

AeroStats



September 2014

**The Monthly Newsletter of the
Willamette Aerostat Society
Volume 16, Number 9**

WAS President's Letter



This past month is the height of flying for 2014. For me, I've had the pleasure of sharing the sky with many of you in McMinnville, Albany and Boise. All great venues

for flight and the weather: spectacular. We've avoided meetings in the summer as many of us have busy schedules enjoying hot air, in the air and after at tailgates. We meet the way we'd like to all year: while ballooning. All said, the season is coming closer to the end and meetings need to be scheduled for WAS. Let's kick off the beginning of the balloon 'un-season' October 11th at 10:00 at the Salem FBO so we can compare our stories, fun times and high level mythology as it relates to our hot air ballooning exploits. Post-adjournment, we can retire to The Ram for lunch and further story telling.

To expand further on the September flying, it's been good to have a nearly full schedule of flight. 2014 started a bit bleak with only one day of flight in Walla Walla. Mix that with the weather outs in Boise and McMinnville in 2013, means my year had a bit less flying than normal. August this year with only one flight scrubbed has been refreshing.

Even better was my wash job in Boise and the Grand Launch. First: The wash. Poor old Checkmate is getting better at sinking than flying. After many years of eyeing the fountain in Anne Morrison Park, I had a good position and wind options to 'moisten the wicker'. As the approach progressed, I'd dropped a bit to go a drift south. Unfortunately, the

sink got added to the drop and porous Checkmate was left a bit below the optimal altitude, leading me into a close encounter with the rising water shower. The shower made it well into the skirt area and all portions below, including me and Betty, my first time passenger. Both us were well watered as was the skirt and basket. Unfortunately, the watering made it to the burner and when I grabbed the burner to regain altitude, the heart sinking whoosh of fuel escaping sans ignition is all I heard and the sinking continued, all the way to the concrete beside the fountain. A quick relight with my still dry striker allowed a continued flight to a good landing.

Now that September is under

way, let's look forward to some of the fall conditions where it's dry, not as hot and sunrise comes a bit later. A really good season to fly.

Following my last September event, Checkmate will take a trip across country to enter the witness protection program and will return with a whole new look and identity with a lot less porosity. It'll be more like the times when we started flying her in 2001. It'll be sad to see the end of her image in Prosser.

I look forward to more flying in the future with all of you and a new design over head.

Tim Gale
WAS President

Don't forget!
The WAS meetings are starting up again. The first fall meeting will be Saturday, October 11, at 10:00 AM.
See you there!

2014 WAS Officers

President
Tim Gale

Secretary / Treasurer
Leslie Berning

Newsletter Editor
Shari Gale

Activities Directors
Pasha & Justin Luber

Vice President
Koh Murai

Community Relations
Jim Smith

Past President
Mark Trujillo

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.

September 2014

September 5 - 7

The Great Reno Balloon Race

Reno, NV

Contact: Dixie Craig, 775-826-1181

e-mail: admin@renoballoon.com

<http://www.renoballoon.com>

September 12 - 14

6th Annual Quincy Valley Balloon Festival

Quincy, WA

Contact: Kent/Kim Bacon,

509-787-3795

September 19 - 21

Montague Balloon Fair

Montague, CA

For more information contact:

Shasta Valley Rotary Club

Dianne Torpin, 530-340-1287

September 26 - 28

The Great Prosser Balloon Rally

Prosser, WA

For more information contact:

<http://prosserballoonrally.org/index.html>

October 2014

October 4 - 12

Albuquerque Int'l Balloon Fiesta

Albuquerque, NM

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

<http://balloonfiesta.com>



The Splash 'n' Dash perfectly executed by the Vista Balloon fleet was caught on camera by Dale Justice. Good work, Dale! And a pat on the back to the Vista pilots.

Happy Birthday!

