



AeroStats

January 2025

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

Volume 27, Number 1

Happy New Year!

Start the New Year Right Come
to the January WAS Meeting

Saturday, January 18, 2025
2:00 PM

Loflin's Home in Albany, Oregon
Meeting Topic: Check Rides

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2024 WAS Officers

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Open

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Officers:

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WAS website: <http://www.wasballoon.org>



Willamette Aerostat Society

Secretary/Treasurer's Report

WAS December 7, 2024 Meeting

<https://wasballoon.org/>

1. **Call to Order: 2:27 pm**
2. **Approval of Minutes** (November 9, 2024 – minutes printed in December issue) (M/S/C)
3. **Treasurer's Report:** bank balance \$2,965.87
4. **Upcoming Events**
 - a. January – Topic: Check rides (Devin White, Justin Anderson, Sherry White) – Loflin home Jan 18 at 2:00
 - b. February – Topic: Jack on Dawn Patrol 2/15 at Nut Tree 2:30
 - c. March Safety Seminar
 - i. Safety Seminar (Tim)
 1. Hall more expensive \$100 more
 2. Pat expense reimbursements
 - a. Topic: how to talk to the Fed
 3. Joe FSDO
 - a. Topic: issues re Aurora Statement re Tigard runway incursions
 4. First Aid on the chase by retired Albany FD training coordinator
 5. Tim has 150-foot screen, a good projector; David Wiser will bring audio set
 - d. April – Topic: Trailer setups (David Wiser) Loflin home – bring your own trailer to help each other set up for the season
 5. **Old and New Business**
 - a. Executive Committee votes:
 - i. 20 votes for the nominees as listed
 - ii. 0 votes against
 - b. Donated balloon topics
 - i. Jack: Morning Glory update
 - ii. Members protected from liability (Oregon law prevents club members and officers from being held responsible for loss) (Sallie, send link to Marianne, please) insurance does not have cap on defense expense
 - iii. Diagram of panels, colored by Laura, Aerostar proofs found by Sallie framed and given to Bales & Laura
 - iv. Dave Sullivan bought all Aerostar equipment from Mark West
 1. Has Aerostar parts: manual received two days ago
 - v. Update on trailer, balloon condition, etc.
 1. Trailer repairs by Jack: top repaired, flattened, seal curing now
 2. Parachute & two turning vents
 3. From Bob: remember this is an old system and there may be significant repair costs soon (before we've had enough rentals to pay for that)
 - a. Decision to make soon (repair or replace)
 - b. Motion to return system to return to Laura/Bales today (motion failed)
 6. **Inventory taken with Tim Aquino & Ari Knight's help**
 1. Need inspection early next year
 2. Needs old instruments
 - a. Option: we can petition FAA to use current instrument system or get supplemental instruments (\$1400)
 - b. Alan will look for pricing on Digitool instruments
 7. **How to use Morning Glory (pilot program)**
 1. Rules and agreements documents (draft can be sent by Jack upon request)
 - a. Who will approve and how
 - i. Committee (pilots only?)
 1. Who is willing to be pilot instructor: Tim, Chris
 - b. Who wants to be involved
 2. Club will pay first annual and year of insurance (M/S/C)
 3. Flyer on web site
 4. Note: consider storing the system in Eastern Washington for extension of season with better weather
 5. Insurance: value of current system \$1M policy, \$100K/passenger (~\$1200) including coverage for student pilots
 - a. Pilot instructor does not have to have their own insurance
 8. **Comments, questions, concerns**
 - c. **Proposal to convert from a (c)(7) organization to a (c)(3)**
 - i. We have been approached with a possible donation for the donated balloon, but we can't receive such donation as a (c)(7).
 - ii. The cost to convert is \$275-\$600. We meet the requirements to convert. (M/S/C to cover filing fees)
 - iii. It requires paperwork, a re-write of the by-laws to align with (c)(3) requirements.
 - iv. Converting will allow us to accept donations that are tax deductible by the donor. Nothing else will change, since WAS is already a non-profit.

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.

