

AeroStats

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

September 2011

Volume 13, Number 9

WAS President's Letter



Congratulations to Cory Miller for being elected to the BFA Western Region Director. We are lucky to have such direct access

to Cory, and I'm very appreciative of all his hard work he does not only for the BFA, but as our WAS webmaster. I'm sure his BFA and WAS duties keep him very busy, especially when we're in the middle of our flying season.

Speaking of our flying season, I would like to thank Laura Hancock, a.k.a. Mother Goose, for all her hard work on making Loose Goose IV such a success. New this year to the event was the Hare-n-Hound competitive event. Laura flew as the Hare on Saturday, and placed the target south of the McMinnville airport runway. Tim Gale won the event on Saturday, with a drop that left his baggie 7 feet 9 inches from dead center. As the winner, Tim was selected as the Hare for Sunday, and was able to place the target in between a crop of corn and blueberries just north of the Aviation Museum. Bill Woodhead took the honors on Sunday, as his baggie was only 11 inches off the center of the target. Congratulations to Tim and Bill and everyone involved in keeping the completion event safe and fun.

Looking ahead, we have a big week coming up. Some of us will be involved in an Albany area landowner appreciation flight this com-

ing Thursday. I have to thank Ron Grove for all his hard work in organizing this event, as this fly-out is not associated with WAS or the City of Albany due to liability reasons. Also thanks to the pilots who have volunteered to fly the landowners, at your own expense. The owners of the launch site have requested no spectators and limited the field of balloons to prevent congestion of the launch site. If you were not contacted this year to fly in this event and are interested in flying in it next year, let me know and we will see if we can work folks in on a rotational basis. We are also flying a different group of landowners than last year, as we're trying to rotate the landowners too. One final note, is that this event will be moved after the Albany event, to a

weekend in September, as to make it easier on pilots and crew and to reinforce that this event is not associated with the NW Art & Air Festival. This should keep City of Albany insurance underwriter happy!

Finally, I hope you have marked your calendar to attend a special WAS meeting on September 7th. Estelle deMontgolfier will be our guest speaker. The meeting will be at Bullwinkle's, with a start time of 6:30 pm. You don't want to miss this one!

*Gentle breezes,
Mark*

2010 WAS Officers

President

Mark Trujillo

Vice President

Justin Luber

Secretary / Treasurer

Jason Fast

Newsletter Editor

Shari Gale

Youth Programs

Cory Miller

Activities

Laura Hancock

Community Relations

Jim Smith

Webmaster

Cory Miller

WAS Web Site

www.wasballoon.com

FORUM Information

subscribe email:

downwindsubscribe@yahoo.groups.com

What's Coming Up?

Ballooning Events in the Pacific Northwest & Beyond

August 2011

August 31 - September 4
Spirit of Boise Balloon Classic
Boise, ID
Organizer: Scott Spencer
Event is by invitation only

September 2011

September 5 (Labor Day)
Jefferson Fly-Out
Jefferson, OR
Contact: Marianne LeDoux,
541-327-2907

September 9-11

**4th Annual Quincy Valley Balloon
& Wine Festival**
Quincy, Washington
[Invitation Only Event]
Contact: Kent/Kim Bacon,
509-787-3795

September 9-11

The Great Reno Balloon Race
Reno, NV
Contact: Dixie Craig, 775-826-1181
<http://www.renoballoon.com>

