

# *AeroStats*



**February 2022**

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

**Volume 24, Number 2**

# WE WILL BE LOOKING FOR YOU!

**February 2, 2022**

**(Groundhog Day)**

**7:00 PM for the  
February WAS Meeting  
which will be via Zoom**

**See you then**



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## 2021 WAS Officers

**President:**  
Shari Gale

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Marianne LeDoux

**Secretary/Treasurer:**  
Dale Justice

**Others:**

**Newsletter Editor:**  
Shari Gale

**Activities Director:**  
open

**Web Master:**  
Cory Miller

**WAS website:**  
<http://www.wasballoon.info>

**Email:** [ExecComm@wasballoon.info](mailto:ExecComm@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.

**Wednesday, February 2, 2022  
at 7:00 PM  
WAS General Meeting via Zoom**  
*A link will be sent to all current WAS members soon.*

**February 10-13, 2022  
Lovers Aloft**  
Lovelock, Nevada  
Contact: Pat Irwin for details

**February 18-20, 2022  
Kanab Balloons and Tunes**  
Kanab, Utah  
<https://visitsouthernutah.com/balloons-and-tunes-roundup/>

**February 26, 2022  
Pacific Northwest Safety Seminar**  
Greater Jefferson Community Center  
Jefferson, Oregon  
Contact: Tim Gale  
[HABSafety@icloud.com](mailto:HABSafety@icloud.com)

**March 4-6, 2022  
Winthrop Balloon Stampede**  
Winthrop, WA  
For more information:  
<http://winthropwashington.com/event/winthrop-balloon-festival>

**June 4-5  
Sonoma Balloon Classic**  
Sonoma, California  
<https://www.schabc.org>

**June 24-26, 2022  
Tigard Festival of Balloons**  
Tigard, Oregon  
<http://www.tigardballoon.org>

**July 1-4, 2022  
Teton Valley Balloon Rally**  
Driggs, Idaho  
Contact Ernie Hartt,  
[ernieharttwinston@me.com](mailto:ernieharttwinston@me.com)

**July 1-4, 2022  
Freedom Fest**  
Provo, Utah  
<https://www.freedomfestival.org/event/balloon-fest/>

**July 22-24, 2022  
Balloons Over Bend**  
Bend, Oregon  
<https://balloonoverbend.com/night-glow/#morning-launches>

**July 29-31  
Ruby Mountain Balloon Fest**  
Elko, Nevada  
<https://www.rubymountainballoons.org>

**August 20, 2022  
Arlington Sky Fest**  
Arlington, Washington  
<https://www.arlingtonskyfest.com>

**August 26-28, 2022  
NW Art and Air Festival**  
Albany, Oregon  
<http://nwartandair.org>

**August 31-September 4, 2022  
Spirit of Boise Balloon Classic**  
Boise, Idaho  
<https://spiritofboise.com>

**September 9-11, 2022  
Great Reno Balloon Race**  
Reno, Nevada  
<https://renoballoon.com/>

**October 1-9, 2022  
Albuquerque Int'l Balloon Fiesta**  
Albuquerque, New Mexico  
<https://balloonfiesta.com/>

## Pacific Northwest Safety Seminar Canceled

After taking an on line poll of local balloonists coupled with the uncertainty caused by the ongoing Covid pandemic, Tim Gale, made the tough call to cancel the safety seminar in 2022. It just did not pencil out. There is a risk again this year that the time, effort and expense needed up front will be wasted if participation is small and/or Covid protocols shut down face-to-face meetings again.

There are several good on line options for pilots and crew. Plus, there is hope several of the presenters will agree to participate in various future WAS Zoom meetings. If that happens, it will be announced in this newsletter.

Tim hopes to try again next year. He still believes that face-to-face seminars are the best option since they offer such rich communication in the room. No other medium allows immediate feedback to questions and observations from the audience.



## Renewal Time is Here

Please see page 5 for ways to renew your WAS membership for 2022.



# We Will Miss Paul

By Bob LeDoux

Paul Zimick, dedicated balloon crew member for 41 years, passed away over the holidays. Paul was always in the background; rarely appearing in club photos. But he was a central member of our balloon operations.