January WAS Meeting
Saturday, January 18, 2025
2:00 PM
Loflin's Home

Albany, Oregon
Topic: All 'bout Check rides

Kanab Balloons & Tunes
February 14-16, 2025
Kanab, Utah

February WAS Meeting
Saturday, February 15, 2025, 2 PM
Nut Tree Ranch Activity Building
2902 E. 2nd Street,
Newberg, Oregon
Topic: How to Dawn Patrol

Winthrop Balloon Roundup
February 28-March 2, 2025
Winthrop, Washington

March 8, 2025
2025 Pacific Northwest Safety Seminar
ALC Bridge Building at 812 N. 2nd Street, Jefferson, Oregon
Contact: Tim Gale
habsafety@icloud.com

April WAS Meeting
Saturday, April 26, 2025
9:00 AM
Loflin's Home
Albany, Oregon
Topic: Trailer Setups and Trailer/Fan Maintenance Party

Walla Walla Balloon Stampede
May 8-11, 2025
Walla Walla, Washington

Winnemucca Balloon Festival
May 16-18, 2025
Winnemucca, NV

Tigard Festival of Balloons
June 20-22, 2025
Tigard, Oregon

Teton Valley Balloon Rally
July 3-6, 2025
Driggs, ID

Great Reno Balloon Race
September 5-7, 2025
Reno, NV

WAS Future Meeting Topics

In 2024, we attempted to provide monthly WAS meeting topics with some success. In 2025, we're doubling down on that commitment. We'll keep a list of monthly meeting topics posted on the website and the newsletter.

Of particular note is the April 26th trailer setup and wheel bearing / fan maintenance party. Jack & Sallie have offered use of their shop and garage for anyone wanting to bring a trailer and/or fan for some maintenance! We will have two floor jacks and various tools available for basic trailer maintenance such as packing wheel bearings, light replacement, sealant for minor leaks, etc. Please bring your own consumables, such as grease and oil. **We plan to start at 9:00 am with maintenance and then take a break at noon for lunch**

(bring something to eat or share) and the regularly scheduled WAS meeting.

Let Sallie know if there is anyone located outside of the Willamette Valley that would like to host a similar event on the same day in another location. We understand that traveling hundreds of miles to repack your wheel bearings is probably not viable. 😊

January 18th: ABC: All 'bout checkrides
February 15th: How to Dawn Patrol
March 8th: Safety Seminar!!
April 26th: Trailer setup and wheel bearing / fan maintenance party.
May: How to Crew
June: Grey Matter: What is considered commercial flying?

WAS Hall of Fame

Nominations are now open for the newly established WAS Hall of Fame!

To qualify, nominees must have been WAS members for at least five years and have made significant contributions to the sport of ballooning. For those who have not been members of WAS but have still made notable impacts, consider nominating them in the Honorable Mention category.

To submit a nomination, include a brief biography of the nominee along with any photos or videos you may have. Send all nomination materials to prez@wasballoon.org.

We look forward to celebrating the achievements of our ballooning community!

Morning Glory Update

We've been working hard to get Morning Glory in tip top shape for flying the 2025 season. In November, Jack & Sallie along with Tim Aquino & Ari Knight (relatively new members from the Corvallis area) inventoried and organized everything in the trailer. A broken trailer light was even replaced – thanks to Bales for keeping spare in the trailer. Jack also spent several hours going through the aircraft's records and logbooks. With the exception of two issues, everything looks good.

Missing Documents

The Airworthiness Certificate, Federal Registration, and Flight Manual were all missing. Additionally, the registration for the trailer was missing.

Approved Instruments

You can read more on the instrument story, below, but the only required/approved instruments are missing from the system.

Laura was able to work with the FAA to obtain a replacement registration certificate and Bales found the flight manual. Sallie was also able to obtain a replacement copy of the flight manual, so we have two now! We're still working on the airworthiness certificate.

