

AeroStats



May 2013

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

Volume 15, Number 5

WAS President's Letter



We're on the cusp of the 2013 flying season as the fields have firmed up and we can get around to enjoy spring. Yes, tarps remain in order to keep fabric from

the brown and wet of Willamette Valley soil. Flying isn't the only pleasure of this time of year. Getting back together with friends that have been huddled indoors for the winter adds to the joy of messing about with balloons. Walla Walla will be another meeting place for some over Mother's Day weekend. Call it 'Opening Day'. I look forward to re-acquainting with the ballooning families from around the Northwest.

The window clings and patches were OK'd for order during the last meeting. I have pricing, yet I'd like to issue vector artwork that will result in a better product. It's a bit tedious yet will be worth the effort. I hope to have them by the Tigard event.

I received a report on the Tigard event for 2013. Jim Smith remains involved and it seems that four shape balloons are to attend with a total around nineteen. As mentioned above, I hope to have some means to identify club members attending.

At this point, the web site is only partially set up. Bill Dewhurst has the key to the web building software yet he's into a long slog to return to healthy vigor. His focus is on health, which is appropriate. Our target is a site that Shari can maintain and permits some flexibility, unlike the Google exercise of earlier.

Our turn-out for the April meeting was small so everybody walked away with a door prize Shari and I brought back from our European trip in April. We visited the Zeppelin Museum in Friedrichshafen, on Lake Constance on the southern border of Germany. It's a beautiful and fascinating place. Nearby towns have Roman influences, buildings dating to the Middle Ages and then there's the Alps to the South in Switzerland.

The museums presentation of the technology of the airships brings out the nerd in me. All of those forces supported with aluminum alloy built up struts and cables. Good times, beautiful places and good people. Now it's back to the Northwest.

Next meeting: May 18 at 1 PM at the Salem FBO meeting room.

Tim Gale
WAS President

The next meeting of the
Willamette Aerostat Society
will be
Saturday, May 18, 1:00 PM
at Salem's FBO office
See you there!

2013 WAS Officers

President
Tim Gale

Vice President
Koh Murai

Secretary / Treasurer
Leslie Berning

Community Relations
Jim Smith

Newsletter Editor
Shari Gale

Past President
Mark Trujillo

Activities Directors
Pasha & Justin Luber

FAA Liaison
Mark Trujillo & Jim Smith



Happenings!

in the Pacific Northwest and beyond

Event information in this newsletter is not to be construed as an endorsement by WAS, its officers, or its members.

May 2013

May 10-12

38th Annual Walla Walla Balloon Stampede

Walla Walla, WA

Contact: Betsy Hadden,
WW Chamber, 509-525-0850

June 2013

June 21-23

Festival of Balloons in Tigard

Tigard, OR

Contact: info@tigardballoon.org
503-612-8213

<http://www.tigardballoon.org>

July 2013

July 12-14

Southern Oregon Wines Aloft

Medford, OR

Contact: Drew Brown

541-779-6080

daybreakballoon@gmail.com

July 19-21

Balloons Over Bend

Bend, OR

Contact: Balloons Over Bend

Phone: (541)323-0964

<http://www.balloonsoverbend.com>

July 27

Jefferson Mint Festival Fly-Out

Jefferson, OR

Contact: The LeDoux's

541-327-2907

August 2013

August 10-11

Loose Goose VI

McMinnville, OR

Contact: Laura Hancock,

dayshancock@aol.com

Please note the new weekend date

August 23-25

Wah Chang NW Art & Air Festival

Albany, OR

Contact: Rebecca or Cathy, Albany

Visitors Association

800-526-2256 or 541-926-0911

<http://nwartandair.org>

August 29 - September 1

Spirit of Boise Balloon Classic

Boise, ID

Organizer: Scott Spencer

Event is by invitation only

<http://www.spiritofboise.com>

August 31 - September 2

Sequim Balloon Festival

Sequim, WA

Contact: 360-461-2202

September 2013

September 7-8

5th Annual Quincy Valley Balloon & Wine Festival

Quincy, WA

[Invitation Only Event]

