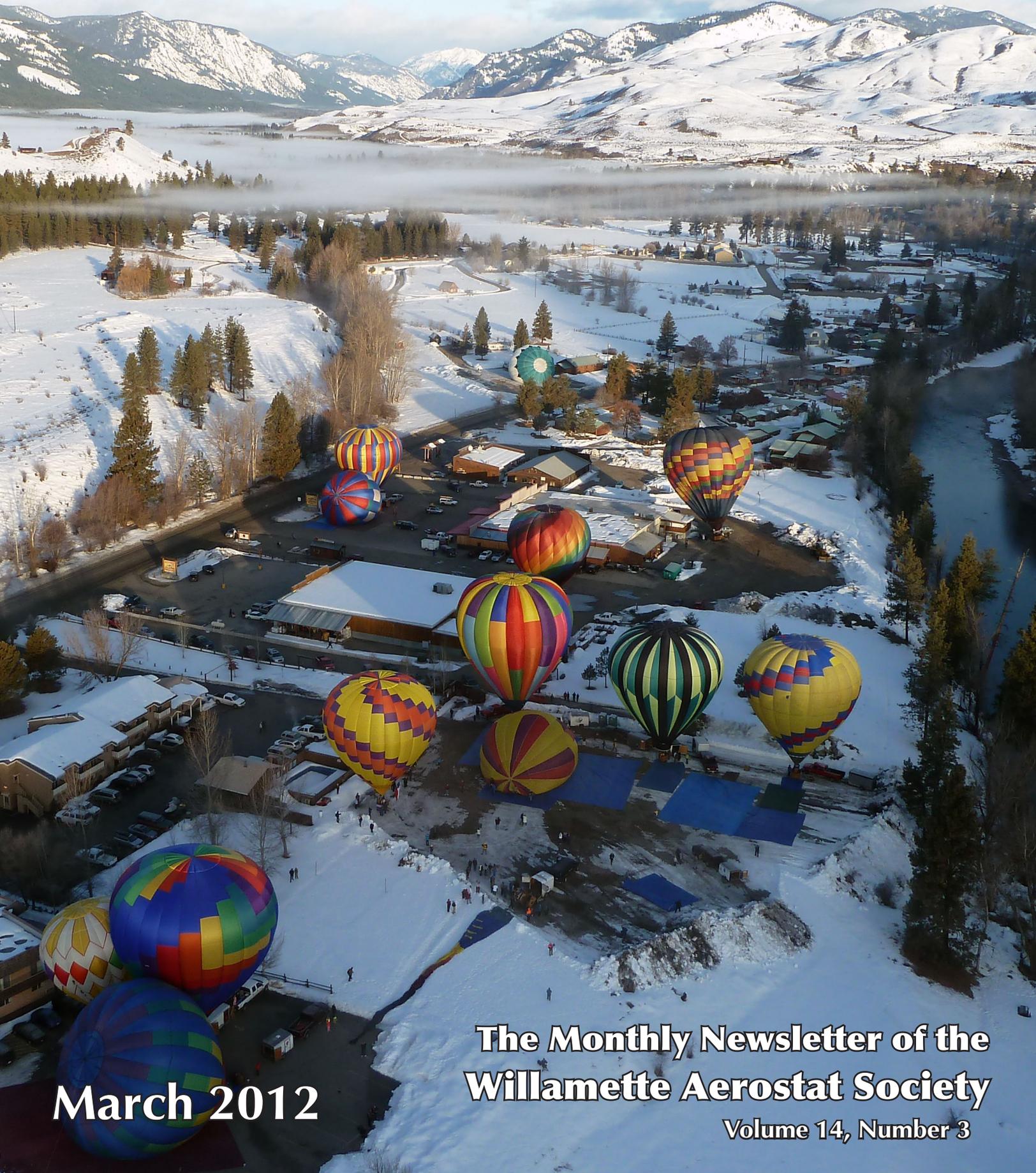


AeroStats



March 2012

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

Volume 14, Number 3

WAS President's Letter



I would like to congratulate the recipients of this year's Aeronaut of the Year and Crew of the Year Awards. For 2011, Ron Grove and Chris