I first met Paul in 1980, introduced by a common friend. Our mutual interest was ham radio. He was a technical guy, building circuit boards and radio equipment. Trained as an electronics technician he worked for a Lebanon motor shop, rewinding motors for industry and farm sprinkler systems. In the 1990's he ran a rewind shop in Corvallis. He also taught prospective electricians electrical theory and code at Linn Benton Community College.

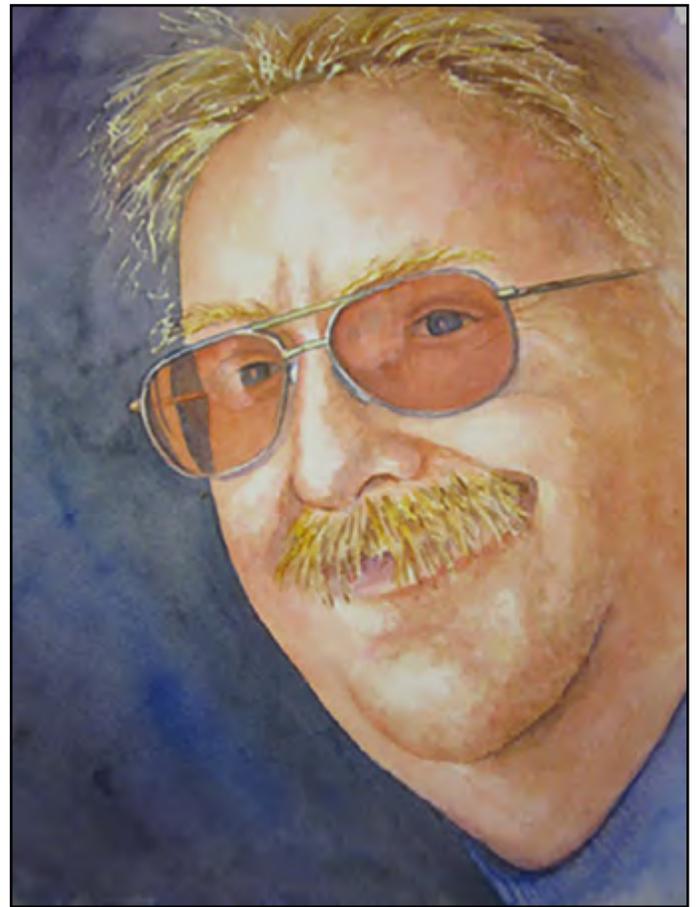
Beginning in the 1990's, Mari and I would fly two balloons with a total of five people. This scheme worked because of Paul. My little Castaway balloon was assembled beside Mari's larger aircraft. She would inflate first, fly off, and Castaway would be up and off in about 7 minutes. I was a classic hound, chasing down Mari to land next to her. Paul would drive my pickup to the landing site. My pickup had stick shift so I depended on him to allow me to fly.

In the new century Paul developed diabetes. Eventually it took his right leg, which limited his ability to continue working. But he continued his teaching. Prior to Covid Paul would come over on Saturday for breakfast and several hours of Scrabble.

Under Covid we rarely flew the large balloon. Mari and I would take out SewLite 2 with just the two of us. My developing vertigo caused me to give up flying.

Because of the pandemic, we locked down, so our contacts with Paul were much reduced. But he remained our dependable fan operator until the end.

We will miss him.



*Marianne LeDoux painted this portrait of Paul in the winter of 2013. Paul had given her that smug look when he had just won their Scrabble tournament.*



*During the NW Art and Air Festival in 2016 Paul stopped for a soda to go. He had to patiently wait while the waitress took photos of the balloons heading her way.*



*Paul and Marianne inflate SewLite 2 in the LeDoux's back yard in 2015.*

# Are Tulip Fields Beckoning?

It's dark and dreary at this time of year, but spring is on the way. Barb Iverson has once again issued an invitation on behalf of her family and the Wooden Shoe Tulip Farm organization for balloons to fly from their property during the festival. What's better than flying over acres and acres of blooming tulips? The colors are spectacular.

The dates for the festival are March 18 through May 1, 2022. That's just a little over one month from now.

The farm is located at 33814 S Meridian Road, Woodburn, Oregon 97071. (They are 15 minutes east of I-5.)