The instrument story is a bit more convoluted. The envelope was purchased in 2001 and mated to an older Raven bottom end. A set of

Ball instruments were approved as the flight instruments. In 2007, a FlyTec was purchased and installed in the aircraft as an "owner supplied part". This is completely legal, but does not make the FlyTec the "legal/approved/required" instrument. Fast forward to 2025, the Ball instruments are not part of the system anymore – and apparently have not been used for a long time with this system. The FlyTec is still there and works, but the old Ball instruments are still required in order to make the aircraft legal to fly. There is no approval for the FlyTec instruments on this system. We have a couple options:

1. Obtain a set of Ball instruments to use as the "approved" instrumentation. The FlyTec can continue to be used as pilots deem fit as a secondary set of instruments.
2. Obtain a "Field Approval" from the FAA to use the FlyTec as the primary instruments. This is sort of a one-off approval that would be for this aircraft only.
3. Purchase a modern instrument that is approved for this aircraft (such as a DigiTool).

A tree had also fallen on the trailer, damaging the backend of the roof and causing a couple water leaks. Jack was able to remove the roof, pound out most of the damage, and reinstall/reseal the roof. It's current-

ly in the driveway being leak tested. And the rain we've had the past couple weeks have proven to be an excellent environment!

We have developed a timeline to approve the rules/procedures that will govern how club members utilize the system, including rental rates. Comments from club members on the drafted rules/procedures are due January 31st. All documents are available on the website. Visit was-balloon.org/rental to download the documents and see the full approval timeline. We are aiming to vote on the rules/procedures during the April 26th WAS meeting.

In December, the club was approached by the Tigard Festival of Balloons (Cindy Murphy and Kristin Romelhardt). The Festival has been extremely supportive of WAS and ballooning over the decades. The Festival has offered to provide some financial support to help get the balloon rental project going. We're still working to figure out exactly what that means. Stay tuned.

There is still a lot of work to be done. An annual needs to be scheduled and completed, we have bills of sale, registration applications, trailer registration/title transfer, and the instrument issue to sort through. If any club members are interested in helping out, please contact Jack. Ever wanted to work through an FAA Field Approval? Now is your chance! Jack is happy to help point people in the right direction and provide instruction/guidance if there are folks wanting to get more involved!



Trailer roof, before and after Jack repaired the damage caused by a tree that fell in a wind storm.

Before the Willamette Aerostat Society came into being, there was a balloon club in Oregon called the 45th Parallel Aerostat Squadron. I was the newsletter editor for that organization, too. In October, 1986 I reprinted an article out of the October 1, 1986 San Francisco Examiner. I've decided to reprint it once again. It's too good to allow it to disappear into a darkened filing cabinet forever. If nothing else read the last three or four paragraphs. — Shari Gale, editor

6 balloons come down all over the place

By John Todd of the Examiner Staff

A hot air balloon race that ended when all six contestants came to various kinds of grief on the Bay may have been a promotional success, but it had some public officials shaking their heads.

Two of the colorful balloons splashed down in the Bay, one hit the dirt at Angel Island, one was destroyed by fire in Tiburon, and one managed to land near its Berkeley destination — although in the Richmond dump.

The sixth came to rest in the parking lot of Tiburon's Old St. Hillary's Church.

No one was seriously injured in the race, held to promote a new \$35 million Bay Area cellular-phone service. But before it was over, six public agencies had become involved.

The Coast Guard sent four cutters from San Francisco, Yerba Buena Island, and Mare Island. Eleven guardsmen were on hand either to rescue balloonists or monitor drifting balloons that appeared to be headed for trouble.

A Tiburon paramedic team was called to Tiburon Ridge when one \$16,000 balloon caught fire in a bumpy landing. Its pilot, Terri Pritchard of Merced, received minor burns.

Tiburon firefighters, who had watched Pritchard's balloon barely clear the ridge above town, went in three trucks to put out a two-acre grass fire caused by the burning balloon.

State park ranger Craig Burke raced to the western end of Angel Island when a balloon carrying Brent Stockwell of Oakland touched down in the surf there before making a final landing on the island.

And the Sheriff's Department's communications center was kept busy as witnesses reported one after another of the balloons in apparent distress.

Ken Frank, a balloonist and

candidate for sheriff in San Mateo County, said after he landed his red, white and blue balloon in the Richmond dump, "People perceived that we had a problem, but there was no problem from the pilots' standpoint.