Whitfield have been awarded the coveted Aeronaut of the Year award, and Terri Miller has been awarded the Crew of the Year award. Ron has been the driving force behind the annual landowner appreciation flights in the Albany area. He has spent countless hours pouring over the Linn County database of landowners identifying folks to participate, making initial contact with them, pairing up the riders with the pilots, working with our launch site hosts and paying visits to landowners whenever issues are brought to his attention. Chris has been very active in our sport, by jumping into the world of balloon manufacturing, as he (with much support from his family, I'm sure) built a beautiful balloon, taken on the role of Balloon Meister for the NW Art & Air Festival event, and is now filling the Vice President role in WAS. Yes, Chris has a full time job too! Terri Miller exemplifies someone who sleeps, eats, and breathes ballooning. After many years of crewing for many pilots, she recently earned her student pilots certificate. She is also very engaged in the maintenance side of our sport, where one can find Terri assisting Alan in his repair station business. She is a regular contributor to this newsletter too, as she is quite talented as photographer and writer. Wow. Congratulations again to Chris, Ron and Terri.

This month we met at Salem Air to hear from Cindy Ford, the Salem Control Tower Supervisor and air

traffic controller. Cindy shared valuable information and tips for us as we plan on flying in and around Salem airspace. She has given us permission to call her at the Salem Tower directly if we ever have the need to contact her or the tower via telephone. Her direct line number is 503-581-3571. Cindy also addressed some myths of balloon operations within the Class D airspace. Bottom line, balloons are very welcome in and around the Salem airspace. For those of us that need access to the airport, we will need to attend a short training course so we're aware of operating procedures and protocols. I will be working to pull this together in the next few months, so stay tuned for more information on how to attend.

February was a busy month for Cory Miller, as he produced yet another excellent Safety Seminar in Salem. Thank you Cory! The participants of the Safety Seminar were treated to many top notch speakers, each sharing valuable information.

Personally, not only is this a great refresher for me, but I also picked up a few new ideas that I plan on incorporating into my flight operations.

I would also like to mention that the WAS Board has decided to do away with the members only portion of our website. From now on, all newsletters, along with the entire edition of Gordon Schwontkowski's "Crew Chief Corner" articles will be available on the website. No more having to logon to the members only section. This decision was driven by our desire to make it easier for our members to access content, and by our belief that this would reinforce our Mission Statement and control costs.

Next month, the topic of our general member meeting will feature Jim Smith as we have a discussion around the Flight Review. I hope that you will be able to attend.

Gentle breezes,

Mark

2010 WAS Officers

President

Mark Trujillo

Vice President

Chris Whitfield

Secretary / Treasurer

Jason Fast

Newsletter Editor

Shari Gale

Youth Programs

Cory Miller

Activities

Jesse Rafn

Community Relations

Jim Smith

Webmaster

Cory Miller

WAS Web Site

www.wasballoon.com

FORUM Information

subscribe email:

downwindsubscribe@yahoo.groups.com

Secretary/Treasurer's Report

2/7/12 WAS Special E-board Meeting

Executive committee members present were:

Mark Trujillo, President
Chris Whitfield, Vice President
Jason Fast, Secretary/Treasurer
Shari Gale, News Letter editor
Jim Smith, Relations officer

Meeting called to order at 8:00PM

Treasurers report for OSU Federal Credit Union:

Beginning BAL.	+\$1314.46
	-180.00 Three Awards Trophies
	+155.00 Dues deposit
	+95.00 Dues deposit
	+65.00 Dues deposit
Ending Balance	<u>+\$1449.46</u>
Savings	
	\$105.00 Beginning Balance
	\$105.00 Ending Balance
Balance of Checking & Savings	<u><u>\$1554.46</u></u>

Discussion on Aeronaut and Crew of the year awards
Discussion on Member only area of website, it will not be maintained at this time.

Discussion on possibly meeting together and working together with the pilots association during the Albany festival.

2/25/12 General membership meeting

Topic of Air Traffic control with Cindy Ford, Manager of the Salem Tower.

Meeting called to order by Mark at 2:00 pm

Motion to approve previous minutes by Sandy Grove, seconded by Marianne LeDoux, Approved

1. Mark announced two award winners for the 2011 pilot of the year Trophies.
Winner, Chris Whitfield, for his achievements, involvement in ballooning, the club, accepting the club vice present roll and accepting the balloon miester roll at the Albany Festival.
Winner, Ron Grove, for his involvement in ballooning, the club and taking the lead role in the Land Owner Appreciation Fly Out.

