

A photograph of two hot air balloons. The one on the left is smaller and has a rainbow pattern of red, orange, yellow, green, and blue. The one on the right is larger and has a pink and yellow pattern. They are both reflected in a calm body of water in the foreground. The background shows a grassy field and some trees under a clear sky.

# *Aerostats*

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

**October 2018**

**Volume 20, Number 10**

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*Gracias  
Merci  
Danke*

A big thank you goes to **Grace Ingram** for contributing an article about her balloon camp experiences as well as supplying photographs.

Another huge thank you goes to **Linda Walton**, Pacific Aeronaut Society member, for writing an article on the recent Reno balloon rally. She also granted permission to use her excellent photos.

Additional thanks go to photo contributors **Kim Boyle, Shauna Stonehocker, Kenny Wong, and Russell Wilcock.**

Their willingness to share their photographic work is highly appreciated.

# Hey! Come on out!

## The first WAS meeting of fall is set for October 27, 2018 at 1:00 PM



Building C at Lynx FBO, Aurora, Oregon  
It will NOT be a potluck this time.

## 2018 WAS Officers

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<http://www.wasballoon.info>

# 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.

**October 6-14, 2018**  
**Albuquerque International Balloon Feista**  
Albuquerque, NM  
<http://www.balloonfiesta.com/event-info/event-schedule>

**October 17-21, 2018**  
**Walla Walla Balloon Stampede**  
Walla Walla, WA  
For more information:  
<http://www.wallawallaballoonstampede.com>  
This is a "By Invitation Only" rally.

**October 27, 2018, 1:00 PM**  
**October WAS General Meeting**  
Lynx FBO, **Building C**  
14356 Keil Rd NE, Aurora, Oregon  
For more information contact one of the officers listed on page 2.

**October 19-21, 2018**  
**Southern Hills Hospital Balloon Festival**  
Las Vegas, NV  
For more information contact:  
Tim Hill at  
[tim@balloonsovertherainbow.com](mailto:tim@balloonsovertherainbow.com)

**December 15, 2018, 1:00 PM**  
**WAS Christmas Party**  
Edie's home  
2407 NE Regents Drive, Portland, OR  
Get it on your calendar now. You won't want to miss out on the fun.



Here is an elephant to help you remember that...

## It's Time For Nominations

Specifically, it is time to nominate members for the 2019 Executive Committee.

It's also time to make nominations for the WAS Aeronaut of the Year and Crew Member of the Year.

Send your nominations by e-mail to Dale Justice at:  
[Outerlimits41@aol.com](mailto:Outerlimits41@aol.com)



Eric Reid recently flew over Timber Linn Lake in Albany, Oregon. Photo by Kim Boyle.

The October 27 meeting will **NOT** be a potluck. There may be some homemade cookies, but you don't need to bring anything.

# Three Perfect Days In Albany

by Shari Gale

Photo by Jim Payne

Conditions in Oregon's Willamette Valley have often been smoky this summer. The days leading up to the Northwest Art and Air Festival in Albany were no different. In fact, there was some smoke in the air during Thursday's media flight. The rest of the weekend offered clear skies after a major wind shift. That was a relief in more than one way. Every day was flyable.

We were joined in the air by 34 other balloons. While most of the pilots came from all over the Pacific Northwest we did have pilots from Georgia, Indiana, South Dakota and New Mexico in attendance.

Each day we headed south as usual, yet twice there was a definite bend to the east. We ended up landing in areas we had not visited in the past. Each time we landed in large, harvested grass seed fields with good access, and friendly landowners. We could not ask for more.

On a personal note, it was wonderful to have Jerry Gobet back on the field as Safety Officer. He had to miss last year's event due to major health concerns. This year he was all smiles and looked as healthy as ever. All the pilots and crew members were very pleased to see him.

Another memorable moment occurred after Friday morning's flight. Kong called an impromptu pilot briefing during the after-flight tailgate party. He stood before the crowd with a bottle of champagne

and an evil grin. He announced that 18-year-old McKenna Secrist, Bothell, Washington, had just received her commercial pilot certificate, and that it was time to properly initiate her. Every pilot within the tailgate area suddenly came up with something bubbly. Well, yes, a few were kind and poured water on her after the bubbling shower. I'm sure there was more bubbles than H<sub>2</sub>O, however. McKenna was a really good sport. She knows that the local ballooning community is very proud of her accomplishment. We just have a rather soggy way of saying it.