September 23-25

Great Prosser Balloon Rally
Contact: Morgan
morgan@prosserballoonrally.org

October 2011

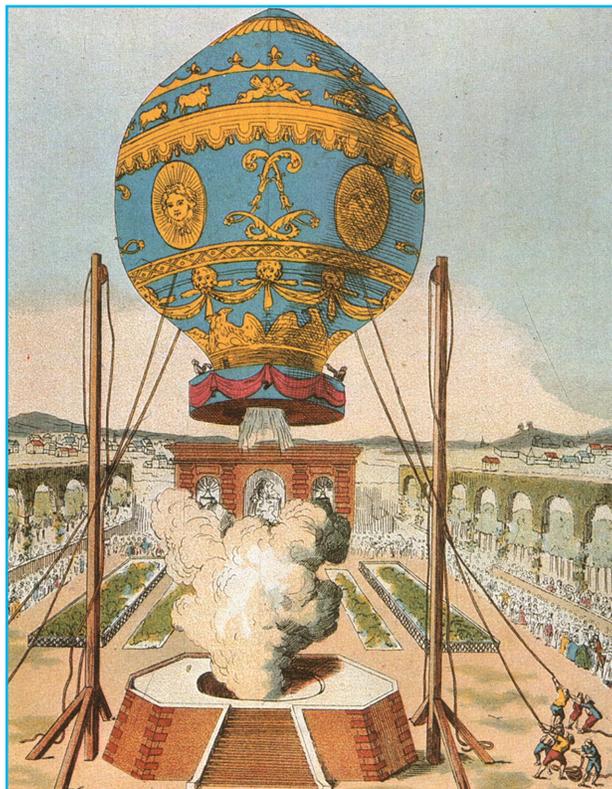
October 22-24

**Grant County Hot Air Balloon
Festival**
John Day, OR
Contact: Grant County Chamber of
Commerce
541-575-0547

Happy Birthday

Jeanne Anson	9/2
Edie Stoaks	9/2
Jim Engdahl	9/3
Linda Brandt	9/15
Carol Blunk	9/19
Aaron Bridegam	9/21

Since the August meeting was canceled in lieu of the Special Meeting to be held September 7th there will be no Secretary/Treasurers Report in this newsletter.



Special WAS Meeting Set For A Very Special Speaker!

Estelle deMontgolfier

will share her family history
— the history of hot air ballooning — with us
**Wednesday, September 7, 2011 beginning
at 6:30 PM at Bullwinkle's in Wilsonville**

Estelle is a 6th generation descendent of hot air ballooning pioneers Joseph & Etienne Montgolfier. She has graciously agreed to meet with us during her trip to the US.

This is a WAS meeting you will not want to miss!

2011 WAS Meeting Schedule

Meeting Date/Type	Location	Topic
September 7, 2011 Special WAS Meeting	Bullwinkle's Wilsonville, OR	Very Special Speaker: Estelle deMontgolfier
October 11, 2011 General Member Meeting	TBA	TBA
November 8, 2011 Executive Board Meeting	via telephone conference call	WAS Business Meeting
December Christmas Party! General Member Meeting	TBA	Have fun!

How's Your Ballooning Knowledge? Find out with the September WAS Quick Quiz

This month's quiz deals with topics from Part 61, Certification: Pilots, Flight Instructors, and Ground Instructors.

1. **Commercial pilots are required to have a valid and appropriate pilot certificate in their personal possession when**
 - a. acting as pilot in command.
 - b. piloting for hire only.
 - c. carrying passengers only.
2. **Does a commercial pilot certificate have a specific expiration date?**
 - a. No, but commercial privileges expire if a flight review is not satisfactorily completed each 12 months.
 - b. No, it is issued without a specific expiration date.
 - c. Yes, it expires at the end of the 24th month after the month in which it was issued.
3. **When is the pilot in command required to hold a category and class rating appropriate to the aircraft being flown?**
 - a. On flights when carrying another person.
 - b. All solo flights.
 - c. On practical tests given by an examiner or FAA Inspector.
4. **What flight time must be documented and recorded by a pilot exercising the privileges of a commercial certificate?**
 - a. All flight time flown for compensation or hire.
 - b. Flight time showing training and aeronautical experience to meet requirements for a certificate, rating or flight review.
 - c. Only flight time for compensation or hire with passengers aboard which is necessary to meet the recent flight experience requirements.
5. **Prior to carrying passengers at night, the pilot in command must have accomplished the required takeoffs and landings in**
 - a. the same category, class, and type of aircraft (if a type rating is required).
 - b. the same category and class of aircraft to be used.
 - c. any category aircraft.
6. **To act as pilot in command of an aircraft operated under 14 CFR part 91, a commercial pilot must have satisfactorily accomplished a flight review or completed a proficiency check within the preceding**
 - a. 12 calendar months.
 - b. 24 calendar months.
 - c. 6 calendar months.