Contact: Kent/Kim Bacon,

509-787-3795

September 6-8

The Great Reno Balloon Race

Reno, NV

Contact: Tasha Courtney,

775-826-1181

<http://renoballoon.com>

September 20-22

Montague Balloon Fair

Montague, CA

David Herfindahl

530-643-1305

dherfindahl@gmail.com

<http://themontagueballoonfair.com>

September 27-29

Great Prosser Balloon Rally

Prosser, Washington

Contact: Andrea

andrea@prosserballoonrally.org

509-713-2732

<http://www.prosserballoonrally.org>

September 28

Hop & Heritage Festival

Independence, OR

One Day Fly-Out

Contact: Monmouth-Independence

Chamber of Commerce

503-838-4268

windwind1@juno.com

October 2013

October 5-13

Albuquerque Int'l Balloon Fiesta

Albuquerque, NM

Contact: AIBF, Inc., 1-888-422-7277

<http://balloonfiesta.com>

The deMontgolfier Name Opens Doors!

by Shari Gale

Tim and I recently went back to Europe after a two-year absence. Our itinerary included several stops in Germany and a six-day visit in Paris. Once again we were hosted in Paris by Estelle deMontgolfier, who is a 6th generation descendant of the Montgolfier Brothers. Back in 2011 we also spent several days with Estelle. Her knowledge of French history is very extensive, and her knowledge of ballooning history is even more impressive.



These two women, Estelle deMontgolfier (left) and the museum's guide championed our cause. The two of them managed to open an entire wing of the museum just for us!

In 2011 we went to the Musee Carnavalet (the museum of Paris history). Estelle wanted to show us several ballooning related things including a display of plates dating from the 1780's to early 1800's. We saw everything on Estelle's list but the historic plates. The plates were housed in a wing of the museum that was temporarily closed. This year we headed right back to that same museum intent on seeing what we'd missed the first time. What did we find? That particular display area was still closed. It's an extremely large old building. The city does not charge admission to the museum, so they cannot afford to staff all of it.

While that explanation is understandable, Estelle was just not going



to take no for an answer this time. She went in search of a sympathetic ear. We could not understand anything she was saying in her rapid-fire French, but we could read the body language. Estelle talked to the people greeting the visitors and received a "no." She talked to several of the guides, and got a similar response. She kept looking for someone who would grant us entry into that wing of the building. She finally found this very nice lady who agreed to help.

This guide started up the chain of command on our behalf. She talked to a man I assume was her boss. He just kept shaking his head "no." Then Estelle handed him her business card. The moment he read the deMontgolfier name his whole body language changed from "you've got to be kidding!" to "I'll see what I can do." He got on the phone and made several calls.

Finally, we were granted permission to go inside that part of the museum, but there were still problems. The key to that wing was located in a locked office, and as luck would have it, the person who occupied that office was on holiday. We needed a key to get to *the* key. Eventually, the guide returned with a huge, old key that looked like it could be also be on display.

Even though that part of the building was finally unlocked, we were still in the dark. To get to the light switch the guide had to jump over a velvet rope and fumble along until she found the janitor's closet hidden in the wall of one of the exhibit rooms. She could not see inside the little dark closet so she headed back out in search of a flashlight, but Estelle

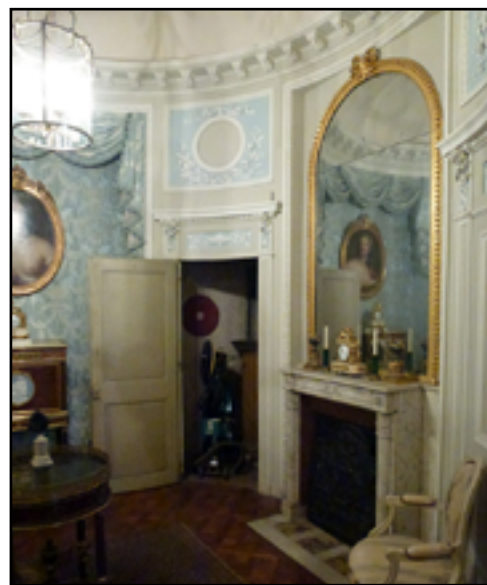


Here's Tim taking photos of the "hidden" plates.

came to rescue. She carries a small flashlight in her purse.