Edie Stoaks 9/2

Meyghan Miller 9/3

Debra-Diane McDonnell 9/12

Linda Brandt 9/15

Terri Miller

by Shari Gale

Just past noon on August 28, 2014 we lost one of the bright stars of the Northwest ballooning community. Terri Miller lost her battle with cancer. So many people loved Terri. The tributes on her Facebook page have been pouring in. As you read them similar phrases are repeated over and over: Zest for life; melodious laughter, delightful Texas drawl; inspirational; positive outlook; compassion; infectious smile.

I know from my experiences with Terri I will always remember how she sent me notes of encouragement when I was having tough times even while she was going through chemotherapy and fighting all those nasty side effects.

We shared some good times, but I feel cheated. We had been planning another outing just as her health began to fail. I still want more time with Terri. I'm pretty sure I'm not alone in that feeling. All who knew Terri wanted to bask in her sunny disposition, hear her laughter, and watch her face light up with joy.

Terri worked diligently to get her pilot's license. She loved flying and crewing for balloons. She even helped Alan Sanderson with his repair station duties.

She is now soaring with the angels in heaven, and sharing her joy with all those around her.

**There will be a Celebration of Life for Terri
Monday, September 22, 2:00 PM at the Sanderson's Home
It's a potluck, so please bring a dish to share!**



Terri's spirit is hard to capture in a photograph. She was so full of life! These photos are only a partial representation. She fought cancer with grace and style as can be seen by a photo she posted on her own Facebook page. Before cancer stepped into her life, she was well on her way to getting her pilot's license. Even after going through chemo she still tried her best to come out to play. In the photo at the bottom left she asked to pose with me at the Loose Goose rally in 2011. In 2012 she flew with her daughter, Andrea over the tulip fields.

Loose Goose VII

By Shari Gale

We had three perfect days for the seventh edition of the Loose Goose balloon rally in McMinnville. What more can you ask for? A good hotel? Good food? Friendly landowners? We had all of that as well.

Friday Tim and I did not participate in the education segment of the rally. While everyone else was either taking up media or local kids, we took up the third generation of Tim's family. His cousin, Rebecca, and her two daughters had come up for a visit from California. If you don't count our immediate family, this was our first chance to take up the next generation. Rebecca had flown with us when she was just a young teen and now we were able to take up her 16-year old and 11-year old daughters. I'm not sure who enjoyed the experience more, Rebecca or her kids.



Samantha Dooley, age 16, was very excited to take her first flight. Photo by Shari Gale.

Saturday morning the weather was even better than it had been on Friday. Our passenger was Dan Oven a regular volunteer for Evergreen Aviation Museum. He had been an

airplane mechanic while serving in the Air Force. He'd never flown in a balloon. We could not have asked for a more delightful passenger. His enthusiasm rivaled that of the teenagers we'd taken up on Friday. (Now that's saying something!) After an hour of going this way and that Tim landed on the airport grounds, but well beyond the fence. We did park the chase truck just past the sign stating: "No Unauthorized Vehicles Beyond This Sign." Our violation was caught on camera. Oops!

The nightglow was windy. It always seems to be windy in the evenings in McMinnville. That's a good thing on a warm night if you are trying to sleep. It's not such a good thing if you are trying to "show-boat" your balloon. Tim and I crewed for Carmen Blakely. We offered up our truck as a second anchor point to both Carmen and to Chris Hancock. Tim, also, used our secondary crown line on Tierra Madre. It made a big difference. Tucking the balloon in behind the rocket museum building also helped.

Oh, and speaking of Chris Hancock: It was wonderful to see him at the rally. Chris grew up ballooning. He is the son of Derek and Maureen Hancock. Chris said he never thought about becoming a balloon pilot until he was in college. Then something clicked and he decided he wanted to join in the fun. We were delighted to see him after all these years. I hope he comes to more rallies in the future.

Sunday we were granted another perfect flying day. This time we ended the weekend in the best way possible. Upon landing in a stubble



Having the backdrop of the Evergreen Aviation Museum is one of the intangible perks of flying at the Loose Goose event. The photo above was taken by Dale Justice.