2. Mark Announced Cindy of the Salem tower to address the group. She offer insightful information and extended a welcome to balloonist in their air space.

After a short presentation she opened up the meeting to Questions and Answers. Good discussions followed with good information.

There was further discussion on having a flight out of the Salem Airport this summer.

There was discussion on visiting and touring the tower at a later date.

3. Mark announced the winner of the 2011 Crew person of the Year Award Winner, Terri Miller. Terri has been an asset to ballooning for some time now. She has been working with Alan Sanderson at his balloon repair station assisting many people with balloon annuals and repairs. She attends balloon repair training seminars and schools. She has been getting flight time in and is working toward her balloon pilot license; she currently has her student license. She is a friend to all balloonists with crewing and taking pictures. She does all this while holding a job and having a positive attitude while battling major health problems. It was not a hard decision for crew person of the year

4. Announcement for the NW Safety Seminar

5. Fun general discussion by Members.

Meeting adjourned @ 3:00 PM. Motion by Shari, Seconded by Ron, Passed.

Minutes by

Jason Fast

Happy Birthday

Julianna Miller	3/3
Bob Blunk	3/4
Gerald Bales	3/5
Justin Luber	3/6
Tim Gale	3/12
Jeannine Marshall	3/13
Kelly Haverkate	3/15
Donna Engdahl	3/30
Jack Whitney	3/31

What's Coming Up?



Ballooning Events in the Pacific Northwest & Beyond

May 2012

May 11-13

38th Annual Walla Walla Balloon Stampede

Walla Walla, WA

Contact: Betsy Hadden,

WW Chamber, 509-525-0850

June 2012

June 22-24

Festival of Balloons in Tigard

Tigard, OR

Contact: info@tigardballoon.org

503-612-8213

July 2012

July 20-22

Balloons Over Bend

Bend, OR

Contact: Lay It Out Events

541-323-0964

July 28

Jefferson Mint Festival Fly-Out

Jefferson, OR

Contact: The LeDoux's

541-327-2907

August 2012

August 18-19

Loose GooseV

McMinnville, OR

Contact: Laura Hancock,

dayshancock@aol.com

August 24-26

Wah Chang NW Art & Air Festival

Albany, OR

Contact: Rebecca or Cathy, Albany

Visitors Association

800-526-2256 or 541-926-0911

www.cityofalbany.net/parks/nwaaf/

August 29 - September 2

Spirit of Boise Balloon Classic

Boise, ID

Organizer: Scott Spencer

Event is by invitation only

September 2012

September 1-3

Sequim Balloon Festival

Sequim, WA

Contact: 360-461-2202

September 7-9

5th Annual Quincy Valley Balloon & Wine Festival

Quincy, WA

[Invitation Only Event]

Contact: Kent/Kim Bacon,

509-787-3795

September 7-9

The Great Reno Balloon Race

Reno, NV

Contact: Dixie Craig, 775-826-1181

http://www.renoballoon.com

September 28-30

Great Prosser Balloon Rally

Prosser, Washington

Contact: Morgan

morgan@prosserballoonrally.org

509-713-2732

September 28-30

Montague Balloon Fair

Montague, CA

September 29

Hop & Heritage Festival

Independence, OR

One Day Fly-Out

Contact: Monmouth-Independence

Chamber of Commerce

503-838-4268

October 2012

October 6-14

Albuquerque Int'l Balloon Fiesta

Albuquerque, NM

Contact: AIBF, Inc.

1-888-422-7277

2012 Safety Seminar was another huge success

A big thank you goes to Cory Miller for organizing another great safety seminar. Once again he brought in an impressive group of presenters. Most of the local pilots and many crew members attended the seminar.



After the seminar a big group got together at a local Salem restaurant to visit and compare notes. Most of the speakers were able to attend this social time.

From left to right: Andy Baird, Randall Fuehrer, Koh Murai, Cory Miller, Jeff Chatterton and Jim Lynch. Not pictured was Russ James, who made a hasty retreat to California, and Gordon Schwontkoski, who did not make it to Oregon this year. He appeared via video instead.