The most touching moment of the rally happened on Saturday morning. Two tribute flights were taken. Kong flew a black banner honoring long time Albany Parks and Recreation Department employee, Katie Nooshazar. She was instrumental in organizing the Northwest Art and Air Festival. She passed away unexpectedly not long after last year's rally. The other tribute flight honored long time pilot Ron Grove. He passed away a few months ago after a long and hard-fought battle with cancer. His wife Sandy flew in from Texas to be part of the flight. Mark Trujillo took her up while Scott Ingalls read a touching eulogy for both Katie and Ron as the balloons lifted off.

The good news is that Sandy is giving serious consideration to coming back to the Albany area for next year's rally. We all have our fingers crossed that she will be able

to make it.

We had a marvelous time in Albany like we do each and every year. We are already looking forward to next year's Art and Air Festival.



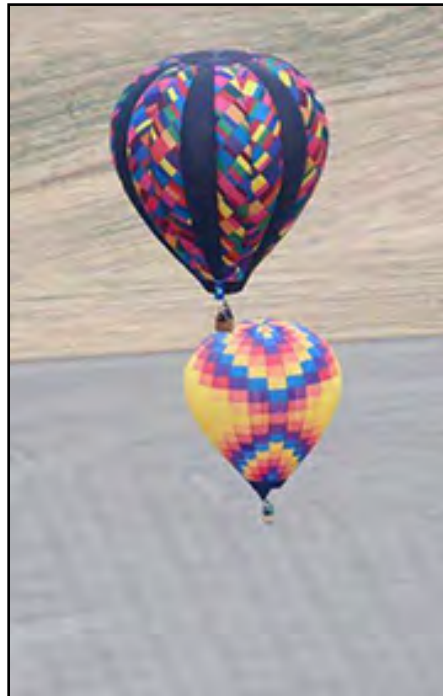
*Sandy Grove traveled from her home in Texas to attend the Northwest Art and Air Festival this year. She was able to go up with Mark Trujillo in the tribute flight for her husband, Ron, who lost his battle with cancer earlier this year.*



*Mark Trujillo (left) flew a memorial ribbon for Ron Grove, while Kong flew a ribbon for Albany Park and Rec's Katie Nooshazar. It was a touching tribute. Photos by Shari Gale.*

# Northwest Art and Air Festival Photos by Jim Payne

(Who was flying in one of the ultralight gliders)



*Jim Payne generously shared his photos with the ballooning community. He just wanted to make sure you know that it looks like the gliders were not as close to the balloons as it looks in these photos.*

# Northwest Art and Air Festival Photos by Shari Gale



*Carmen Blakely seems to always be smiling!*



*18 year old McKenna Secrist earned her commercial certificate right before the rally. She paid the price with a lot of grace.*



*Scott Ingals, the voice of Albany.*



*Laura Hancock and Gerald Bales have a unique cooler lid. (Inspired by the Oregon Trail computer game.)*



*All the pilots in one "organized" group.*



*Greg Schofield displays his cooktop skills at the tailgate party. He and Terri invite everyone to join in.*

# Pre-flight Burner Testing

by Tim Gale



I was trained to test the fuel system before assembling the basket to the envelope. The procedure involves a good blast while drawing fuel from each tank source. In my

case, that was for each of the three main liquid valves and one through the back-up burner valve. The intent is to verify a reliable source of liquid fuel by listening to the tone of the burner, and burning after releasing the blast valve as the remaining liquid burns out of the coils. As I was told, the dip tubes can crack near the top and possibly break, delivering vapor either fully or in part to the burner and reduced heat output, insufficient for continued flight. Even if the first tank is working well, when switching to the next tank an unpleasant surprise may be evident for a pilot if the tube had suffered travel damage and failed

before the flight. The simple test before flight is a reasonable way to avoid discovering a damaged fuel system mid flight.

In my history, I started the fuel system test prior to assembly, blowing all that nice heat into oblivion. At the time, I was flying a 56,000 cubic foot envelope and at times really wanted a good supply of fuel at launch. I got to thinking, dangerous as that may be, and considered a different sequence for the pre-launch. First, the sniff-test, hunting for leaks at all of the terminations of the fuel system. Next, I assemble the system and proceed through cold then hot inflation. After that is complete, one tank has been well tested. Switch to the next tank and test, while adding heat to the envelope. Pull the vent to release the Velcro tabs then blast again. Once I've tested all of the main tank valves for a good solid burn, I finish up with a test of the whisper/Fire 2 or whatever you call your auxiliary burner system. Once the sequence is complete, the pilot will have tested all of

the fuel delivery circuits and all of the released heat has been used to prepare the system for flight. Configure the tank valves to start your normal fuel management strategy and prepare for your ascent.