We finally ended up with our own private tour of that wing, including some personal effects belonging to Marie Antoinette, which the guide made sure we got to see. They were in a covered chest, which she opened just for us.

I was impressed with Estelle's tenacity, the guide's generosity, and yes, I was impressed with the display. The story on how we got to see it, however, is the memory that will stick with me for years to come.



This is the janitor's closet which included the light switches for the closed museum wing. Obviously, this photo was taken after the lights were turned on. We walked through several breathtaking exhibit areas before we got to the "plate room." The only people in this whole wing of the museum was the guide, Estelle, Tim and myself. I was so touched by the entire experience. It is one of my most fond memories of our 2013 trip to Paris. My only regret is that I did not get the name of the guide who helped us.

How Will You Do On The WAS Quick Quiz for May?

by Mark Trujillo

1. Which precaution should be exercised if confronted with the necessity of having to land a balloon when the air is turbulent?

- A) Land in the center of the largest available field.
- B) Land in any available lake close to the upwind shore.
- C) Land in the trees to absorb shock forces, thus cushioning the landing.

2. When landing a free balloon, what should the occupants do to minimize landing shock?

- A) Be seated on the floor of the basket.
- B) Stand with knees slightly bent, in the center of the gondola, facing the direction of movement.
- C) Stand back-to-back and hold onto the load ring.

3. What action is most appropriate when an envelope over-temperature condition occurs?

- A) Land as soon as practical.
- B) Throw all unnecessary equipment overboard.
- C) Descend; hover in ground effect until the envelope cools.

4. How should a balloon fuel system be checked for leaks prior to flight?

- A) Listen and smell.
- B) Check all connections with a lighted match.
- C) Cover all connections and tubing with soapy water.

5. The windspeed is such that it is necessary to deflate the envelope as rapidly as possible during a landing. When should the deflation port (rip panel) be opened?

- A) The instant the gondola contacts the surface.
- B) Just prior to ground contact.
- C) As the balloon skips off the surface the first time and the last of the ballast has been discharged.

6. In hot air balloons, propane is preferred to butane or other hydrocarbons because it

- A) has a lower boiling point.
- B) is less volatile.
- C) is slower to vaporize.

7. Prior to a high-wind landing, the pilot in command should brief the passengers to prepare for the landing by

- A) kneeling on the floor and facing aft.
- B) crouching while hanging on in two places, and remaining in the basket until advised otherwise.
- C) crouching on the floor and jumping out of the basket upon contact with the ground.

8. The initial temperature at which propane boils is

- A) -60 °F.
- B) -44 °F.
- C) +32 °F.

9. What causes false lift which sometimes occurs during launch procedures?

- A) Venturi effect of the wind on the envelope.
- B) Excessive temperature within the envelope.
- C) Closing the maneuvering vent too rapidly.

10. What would cause a gas balloon to start a descent if a cold air mass is encountered and the envelope becomes cooled?

- A) The contraction of the gas.
- B) A density differential.
- C) A barometric pressure differential.

11. The part of a balloon that bears the entire load is the

- A) envelope seams.
- B) envelope material.
- C) load tapes (or cords).

12. What is the relationship of false lift with the wind?

- A) False lift decreases as the wind accelerates the balloon.
- B) False lift increases as the wind accelerates the balloon.
- C) False lift does not exist if the surface winds are calm.

13. The valve located on each tank that indicates when the tank is filled to 80 percent capacity is the

- A) vapor-bleed valve.
- B) pilot valve.
- C) main tank valve.

14. What is one procedure for re-lighting the burner while in flight?

- A) Open the regulator or blast valve full open and light the pilot light.
- B) Open another tank valve, open the regulator or blast valve, and light the main jets with reduced flow.
- C) Close the tank valves, vent the fuel lines, reopen the tank valves, and light the pilot light.