Photo by Terri Miller

2012 WAS Meeting Schedule

Meeting Date/Type	Location	Topic
Saturday, March 17, 2012 Time: 2:00 PM General Member Meeting	Salem Air Center, upstairs (same place as the February meeting)	Flight Reviews Speaker: Jim Smith, DE
Saturday, April 21, 2012 Time: TBA General Member Meeting	To Be Announced	First Aid and Safety Speaker TBA
Saturday, May 19, 2012 Time: TBA General Member Meeting	To Be Announced	Ballooning Weather Speaker: Meteorologist



Congratulations!

Aeronaut and Crew of the Year Awards were presented at the February WAS meeting. From left to right:

- **Chris Whitfield**, corecipient for Aeronaut of the Year for 2011
- **Terri Miller**, Crew of the Year for 2011
- **Ron Grove**, corecipient for Aeronaut of the Year for 2011

(Looks like they enjoyed themselves!)

Photo by Shari Gale

For Sale — 1996 Firefly 8B-15 90,000 TT:150 with 1979 4.5 Basket TT 680

Basket completely refurbished in 2005. New Floor, New Leather
Excellent condition. T-3 Burner 3, 10 gallon tanks
All but main fuel hose replaced in March 2009
Main Fuel hose due 2014
Tanks Recertified, PRV replaced March 2008
8 Horsepower Honda Fan Complete set of tarps.
This balloon has never been inflated or deflated without tarps
Fresh Annual with sale.
Priced to sell
\$10,500 Or Make an Offer
Contact Kong 503-819-5664 Hotairkong@aol.com





The Winthrop Balloon Roundup

March 2nd - 4th



It was a little cold in Winthrop, but the scenery more than made up for blue fingers and toes. On Friday 13 balloons took to the skies. Saturday the winds aloft were a little too brisk, tethering was the only option. The downtown glow on Saturday drew lots of spectators. Every parking space in town was full. Sunday the weather once again cooperated. By this time even more balloons were in town.

Those of us who were first timers definitely want to go back to Winthrop in 2013.

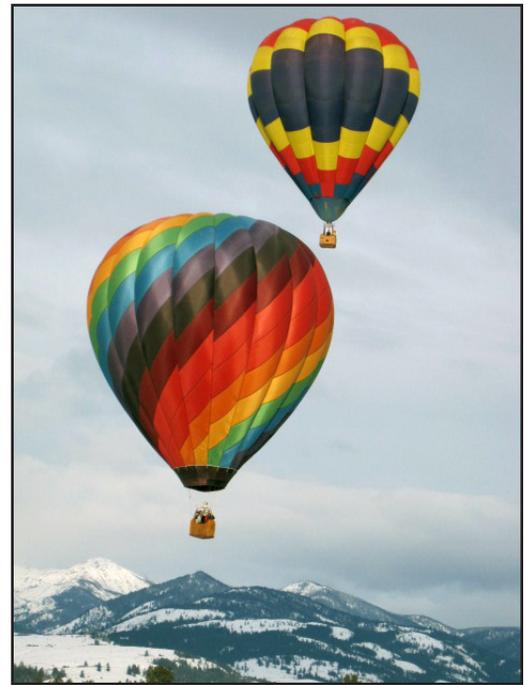


All photos on this page and the next are by Tim and Shari Gale.

The Winthrop Balloon Roundup, continued



The Winthrop Balloon Roundup, continued



Top three photos by Holiday Sloan.



Photo by Hollie Hemenway.

Two bottom photos by Greg Johnson.



FAR out

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

As mentioned in columns past, the FARs can be somewhat daunting, even overwhelming. One reads a rule and thinks they know what it means. Then someone else comes up with a new interpretation...so who IS right? If this has ever happened and you REALLY DO know what the rule means, you may be in violation of the "proposed" regulation.

PROPOSED FEDERAL AVIATION REGULATION

No pilot or pilots, person or persons acting on the direction or suggestion or supervision of the pilot or pilots may try, or attempt to try to comprehend or understand any or all,

in whole or in part of the herein mentioned Federal Air Regulations, except as authorized by the Administrator or an agent appointed by the Administrator.

If a pilot or group of associated pilots becomes aware of, or realizes, detects, discovers or finds he, she or they are, or have been, beginning to understand the Federal Aviation Regulations, they must within three days notify the Administrator in writing.

Upon receipt of the above mentioned notice of impending comprehension, the Administrator will immediately rewrite the Regulations in such a manner as to eliminate any

further comprehension hazards.

