when (surprise) the radio came on that they had touched down near Riverside Road. With a couple of suggestions from our local passengers we found the balloon standing in a recently plowed field. Although the choice of that field seemed to have concerned several pilots who asked me about it at the morning tailgate, we felt we had an easy recovery. We were able to walk the balloon across the field and drop line it over a row of trees and into a nice flat, mowed lot with plenty of room. Pack up was easy and soon we were adding our tailgate contributions to the ever-expanding tables back at the museum picnic area. We were able to add our passengers to the ever-growing list of experienced aeronauts from Evergreen with the requisite ceremony and champagne toast.

I certainly want to thank the Evergreen Aviation and Space Museum and all their employees and volunteers, all the other event supporters, Balloonmeister Cory Miller, and all the pilots and crew for a wonderful weekend in McMinnville. Already looking forward to Loose Goose VI.

Alan Brandt



*Saturday afternoon tethers.
Photos by Linda Brandt*

Loose Goose V

Hot Air Balloon Fly-Out
Evergreen Air and Space Museum Complex
McMinnville, Oregon
August 18-19, 2012



Photo to the right
by Shari Gale.



The three photos above by Shari Gale.



Laura Hancock, Marianne LeDoux, Chris Whitfield, and Janice & Jason Fast enjoyed the communal post-flight tailgate party.
The three photos above and the one to the right by Linda Brandt.



Reflections of Loose Goose V



Look closely. The photo above has two balloon reflections, the cabin of the Spruce Goose and an image of another balloon behind the building! The same thing is going on in the photo in the upper right hand corner.



Hood Ornaments

The 747 which is now the center piece of the Wings & Waves Water Park at the Evergreen Air & Space Museum complex seemed to attract balloons. Including Alan Sanderson (left) and Chris Whitfield (right) who seemed to think their balloons made perfect hood ornaments.

All photos on this page by Shari Gale.



Test You LTA Comprehension

Take The September Quick Quiz

- 1.) The lifting forces which act on a hot air balloon are primarily the result of the interior air temperature being
 - A) less than ambient temperature.
 - B) greater than ambient temperature.
 - C) equal to ambient temperature.
- 2.) On a balloon equipped with a blast valve, the blast valve is used for
 - A) altitude control.
 - B) emergencies only.
 - C) climbs and descents only.
- 3.) In a balloon, best fuel economy in level flight can be accomplished by
 - A) riding the haze line in a temperature inversion.
 - B) long blasts of heat at low frequency.
 - C) short blasts of heat at high frequency.
- 4.) All fuel tanks should be fired during preflight to determine
 - A) if there are any leaks in the tank.
 - B) that the pilot light functions properly on each tank.
 - C) the burner pressure and condition of the valves.
- 5.) What is a hazard of rapid descents?
 - A) The pilot light cannot remain lit with the turbulent air over the basket.
 - B) Aerodynamic forces may collapse the envelope.
 - C) Wind shear can cavitate one side of the envelope, forcing air out of the mouth.
- 6.) What is a potential hazard when climbing at maximum rate?
 - A) Deflation ports may be forced open.
 - B) The envelope may collapse.
 - C) The rapid flow of air may extinguish the burner and pilot light.
- 7.) It may be possible to make changes in the direction of flight in a hot air balloon by
 - A) flying a constant atmospheric pressure gradient.
 - B) operating above the friction level, if there is no gradient wind.
 - C) operating at different flight altitudes.
- 8.) Why should propane tanks not be refueled in a closed trailer or truck?
 - A) Propane is very cold and could cause damage to the truck or trailer.
 - B) Propane vapor is one and one-half times heavier than air and will linger in the floor of the truck or trailer.
 - C) The propane vapor is odorless and the refuelers may be overcome by the fumes.
- 9.) The valve located on the top of the propane tank which opens automatically when the pressure in the tank exceeds maximum allowable pressure is the
 - A) blast valve.
 - B) pressure relief valve.
 - C) metering valve.
- 10.) Why should special precautions be taken when filling the propane bottles?
 - A) Propane is transferred from the storage tanks to the propane bottles under high pressure.
 - B) Propane vapor is super-cold and may cause severe freeze burns.
 - C) During transfer, propane reaches a high temperature and can cause severe burns.
- 11.) On cold days, it may be necessary to preheat the propane tanks because
 - A) the temperature of the liquid propane controls the burner pressure during combustion.
 - B) the propane needs to be thawed from a solid to a liquid state.
 - C) there may be ice in the lines to the burner.
- 12.) In addition to the required documents, what carry-on equipment should be accounted for during preflight?
 - A) Flotation gear.
 - B) Emergency locator transmitter.
 - C) Two means of burner ignition.