"The flight was not difficult. I was doing 3 miles an hour, which is fabulous. I don't normally fly over water, but I thought this was a great idea."

Gail Joerger, manager of marketing communications for Cellular One, said she had wanted something "the whole Bay would enjoy."

"We wanted to celebrate," she said. "It was definitely adventurous, and we enjoyed it."

She called the race a success and brushed aside suggestions that the landing problems ruined it.

"This was not frivolous," she said. "It was well planned, and we went with the best pilots."

The six balloonists began their odyssey about 8 a.m. when they lifted off from the east end of Crissy Field at the Presidio. A fog bank hung about 800 feet overhead.

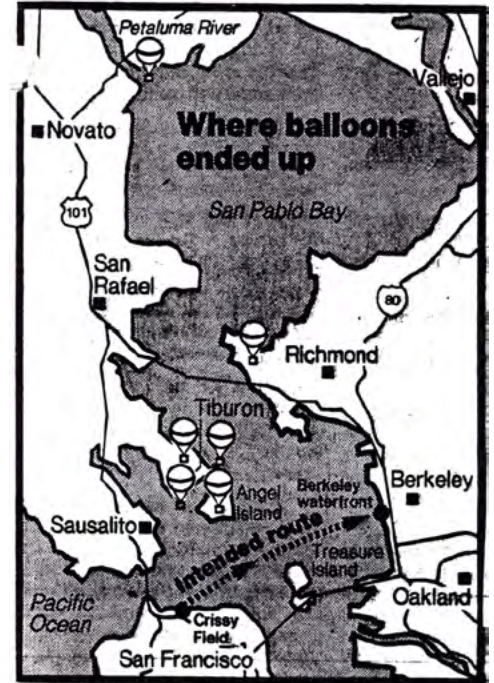
The balloons first drifted east on course toward the Berkeley waterfront, where touchdown was expected after about an hour in the air. The first craft down was to be declared the race's winner, said Sue Rosenberg, Cellular One's advertising account executive.

"Then they swung to the north," she said. That was when the trouble started.

Tiburon Fire Chief Frank Buscher took the airborne invasion as just part of another day's work.

"It kept a lot of people busy," he said, "but that's part of our job. I don't know what can be done to prevent it."

He said the Bay Area, with its quirky weather, was "fairly treacherous for anything like that; I'm not upset with anybody."



Map reprinted from the October 1, 1986 San Francisco Examiner

Brent Stockwell, who landed his craft in the surf just off Angel Island, scoffed at the suggestion that there was anything unusual about his landing.

"It was very well executed," he said. He said the drop in the water had slowed down the drag as he approached the beach.

But he conceded that he "was terrified at the time — it was not fun."

Gretchen Wells, broadcasting for KGO-TV from Stockwell's balloon, later said: "Here I was broadcasting live to 100,000 people, and we hit a cliff three times and fell in the water. I certainly don't want people telling me that was routine. The pilot and I were hanging on for dear life.

"It was an experience. I'll tell you. At least I can say I was only the second woman to cross the Bay in a hot air balloon."

Marching Toward Safety: Seminar Set for Spring

Save the Date

The seminar is set for **Saturday, March 8th, 2025.**

Location

It will take place at the same place as last year:

ALC Bridge Building
812 N. 2nd Street,
Jefferson, Oregon

Cost: \$70 per person, with a \$10 discount if you register no later than February 15, 2025

(No refunds after Saturday, March 1, 2025.)

The seminar has received pre-approval by the BFA, and it will have Wings credit.

Speakers and Topics

•Pat Cannon, past president of the Balloon Federation of America, will discuss accidents and a second

segment about dealing with FAA after an accident.

•Joe Mollahan, from our local FAA FISSO, will cover airport incursions and hazardous attitudes.

•Jack Loflin will be talking about pilot decision making.

•John Saltenberger will cover weather for us. He will be speaking this year on temperature dew point/radiation fog/cloud bases.

•Sallie Loflin and Laura Hancock are going to address ways crew members can help in the event of an accident/incident.

•Lastly, Tim even managed to get a recently retired member of the Albany Fire Department to give a quick talk on first aid. He is going to concentrate on what you can do on the scene of an accident/incident.