The Administrator may, at his or her option, require the offending pilot, or pilots, to attend remedial instruction in Federal Aviation Regulations until such time the pilot is too confused to be capable of understanding anything.

Now you have read it. If you have any questions, do not ask. Sometimes life is not so serious. We all need to take time to laugh at it and that which affects the way we see things.

Thanks to the unknown author and the Internet for this.



WALLA WALLA!?! OH YEA!

Flying Season is just around the corner!

Buy a Lindstrand Balloon in April & May and

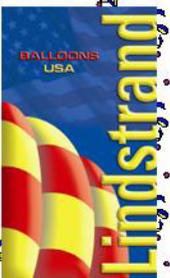
GET A 10% DISCOUNT*!!

- Take full advantage of the opportunity to get up close and check out the Lindstrand Balloon system.
- New STC's make it easier than ever to put a Lindstrand envelope over your existing basket.
- Even more special—order before Walla Walla and get Lindstrand shirts for you and your crew (limit 4).
- Take some time and talk to your dealers about your current and future envelope or full system needs.
- The time to act is NOW! Call or see Kong, Vic or Mandy NOW! Don't put off until tomorrow what you know you want TODAY!

Call one of your NORTHWEST Lindstrand Dealers listed below today to take advantage of this fabulous offer **ONLY DURING THE MONTHS OF APRIL & MAY and ONLY FROM ONE OF THESE DEALERS!**

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

**The fine print—The Walla Walla Balloon Stampede Special is available only from Lindstrand Dealer Go Lightly Inc. and purchase order must go through Kong or Vic or Mandy Johnson. Discount is for a full system or envelope purchase only and sale must be final (with payment) by 5/31/2011. Questions? Call and talk to one of us today!*



Wooden Shoe Tulip Festival

March 30 - April 30, 2012

Festival information: www.woodenshoe.com

Again this year the Iverson's welcome balloonists to come participate in their annual Tulip Festival.

Balloonist's behavior:

- Respect the landowner's property. Don't drive into the fields if they are wet or damp. Leaving ruts or crushing new grass is not good behavior. There is room in the parking lot to back rigs/trailers up to the edge of the field to unload.
- Drive carefully. Foot traffic is everywhere (especially when you return). Drive slow and give way to foot and vehicle traffic.
- Use of Alcohol. Serving alcohol is discouraged. If you include alcohol in your post flight routine, do it discretely and avoid calling attention to your party.
- Carry out what you bring in (especially alcohol bottles). Trash barrels provided by the farm are for their customers, not our trash.

Launch Fields:

This year the tulip fields are located in the middle of the large field area east of the main buildings area.

On the north and south side of the Tulips there are grass fields. The grass field south of the Tulips is our launch area. **STAY OFF** the baby grass field to the north of the tulips.

Come out and participate in this year's non-sponsored event. Fly when you want each day of the event. Be responsible for all costs. Obey all flight regulations; there is no waiver for these flights. W.A.S. and Pacific Peaks Balloon Co, LLC is posting this notice as a courtesy to its members and is not acting as a sponsor of these flights in any way directly or implied.

Jim Smith



Here's Your WAS Quick Quiz for March. Ready. Set. Go!

This month's quiz is aimed at all the commercial pilots who are providing training to student pilots.

1. When students display the defense mechanism called aggression, they
 - a) Attempt to justify actions by asking numerous questions
 - b) Become visibly angry, upset and childish
 - c) May refuse to participate in class activities
2. What is the basis of all learning?
 - a) Motivation
 - b) Perception
 - c) Positive self-concept
3. When the learning of similar things overshadows other learning experiences, it is called
 - a) Interference
 - b) Correlation
 - c) Suppression
4. Which is an example of a positive approach in the first lesson of a student with no previous aviation experience?
 - a) A normal flight to a nearby airport and return
 - b) Instruction in the care which must be taken when taxiing the airplane
 - c) Conducting a thorough pre-flight
5. The use of instructional aids should be based on their ability to support a specific point in the lesson. What is the first step in determining if and where instructional aids are necessary?
 - a) Determine what ideas should be supported with instructional aides
 - b) Organize subject material into an outline or a lesson plan
 - c) Clearly establish the lesson objective, being certain what must be communicated.
6. A disadvantage of using commercially produced study materials is that
 - a) Students may learn to pass a given test
 - b) Students use rote learning to remember key knowledge
 - c) Students often exhibit a lack of knowledge during oral questioning
7. Which statement is true regarding lesson plans?
 - a) A well thought out mental outline of a lesson may be used anytime as long as the instructor is well prepared
 - b) Lesson plans should not be directed towards the course objective; only to the lesson objective
 - c) Lesson plans help instructors keep a constant check on their own activity as well as that of their students
8. How does a student who is responding abnormally react to stress?
 - a) Inadequate or completely absent response
 - b) By responding rapidly and exactly often automatically within the limits of their experience
 - c) Slow learning
9. When it appears students have adequately discussed the ideas presented during a guided discussion, one of the most valuable tools an instructor can use it
 - a) A written test on the subject discussed
 - b) In interim summary of what the students accomplished
 - c) A session of verbal testing
10. Instructional aids used in the teaching/learning process should not be used
 - a) For teaching more in less time
 - b) To visualize relationships between abstracts
 - c) As a crutch by the instructor