Answers can be found on page 10.

FAR out

by Stephen Blucher, reprinted from *The Tetherlines*, newsletter of the Ballooning Society of Pikes Peak

Now and then there are stories in the news about someone being taken off a flight (airline type) for various reasons. Often the person has had too much to drink or does not want to comply with flight attendant instructions. The regulation most used is 91.11

“No person may assault, threaten, intimidate, or interfere with a crewmember in the performance of the crewmember’s duties aboard an aircraft being operated.” It used to say “in air commerce”, but that was construed to mean airlines only. That no longer is the case.

The reason 91.11 is important to those who fly balloons is because there are occasions when it could come into play. A balloon was hijacked once upon a time by two very inebriated men. They waved a gun

and wanted a balloon ride...which they got. At the end of the ride, only a few blocks away, they were met by police.

There is another scenario aeronauts are more likely to encounter. You are at a balloon event and in the process of inflating your aerostat when an official wants to see your paperwork...registration, air worthy certificate, etc. The pilot has every right to tell that official, who very well may be FAA personnel, that all the above is available and will be shown when the balloon is stable. If the official balks at that, one can quote 91.11, a printed copy of which I carry in the balloon. Only once have I had to use it on an overzealous event official, who thought he had “power” over the balloonists.

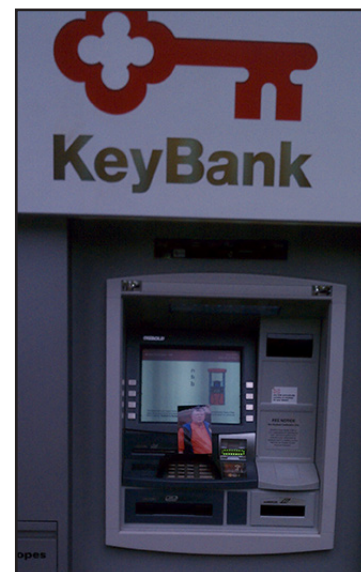
I have only been three times, in nearly 12,000 hours and lots of flying years, “ramp checked”, twice in airplane mode and once in a balloon. The FAA folks watched the inflation then came over to the basket, ID as FAA chatted for a moment about balloon operations, how pretty it was, that this was the first time either had seen an inflation up close and asked if I had all the necessary paperwork on board. I said yes, they thanked me for the information about the balloon and said they asked so they could report the contact. The key was they let the inflation happen first. Yes, FAA personnel can be and are mostly friendly.

A long story for a short regulation.

Fly safely, fly happy.

Flat Jim was at Loose Goose

One of our fellow balloonists and good friends, Jim Smith, has had some serious medical issues in the last two months. In tribute to Jim the balloonmeister at the Loose Goose event, Cory Miller, created a photo competition. We were asked to take pictures of Flat Jim involved in various activities during the weekend. Chris Whitfield won the contest. Here is a small sampling of his photo for the contest.



From top left to bottom right: Flat Jim aloft with Chris, at the ATM machine (balloonists are always needing more money on rally weekends!), at the bar enjoying a beer (maybe that’s why he needed more money), and finally Flat Jim was ready to call it a night. (Was this Jennifer’s bed? Remember, Jim, she’s a married woman!)



We have just finished “attending” our hometown event the “Northwest Art & Air Festival.” It was nice to be home and be so recognized (note the balloon on the far right of the banner!) Although we didn’t have a great start it was a highly successful event in the end.

Arriving at the festival grounds early Friday morning we found the wind blowing quite briskly from the north. After trying to wait out the wind as the sun came out it soon became obvious that unless Eugene, OR was your target no flying was going to happen and the field was closed. Our passenger this flight was to be a local radio announcer so we did a couple of live interviews on the field while we waited. Most of the pilots and crews immediately headed back to bed as it would be a busy, long weekend...at least we did. Later in the afternoon we returned to the field for the pilot and crew pot luck dinner. The organizers provided pasta, bread and drinks with the pilots and crew filling in a couple of picnic tables with all sorts of goodies...probably unused from the tailgate supplies, but delicious nonetheless. As we held down our plates in the wind most of the discussions centered on the scheduled glow that evening; would it be a glow, candle burn, cancelled? We decided that it wouldn’t get past the candle burn and that a good night’s rest would be better. Actually, the truth be told we

would probably have opted for the rest regardless of the weather. However, we all were wrong. The winds died down enough for the intrepid glowers to give it the old Albany try. I heard that Tim Gale with Checkmate got it up just to have Mother Nature put it right back down. He was finally able to join the rest of the balloons for the show. Also heard of one of the crown line helpers being far more interested in the girl in the short shorts than what was happening with the top of the balloon. Ah, youth, maybe sometimes old crew codgers might be an advantage.