The challenge of inflating in front of the museum buildings is sharing the space with the aircraft on display outside. Those planes have sharp points! Tim Gale, inflating Checkmate, beside a fighter jet used the envelope bag to cover one of the wing tips. Photo by Shari Gale.

field southeast of the museum we were greeted by a friendly landowner and his son. They were very excited to have us land on their property. Their only complaint is that we did not land closer to their house. We gave them the landowner letters from the museum, which gives them free admission to the facility. With eight kids the farmer was equally delighted with the gift.

A huge thank you goes to Laura Hancock for organizing this event, and also, to the Evergreen Aviation Museum staff and volunteers. They made us feel very welcome and appreciated.

Loose Goose VII



Photo above by Dale Justice



Photo to the right: Mother Goose (AKA: Laura Hancock) talks with Jason Fast during the pilot check-in party held at the Evergreen Air Museum building.

Photo by Dale Justice



Unless otherwise noted, photos on this page by Shari Gale



Homecoming

ATI Northwest Art & Air Festival

August 22 - 24, 2014

The ATI Northwest Air and Art Festival was both our annual Homecoming event and first flying of the year. Due to schedule conflicts and a myriad of other issues Linda and I had not been able to attend any prior events in 2014.

We found out quite by accident that Alan Sanderson was planning on flying the “media” day on Thursday before the start of the festival...I guess my psychic powers are somewhat diminished by the lack of use this year. As our out of town crew was arriving Thursday, Chris Whitfield, the balloonmeister, provided us with some volunteer crew, one of whom had been helping out at the festival for 22 years. Yeah, experienced crew! It was nice having the experience around us as we shook out the cobwebs and brushed off the rust and got Mothra out to fly again. With no media, sponsors, paying passengers to fly, we threw in a couple

of the crew and had a nice (if slow) flight to the south getting about six miles during the 1 ½ hours in the air. Recovery and pack up went easily and we soon had the crew returned to the field as we headed home to prepare for the weekend of more flying ahead.

Friday morning we discovered that one of our part time crew, Cricket Clark from Fresno, had talked an old school friend and family now in Oregon into volunteering to help out as crew for the event. Of course, Cricket being Cricket, had them assigned to Alan. Celeste, Mike and Samantha were a wonderful addition to our crew. They were quick studies and we soon were ready for our flight. As we only had a single passenger assigned to us for the morning, I added Celeste to the basket and sent them on their way. As most of the balloons were drifting south again, I was hoping for a chance for Alan to land and do a short hop with the rest of our new crew family. Unfortunately, a hop was not to happen. Alan and Mothra, as is quite common, headed in the opposite direction from the main flotilla of balloons and became becalmed over I-5 for over 30 minutes. Finally

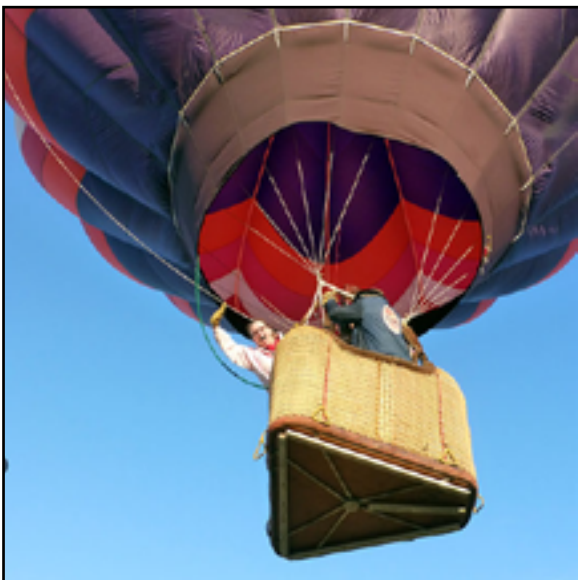


he was able to find enough of a breeze to get to a field just inside a Weyerhaeuser facility. The security department was very pleasant and was able to make sure to hold up any truck traffic while we got packed up. Our paying passenger and new crew were all able to make the trek to the Sanderson place for a nice tailgate brunch where