**Answers:
(no peeking!)**

- C (10)
- B (9)
- A (8)
- C (7)
- C (6)
- C (5)
- A (4)
- A (3)
- B (2)
- C (1)



Crew Chief Corner

by Gordon Schwontkowski

Fan Tips

No one in ballooning questions the value of a gas-powered fan (if you do, ask a veteran pilot to explain the sweaty process of “flapping” on inflation). They so useful and universal, however, that it’s easy to overlook the real risks they pose to all nearby. Observing the most basic precautions will determine whether what many balloonists consider the most dangerous piece of equipment on the launch field is your friend or foe.

The idea sounds simple: mount a propeller (blade) or paddles on a shaft powered by a 3-10 horsepower engine to assist cold inflation. But rotate that shaft 90 degrees and you’ve just described a lawn mower! Both are designed to suck things in, cut through them, and shoot them out at high speed. Mowers do this with grass, debris, and occasionally their operators. Fans do this with air, anything loose nearby, and also occasionally you. Thinking of your fan this way puts both its service and place in the food chain in proper perspective.

The cardinal fan tip is to avoid tipping your fan! This cause invites nearly every worst-case effect: high risk of prop destruction, prop debris blown on crew nearby, engine destruction and fire, and crew getting burned or sucked in as they rush in to help. Never move a running fan or leave one unattended. Shut it off and move it immediately if the basket swings into in on inflation. Fans and humans work best vertically.

The following fan tips will also help you prevent the most common fan mishaps and injuries:

Placement

1. **Fans are often placed on the left side of the basket** so rotation will carry debris away from the pilot/crew in case of prop failure. Many fans have shut-offs on their right side which pilots can reach on stand-up.
2. **Ensure engine exhaust isn’t aimed at the pilot** or won’t fill the basket.
3. **Avoid loose gravel** and dirt which will shoot into your envelope and pit your blade.
4. **Clear the area of loose grass and paper products.** These blow inside the envelope, catch fire on stand-up, burn holes in fabric, and rain down on the basket.
5. **Stake or weigh down the corners of all tarps** to keep them flat on the ground.

Bystanders And Operators

1. **Keep everyone away from the fan**, preferably behind and never beside/in front of the cage.
2. **Keep all children away.** Not only will they try to stick their fingers in the cage, debris flies out at eye level for them.
3. **Give your fan operator a title:** Fan Meister, Fan Mistress, Fan Savant, or other. This creates a sense of purpose and ownership instead of passively waiting for instructions or mishaps.
4. **Snug is safe – tuck it in or take it off!** Long hair gets tied back or goes under a baseball cap. Remove scarves, dangling necklaces, or longer earrings. Tie drawstrings on athletic clothing.

Avoid oversize shirts and baggy pants.

5. **Lanyards for festival ID/field passes can become nooses** – remove them or tuck them into your shirt or jacket.
6. **Appropriate clothing is a must.** Wear gloves, protective footwear (no open-toed shoes or flipflops), pants, and long sleeves even if only during inflation. Sunglasses offer eye protection from flying dust and debris. Keep yourself covered to keep yourself safe.
7. **Keep a knife in the basket or on-hand** to cut hair or clothing that gets caught in the fan. Kill the engine immediately if part of anyone gets pulled into the cage.