September WAS Quick Quiz

continued from page 4

7. **Pilots, who change their permanent mailing address, and fail to notify the FAA Airmen Certification Branch of this change, are entitled to exercise the privileges of their pilot certificate for a period of**
- 90 days.
 - 30 days.
 - 60 days.
8. **A pilot convicted of operating a motor vehicle while either intoxicated by, impaired by, or under the influence of alcohol or a drug is required to provide a**
- written report to the FAA Civil Aeromedical Institute (CAMI) within 60 days after the motor vehicle action.
 - notification of the conviction to an FAA Aviation Medical Examiner (AME) not later than 60 days after the motor vehicle action.
 - written report to the FAA Civil Aviation Security Division (AMC-700) not later than 60 days after the conviction.
9. **A pilot convicted of operating an aircraft as a crewmember under the influence of alcohol, or using drugs that affect the person's faculties, is grounds for a**
- written report to be filed with the FAA Civil Aviation Security Division (AMC-700) not later than 60 days after the conviction.
 - denial of an application for an FAA certificate, rating, or authorization issued under 14 CFR part 61.
 - written notification to the FAA Civil Aeromedical Institute (CAMI) within 60 days after the conviction.
10. **A person with a Commercial Pilot certificate may act as pilot in command of an aircraft for compensation or hire, if that person**
- is qualified in accordance with 14 CFR part 61 and has passed a pilot competency check given by an authorized check pilot.
 - holds appropriate category, class ratings, and meets the recent flight experience requirements of 14 CFR part 61.
 - is qualified in accordance with 14 CFR part 61 and with the applicable parts that apply to the operation.
11. **A person with a commercial pilot certificate with a lighter-than-air, balloon rating may give**
- ground and flight training and endorsements that are required for balloon and airship ratings.
 - balloon ground and flight training and endorsements that are required for a flight review, or recency-of-experience requirements.
 - flight training and conduct practical tests for balloon certification.
12. **A person who makes application for a commercial pilot certificate with a balloon rating, using a balloon with an airborne heater, will be**
- authorized both airborne heater or gas balloon.
 - limited to balloon, with an airborne heater.
 - authorized to conduct ground and flight training in a balloon with an airborne heater or gas balloon.
13. **A commercial pilot who gives flight instruction in lighter-than-air category aircraft must keep a record of such instruction for a period of**
- 2 years.
 - 1 year.
 - 3 years.
14. **What is the maximum amount of flight instruction an authorized instructor may give in any 24 consecutive hours?**
- 6 hours.
 - 8 hours.
 - 4 hours
15. **A student pilot may not operate a balloon in solo flight unless that pilot has**
- received and logged flight training from an authorized instructor and demonstrated satisfactory proficiency and safety on the required maneuvers and procedures.
 - made and logged at least 10 balloon flights under the supervision of an authorized instructor.
 - received a minimum of 5 hours of flight training in a balloon from an authorized instructor

Quiz Answers
can be found on page 6.

**Oh, and don't forget the
Special WAS Meeting
on September 7th
at Bullwinkles
in Wilsonville!**

Loose Goose IV, 2011

It seemed we had barely arrived home from Walla Walla and it was time to pack up for our nearly local rally Loose Goose, sponsored by the Evergreen Aviation Museum in McMinnville, Or. Suffice to say it took us 3 months to get home from the Walla Walla event as we took a turn north and ended up somewhat north of Coldfoot, Alaska.

We arrived Friday afternoon with the weather forecasters predicting the hottest weekend of the year and the possible first 90 degree day in Portland for 2011. We tailgated the Trujillos into the pilot reception before Alan arrived so were able to get the weekend's schedule, meet with some of the pilots and sneak back out before we were caught as interlopers... we didn't take any of the reception goodies although it was tempting.