The only weakness in this procedure are high wind inflations and launches. In such cases, go to the old-school pre-assembly test for your fuel system. It's all about being sure your aircraft and all of the systems are in good functioning order before you leave the ground.

I've got a straight vapor pilot with a separate hose from the tank top regulator to my non-adjustable pilot light assembly. If your system has a pilot fed off the main liquid fuel system, and particularly if it's adjustable, you'd be best advised to check the various fuel sources before hot inflation. If one of the pilot fuel delivery paths is not in good order, you could discover it in flight, a most unpleasant surprise.

Yes, this discussion centers on only one fuel system design, yet some of the principles may be useful for modification of procedures on other fuel systems. It's best to fully understand your fuel system design. If things go wrong, that knowledge is key to resolving problems and coming to a safe landing.



*These are two of the editor's favorite photos taken at the Spirit of Boise Balloon Classic Labor Day weekend. The first was taken by the editor, Shari Gale. The second photo was taken by Boise photographer Russell Wilcock.*

# Wow, oh, Wow!

## Boise Balloon Classic Exceeds All Expectations!

by Shari Gale

Wow! That's the word that jumps to mind when I reflect back on the 2018 Spirit of Boise Balloon Classic. What an event!

We got to Boise in time for Media Day on Thursday. Tim had hoped to catch the famous Boise box wind, but it just wasn't there. Instead he flew over town. At least he was able to avoid the downtown section of Boise, which has grown a lot in the last few years. Instead he headed northwest towards Garden City. He ultimately landed in a closed Ford dealership. The lot has been vacant for many years, and we always thought it would make a



*This was our landing site on Thursday. This former Ford dealership has been closed for years. It was a great spot to land.*

good landing site. This year the lot is surrounded by fencing and there's construction going on. It seems that Boise State University bought the land. Next year our landing site will probably be gone. Luckily, there were a few workers in the area and the gate into the lot was left open. Before the morning was over two other balloons joined us in that spot, Tony Rivara, Truckee, California and Cameron Jones, Charlotte, North Carolina. It was an easy pack up, and it was clean thanks to big tarps.

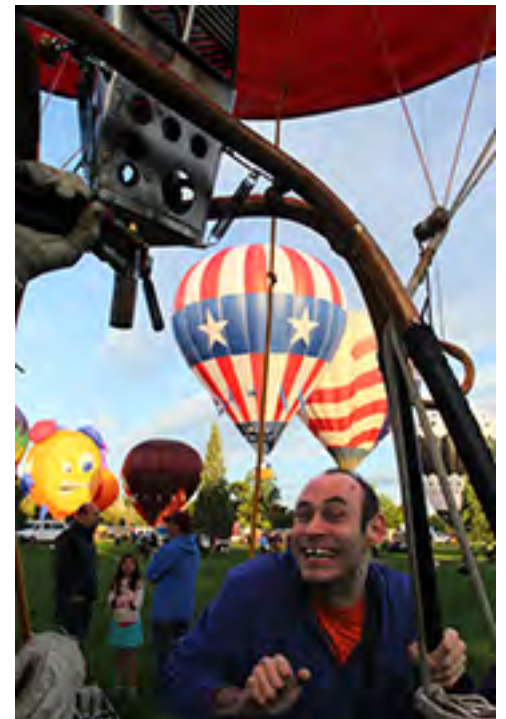
Friday the winds aloft were screaming. It was totally calm on the surface, but the weather forecast predicted the winds would mix down to ground level at about the time we would all be in the air. Flights were cancelled, but pilots were encouraged to stand the balloons up so spectators could get a close look. We were at the far eastern edge of the field — on the opposite side of the field from all the special shape balloons. That meant most of the spectators never made it over to visit with us. We did have several photographers come over, and we made sure they got the photos they wanted. I, also, spotted a young man who was severely handicapped walking past us with his caregiver. I asked if they wanted to get a close look, so they changed their path to come right up to the basket. I then encouraged the man to try out the burner. The look of sheer joy and

amazement on his face was worth the long eight-hour drive to get to Boise. Ballooning offers us a full menu of positive vibes. A well run rally is our dessert. This moment was the topping on that dessert!