everyone could enjoy the festivities and, of course, first flight ceremony. Cricket made sure that her friend, Celeste, got the Albuquerque treatment...full bottle of cold champagne rather than a spritz of cool water...hey, that looks like alcohol abuse to me. Alan gave a tour of the shop to Celeste and Mike as they both expressed great interest in becoming more involved in ballooning (Celeste likes to sew and Mike does wood working)...quick, set the hook! Linda and I finally headed home for a very necessary balloon nap along with Linda and George Walton who were staying at the homestead. We don't usually do evenings so I'm not sure how the music and balloon glow went on Friday evening, but I didn't hear any horror stories so it must have been OK.

Saturday is always the biggest crowd and this year was no excep-

Continued on page 8



Homecoming

Continued from page 7

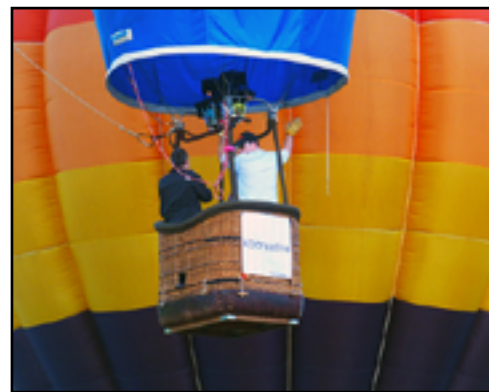


tion. Everyone enjoyed seeing the bees flying here this year (Joey, Lily and Joelly.) It was the first time I remember having any special shapes at the event and they made a big hit. Our new crew was up and ready before I got to the field and soon had the balloon ready to stand up. About that time Alan got called away due to a vent line problem on another balloon. By the time the issue was resolved, we ended up last off the field as is usually the case. Oh well, we tried. Alan followed the main pack of balloons to the south albeit at quite a distance giving our passengers from the title sponsor, ATI, a very pleasant experience. After flying for about an hour and with the winds still very slight we decided to swap tanks and passengers (keep setting that hook) for a short hop. Everything went fine until Alan got lined up on a field that had a balloon in it already. Pretty quickly the wind picked up and pushed him into a prepped field that we wouldn't be able to drive on. He was hoping to be able to drop line it over to the next field for pack up, but the wind kept up and by the time we could get to him the basket was being dragged and bounced around pretty good. We finally had to

give it up and deflate in the field... knowing we would be packing it out to the truck. As we extricated the passengers we discovered that Mike had a pretty good cut on his elbow. Luckily, his daughter, Sam, had just gotten her medical assistant degree so she took him back to the truck and got him all bandaged up. We got everything packed up and having plenty of crew carried it all back to the truck.

Everyone piled in/on the truck and we headed out of the field. Suddenly, Samantha screamed out in pain and couldn't seem to breathe. Thankfully mom and dad were there to calm her and get her to breathe. After a couple of minutes contemplating taking her to the hospital ourselves, we thought better of it and called 911. The paramedics arrived in a few minutes and the ambulance a few minutes later. They loaded her on the gurney and transported her to the hospital with her mom. Alan had contacted Chris, so that the festival was aware of the injury. In the end it turned out to "only" be some bruising and probably her asthma acting up. Sam was scanned, wrapped, drugged (better living through chemistry?) and sent home in a few hours. We were all breathing better at that point. The family decided (with Cricket's help) to stay an extra night before heading back toward Portland. It had been a long morning and Linda and I were exhausted and just headed home.

Some of the crew headed over to the classic car show (lots of Studebakers this year) and I know many stayed around for the free concert and fireworks...I was in bed.