The cost had to go up this year due to increased costs. The seminar



will cost \$70 per person with a \$10 discount if you register no later than February 15, 2025. Lunch, as always, is included. Any profit from the seminar will be donated to WAS. There is a flyer and an application included in this newsletter.

If you have questions, please reach out to Tim at habsafety@icloud.com



It's 2025 Already!
Don't let your
WAS membership
unravel!

Renew your membership
today. Go to:

<https://wasballoon.org/membership/>

Coming Together: Putting Safety First

2025 Pacific Northwest Safety Seminar

Saturday, March 8th, 2025

ALC Bridge Building

812 N. 2nd Street,

Jefferson, Oregon

Cost: \$70/person

**\$10 Discount if registered before
February 15, 2025**

No refund after March 1, 2025

Seven hours class time. BEA and Wings credit available.

Doors open at 7:30 AM.

Snacks and lunch included.



Send check to:

Tim Gale

1300 39th Ave SW

Albany, OR 97321

For more information contact Tim Gale at

Email: HABSafety@icloud.com



2025 Pacific Northwest Safety Seminar March 8, 2025

ALC Bridge, 812 2nd Street, Jefferson, Oregon

Registration Form

Name: _____
First *Last*

E-mail address: _____
(If you want Wings credit, please be sure to use the same email address on file with the Wings Program.)

WAS member BFA #: _____

Street Address: _____

City: _____ State: _____ Zip Code: _____

Phone #: _____ Phone #: _____
cell phone *land line*

Pilot Student Pilot Crew

Insurance Company: RPS AIR Evolution Welker Other: _____

Cost: \$70/ person with a \$10 discount if registered before February 15, 2025.

Lunch included.

No refunds after Saturday, March 1, 2025.

Please print out this form and send it along with your check to: **Tim Gale / Seminar**
1300 39th Ave SW
Albany, OR 97321

Phone: 503-369-6123
habsafety@icloud.com

**LIVE THE DREAM:
DISCOVER BALLOONING!**

Learn to Fly a Hot Air Balloon in an Aerostar RX-7

**Balloon Rental at Reasonable Rates through
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required for your
lighter than air rating.
No written test required!**

**Interested in crewing or learning about
hot air balloons in general? The
Willamette Aerostat Society is the
place for you. Visit the website to join.**



Website: WASballoon.org



2025 WAS Membership Application



Single \$20 Family (\$30 — applicant plus 3 family members, all in the same household)

Name: _____

Pilot Crew Interested in hot air ballooning

Address: _____

Phone: _____ E-Mail Address: _____

BFA Membership #: _____

BFA Crew Level: _____ BFA Pilot Level: _____ FAA Wings Level: _____

Family #1

Name: _____

Pilot Crew Interested in hot air ballooning

Phone: _____ E-Mail Address: _____

BFA Membership #: _____

BFA Crew Level: _____ BFA Pilot Level: _____ FAA Wings Level: _____

Family #2

Name: _____

Pilot Crew Interested in hot air ballooning

Phone: _____ E-Mail Address: _____

BFA Membership #: _____

BFA Crew Level: _____ BFA Pilot Level: _____ FAA Wings Level: _____

Family #3

Name: _____

Pilot Crew Interested in hot air ballooning

Phone: _____ E-Mail Address: _____

BFA Membership #: _____

BFA Crew Level: _____ BFA Pilot Level: _____ FAA Wings Level: _____

Membership

The Willamette Aerostat Society communicates via e-mail, the WAS Facebook page 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 e-mail

Mail completed form with fees to:

Willamette Aerostat Society

c/o Dave Wiser

28707 210th Ave SE

Kent, WA 98042

Electronic Payment Option:

<https://wasballoon.org/membership/>



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:

Nightglow in Boise, ID featuring Dragon Moon, piloted by Jeanne Anson and Knight-N-Gale piloted by Tim Gale with AI generated fireworks added. Photo and AI by Shari Gale.

Waiver

AeroStats is a monthly publication of the Willamette Aerostat Society.

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

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

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.