



# AeroStats

**January 2018**

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

**Volume 20, Number 1**

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### Photos wanted for the WAS website

Please send your 2017 ballooning photos to our web master, Dave Ellis. He will be happy to include them in our Gallery page. His email address is [dee@wasballoon.info](mailto:dee@wasballoon.info)

## 2018 WAS Officers

### President:

Shari Gale

[sharigaleOR@gmail.com](mailto:sharigaleOR@gmail.com)

### Vice President:

Matt Webster

[chevy1320racing@yahoo.com](mailto:chevy1320racing@yahoo.com)

### Secretary/Treasurer:

Dale Justice

[Outerlimits41@aol.com](mailto:Outerlimits41@aol.com)

### Others

#### Newsletter Editor:

Shari Gale

[sharigaleOR@gmail.com](mailto:sharigaleOR@gmail.com)

#### Activities Director:

Pasha Luber

[pjluber@gmail.com](mailto:pjluber@gmail.com)

#### WAS website:

<http://www.wasballoon.info>



# Willamette Aerostat Society Secretary/Treasurer's Report

## Willamette Aerostat Society General Meeting Saturday, December 9, 2017

### Present:

Justin Lubber, Vice President  
Dale Justice, Secretary-Treasurer  
Shari Gale, Newsletter Editor  
Pasha Lubber, Activities Director  
and 18 additional members

Absent: Michelle Gouldsmith, President

**1. Call to order** at 2:14 p.m. by Justin at Edie Stoaks' house in Portland, during the annual Christmas Party potluck. Thanks to Edie for being our host.

**2. Minutes of the November 12, 2017** meeting were moved by Pasha and seconded by Carmen to be approved as printed in the November, 2017 Aerostats newsletter. Motion passed.

**3. Treasurer's report** — from Dale, as of December 8, 2017

2017 Members	58
2018 Members	8
Checking	\$ 1045.06
Savings	105.00
Cash	7.00
Total	\$ 1157.06

**4. Correspondence** — none.

### 5. News

1. Shari talked to Jerry Gobet. He is doing much better. WAS wishes him continued good recovery.
2. Ron Grove is receiving treatment. He is selling his balloon system.

**6. Regulatory** — Alan Sanderson reported that fuel tank regulations are still not finalized. A good thing is to have a document stating that crew members have been trained by their pilot in proper refueling operation.

### 7. Events

1. Gallup was attended by Carmen Blakely and others. She reported that it was a very fun rally.
2. Winthrop will be March 2-4, 2018.
3. Tigard, June 22-24. Laura Hancock is balloonmeister, and is looking for more participants. The 2017 rally had several improvements that really improved the pilots and crew activities.

### 8. Old business

1. Shari is researching possible business cards. Shari showed one sample. The discussion will continue at the January meeting.
2. Election results for 2018 Executive Committee. President, Shari Gale. Vice President, Matt Webster. Secretary-Treasurer, Dale Justice. Shari will continue as Newsletter Editor, Pasha will continue as Activities Director, and Dave Ellis will continue as Webmaster.
3. Proposed by-law changes were published in the newsletter. Pros and cons will be discussed during the January meeting, and voted on at the February meeting.
4. Laura will work with Dave Ellis on website development.

### 9. New business

The 2017 Crew of the Year Award was presented to Roger and Tracy Rollman.

**10. Next regular meeting is Saturday, January 13, at 1:00 p.m.** and is a potluck meeting. The February meeting is Saturday the 17th, at 1:00 p.m. and John Saltenberger will present.

11. Moved by Edie and seconded by Marianne LeDoux to adjourn. Passed. The meeting was adjourned at 3:12 p.m.

*Respectfully submitted,  
Dale Justice, Secretary  
/signed/dtj/12-16-2017*

**Get the new year in focus.  
Join your local balloon  
community. Pay your WAS  
dues today. The application  
form is on page 13.**

# Happenings

in the Pacific Northwest and beyond



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

**Saturday, January 13, 2018**

**WAS General Meeting, 1 PM**

Topic: Power Lines!