We have such capable and dependable crew in Boise, I was able to wander around the field to photograph balloons I would not have been able to see otherwise. That was an added bonus for the day. Or should I say, another dessert topping?

Friday night was the glow. Traditionally, we get a full

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*Best part of ballooning is sharing it with the public. This man was thrilled to have a chance to operate the burner. Photos by Shari Gale.*



# Boise Classic

*Continued from page 8*

motorcycle police escort out to the field. All of our crew wanted to experience it, so we packed the inside of the truck plus crammed five more people inside the bed of the truck. All that weight in the tailgate made traversing over the deep speed dips on the road leading into the park and bumping the curb to get on the launch field a bit challenging. We didn't scrape too much metal off our trailer hitch.

The glow itself was great. For some reason the winds almost always die down right before it is time to set up the balloons. We set up two crown lines, but the guys holding them said they barely had to work. (Keeping our crew happy is another "topping.") They did have to shorten the crown lines because we were located near the massive crowd. There were about 40,000 people there. The crowd always respects the roped off area, but that does mean there is no way to easily get a crown line through all the people sitting in chairs and on blankets. Using a shortened crown line worked well.

For the first time Scott Spencer decided to try a Dueling Banjos segment. It worked perfectly. The crowd was cheering like mad when it finished. In fact, that portion of the music accompaniment was so successful that Scott asked the pilots to do an encore. The crowd loved it the second time around, too.

With that many people leaving the launch field all at once there was a traffic jam, but it wasn't bad. Those motorcycle cops were out along the route directing traffic. They kept the traffic moving. Rally organizers brought propane trucks to the motel parking lot, so all our crew were able to make a quick exit. I waited until Tim was done with the fueling, and I still managed to walk

into our motel room at 10:40 PM. That's not bad!

Saturday morning was a perfect day for flying out of Ann Morrison Park. The box was back. Tim managed to loop around a few times and finally landed on the north end of the park. It was a perfect spot, except the ducks and geese who inhabit the pond had claimed that section of lawn before us. I was very thankful to have a humungous blue tarp to use. Skip Mencimer, Park City, Utah, landed near us. Once we had our balloon packed up he came over to use our tarps. He was also happy to avoid Duck Poo Central. His crew repaid us by folding up our tarp. (There's another topping. While his crew worked, our crew broke open a bottle of champagne and socialized.)

There was a competition on Saturday. The first task was to knock over a portable toilet that had been decorated with sponsoring radio station logos. The competition is called "Bowling for Porta-Potties." The second task was a standard baggie drop on an "X." The third task was to create a unique baggie for that drop.

We dropped a BSU bear wearing a logoeed sweater. He did not win. The winner was a Washington State University bear riding a BSU blue bronco. The extra effort paid off.

However, Tim did come within

inches of hitting one of the porta-potties. He, also, tossed our bear only 11 inches from the center of the "X." No one else came closer than three feet. He was pretty sure he'd won, but he did not find out for sure until Sunday morning's pilot briefing. Winning the competition was a very sweet topping.

Sunday morning the conditions were perfect for a grand launch. I always call it a mass ascension. Whatever the name, it is a sight to behold! When approximately 50 balloons lift off at the same moment it is breathtaking. On top of that there was another box wind. Lots of pilots made it back to the launch field. It was a perfect day for the spectators.

Tim tried valiantly to make it back to the launch field, but as he said, "I was hit with a bad case of the light and variables." Every time he'd find a track back to the field, it would die. (He'd gone up higher than almost everyone else, so his track was different.) Finally, he spotted a street near BSU without any power lines. By chance there was a gap between trees right in line with two open parking spots. Tim proved he could parallel park a hot air balloon that day by flying between the trees and landing in the parking spots.

The crew was close behind to

*Continued on page 10*



*Tim Gale had a close miss in Bowling for Port-Potties, but he tossed his BSU bear marker almost in the center of the X. Both photos were taken by scoring judge, Shauna Spencer Stonehocker.*

# Boise Classic

*Continued from page 9*

maneuver him back further away from the intersection. Soon after we landed Colin Graham flying Buddy Beaver came in for a landing. We hustled to get Knight-N-Gale packed up and out of his way. By this time, we had the pack up procedure down to a fine art. We got it back in the trailer very quickly. We would have stayed to help Colin pack up, too, but he had lots of crew and he told us his pack up takes 45 minutes. We can be nice and helpful, but we have limits! Besides, we needed to get moved out of our motel room, and we wanted to take our crew out for a good-bye breakfast.