Saturday morning was absolutely perfect. The winds had died down to nearly nothing and nearly 30 balloons launched into still, clear air. Mothra took flight with two first time fliers...one from one of the sponsors. We never did get to meet anyone from our other sponsor “Hubby for Hire”, although I kept wondering if any of the wives would give us a letter of recommendation...no, probably not. Our flight was a slow, meandering zig zag south and after nearly two hours we landed about 3 miles from the field and could still see Party Panda providing the tether rides as we packed up. The Willamette Aerostat Society has been sponsoring a day of landowner appreciation flights each year. As it happened our landowners had been part of last year’s flights and were very welcoming when I knocked on their door. I think this is a great idea and now have direct proof that it does put is in a better light with all the folks controlling our landing sites. After our first flight ceremony and great tailgating with plenty of opportunity to graze from table to

table it was time to enjoy the many other features of the festival. There were the artists and vendor booths, the car show, young eagle flights at the airport, beer and wine garden or my favorite... the balloon nap. The evening found many attending the pilot and sponsor appreciation dinner and thousands enjoying the free Styx concert. A long but absolutely perfect day.

By Sunday morning the winds had shifted and strengthened now blowing from the south. From Albany going north is not the most favorable direction although there are places to land. About ½ of the pilots decided to fly with Alan among them. The flights (as far as we heard) were all quite successful with easy standup landings. Our chase got interesting at one point as Alan tracked along a ridge with the old highway on one side and I 5 on the other. We split the chase crew as are no roads going between the two for several miles. We finally tracked him down in a nice mowed grass field with friendly landowners and with plenty of crew to pack up we were soon back on the field for more tailgating. Unfortunately as many of the pilots had chosen not to fly there wasn’t as much grazing as Saturday...probably a good thing, but we still ate quite well. Our passengers enjoyed the flight, ceremony, and food but were very tired having driven in from about 75 miles away two of the 3 days of the festival. They had been scheduled to fly on Friday and got rescheduled for Sunday. We were happy we could finally make it a success from them. Finally we gathered up Vern Hodapp’s (BFA Crew Person of the Year) bevy of women pilots

Continued on page 10

Quick Quiz Answers:

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

Art & Air Festival

continued from page 9

and crew that were still left for a final picture before everyone heading out for the next event (Reno for us, Boise for others.)

Our thanks to the Albany Visitors Association, Chris Whitfield (Balloonmeister), all the sponsors, volunteers, pilots and crews for a wonderful weekend. We are certainly looking forward to next year.

Alan Brandt



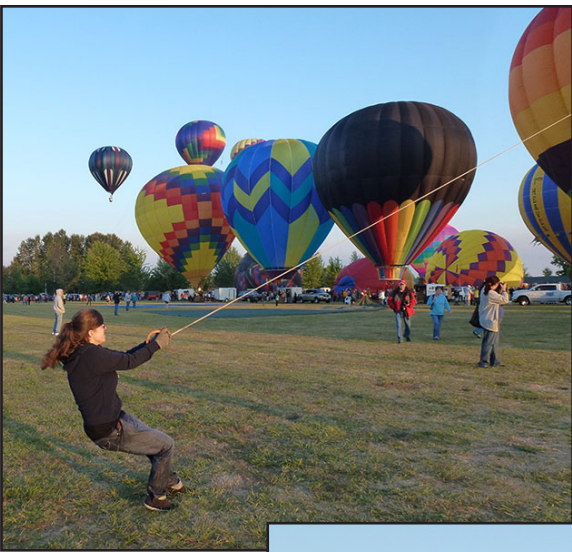
Photos on this page by Linda Brandt



Northwest Art & Air Festival

Albany, Oregon

August 24-26, 2012



Photos by Shari Gale



Back to WHAT?!?!*#^?!!

THE KIDS ARE SET! IT'S TIME TO GET YOUR SUPPLIES IN ORDER!