Location: Aurora Jet Center, 14357  
Keil Rd NE, Aurora, Oregon

**February 16-18, 2018**

**Optional day is February 19**

Lovers Aloft

Loveland, NV

Contact Pat Irwin

[patrickirwin@sbcglobal.net](mailto:patrickirwin@sbcglobal.net)

**Saturday, February 17, 2018**

**WAS General Meeting, 1 PM**

**Guest Speaker: Meteorologist,  
John Saltenberger**

Location to be determined

**February 22-25**

**Pahrump Valley Balloon Festival**

Pahrump, NV

Contact: Katie Griggs

[katieflies@yahoo.com](mailto:katieflies@yahoo.com)

**March 2-4, 2018**

**Winthrop Balloon Roundup**

Winthrop, WA

<http://www.winthropwashington.com/event/winthrop-balloon-festival>

**Saturday, March 17, 2018**

**Pacific Northwest Safety Seminar**

Overleaf Event Center

Yachats, OR

Contact: Terri Schofield

[tmschofield814@outlook.com](mailto:tmschofield814@outlook.com)

**May 18-20**

**Winnemucca Balloon Festival**

Contact Jeff Haliczzer

[LilHal1@sbcglobal.net](mailto:LilHal1@sbcglobal.net)

**June 22-24, 2018**

**Tigard Festival of Balloons**

Tigard, OR

<http://www.tigardballoon.org/#about>

**August 24-26, 2018**

**Northwest Art & Air Festival**

Albany, OR

<http://nwartandair.org>

**September 7-9, 2018**

**The Great Reno Balloon Race**

Reno, NV

For more information:

<http://www.renoballoon.com>

**September 28-30, 2018**

**The Great Prosser Balloon Rally**

Prosser, WA

For more information:

<http://www.prosserballoonrally.org>



Are you going to the  
January 13<sup>th</sup>  
WAS meeting?

You bet I am!

*The next WAS meeting topic will be power lines!  
Join us on Saturday, January 13 at 1:00 PM at the Aurora Jet Center,  
14357 Keil Road NE, Aurora, Oregon. (At the Aurora Airport)  
It's a potluck! Please bring a ready-to-eat dish to share.*

*This is only a partial and preliminary list of  
2018 events. Many rally organizations do not  
have their information updated at this time.  
Stay tuned. More information will be posted  
as it becomes available.*

# Congratulations Tracy and Roger!



Tracy and Roger Rollman were awarded the Crew Person of the Year Award. In this case, it's actually the Crew Couple of the Year Award. They participate in our sport as a couple. It would have been impossible to give the award to one and not the other.

The initial nomination came from Carmen Blakely. She said, "Tracy and Roger Rollman have been invaluable to me this year. They are knowledgeable, ready and willing to help, always with a smile and positive attitude. They obviously

love ballooning and the other people involved." Once that nomination was floated before the membership at the November meeting many others chimed in to agree with Carmen's statement, adding more words of praise for them. Several people

mentioned their willingness to help anyone at any location.

Tracy recently wrote: "Roger and I were just overwhelmed over receiving the Crew Person Of The Year award for 2017. First of all we did not know there was such an award, just guess we have not been around long enough. We have crewed since late 2007 and never felt we did anything special other than show up and participate to the best of our abilities, Roger's more so than mine. Both of us wish to thank all involved so very much."

## Aeronautical Chart User's Guide

There's a new FAA publication out, effective 12 October 2017 released from the Aeronautical Information Services called "Aeronautical Chart User's Guide." A PDF version is available at [https://www.faa.gov/air\\_traffic/flight\\_info/aeronav/digital\\_products/aero\\_guide/](https://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/aero_guide/). As you might guess, the guide covers a lot of material, hence its one hundred thirty three pages and over 26MB. If you use an electronic chart for flight, the key and explanations are wanting. This resource can fill in the blanks.

What's new: Permanent TFR's for areas such as Disneyland. There's a section on explanation of the VFR terms and symbols. Printed charts have these items on the margins, yet this guide

is more descriptive and offers explanations of their intent. The text and illustrations are a good guide for refreshing understanding for experienced pilots and can be used as a training aid for new pilots.