15. If ample propane is available, within which temperature range will propane vaporize sufficiently to provide enough pressure for burner operation during flight?

- A) 30 to 90 °F.
- B) 0 to 30 °F.
- C) 10 to 30 °F.

16. The term "weigh-off" means to determine the

- A) standard weight and balance of the balloon.
- B) static equilibrium of the balloon as loaded for flight.
- C) amount of gas required for an ascent to a preselected altitude.

17. For what reason is methanol added to the propane fuel of hot air balloons?

- A) As a fire retardant.
- B) To check for fuel leaks.
- C) As an anti-icing additive.

FAR out

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

Where have most of today's lighter-than-air pilots learned to fly? I think it safe to say they have been taught by local commercial pilots/friends. The majority of instruction is done on an informal basis. That is to say, budding aeronauts are not attending formal balloon pilot schools.

This is not a negative comment but simply a fact. When compared to the number of balloon students in the country, there are not that many "formal" balloon pilot schools available. Looking in classified sections of various ballooning publications, one will find less than half a dozen such schools advertised, which is not to say others do not exist.

Is there an advantage to flight training one way or the other? To those who have local commercial pilots not spending all their time flying paid ride flights, the advantage is not having to possibly drive long distances and pay for room and board. However, if, as some do,

the student pilot has no one locally willing to teach them on a regular basis because the ride business is far more lucrative, a FAR Part 141 pilot school may be the place to go.

You were wondering where the FARs were going to fit into this column? 141 schools have the advantage of an everyday flight curriculum...the instructor is yours once or twice a day plus being available for question answering. The schools also have more formal classroom facilities.

Another advantage is, because of the concentrated instruction and regulations, 141 schools can recommend a student for a check ride with fewer training hours and/or flights...presuming, of course, the student is proficient. FAR 141 has the details.

Some schools have a FAA Designated Examiner on staff, which could make getting the check ride more convenient.

Is going to a Part 141 school better than being taught by an

independent instructor? Only the student pilot can or should make that decision by researching the school, talking to students who have flown with one or the other, word on the street and looking into their wallets.

Why are they not more formal schools in the country? The primary reason appears to be financial. Per the requirements of FAR Part 141, setting up a facility is not difficult. Finding pilots with Chief, Assistant Chief and Check Pilot qualifications is not a major block. An applicant for "school certification" must have adequate personnel and ... oh yes...students. There are many who say they would love to learn to fly a balloon, but when it comes to putting their names on a contract... Diversifying the business by selling balloons, doing commercial rides and flying advertising contracts helps the bottom line.

Want to know more? Check FAR Part 141 – Pilot Schools in the latest issue of your FAR/AIM publication. The information is all there.

May Quick Quiz

Continued from page 6

18. When ample liquid propane is available, propane will vaporize sufficiently to provide proper operation between the temperatures of

- A) -51 to +20 °F.
- B) -44 to +25 °F.
- C) +30 to +90 °F.

19. What constitutes the payload of a balloon?

- A) Weight of the aircraft and equipment.
- B) Total weight of passengers, cargo, and fuel.
- C) Total gross weight.

20. While in flight, ice begins forming on the outside of the fuel tank in use. This would most likely be caused by

- A) a leak in the fuel line.
- B) vaporized fuel instead of liquid fuel being drawn from the tank into the main burner.
- C) water in the fuel.

Answers to the May Quick Quiz:

1A, 2B, 3A, 4A, 5B, 6A, 7B, 8B, 9A, 10A, 11C, 12A, 13A, 14B, 15A, 16B, 17C, 18C, 19B, 20B



Happy Birthday

Mary Gobet	5/01
Carol Cullison	5/12
Jerry Gobet	5/12
Glenda Page	5/14
Carmen Blakely	5/17
Greg Winker	5/24

Tulips & Balloons — Sometimes a Little Staging is Needed



The Wooden Shoe Tulip Farm owners are more than generous in offering balloonists a place to launch during the tulip festival. They always set aside a grass seed field near the flowers for our use. There is a problem, however. Sometimes Mother Nature tells us that flying directly over the field is not possible, but balloonists can be a bit stubborn. If the wind is going the wrong way, then just walk the inflated balloon into the right position for the perfect photo. That's what Koh Murai and Dale Justice did on Saturday, April 27th. Their crews walked them down the length of the tulip field, then over to a wide tractor "road," and finally back up to the middle of the field. Koh estimated that after the walk out required at the landing site his balloon flew for 45 minutes and was walked by the crew for an additional 45 minutes. It nice to have dedicated, hard-work crew members!