Sunday...this was the fourth day for us...three would have been enough, but it was another perfect morning. Our new crew showed up to help us launch although, understandably, Samantha just took some pictures. As Celeste, Mike and Sam were heading home right after our launch Cricket again went and found us some local crew to take along on our recovery mission. With a couple of crew in the basket Mothra was on her way again...I don't think we were last off the field today. With still light winds an hour into the flight we decided to take another chance and do a second hop with our newer crew. This time the winds cooperated and they got a great flight and made sure we had their contact information as they, too, wanted to get more involved. We got back to the tailgate area to find a wonderful catered tailgate brunch being provided by a local restaurant, Sybaris. Have you ever had salmon hash? It was a fantastic combination of smoked and fresh salmon and served along with blueberry pancakes and potatoes was just a wonderful end to festival. Chris, bring them back next year!

As always, our thanks to Chris Whitfield, all the volunteers, the Albany Visitors Bureau, ATI, pilots, crews and everyone else not mentioned but greatly appreciated. A special shout out to our newest crew members, especially Samantha (heal quickly.) We hope to see them soon on another flight.

Alan Brandt

All photos in this article by Linda Brandt

The Bees Invaded The Northwest Art & Air Festival

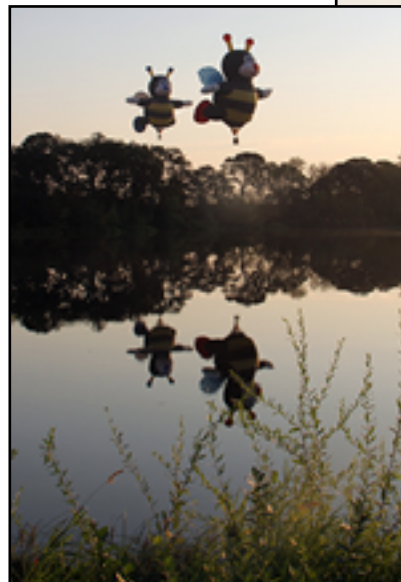


Top left photo of the Bees prior to inflation was taken by Raschelle Barkume. The Bees look like they have been smashed on Mother Nature's windshield.

The next photo down was taken by Dale Justice as he flew over the bees right before they lifted off on Friday morning.

The photos to the right were taken by me, your editor, Shari Gale. I arrived at the western most Freeway Lake just as my balloon, Checkmate, was taking off. Luckily, Dale Justice was in the air taking some wonderful photos. (See the next page.) The people who own the property surrounding the lake gathered to cheer as each balloon touched the water. They do it every year. Best of all, they invited me back next year.

Chris Whitfield and the Albany Parks and Recreation Department did a fantastic job of making sure everything went smoothly at the Northwest Art & Air Festival this year. If there were any glitches in their plan, I certainly didn't notice it. Thanks for all your hard work!



Northwest Art & Air Festival

Photos by Dale Justice



In case you doubt there are some great landing sites at this time of year, just look at these two photos. There are hundreds of huge grass seed fields throughout the area. If you can't hit one of these fields, Mother Nature must really be mad at you.

Spirit of Boise Balloon Classic

What A Memorable Weekend!

By Shari Gale

The Boise event is always memorable. This year has got to be the most memorable of all!

First, Tim and I arrived at the host hotel after our long eight-hour drive to discover we'd been upgraded to a suite. The cost? We got the room at the regular discounted rate. The added bonus was that the room was in easy walking distance of an exit, which at the Riverside Hotel is truly a gift. That place is immense! The hallways snake back and forth for what seems like miles. To get a room near an exit when you are carrying a heavy cooler is a bonus prize.