This guide can be useful for us LTA types for current operations as well as a window into how the "other guys" live in the worlds of IFR, restrictive airspace classes and their quest for long hard strips suitable for landing.

There are pages of descriptive symbols for various features shown on the charts for roads, lakes, waterways and railroads, to mention a few. All in all, it's an interesting rundown of the features depicted on our aeronautical charts.

# Meet Matt



*Sarah and Matt Webster.*

The new WAS officers for 2018 includes a relatively new face, Matt Webster.

Matt and Sarah moved to Portland from Albuquerque about three years ago. One of the first things Matt did was connect with the local ballooning community, since he's been hooked on ballooning for a long time. He took his first balloon ride when he was just 10 years old.

However, don't get the idea Matt is a one dimensional person. Besides his love for ballooning he has a few other hobbies. He spends some of his free time as a member of a local roller derby team, and he drag races his 1981 Z28. He's already tried out the drag strip in Woodburn and driven at P.I.R.

Matt wants to keep WAS happy and healthy. That's why he volunteered to become a club officer. He'd, also, like to see the members of WAS participate in some community outreach. He's already floated (pun intended) the idea of taking a balloon or two to a nursing home or school in our flying area as a way to introduce ballooning to a wider section of people.

Take some time to get to know Matt and his wife Sarah. They are a fascinating couple.

Welcome to the team, Matt!

Remember to renew your WAS membership for 2018!

# Proposed amendments to the WAS By-laws

Moved: To amend the following, each as its own motion.

*[Editors Note: Pros and Cons will be accepted until the January meeting (January 13, 2018). The proposed amendments and the pros and cons will be published in the February newsletter. The amendments will be voted on during the February meeting.]*

## Article II, Section C: Definition and Eligibility of

### Membership Classifications

#### 1. Single members

Single membership may be accorded to individuals who have an interest in Hot Air Ballooning and shall have one vote.

#### 2. Family members

Family membership may be accorded to up to three individuals within a single residence who meet the eligibility requirements of single members. Up to three members shall have one vote each.

#### 3. Honorary members

Honorary memberships may be accorded to individuals by a majority vote of the general membership. Shall have one vote.

#### 4. Charter members

Charter members are those members that are part of the original formation of the club, during the first 30 days, from Sept. 8, to Oct 8th, 1998. Shall have one vote each. See separate attached sheet(s) of charter members.

#### 5. Out of area non-voting member

Out of area non-voting members choose to support the club in this way with limited privileges.

**Proposed change to Article II, Section C, 2:** Remove “up to three” in the first sentence. Add “of these” after “Up to three” in the second sentence.

## Article II, Section D: Membership Privileges

The privileges of membership shall be:

#### 1. All Classifications

- a) All members shall be entitled to attend all general W.A.S. meetings, seminars, training events, functions and social events. All members shall have access to the newsletter and schedule of events of the W.A.S. calendar, and a yearly roster. Out of area non-voting members will only have access to the newsletter in an electronic format only.
- b) All dues paying members with the exception of Out of area non-voting members, in good standing are eligible to hold office, submit bylaws amendments, and vote on all W.A.S. business and officers.

**Proposed change to Article II, Section D, 1, a):** Remove the second occurrence of the word “only” in the third (last) sentence.

## Article II, Section H: Dues

All members will pay membership dues for the membership year January 1 to Dec 31 no later than January 31. The dues for members will be:

- a) Single memberships \$15.00 per year.
- b) Family Memberships \$20.00 per year.
- c) Honorary Memberships no dues.
- d) Charter Memberships \$15.00 per year.
- e) Out of area non-voting member, with newsletter is \$10.00 per year. This membership is limited to those that reside outside of Oregon and SW Washington, outside Clark County Washington.