Barb has stated that pilots and crew will not be charged admission. If you are taking up a paid rider, then those people will need to purchase an admission ticket on line

at: <https://woodenshoetulipfarm.ticketspice.com/2022>

Balloons will be allowed back into farm at the end of a flight as in years past.

The red zone map has not changed. It has been the same for several years. It has been posted on the WAS website. Be sure to print off a few copies to take with you on the chase and up aloft.

Liability forms are also posted on the website. The entire crew and passengers need to sign them. The forms can be returned to the farm in their mailbox by the gift shop.

More information will be sent out in next month's newsletter.

If you have questions, you can reach Barb at her email address: [Barb@woodenshoe.com](mailto:Barb@woodenshoe.com) or you can send her a text on her phone: 503-932-5817. (She will more likely to reply to a text than answer a call

from an unidentified phone number!)

It will be a treat to fly from the tulip farm this spring. See you there!



## It Is Time To Renew Your WAS Membership for 2022!



You are now able to join or renew your membership in the Willamette Aerostat Society (WAS) electronically.

You can charge it to your credit card. It's as simple as clicking a few buttons on your computer!

You can still write a check and mail it to the treasurer along with your application if you choose. (A copy of the application is on page 10.)

If you want to renew via the website here's the link:

<https://www.wasballoon.info/membership-ap/>

# Smooth is Fast

## How to Speed Up Your Medical Certification

By James Williams

Reprinted from FAA>Safety Briefing, December 30, 2021

There is an idiom that says, “Slow is smooth. Smooth is fast.” The expression was made famous by special operations soldiers to emphasize that slowing down to smooth out the process will paradoxically often lead to a faster end result. As Tolkien said, “the hasty stroke oft goes astray.” Both sayings are very relevant to our medical certification. So by rushing the process, you may find yourself in a far more frustrating ordeal than is necessary. In fact, the vast majority of medical certificate applications that are not issued are based on a lack of response from the airman with the requested information, not a denial by the FAA. So, in a very real way, taking some time to slow down and ensure a smooth process could make a huge difference.

### Smoothing Out the Process

“There are some very simple things a pilot can do to streamline the process,” explains Federal Air Surgeon Dr. Susan Northrup. “First, make sure any documents you submit to the FAA are legible and have your name, a date, and any identification numbers that you may have on them.” She continued, “Make sure all letters, including summaries from physicians, are signed and dated. Ensure that your package includes all information requested by the FAA and keep a copy of what you’ve submitted for your records. Also, make sure your contact information is current in [MedXPress](#).” These tips help any pilot looking for a medical, whether for a renewal or an initial application (for more on what to expect from your first medical exam, see the article “[What to Expect From an FAA Medical Exam](#)”).

### Guiding Your Path

Dr. Northrup also has another piece of good advice. “The Guide for Aviation Medical Examiners (AME) is a great resource for pilots to see what the FAA requires to certify a pilot with any given condition.” The Guide for Aviation Medical Examiners is the AME’s manual for the medical certification of pilots. While the AME Guide was written for doctors, it is available to anyone online. So if you want to know what your AME is going to be looking for, the guide is a great place to start.

“If you have any questions, or need more help, reach out to your AME, Regional Flight Surgeon (RFS), or one of the pilot advocacy groups that can provide more information,” said Dr. Northrup. If you have a condition listed in the AME guide, you can work with your primary care doctor to make sure that you have current copies of all of the reports and test results. It’s also essential to ensure that any tests ordered are correct, and in the format the FAA needs for certification. When in doubt, your doctor may contact your AME or RFS’s office. This ensures that you don’t have to repeat tests and are ready to be certificated when you walk into your AME’s office. But what if you don’t meet the medical standards?

Regardless of what certification path you end up taking, slowing down to ensure a smooth process will likely deliver the best results.

### Meet CACI

If you haven’t had a medical certificate before or haven’t had one in a while, you probably don’t know what a CACI is.