We arrive just before the mandatory pilot briefing. We had time to eat and connect with old friends. The first person I saw was Georgia Lindsey. She said, "Hey! Shari! Do you recognize this woman?" as she nodded to the person next to her. I had no idea who the woman was, so Georgia started giving me hints. "Think way back. Think Walla Walla, think Ferndale!" OK, Ferndale was a good hint. That rally happened back in the late '80s, and died after only a few years. Yet, even with the possibilities narrowed down to that rally I still had no clue who this woman was. This was embarrassing! I finally waved the white flag and gave in. It turned out to be Linda Nichols. If Georgia had said the name of their balloons, Take One and Take Two, I would have remembered Linda's name right away. So the fact that I could not connect the dots was all Georgia's fault. It had nothing to do with my questionable brainpower. It had been many years since we'd seen Steve and Linda. I loved catching up on their lives.

Friday morning came early. After all we lost an hour driving that far to the east. Instead of getting up at 4:30, my body was telling me I was getting up at 3:30 in the morning. Sometimes my body says really, really nasty things to me.

The weather on Friday was perfect.

The launch was on. Soon there would be 45 balloons in the air over downtown Boise. We launched Tim and our passenger, Betty, in good order. I then started to take photos. Tim was drifting slowly to the north, so I took full advantage of the photo opportunity. Suddenly, Tim called on the radio to say he was on line to touch the fountain. He'd set that as his goal for the morning.

I wanted photos of it! I loaded up our crew and headed off the launch field. The fountain is very close to our launch site, but I had to maneuver through a lot (LOT) of people who had small children in tow or who were stopping to take photos. I just crawled across the lawn. When I got to the exit ramp I realized some dufus had parked their car directly across from the ramp. Would I be able to make the turn? I barely made it. I had to continue to drive slowly since cars were parked on both sides of the narrow road. I didn't want to hit a parked car, even though I might have gotten a lot of satisfaction out of doing just that.

After Tim had landed and we'd taken Checkmate down, I walked over to give our passenger a hug. That's when I realized Betty was damp from head to toe.

"What happened?!"

Tim told me he'd gotten a little lower into the fountain's stream than he'd planned. Instead of doing a splash 'n' dash he'd done a *wash 'n' dash*. He'd not only gotten the basket in the water, he'd gotten Checkmate's skirt and envelope wet! He said water had poured off it for about 10 minutes. The water had also put out the pilot light. He had to make an unplanned landing. Once he had the pilot light relit he took off again.

I'd missed the whole adventure. Luckily, other people had taken photos. Greg Miller emailed his photo to me before I'd even made it back to our room.

Continued on page 12



*Coming, coming, SPLASH!
Photos by Diana Lizaso*

Spirit of Boise Balloon Classic

Continued from page 11

Laurie Spencer got a great shot, which she posted on Facebook. The best photo series, however, was from Curt Pengelly's 9th grade girlfriend, Diana Lizaso. Curt made a point of showing it to me during the night-glow briefing. I immediately tracked this woman down on Facebook. Now I've got a new friend! I've included the photos in this newsletter. Oh, how I wish I'd seen it for myself, but I am so pleased to have photographic proof.

Betty, our passenger, was so happy she could not stop smiling. She didn't mind getting wet at all. We had a special friend join our crew from Hawaii for the weekend. She'd given Tim and I leis before the launch. When we landed she gave one to Betty, too. I think Betty was beyond pleased. Damp, but pleased.

The day wasn't over yet. After a quick nap it was time for the nightglow. I sincerely wish every nightglow were as easy as the ones in Boise. The winds always seem to be light. Of course, getting out to the field is one of the best parts of the glow experience. Once again this year, we had a motorcycle police escort to the field. It is so much fun watching those guys zoom past us as they leap frog the line of balloon chase vehicles. We were allowed to

run at least four or five red lights.

There's always a wonderful meal served out at the park. The motorcycle cops are always allowed to be the first in line for the food. Most of the balloonists make a point of saying, "Thanks" to the cops, too. We sure hope the City of Boise will continue to allow this escort. It's so much fun!

The nightglow was so easy. We had two crown lines in use, but they were hardly even used. Once again we had challenges driving off the field once the glow was over. Even though a concert followed the glow, most people seemed to be leaving at the same time as the balloon chase vehicles. The police did a great job of managing traffic, but getting back to the hotel parking lot was still a challenge.