**Proposed change to Article II, Section H, b):** Revise the (Family Membership) dues to \$15.00.

## Article III, Section D: Election Procedures

The procedures for election of the W.A.S. Officers shall be as follows:

- a) Notifications of ballot will be in the November newsletter, absentee ballot in December newsletter, elections held in December.
- b) Officers shall be elected in the order of Section C of this Article.
- c) Nominations shall be taken from a poll taken by the members of a committee, chaired by the vice president, and appointed by the president.
- d) Votes will be by email ballot or by written ballot distributed at the December meeting; absentee ballots received prior to the December meeting and submitted to the election committee shall be included in the count.
- e) Only current members may vote one vote per member. Each officer shall be elected by a majority of the votes cast.

**Proposed change to Article III, Section D:** Revise c, d, and e as follows.

- c) Nominations shall be made before publication of the November newsletter.
- d) Add: Qualified write-in candidates for any position are allowed.
- e) Add: In the case of a tie, the election for that position shall be reheld. The existing holder of that office shall remain in office until a ballot with a clear majority is completed.

Submitted 11/12/2017

Dale Justice, Secretary-Treasurer

# 2017 Red Rocks Balloon Rally, Gallup, New Mexico

Carmen Blakely and Cheryl Isaacs and several crew members traveled to the Red Rocks rally in Gallup, New Mexico at the beginning of December. They had a lot of fun at the rally. The top two photos (plus the cover photo) were taken by Andrea McEvoy. The bottom three photos were taken by Cameron Gates, a Jr. Balloonist from Albuquerque.



*On the last morning of the rally only Dawn Patrol was able to launch. The winds were light enough they were able to buzz the pilot briefing. Unfortunately, the winds were forecast to substantially increase and all subsequent flights were cancelled that morning. Dawn Patrol pilots were the only ones to get to fly. It does pay to get up early.*

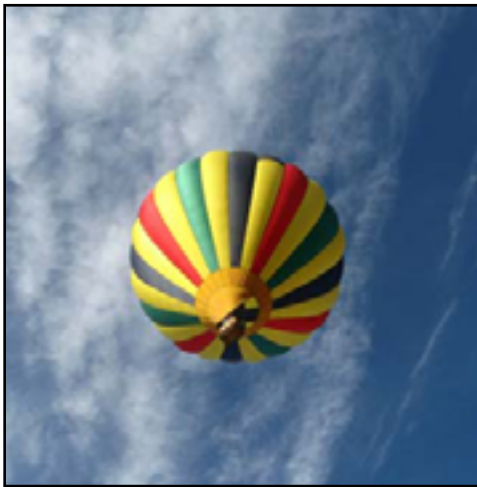
Have we mentioned that it is time to renew your WAS membership? Well, it is! There's an application on page 13.

# 37th Red Rock Balloon Rally

Gallup, NM, December 1-3, 2017

By Dan Griffin

Reprinted from the December Cheyenne Hot Air Balloon Club newsletter



Rachel Metzgar's balloon. Photo by Nancy Griffin.

For many years Nancy and I have heard about this event in Gallup and how frigid it can be. Pilots have many tales of sub-zero temperatures, but wonderful flying in spite of the cold. This year we were in a position to go and find out for ourselves. We decided to go and crew for Rachel Metzgar and watch her fly the first free flight with her brand new Linstrand burners and basket. (Which goes under her new-in-2014 Lindstrand envelope.)

The first amazing thing was the weather. This year it was relatively mild compared to the stories I've heard. On Friday morning the flying was canceled because of light rain. It wasn't cold enough to snow. The chilliest we experienced was around 25 degrees F at sunrise and it was almost 60 degrees in the middle of the afternoon. The balloon glow on Friday evening went very well. It was calm all evening and about 25 pilots, including Rachel, set up their balloons at Red Rock Park and kept their envelopes inflated for a bit over an hour. Glows this time of year are civilized because it gets dark by