[https://www.faa.gov/about/office\\_org/headquarters\\_offices/avs/offices/aam/ame/guide/app\\_process/exam\\_tech/item35/amd/asthma/](https://www.faa.gov/about/office_org/headquarters_offices/avs/offices/aam/ame/guide/app_process/exam_tech/item35/amd/asthma/)

“Conditions AMEs Can Issue (CACI)” is a program that allows AMEs to issue medical certificates to pilots that would usually have to be deferred to the FAA so long as they meet specific requirements. That means that you walk out of your AME’s office with a medical certificate without having to wait for the FAA to review and approve your medical. Also, these are regular medical certificates, not Special Issuance certificates, that usually come with limited durations or additional requirements. These conditions include arthritis, asthma, hypertension, migraines, pre-diabetes, several forms of cancer, and more. For a complete list of conditions and the applicable worksheets, visit [bit.ly/AMECACI](http://bit.ly/AMECACI).

### Special Issuance, SODAs, and More

If you don’t meet the regular medical standards, there are a few other options. The most common would be a Special Issuance (SI). Broadly, SIs are performed when a pilot doesn’t meet the medical standards. Still, through some alternate means like additional documentation, shorter duration certificates, additional monitoring, or other mitigations, the FAA can issue an SI so the pilot can fly. Unlike a CACI, these medical exams must be initially deferred to the FAA and reviewed by the Aerospace Medical Certification Division (AMCD). Under the AME Assisted Special Issuance (AASI) program, some SI renewals may be handled by selected AMEs without first deferring to the AMCD, assuming specific criteria are met. AASI saves time by not processing on the front end and gets you back to flying status faster. Please see our Jan/Feb

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# Smooth is Fast

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2009 issue for the article [“Getting your Special Issuance Medical” \(PDF download\)](#) for a more detailed look at the SI process.

A [Statement of Demonstrated Ability \(SODA\)](#) is a process that allows a pilot with a static, non-progressive condition that might otherwise be disqualifying to demonstrate that they are capable of operating an aircraft safely despite the disqualifying condition. The scope for a SODA is more limited than an SI, as the condition must be static but is valid until the condition changes or is revoked by the FAA. This process may require a special medical test flight (this might not actually include a flight) to determine that the pilot can operate safely and what, if any, limitations must be placed on the medical certificate. These tests are requested by the AMCD or RFS and generally carried out by the local [Flight Standards District Office \(FSDO\)](#).

Other means of medical compliance include [BasicMed](#), [Sport Pilot](#), and aircraft operations that don't require a medical certificate. Each of those categories is an article in its own right, but it's important to remember that [Title 14 Code of Federal Regulations \(14 CFR\) section 61.53](#) still applies. This means that you must still ensure that you are fit for flight as pilot in command before each flight.

Regardless of what certification path you end up taking, slowing down to ensure a smooth process will likely deliver the best results. If you think you may have difficulty with the process, check the AME guide to see what the FAA needs. This is especially true if you have a CACI condition. Work with your personal doctor and AME to make sure everything is in hand, and be sure that's what the FAA needs to see. If you have questions, ask your

AME or RFS. Also, consider contacting a pilot advocacy group. Many have excellent advice for navigating the process.

Remember your medical exam doesn't start until the AME pulls up the MedXPress application at your office visit, so there's no penalty for asking questions before that process begins. Hopefully, by knowing what to expect and being ready with any additional information, you can reduce a maddening waiting game of frustration to an easy visit to your AME that ends with a medical certificate in your hand. Even if that isn't possible, having that additional information in hand and ready to send to the AMCD should reduce the need for time-consuming back and forth. This is where a good AME can make a big difference. For more on finding a good AME, see [“Building](#)



[the Right Team” \(PDF download\)](#) on page 5 of our Sep/Oct 2018 issue.

A smooth and fast certification process is what everyone wants, and hopefully, this helps you get there. <https://www.youtube.com/watch?v=sC-C4GwFZ9Q&list=PL5vHkqHi51DQvRjGJo1SuXyZpK15HbzOI&index=3>

*[James Williams is FAA Safety Briefing's associate editor and photo editor. He is also a pilot and ground instructor.]*

## BFA Youth Summer Camps

The Balloon Federation of America is setting up another round of summer camps for youth. There are a total of three camps spread out across the United States planned for 2022. The two Basic Sleepover Camps are:

**Southeastern Balloon Camp**  
**Vienna, Georgia**  
**June 21-26, 2022**

Director: Benjamin Drennan  
([benjamindren@gmail.com](mailto:benjamindren@gmail.com))

**Rio Grande Balloon Camp**  
**Albuquerque, New Mexico**  
**July 9-14, 2022**

Director: Neida Bueno ([n.c.bueno@comcast.net](mailto:n.c.bueno@comcast.net))

There is an Event Camp scheduled for this year.