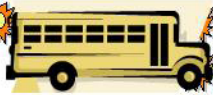
It may seem like summer is almost over and the end of the season is coming... and we still have a lot of flying left to do! September and often October are beautiful months to be flying in the Northwest. It is not too late for you to get that new envelope or system you've been wanting to finish out the season strong!

Don't think you are ready?! Let's talk about getting you in line and pre-ordering for next season so your order is complete and here before you actually need it!

We can custom order EXACTLY what you've been thinking about all summer. You CAN be the person with the new system everyone is checking out at the next event.

DON'T DELAY — CALL TODAY! We'll review the MANY reasons you should choose a new Lindstrand for the best value available in balloon systems!

Kong 503-819-5664, Vic 206-915-2002, Mandy 253-638-9696



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The True Spirit of Boise Comes From The Residents!

The Spirit of Boise-Balloon Classic, as always, was a well-run, fun event. Even Mother Nature cooperated. Balloons were inflated all five days; launches on Friday, Saturday and Sunday enjoyed perfect weather; and best of all the winds during the Night Glow on Saturday night were unbelievably calm. What more could we ask for? Oh, yeah — a motorcycle police escort to Ann Morrison Park for the Glow. It's a 21 yearlong tradition to have the escort. We are not sure who enjoys it more, the cops or the balloonists. This year the run to the park was definitely more sedate than it was last year when the cops had to stop rush-hour traffic on a Friday night and took us down the freeway at high speed. We were told some of the cops got their bikes up to 100 mph in order to jump ahead of our caravan. This year I doubt any of them got over 50 mph. The difference was we only traveled on city streets.

That's the only reason to go back to last year's motel. The Riverside Hotel, which was the official hotel for the rally for many years, was once again our home this year. Many of us enjoyed the paved paths along the Boise River in the evenings. The pool was a gathering place for many pilots and crewmembers, plus Scott and Laurie Spencer set up a hospitality suite just for the balloonists. They supplied us with everything from sandwich makings, to snacks to home baked cookies... and of course, lots and lots of Coke.

The Coke balloon and Mickey Mouse were two of the featured balloons in Boise. While the pilots of those two balloons stayed in the park just about everyone else flew north each day. This is very unusual. In years past there has always been a box wind, which offered pilots the opportunity to fly back into the park. This is the first time in years we've had to chase on the city streets each and every flight.



Each day we headed north of our launch site. On Sunday we landed in this cul-de-sac.

On Friday Tim landed in the front yard of a home north of the fairgrounds. The landowner had a large hay field to the side and our crew just walked Checkmate over the fence and into the field. (My big triumph came when I managed to back up our trailer for almost

a full block on a city street. If you know my phobia for backing up trailers, you will know what a big deal this was. Our crew even cheered for me. Later I found out I could have easily done a U-turn just a little further down the street.) We were greeted by a lovely young lady who was home "sick" from school. She'd been doing homework and was happy to come out to greet us. Another neighbor came out



One of the residents generously gave us this license plate from a car he used to own. It now will have a permanent home in our trailer.

Be sure to friend Spirit of Boise Balloon Classic on Facebook. You'll get all the inside scoop on next year's event. You won't want to miss out.

to ask the usual ballooning related questions and to watch us work. Our landowners could not have been nicer.

Well, maybe they could. On Sunday Tim landed in a cul-de-sac just west of Veteran's Memorial Park. All the neighbors came out to talk with us. They were all excited that we'd landed there. I struck up a conversation with one man who asked if we play chess. He was quite disappointed when I said, "No, not at all." He turned out to be an avid chess player. When I gave him one of our cards and he read our ballooning e-mail address he said, "Wait right here. I've got something for you." He disappeared into his house and came back out with an Idaho individualized license plate that read: CHECKM8. I was so delighted with his gift that I hugged a complete stranger. We had him autograph the back of the plate. I'll send him a copy of this newsletter so he will know we still are talking about his kindness and generosity.

The people in Boise love balloons. There was a huge crowd out at the launch field each morning and the night glow crowd was reported to be about 20,000 strong. It is the community support and the landowners I'm going to remember. They embody the true spirit of Boise.

Shari Gale

Spirit of Boise Balloon Fest August 31 - September 2, 2012



The photos on this page were taken by Jennifer Ritz, visiting from Germany. She flew in Checkmate on Sunday. This was not her first flight, but she did have the opportunity to experience a splash 'n' dash for the first time.



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

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.

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Balloons flying over the Evergreen Air & Space Museum in McMinnville, Oregon. Photo by Shari Gale.

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