6:00 PM and you can be finished, including refueling by 8:30 PM. (Unlike the 4th of July rallies where it can be 11:00 PM before you are back in the hotel room.) Saturday morning dawned clear and calm. As we were driving to the launch field at Red Rock Park, we saw 6 or 7 dawn patrol balloons inflating and launching. This is always a good indication of the conditions. This event draws around 150 pilots and on this morning everyone flew. The conditions allowed the pilots to fly in and out of the finger-like canyons that comprise Red Rock Park. Rachel flew nearly an hour-and-a-half and dipped into 3 of the canyon areas. Her passenger was the son of one of the long-time sponsor/volunteer folks for this rally. He had a good experience. The final landing was very close to a road so husband and crew chief Dylan was able to drive right up to the balloon. The large ground cloth was deployed to aid with packing up in the sagebrush. Two other balloons were packed up on the ground cloth after Rachel's balloon was in the bag. With 150 balloons and everyone following the same basic flight path, it is no surprise that there were many balloons landing near the same road as Rachel. Rachel's comment about the new basket "I like it", and the new burners "awesome".

Saturday evening has a balloon glow in the parking lot of the Gallup shopping mall. It is packed with spectators, and this year they were not disappointed. We (Nancy, Rachel, Dylan, and I) helped Dave Eichhorn from Albuquerque glow his balloon. Again it was calm for well over an hour, and the 30 or so

balloons involved had no problems. Refueling in all cases goes very fast in Gallup. They have an 8-balloon manifold and really know how to efficiently handle that large number of pilots.

Sunday was clear and calm on the surface, but windy aloft. And of even greater concern was the direction of the wind. It was not favorable. The balloons, if they had been allowed to fly, would track east-northeast from the launch field, which very quickly places them in territory that has nearly impossible retrieval. Or they have to fly 18-20 miles to retrieval friendly territory. A few dawn patrol balloons inflated. They stayed very low and confined themselves to the canyon in which they launched. The balloonmeister canceled the flight, but encouraged pilots to inflate and be a static display. A few pilots did this, but most went off to breakfast and then headed for home.

Obviously most of the pilots are from New Mexico and Arizona, but a few Colorado pilots attend. We visited with Dawanna Telles along with her usual crew ladies. Overall this is a great event. Gallup is about two hours driving time west of Albuquerque and all of the roads were clear and dry so getting there and home again wasn't much more challenging than getting to Fiesta.



Crewing at this rally can be challenging. Here they are packing up the tarp after having safely bagged up three envelopes.



# 37th Red Rock Balloon Rally

Photos by Nancy Griffin



Balloons at the south end of the cliffs and canyons. Rachel's balloon is in the center.



A gaggle of balloons waiting for chase crews after a flight of an hour or more.



Ernie Hartt, from the San Diego area, in his cloud hopper balloon. He is actually walking on the rock face.



## It's Getting Close! Can You Feel It? It's Almost Time For The Pacific Northwest Safety Seminar!

**Date** — March 17, 2018  
**Location** — Overleaf Event Center, Yachats, Oregon  
**Cost** — \$50  
**Contact Terri Schofield to reserve your spot.**

[tmschofield814@outlook.com](mailto:tmschofield814@outlook.com)

# How Could I Have Missed Them??

By Tim Gale - Reprinted from 2003 edition of AeroStats (Reprinting was inspired by an online discussion.)

On June 7, 2003, my flying record after over 23 years and more than 700 flight hours changed. I became one of those that “have” rather than one of those that “will.” Before that moment, I’d been able to honestly say, “I’ve found all of the power lines I had to clear.” Now I understand the feeling when the single most dangerous obstruction to aerostats is too close to be avoided. “How could I have missed them?”

I’d prided myself in finding all of the poles and waved off the fields that were dressed with those dreaded wires. I’d found the nearly black copper conductors against dark green grass and weeds. I’d been careful to avoid committing to a landing that I could not see to verify that it was clear. “How could I have missed them?”

On that day, I was looking for a site with wind shelter and enough space to drag a bit in the 9 MPH wind. One of my passengers was on the Bend Planning Board and with tremendous knowledge of the communities, streets and properties owned by the city. She told me of the plans for the open property: It is a future site for a school. “How could I have missed them?”

Seeing the depression on the west side of the field behind a bluff, I set up a descent to leave safe clearance over the bright aluminum wires on the edge of the bluff. As expected, the still air below the bluff gave me false heavy and I was on my way into a nice stand-up landing near a road in a field of weeds. I couldn’t hurt the property with a hammer. “How could I have missed them?”