Saturday morning was already warm even without the sun. I wasn't sure I wanted to put on the jumpsuit as it was clear it would be a WARM day. After the briefing and getting our assigned passengers we headed to our launch site. The museum had updated their outdoor displays so the 20 balloons were more spread out along the entire front of the complex scattered between the displayed aircraft (which have a lot of pointy objects and sharp edges.) My last crewing assignment had been at John Day last October and I will admit to being quite rusty. The whole system looked so foreign to me that I was convinced it had just gotten out of the shop for an annual. The lines seemed so twisted and I was

almost sure that the skirt was inside out. It wasn't all that bad, but one of the burner support springs had unscrewed itself in the bag and had to be reassembled by Alan. I tried to reassure our passengers that, yes, we did know what we were doing (mostly) but they were very relaxed and looking forward to the flight. Finally, we were assembled and ready for our flight. The sun was warming things up quickly, but the winds were light (non-existent?) as Morthra floated lazily around the museum and after an hour landed at the airport across the highway (about ½ mile away.) Almost before we had the truck packed up for the "chase" I had already ditched the jumpsuit and was wishing I could go further. We had our first flight ceremony and joined many of the other crews for tailgating on the parking as we lined up for our propane refill.

Part of the pilot "goodies" were some passes to the new "educational water park" that is part of the museum complex and just opened this year...I knew I should have scarfed off with some stuff from the reception. There are several water slides at the park which start inside a 747 which is sitting on the roof of the building. While many of the pilots and crew headed to the park to cool off for the afternoon, we stayed on the parking lot while the tempera-

ture inside the RV approached 100 (99.4 to be exact.) It did turn out to be Portland's first 90 degree day and we were doubting the decision to stay at the museum rather than the RV park next door. The typical afternoon winds did not come up so the scheduled balloon glow went off as scheduled. There were 5 balloons participating and the balloonmeister, Laura Hancock, had asked all other pilots to at least help crew for those balloons...she was said to be taking attendance. Although the balloons were again interspersed with the fighters, it went off without a hitch to applause and appreciation of the assembled crowd.

Sunday morning was cooler with some rather gusty breezes. A few pilots chose not to fly and a couple others quit during inflation when a gust dished them in quite a lot. A total of 15 did launch and all had good flights with faster, but still standup landings. Everyone moved the group post flight tailgate to the picnic area under the trees, but with the cooler morning and the breeze were thinking maybe they should move back to the sunny parking lot.

Our thanks to Evergreen Aviation Museum, Laura Hancock, and her cadre of Willamette Aerostat Society (WAS) volunteers for another wonderful weekend in McMinnville. We are already looking forward on Loose Goose V, but may have to reconsider staying in the parking lot next year.

Alan Brandt



Quick Quiz Answers (from page 5):

1A, 2B, 3A, 4B, 5A, 6B, 7B, 8C,
9B, 10C, 11B, 12B, 13C, 14B, 15A

Loose Goose IV



Photos on this page by Alan Brandt



August 20-21, 2011

Loose Goose IV Hot Air Balloon Rally Evergreen Aviation & Space Museum, McMinnville, Oregon



Somehow, launching Sew Happy II, a home built/experimental, balloon in front of the Spruce Goose seems appropriate. After all the Spruce Goose is arguably the most famous experimental aircraft of them all. Sew Happy II is the creation of Marianne and Bob LeDoux of Jefferson, Oregon.

Photos on this page by Shari Gale.



Loose Goose IV



All photos on this page were taken by Karen McConnell from her plane as she circled the launch field at the Loose Goose IV HAB rally in McMinnville, Oregon. Thanks for sharing, Karen!



Loose Goose IV Night Glow



Photo by Shari Gale

Oh, no! Did the WWJD balloon shrink? It's actually just Bill Woodhead's remote control balloon going for a flight during the night glow. Since leaving the ground without proper equipment at night is a violation of FAA regulations it is assumed that the Teddy Bear pilot is now facing license suspension. (Photo above by Terri Miller)



Photo by Cory Miller



There was no "Rocket's Red Glare" on this night. Instead the balloons were much brighter than the exhibits in the Evergreen Space Museum during the Night Glow.

Photo by Alan Brandt

Loose Goose IV



Photo by Shari Gale



Photo by Alan Brandt

Launching on the Evergreen Aviation & Space Museum grounds takes a little finesse. Pat Bowen (above) had to shorten up on the crown line to keep out of the vineyard; pilots had to cooperate to avoid driving over crown lines; and there were several tall pointy things that could reach out and grab a balloon... things like light poles and jet wings. Yet every pilot was more than happy to fly from the museum property. What a truly unique launch site!