We got back in time to be second in line for propane. Scott and Laurie had the propane trucks come to the host hotel. It usually makes refueling so easy. Not this year. The propane truck was brand new, and the operator could not get the computer-controlled dispenser to work. We sat and sat and sat. Finally, it was decided we would refuel right before Saturday morning's flight. We were asked to come out to the duck pond area at 5:30 AM. We dutifully moved the alarm forward another 15 minutes.

Well, the second attempt to refuel didn't work either. The same truck and operator meant the same result. No propane was dispensed before the

planned flight. The clock was ticking. It was finally time for the pilot briefing, so we headed back to the launch field.

The winds aloft were very unstable. A storm was headed our way. The field was closed. So we headed back to the propane line again. Third time was the charm. A supervisor had finally come out, and he'd solved the problem. What had been wrong? The operator did not know about the truck's reset button! All he had to do was push one little button. Oh, I'll bet he will get razzed about that mistake for months to come! Poor guy.

After refueling, we headed to breakfast with our crew. We had a great time. Then we headed back to the hotel for a nap. It was deserved. We'd spent a lot of time in propane lines and not enough time with our head on a pillow.

Once our nap was over we headed to the Pilot Lounge Scott and Laurie had set up for any and all balloonists at the hotel. They had it stocked with snacks, Coke products, and sandwich makings. It was a nice place to gather and chat. This is the only rally we attend that offers this little perk. I really enjoy it. We spent time talking to a couple from Southern California that we would not have met otherwise. I now have yet another new Facebook friend, Kim Lynch.

The Pilot Lounge was also the

Continued on page 13



Before the glow started parents along with their children ages 3 to 9 were allowed to come on to the field and dance for the cameras. There was a drone flying overhead so everyone waved to the camera. The nightglow was so easy. The winds were light to non-existent. In other words, perfect conditions.

Photos by Diana Lizaso



Photos by Shari Gale

Spirit of Boise Balloon Classic

Continued from page 12

site of the taco party Saturday night. Scott kept inviting people in to eat tacos. He'd say: "Come in. Help yourself. You can have diarrhea like the rest of us in the morning!" How can you turn down an invitation like that? They bought 200 tacos, and had to go back for another hundred before the night was over. (And no. No one got diarrhea.) We did get to meet some more pilots and crew people from other areas of the country. It was a fun event.

Last, but far from least, was Sunday morning's flight. It was spectacular! We were part of a 45 balloon mass ascension! Scott named it the Grand Ascension.

The Boise Chamber of Commerce wanted a photo of the balloons lifting off the park with the City of Boise in the background. Scott sent several photographers up to the bench area that looks down on the park. They had a perfect vantage point for the photos.

There are links below to a night glow video Scott's crew put together, and a time lapse of Sunday's mass ascension that the Idaho Statesman newspaper created. Be sure to click

on them and watch. It's worth your time.

I had a really good vantage point myself. The balloons all were laid out side by side, and they all started to inflate when the signal was given. Eventually, all the balloons were inflated and waiting. At the sound of a bullhorn 45 balloons lifted off the field in unison. It was breath taking! We hadn't participated in a mass ascension since the 1980's, and then there were only about half as many balloons involved. From the crew stand point it seems like you are standing in a forest of tall trees. Then suddenly all the trees are gone!

The pilots had all been asked to launch very slowly, no more than 200 feet per minute, and to communicate with the other pilots around them. From what I saw there were no problems whatsoever. Everyone handled the situation with great skill. Tim was only kissed once while ascending. Some balloons were being kissed from all sides at once. It all depended on how close one balloon was to the other when they inflated.

You could hear spectators

saying "Wow" over and over. That is exactly how I felt. Wow!

I have been told that a mass ascension won't be tried again. The Chamber of Commerce got the photo they wanted, but I'm sure Scott will cook up something else for next year. He's always thinking outside the box.