When some 30 feet above the ground and grabbing the burner to slow my descent, I looked up and saw two black lines just below the equator on “Checkmate.” The next

sound was not from the burner. No, it wasn’t the BZZZT!, nor a loud bang of a high voltage fault either. It was from my voice. Adrenalin is an amazing substance. “How could I have missed them?”

All of those years of safety seminars and conversations with aeronauts, both experienced and neophyte, about power line evasion and emergency procedures came across my mind. First: VENT! A balloon can go down much faster and sooner than it can rise. Second: tell your passengers what’s happening and why the flight just became an emergency... as you continue to vent. Third, once down, shut off the fuel and pilot light. Fire is the enemy. “How could I have missed them?”

Once “Checkmate” was on the ground and with the fuel system off, I called my crew and asked them to contact the power company. I was not sure if the power was on or not. I’d rather initiate an emergency then call it off, rather than harm anyone. “How could I have missed them?”

I’d not heard the telltale sounds of an energized line. The wires were old and wrapped together as the envelope rested on the top line. There was still no sound of a short after several minutes. At this point, all seemed very stable. I took a risk. With the envelope completely deflated and hanging, I left the basket and gently pulled a load line to the top layer of fabric. The envelope easily slipped off the lines, top layer first, and dropped to the ground. Whew, emergency gone. I called my crew to cancel the 911 call. The big question changed from will we be OK to: “How could I have missed them?”

After pack-up and returning to the launch field, I reported the incident to Steve Peters, the Ballonmeister, then preceded to inspect the envelope gore by gore. No damage,



*Checkmate flying in McMinnville in 2009.*

only a collection of dusty brown marks that wiped off with a towel. I’ve seen the characteristic fabric damage from arcing. There was none. “How could I have missed them?”

On June 7, 2003, I believe careful and unseen hands protected me at that moment. Those hands were not of mortals. I wasn’t lucky; otherwise I’d have found a field without the wires. Steve returned to the site later and was amazed how difficult the wires were to see. One pole was short and well away from my intended site. The other end of the wire span was attached to a pole within trees and on the top of the bluff. Flying the poles didn’t work. The only clue I could have used was that one other balloon made an approach and then flew on. That person found them with eyes alone. I found them as well, but a little late — after I was committed to the landing.

I’ll be more tolerant of those who blunder into our greatest single physical hazard. I also appreciate the support of my fellow aeronauts. Some came to me and shared their stories of similar circumstances. We are all human and make errors.

*continued on page 11*

# How Could I Have Missed Them?

*Continued from page 10*

Please be tolerant of those that do and continue to share knowledge and experience. Ballooning is precious, and at times dangerous. Practice the procedures in your mind and help each other. Check after flying to see if all are safe. We are a community. Still I ask myself, "How could I have missed them?"

## Power Line Follow-up

After a couple of months of listening and reflecting on my incident in Bend, I offer the following:

- In my recent article, I was caught in the easy habit of using clichés. Instead of "Those that have and those that will." A better chosen phrase would be "Those that have and those that may very well." My point is that none of us are perfect and power-lines are a true and very present danger that needs to be deeply respected. Even pilots that follow all of the rules, I believe I'm one, can find one's self too close to avoid contact. None of us are so perfect to be risk free. Arrogance can be a great risk through lack of self criticism and blinding to one's own frailties.
- Part of my intent is to bring ballooning's little secret out so that we can learn as a group. If you're gonna' hit, initiate the emergency action plan and minimize the hazard. Save people first, then deal with the property. Your enemies are impact and fire. Deal with the conditions at hand. If there's too much analysis going on in your mind, you'll be too late and fate will govern the outcome.
- Hangar discussion is an effective way to start building the action plan into your head. You'll never

know when it's needed. I'm very glad mine worked.