Photo by Alan Brandt



Photo by Alan Brandt

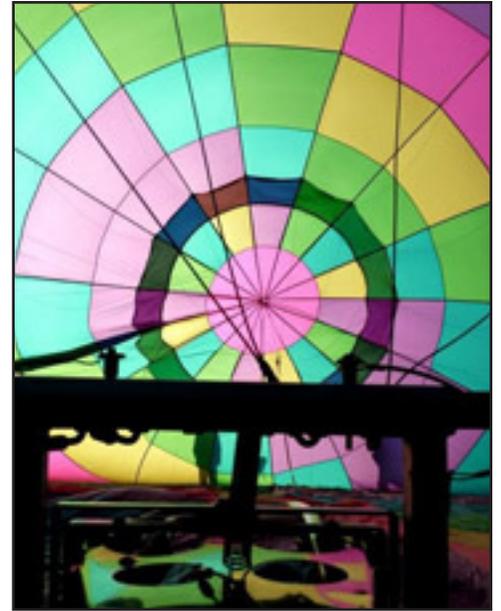


Photo by Shari Gale

Loose Goose IV



Photo above and left by Shari Gale



Marianne LeDoux waves goodbye as she takes off in Sew Happy II.

Photos above and left by Terri Miller.



Photo by Shari Gale



Crew Chief Corner

by Gordon Schwontkowski

Preventing And Managing Power Line Strikes

Power line strikes are a balloonist's worst nightmare for good reason. A review of NTSB and FAA accident reports over the last 38 years reveals that power line strikes accounts for nearly 60% of ballooning fatalities yet represent a much smaller fraction of all accidents. Pilots who've survived "getting current" report everything happens FAST, and if reflexive training doesn't kick in, you'll never think your way out in real-time. Smoke, sparks, fire, and screams flash the situation from casual flight to critical

emergency. If the horrific spectacle doesn't paralyze crew below, most don't know how to take command or even protect themselves. The lesson is simple: quit fussing over that GPS until your entire crew has mastered the basics of surviving a line strike.

No crew is ever truly prepared for a power line strike. Most seasoned crew who have experienced multi-fatality line strikes can't even begin to describe the experience in words. The sobering reality is that you must be prepared for instead of scared of what you hope never hap-

pens. Hundreds of crew nationwide have acknowledged they have no line strike plan in place much less know how they'd respond. They're not alone. The good news is you can fix that, once and for all, right now.

Learning line strike prevention and management will clearly guard the safety of pilots and passengers.

To read the rest of this article, please go online to the WAS website. (www.wasballoon.com). You'll find the entire article plus more in the members only section.



Back to WHAT?!?!*#^?!

THE KIDS ARE SET! IT'S TIME TO GET YOUR SUPPLIES IN ORDER!

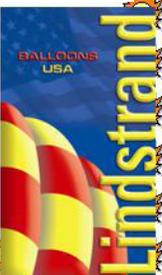
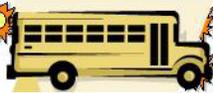
It may seem like summer is almost over and the end of the season is coming... and we still have a lot of flying left to do! September and often October are beautiful months to be flying in the Northwest. It is not too late for you to get that new envelope or system you've been wanting to finish out the season strong!

Don't think you are ready?! Let's talk about getting you in line and pre-ordering for next season so your order is complete and here before you actually need it!

We still have this envelope in stock for you or we can custom order EXACTLY what you've been thinking about all summer. You CAN be the person with the new system everyone is checking out at the next event.

DON'T DELAY — CALL TODAY! We'll review the MANY reasons you should choose a new Lindstrand for the best value available in balloon systems!

Kong 503-819-5664, Vic 206-915-2002, Mandy 253-638-9696



FAR out

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

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

Some of the Federal Air Regulations (FARs) are misunderstood, OR, heaven forbid, ignored all together... but not by balloonists...not by us... never...cough...gasp.... So we have and will continue to look at the ones that cause consternation (i.e. befuddle).