I do have one regret when it comes to this event. It's a huge regret. Each morning Scott asks a pilot to get up and tell a joke. On Sunday the pilot was Cameron Jones. (He was in Albany with us, too.) I knew the joke would be good. Cameron told me he'd been working on it for two



*Cameron Jones*

days. His joke was actually a song. It was outstanding. Those in the tent cheered louder than I'd heard all weekend, and better yet, it left Scott Spencer totally speechless. (I've never seen that before.) My huge regret is that I did not video it. I was sitting right there in the front row. I had the perfect spot to get a recording.

Other than this, it was a perfect weekend. I truly am looking forward to being part of the 2019 Spirit of Boise Balloon Classic next year.



*Photo above: Grace Ingram inflating Friday morning. Photos by Shari Gale.*

# Spirit of Boise Balloon Classic Photos by Kenny Wong



All the red, white and blue balloons were assigned the same launch zone.



The people in Boise really support the balloon rally. A lot of spectators even come out on a Sunday morning.



Jeff Beebe stood out in the crowd, and that was not easy to do during the mass ascension.



Ingrid Martell posed for a photo above the Boise River.



Note the porta-potty formation. Two have been knocked over, but this was on Sunday long after the competition had come to an end.



In this photo it looks like Roy Foote hit the fountain, but he actually went behind it. That beautiful black and white balloon belongs to Utah pilot David Burr.

# Just an ordinary extraordinary flight



*Eric Reid, Oregon's newest balloon pilot.*



On Sunday, September 9, 2018 four balloonists just randomly dropped in on Timber Linn Park in Albany at dawn. Nothing was planned. It was just a day to fly for fun enhanced by a lot of camaraderie.

Usually the winds take the balloons towards the south. On this day the reverse was true. Three of the four balloons took a low pass at Timber Linn Lake. It created a rather dramatic photo op.

Better yet, three of the four balloons all landed in the same neighborhood. Tim Gale and Carmen Blakely (photo on the left) ended up sharing the same landing site.



*Photos by Shari Gale*



# Rio Grande Jr. Balloonist Camp Experience

by Grace Ingram

Ballooning is a sport led by weather and ends with sweat. Unlike most others it requires an additional amount of effort, time, and critical thinking. You need to be able to form a team out of nothing, because you never know what you could run into during your flight. The camp has taught us a lot, for example it taught me about drainage and how much changes when the sun comes up. The history, the strategy, the advancements made over time are all very important things that we were taught. Not only did the Rio Grande Balloon Camp give me in-school experience it gave me physical real-world experience.

As always the pilots each have their own set of instructions, traditions, and jokes. There were many similarities to setups and different styles of teaching and flying. We took a look at Firefly, Lindstrand, Cameron, Aerostar and an Adams balloon; many different sizes of envelopes, and a fancy new smart vent. The pilots always tried to teach with a light heart and open mind. For example, on a considerably windy day, pilot Cheri White was the only pilot who flew and let me operate the aircraft from 100 feet in the air to 100 before

landing. She taught us the severity of high wind landings and finding a landing space as soon as possible! She put us in a quick-thinking situation and had us put down with who was in the basket (Cheri, Olivia, and me). I believe that this was the day I had put a handful more tools in my toolbox.

In addition, my two other favorite memories were when I was using the smart vent on Bill Noe's balloon and using the three-point tethering system for the local news broadcast with Dave Eichborn's balloon. The pop top on the Adams balloon was a special experience. Along with hands on training every morning we had classroom time each day and fun weather simulations that taught us how weather works and what's going on close up. We learned aeronautical charts, weather, basic regulations (FAR/AIM), gas ballooning and more.

Cheri White and Mark Sullivan brought out their gas balloon and how being up in the air for three days works, between the food, the waste and how you sleep. The conditions seem a little rough. I learned that it's part of the experience and the game.

We had other small activities such as, a scavenger hunt in the museum, an aircraft simulator, and heading to the top of Sandia peak via tram.

The camp was certainly one to remember and one to enjoy. They never gave us anything we couldn't handle, but always challenged us. The Rio Grande balloon camp is one to talk about.



*WAS sponsored Grace Ingram at the Balloon Federation of America (BFA) Jr. Balloonist Camp in New Mexico this summer. In the top photo Grace is the third from the left in the top row. In the photo above Grace was interviewed for a local news broadcast.*

# More Photos From the BFA Jr. Balloonist Camp



Grace with Don Boyer at the controls of his Aerostar during inflation.