- Frequent flight in the same area does pose less risk per exposure than flight over unfamiliar locations. More frequent flying adds risk through more exposures. Insurance underwriters live by this logic and it's been well proven. On the other hand: The joy of discovery of new people and places in a balloon is a delight and I often choose that situation. Both conditions have their pleasures and risks. Let's not put each other down for the facet of aerostation chosen. There's room for all if we respect each other. Trash talking only serves to demonstrate the character of the source ... in a negative manner.

*Tim Gale*



*Obviously, these balloons weren't that close to the power lines in Walla Walla during the 2010 rally. It just looks a little dramatic.*

## From the Crew Perspective

By Shari Gale

In order to save space I am only going to highlight the two things that truly stand out from that flight. First, I was unable find the phone number for the power company when I truly needed it. It wasn't in the information packet we'd been given. My crew and I searched and searched and found nothing. The number was written on a tiny piece of paper clipped to the folder. It had slipped off the clip and landed under the passenger seat of our truck. (We found it a long time after it was needed.) Now I always check to make sure that emergency phone numbers are in a safe place in the truck.

The second thing was the fact that Bend has more than one power company servicing their town. How could I know which power company was the correct one? (That's still a mystery.) Also, when we did call the company the person answering the phones that weekend only knew what to do with a customer who had had their electricity turned off for non-payment. She had no idea how to call out a line crew. The number we were given was for the business office, not the emergency power outage number. That is something the rally organizers should always double check.



*Photo taken in 2010 in Albany, Oregon.*

# 2017 WAS Christmas Party



Our marvelous hostess, Edie Stoaks. Every year Edie generously opens her home to the WAS community at Christmas time. Thanks, Edie! You are the best!



For the last several years Marianne LeDoux has created paintings of local balloons. This year one of her wonderful paintings (above) featured her balloon, plus Mark Trujillo's and Tim Gale's. Shari Gale ended up with it during the gift exchange. Both she and Tim were very pleased.

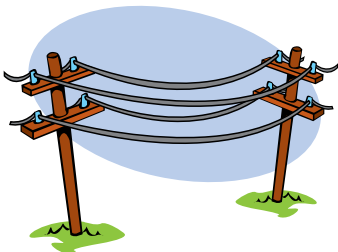


VP Feet... these are the feet of our outgoing Vice President along side the feet of our new VP. Justin Luber won the sock contest with "toed socks," while Matt Webster showed off his newest balloon socks.



Justin (left) and Pasha Luber were able to take home Marianne's painting which featured their recently sold balloon, Autumn Daybreak. They were delighted to have this painting to help remember all the good times this balloon brought into their lives.

## Join the power line discussion



**January 13 WAS Meeting at 1:00 PM**  
Aurora Jet Center, 14357 Keil Road NE, Aurora, Oregon

It's a potluck, so please bring a ready-to-eat dish to share with everyone. The meeting will be fun AND educational.

**And remember it is time to renew your WAS membership for 2018!**

# WAS Membership Application



Name: \_\_\_\_\_

Pilot  Crew  Newsletter Subscription Only

Birthday: Month \_\_\_\_\_ Day \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Date Submitted: \_\_\_\_\_

Home 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: \_\_\_\_\_  Pilot  Crew

Name: \_\_\_\_\_ Birthday: \_\_\_\_\_  Pilot  Crew

Name: \_\_\_\_\_ Birthday: \_\_\_\_\_  Pilot  Crew

Name: \_\_\_\_\_ Birthday: \_\_\_\_\_  Pilot  Crew

Name: \_\_\_\_\_ Birthday: \_\_\_\_\_  Pilot  Crew

## Membership Type

Charter (includes family) (\$15)  Individual (\$15)  Family (\$20)

## Membership

The Willamette Aerostat Society 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

*Please use a 2nd page if there are two pilots in the family, or if you have family members with additional information such as cell phone # and/or BFA #'s.*

**Mail completed form with fees to:**  
**Willamette Aerostat Society**  
**c/o Dale Justice**  
**2902 E. 2nd St. Unit 76**  
**Newberg, OR 97132**



# 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's intrepid crew members walked her out after she landed in one of the canyons near Gallup, New Mexico. Photo by Andrea McEvoy.

## 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.**

**Commercial 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.**