Some are so simple they are often forgotten. For example, how can one live permanently in one place yet have the address of another place on their pilot certificate? Is that not illegal? Do you have to tell the FAA of

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

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

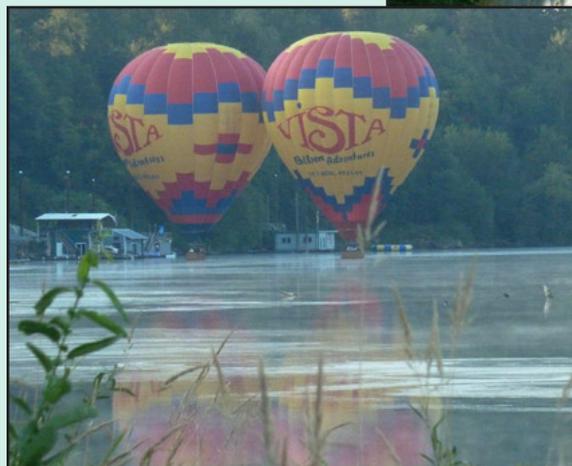
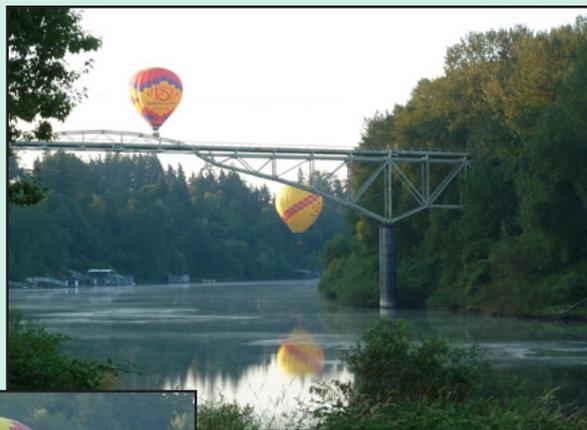
If you want your new address reflected on your certificate, you

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

The FAR? 61.60

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

And, are your FARs up to date?



These photos were taken by Dale Justice during a recent flight out of Sportsman Air Park in Newberg, Oregon. The Willamette River seems to just encourage a splash ‘n’ dash. The photographic results speak for themselves.

2011 WAS Membership Application



Name: _____
Birthday: Month _____ Day _____
Address: _____
City: _____ State: _____ Zip: _____
Date Submitted: _____
Phone #: (____) _____
Cell Phone #: (____) _____
E-Mail Address: _____@_____
BFA Membership #: _____

Pilot/Crew Achievement Awards

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

Family Member Information

Name: _____ Birthday: Month _____ Day _____ JB Yes No
Name: _____ Birthday: Month _____ Day _____ JB Yes No
Name: _____ Birthday: Month _____ Day _____ JB Yes No
Name: _____ Birthday: Month _____ Day _____ JB Yes No
Name: _____ Birthday: Month _____ Day _____ JB Yes No

Membership Type

Charter (\$15) Individual (\$15) Family (\$20) Junior Balloonist (\$15 per JB)

Enroll or new JB Membership. We will forward to the BFA Office. Be sure to include JB's name above.

Membership

WAS publishes an annual Membership Roster, acknowledges Member's Birthdays monthly in AeroStats & communicates via email and our website. We recognize and respect our member's privacy. If you do not wish personal information about you published, please indicate so below. Information published on our web site is public domain and subject to retrieval via Internet connection. Unless otherwise indicated, yes is assumed:

Publish Name in Annual Directory: Yes No
Publish Phone # in Directory: Yes No
Publish Cell Phone # in Directory: Yes No
Publish Family Member Names in Directory: Yes No

Publish Address in Directory: Yes No
Publish E-Mail Address in Directory: Yes No
Publish Birthday in AeroStats: Yes No

Mail completed form with fees to:

**Willamette Aerostat Society
155 Oak Villa Road
Dallas, Oregon 97338**



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 other than e-mail addresses.

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:

newsletter@wasballoon.com

Advertising Policy

Club members ballooning related or event information published on a space available basis at no charge.

Business Advertising by Club members is considered Commercial Advertising, subject to fee's 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 Ad Space Rates

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

Ad's 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:

The morning sun shines through as the crew gets the WWJD balloon ready for inflation at the Loose Goose IV HAB Rally. Photo by Terri Lynn Preston-Miller

Waiver

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Material to be considered for publication should be mailed or e-mailed to the Newsletter Editor at newsletter@wasballoon.org

Publication deadline is the 2nd Saturday of each month.

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