Oh! And that's your dedicated, hard-working editor in the last photo. To see the launch photos go to the next page.



First five photos by Shari Gale. Last photo by Tim Gale.

All That Work to Stage the Shot Was Worth The Effort!



Jerry Gobet was flying Firenze, Koh's balloon (above). It was the first time Jerry's ever flown this balloon, plus he had not been at the controls of any balloon for many months. He executed the perfect take off and then lightly skimmed the tops of the tulips all the way across the field. That's impressive flying, Jerry!

There were lots of photographers out early Saturday morning. Dale was the primary subject of a "out-of-the-ordinary" photograph (left).

Photos by Shari Gale

More Photos Featuring Balloons and Tulips



Photo by Sheri Mason of Mason-Cruise Gallery



Photo by Shari Gale

The Opening of Ballooning Season Approaches!

Walla Walla, Washington in the spring? Of course! It's the best way to get the flying season up and moving. Tim and I went to our very first Walla Walla Balloon Stampede in 1979. We'd never been to a balloon rally before. We did not know what to expect.

Yes, we were treated to a fantastic visual event, but more importantly the warm and welcoming atmosphere of the local residents overwhelmed us. It seemed like every other business had a sign painted on their front windows in support of the rally. All these years later nothing has changed. The people of Walla Walla still go out of their way to welcome balloonists to town.

The event starts off with pilot check-in on Thursday night. On Friday balloons will launch from 15 different schools scattered over the county.

As always there will be entertainment, carnival rides and food booths

located at the fairgrounds starting at noon on Friday. That night there will be the "usual" Champagne Reception, but this year it will be held at the Marcus Whitman Hotel. It's



This photo was taken at last year's Balloon Stampede by Linda Brandt.

been many years since the reception was located in that building. No tickets will be sold at the door, so if you don't have a ticket, call the Chamber of Commerce right away. (Their number is located on the "Happenings" page of this newsletter.)

Saturday and Sunday the balloons will launch in two waves from Garrison Field, which is across the street from the fairgrounds. Launch is advertised at 6:30 AM, but you can bet the pilot briefings will be much earlier than that.

There's a night glow at the fairgrounds stadium on Saturday night. Hopefully, the weather will cooperate with us for all the flights as well as the night glow.

See you there!



"Hello from Nevada...yep, we're almost home. This is the ONLY balloon we saw on the entire trip which will be over 9500 miles in both the RV and Jeep. We saw this balloon flying just north of Moab, Utah near Canyonlands National Park. It was probably the ride balloon which we saw advertised as we drove past the local airport. Would certainly be an interesting and colorful place to fly." Alan Brandt

2013 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
c/o Leslie Berning
P. O. Box 3784
Salem, OR 97302



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:

sharigaleOR@gmail.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:

Outer Limits is being walked into position while *Firenze* flies away from the Wooden Shoe Tulip Farm Fields late in April 2013. Photo by Shari Gale.

Waiver

AeroStats is a monthly publication of the Willamette Aerostat Society.

WAS welcomes you to reprint material from this newsletter by individuals or balloon club organizations for their personal or organization use.

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

Comercial use of material (articles or images) for any reason is prohibited without the express written consent from the Willamette Aerostat Society.

Material to be considered for publication should be mailed or e-mailed to the Newsletter Editor at sharigaleOR@gmail.com

Publication deadline is the 2nd Saturday of each month.

AeroStats reserves the right to deny publication of submitted material for any reason.

Material published in AeroStats does not imply endorsement by WAS, its officers, newsletter editor, or its members of an event. Nor does it imply agreement with opinions, comments, or endorsement of any product.