**DinahSOAR BFA Youth Camp**  
**Vernal, Utah**  
**August 26-28, 2022**

Director: Kent Barnes ([kjbarnes@gmail.com](mailto:kjbarnes@gmail.com))

More information is available on the BFA website: <https://bfa.net/divisions/junior-balloonists>

# 5 Tips to Fast-Track Your Medical

By Dr. Leo Hatstrup, FAA Medical Officer

Reprinted from FAA>Safety Briefing, December 30, 2021

Due to advances in treatment, medical follow-up, and FAA medical programs and protocols, the FAA now allows pilots to be issued medical certificates with medical diagnoses and/or medications that were previously considered grounding. However, pilots (and the FAA) still want the process to be as fast as possible.

The key is to come prepared for your Aviation Medical Examiner (AME) appointment.

In many cases, your AME will have all of the information needed to issue a certificate at your appointment. Still, if any item is missing or a question is unanswered, your medical (if deferred) will take longer. Here are five tips that can help speed things along.

## 1. List ALL Your Medical Conditions, Including Any Physician Visits Since Your Last Medical

A common mistake that applicants make is not including a complete medical history on their application. The FAA requires a complete list of your current medical conditions and history, so be sure to make a list of everything, including events that happened years ago and those you reported on previous applications. This list will also help you fill out your Application for Airman Medical in [MedXPress](#) (Form 8500-8) and give you a starting point to review what information the FAA will need for each of your conditions. (Remember, the instructions state “Have you ever in your life ...”)

Many pilots find it helpful to maintain a list of all doctors visited, including names, contact information, and specialty, along with the treatment received and

the condition or reason for the visit. Keep in mind that after you have made an initial report, further reports can be very brief (e.g., “appendectomy, 2003, fully recovered”).

## 2. What Documents Do I Need to Bring to My Appointment?

Take a look at the [AME Guide](#) to find out what documents and information your AME will need to see for each of your medical conditions at your appointment. It will also give you a starting point to help you fill out your MedXPress application.

A helpful tip is to use the CTRL-F key search function within the PDF file to find requirements for a specific condition. The disposition tables for each condition in the AME Guide will indicate what documents you need to provide. You should see this under the Evaluation Data section of each table. Watch [this AME Minute video](#) explaining disposition tables.

Your condition may require your AME to follow the [Conditions an AME Can Issue \(CACI\) worksheet](#), so be familiar with this document. Many pilots find it helpful to bring the CACI worksheets or disposition tables to their treating physician(s) to help them create a note or clinic summary that the FAA can use to make an aeromedical decision.

If your condition requires you to provide a “current status report,” please note that we are looking for a copy of the detailed clinical progress notes (actual clinical records) from your treating provider that should address each of the following topics:

- Diagnosis
- Treatment and Follow-up Plan
- Prognosis

- Specific Items on the Disposition Table

Caution: A “Patient After Care Summary” is easily accessible on many Electronic Medical Records, but this DOES NOT contain what the FAA needs to make a medical certification decision. The FAA requires a copy of the actual clinical treatment records. Also, the FAA does not need a separate letter or note from your provider. It is just more work for the provider and usually does not include all the information that the FAA needs.

## 3. Help Your Physician Understand Airman Medical Certification

There’s a very good chance that the physician who takes great care of you and your medical conditions has no experience in airman medical certification. Here’s a few things that will help them help you:

Explain that the FAA makes medical determinations based on the [Code of Federal Regulations](#), which focuses on public safety.

Let them know what information the clinical records must contain and that an FAA physician may review it.

Bring a copy of the CACI worksheet for each of your conditions. Let your physician know that you need each item addressed in the clinical records.

If the FAA specifically asks for an evaluation by your physician, make sure the clinical records are officially reviewed and signed by your physician and not just a clinical extender (e.g., nurse, nurse practitioner, physician assistant, etc.).