Thanks to Scott and Laurie Spencer and their Lighter Than Air America team. We had a marvelous time.



All the photos on this page are by Shari Gale, with the exception of the two bottom photos on the right. Those pictures were taken by 12-year old Madison Bowen. She was handed a camera moments before she lifted off for her very first balloon ride. She had no idea how to operate the camera's zoom feature, but she still did a fantastic job of capturing the event.

For a really cool video of the night glow go to: <https://www.youtube.com/watch?v=zfs3FTG7D5A&feature=youtu.be>

For a fun time lapse of Sunday's Grand Ascension go to: <https://www.youtube.com/watch?v=w1WWT40m14w&feature=share&app=desktop>

It's true, the WAS meetings are little more informal than this, but we have a whole lot more fun!

Come to the next meeting on Saturday, Oct. 11, at 10:00 AM at the Salem FBO upstairs meeting room, Aerial Way, Salem, Oregon



FAR out

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

Over the past months we have been discussing (there has been feedback, thank you) the Federal Air Regulations. To those who fly, they are very important, but not all pertinent to those who “have tasted flight” to quote Leonardo DaVinci. Some are for the people who care for the airspace conveyances, while others for those who take off with us but do not land.

Some of the Federal Air Regulations (FARs) are misunderstood, OR, heaven forbid, ignored all together... but not by balloonists...not by us... never...cough...gasp.... So we have and will continue to look at the ones that cause consternation, my big word for the month, (i.e. befuddlement). Some are so simple they are often forgotten. For example, how can one live permanently in one place yet have the address of another place on their pilot certificate? Is

that not illegal? Do you have to tell the FAA of an address change? The answer is no, you do not have to tell anyone. However, I can already hear the outcry, however, if you do not notify the Feds of your address change, after 30 days a pilot may not legally “exercise the privileges of the certificate....”

OK, the notification is done within the time limit. What about the certificate? Does it not need to reflect the new address? Again the answer is “no”. When the FAA is notified of the change, they make the necessary changes in the computer records but do not issue a new certificate. One of mine has an address over 25 years old, but you know the Feds know where I am...as do the junk mailers, stock brokers and anyone else who can put their hands on the list.

If you want your new address reflected on your certificate, you

can send for a replacement, but it will show the issue date of the new certificate and not the date the original was issued (when you received your rating), which is important to some pilots. Of course, with the requirement that all pilots have the new tamper-proof versions of the certificates, many aviators have had to give up their old worn indicator of being an aviator.

The FAR? 61.60

As a side thought, you all know the difference between a certificate and a license ...do you not? To refresh your memories, not that this makes a difference in your ability to pilot your craft, a certificate has no expiration date. So why do they call the piece of paper the Student Pilot gets a Student “Certificate”? It is one of those great, unsolved mysteries of the federal bureaucracy.

And, are your FARs up to date?

2014 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)

We will forward new Junior Balloonists to the BFA Office. Be sure to include JB's name above.

Membership

The Willamette Aerostat Squadron publishes an annual membership directory, acknowledges member's birthdays in the club newsletter, and communicates via e-mail and the website. We recognize and respect our member's privacy. If you do not wish personal information about you published, please indicate below. Information published on our website is public domain and subject to retrieval via Internet connection. Unless otherwise indicated below, it is assumed it is OK to publish this data in our annual directory:

- Do Not publish name
- Do Not publish address
- Do Not publish phone number
- Do Not publish cell phone number
- Do Not publish e-mail
- Do Not publish birthday

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 without their express permission.

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 member's ballooning related or event information is published on a space available basis at no charge.

Business Advertising by Club members is considered Commercial Advertising, subject to fees 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 Advertisement Space Rates

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

Ads 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:

Carmen Blakely in Terra Madre found the perfect landing site during the Loose Goose VII rally on August 17th. It was picturesque and the landowner greeted her with open arms.

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.