A group of the campers were caught concentrating hard on the hot air balloon simulator.

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## The Great Reno Balloon Race From My Perspective

by Linda Walton

When I describe the Reno balloon event (Great Reno Balloon Race) to anyone silly enough to ask about ballooning, I describe it as the closest, large event to the San Francisco Bay Area. My name is Linda Walton, a member of the Pacific Coast Aeronauts. I can't compete with Alan Brandt's talent with a keyboard but I'll give you an idea of my experience at this year's event.

Members of the PCA started the Dawn Patrol tradition at events and I was asked to help this year. I've crewed for Dawn Patrol pilots and have scored a ride during Dawn Patrol, but this was just as important. I helped Suzanne Seiler make sure the GRBR announcers were able to communicate with the pilots. Each pilot had a radio on a specific frequency with Dana Thornton as group leader. During the Dawn Patrol "show," the balloons had simultaneous burns and launches. As a photography hobbyist, I felt like I was cheating. I didn't have to carry anything, hold the throat or tap in

the Velcro top. Plus, I was standing on a platform above the many spectators.

Saturday's crowd was so large it was difficult to walk around to see what wonderful balloon items were on sale. But, for all four days of the event, the winds were light and variable and allowed the balloons to hover over the field; over an hour on Sunday. This is heaven for a photographer as breezy mornings we are limited to pictures during inflation and a wallpaper shot of the balloons as they head away in the same direction, away from the field.

Sorry I can't tell you about the contests or the pilot and crew events but I hope you enjoy some of the photos I took. Each year, I see the new special shapes and I get caught up in the excitement, and promise to attend next year. But, since I'll be helping with Dawn Patrol, I guess it will be on the calendar. Maybe I'll see you out there.

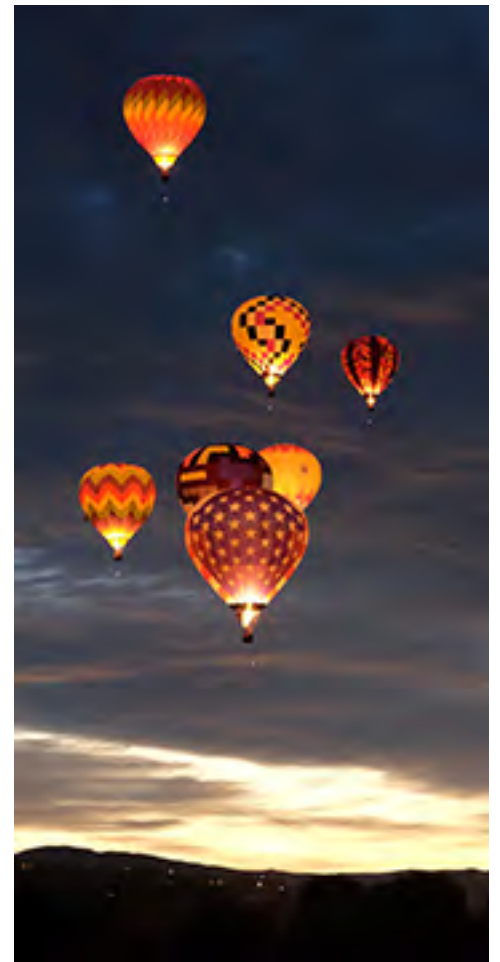


Photo by Linda Walton. You can find more on the next page.

# Great Reno Balloon Race Photos by Linda Walton



# WAS Membership Application



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

Pilot  Crew  Interested in hot air ballooning

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

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

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

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

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

## Membership Type

Charter (\$20)  Single or Family (\$20)  Newsletter Only (\$10 outside Oregon & SW Washington)

## Membership

The Willamette Aerostat Society communicates via e-mail and the website. We recognize and respect our member's privacy. If you do not wish personal information about you shared with other members, please indicate below. Your personal information will *never* be published on our website. It might be shared with other club members if a request is made unless you prefer to opt out.

- Do Not share name
- Do Not share address
- Do Not share phone number
- Do Not share cell phone number
- Do Not share e-mail

*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:

Look close. There's two balloons and two reflections over Timber Linn Lake in Albany. Yet the reflections don't match the balloons. One reflection belongs to Carment Blakely, the balloons belong to Eric Reid and Marianne LeDoux. Photo by Kim Boyle.

## 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.**

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**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.**