## 4. Work With Your AME

Unlike most physicians, [AMEs are specifically trained by the FAA](#) to know when to issue or defer a medical certificate. When a pilot has a condition requiring the AME to defer (such as a heart attack or

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## 5 Tips

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stroke), your AME can help you understand which documents the FAA will need to review. Remember, while both your physician and the FAA are concerned about your health, the FAA also focuses on public safety. For that reason, we sometimes require testing beyond what is necessary just for patient care.

If you have a condition that requires a Special Issuance, in some cases, your AME will be able to issue a follow-up certificate. The FAA has a sub-set (30 conditions, so far, for all classes) for which the AME can issue a renewal of the Special Issuance. These are called

AME Assisted Special Issuances, or AASI, though the FAA will still review the evaluation. Assuming the evaluation is favorable, the pilot can walk out of the office with a certificate in hand rather than waiting for the FAA to complete the review. In the past few months, we added a group of the most common cardiac conditions to the list.

### **5. Don't Forget to Submit Your Information to the FAA Within 14 days of Your Exam**

Due to the volume of documents received by the FAA, if at all possible, send your documents within the 14-day window that AMEs are allowed for submitting examinations. Also, note whether you or your AME will be sending in documents, and ensure your AME

gets a copy. Advise the FAA of any delay beyond 14 days.

Approach your medical certification the same way you prepare for a flight. Be prepared, use a checklist, and have all the tools and supplies that you need on hand to fast-track your medical to a smooth landing.

*[Dr. Leo M. Hattrup, M.D., received a bachelor's degree from Wichita State University, a master's in public health from Harvard University, and a doctorate from Vanderbilt University. He is retired from the U.S. Air Force in which he spent the majority of his career in aerospace medicine. He is board certified in aerospace and occupational medicine. He is a certificated flight instructor and enjoys flying airplanes, helicopters, and gliders.]*

## The Crew Has An Important Task — Community Relations

By Shari Gale

We may not be able to fly very often in the winter months, but there is nothing stopping us from thinking about the 2022 flying season. It's also time to reflect on how we as a group can improve upon our reputation within our flying territory. An important thing to remember is that the crew members represent not only the pilot/owner, but also the ballooning community as a whole. The crew has the opportunity to go a long way to smooth local relations. I want to concentrate on chase vehicle etiquette.

Hey, crew members, to put it bluntly, if you tick off a motorist trying to drive to work or a landowner you've created a problem for all of us. The offended party will naturally lump all balloonists into one group. If you are inconsiderate, they will assume all balloonists behave the same way.

What can a chase vehicle driver do to make sure there are no ruffled feathers?

1) Remember that not everyone on the road is interested in chasing, or even just watching, balloons. They may have a reason to not slow down. They could very well be on the way to work and they do not want to be late.

2) Do not block intersections as you try to decide which way to go.

3) Do not block farm roads.

4) Pull off the road as far as you can. Yes, in the Willamette Valley many country roads are substandard in width with deep ditches off to the side. There may not be enough room on the shoulder of the road to pull off.

5) If you can't pull over far enough to get at least one half of your vehicle and trailer off the road way, then keep going. Find another place to stop.

6) Do not pull into a farm field unless that's the landing site. Stay off private farm land unless you need to retrieve the balloon — ideally with the farmer's permission.

The exception to that, of course, are the big equipment yards that many farmers have near their barns. So long as you don't block the landowner's access then that's a perfect spot to stop.

7) Do not drive like you are interviewing for a job with NASCAR. Keep it slow.

8) Pay attention to the road. There might be people out watching the balloon(s) and not looking out for a chase vehicle. If you, too, are watching your balloon then this is the recipe for trouble.

Most important of all, please leave a positive impression wherever you go.



**Renew Membership Now!**

**Please see page 5 for ways to renew your WAS membership for 2022.**

# 2022 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

## Membership Type

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

## 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 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:

Ten years ago Tim Gale played in the Methow River in Winthrop, WA during their early spring rally. He was flying *Checkmate* back then.

Photo by Shari Gale.

## Waiver

**AeroStats is a monthly  
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of the  
Willamette Aerostat Society.**

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written consent  
from the  
Willamette Aerostat Society.**

**Material to be considered for  
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sharigaleOR@gmail.com**

**Publication deadline  
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