Operation

1. **Keep your gas tank and a small approved container full** – that missing dime’s worth will cost you a flight! Do not refuel a hot or running engine, and keep gas and oil caps on tight to prevent spills, fires, and fumes.
2. **Know where controls are** - kill switch, choke, throttle, and fuel cut-off - before starting.
3. **Pre-arrange signals** for faster/slower RPMs, ready to hot inflate, kill engine, etc. Engines and burners can both generate 100+ decibels of noise, and talking or shouting over these is futile.
4. **Secure all loose lines** (red line, turning vent, throat, tether, drop) your fan could suck in.
5. **Never leave, move, or tip a running fan!** Once properly placed and started, they rarely need moving. If you must, stop

Fan Tips,

continued

the engine, wait for the prop to stop spinning, move it, and then restart it. Even idling fans will “walk” or move when left unattended.

6. **If something sounds wrong, it probably is.** Shut the fan off and have your pilot or crew chief investigate now.
7. **Prevent throat fabric from rolling over or behind your fan** during wind switches or under-inflated stand-ups. Stop the engine immediately – don’t wait for instructions if this happens. Sucked fabric can lead to blown props, blown engines, fires, and much more.
8. **Don’t tilt a running fan.** This creates enormous and unnatural forces the fan can’t handle.
9. **Shut the fan off and move it immediately if the basket swings into it on cold/hot inflation.**
10. **Shut the fan when your pilot signals,** usually after a few blasts to tighten lower fabric. Shutting the fan off too early lets envelope air backwash over the burners. This breeze can extinguish some pilot lights or worse; a cloud of propane vapor blasted into this headwind can ignite and create a fireball around the throat. If your fan has a fuel cut-off, starving the engine as your pilot adds heat often kills it right at stand-up. This saves a step later and prevents spills and fumes inside your vehicle, especially a van where passengers and cargo share air.
11. **Make sure the prop has stopped spinning before your move your fan** behind your truck, trailer and out of reach of your tied-off basket.

Handling

1. **Steel shmeel – fans are fragile!** Handle them with care. Handling, loading, and transit can easily damage your fan, and most models run in the \$1000-2000 range.
2. **Smaller wheels often sink** in wet or soft ground; you may need help pulling it back to your vehicle.
3. **Solo loading is easy.** Back or push it up to your vehicle (depending on where feet or wheels are located), rest the front feet or frame on the floor, and push/pivot/spin the fan in. No need to dead lift – leverage beats strength or gravity.
4. **Running engines are hot!** Beware of mufflers and exhaust systems which will burn you.
5. **Secure your fan well** – top and bottom – in your vehicle even when driving short distances or just across the field. Off-road = bumpy!
6. **Fan cages scrape and break wicker** – store your fan with its cage to the wall or surrounded with some type of padding when next to your basket in your vehicle.

Maintenance And Storage

1. **Inspect your fan often.** A bent shaft needs immediate repair. Check blades for cracks, pitting, and end damage. Check frames and cages for loose clips or sharp edges (lower cage welds take a beating on loading/unloading). Replace temporary plastic cage ties with stainless steel clips; plastic becomes brittle and breaks easily with freezing/thawing cycles and ultraviolet exposure.
2. **Check for gas and oil leaks** on or beneath your engine. Keep gas fresh, oil full and regularly changed. When storing, run the fuel line and tank dry or use a gas stabilizer.
3. **Service your fan** at the first sign of imbalance, abnormal vibration,

rough starting, or smoke from the engine.

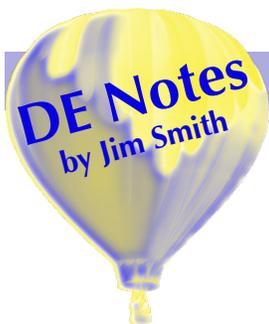
4. **If your fan uses a wood prop, store it with the prop horizontal** in the 3-9 o’clock position to maintain proper balance whether it’s over the weekend or over the winter.

Seems like a lot? You can accomplish most of these with a quick glance and a full briefing for a first-time fan handler in less than a minute. Better yet, they’ll prevent weeks or months of costly and inconvenient consequences.

Fan mishaps usually injure crew, and those injuries aren’t always superficial. Cage clips scratch. Hot exhaust systems burn. Thrown debris can cut or sting. Most of these go away fairly quickly, but others won’t. A blown prop will easily tear human tissue. Sand or grit can scratch eyes and impair vision. And anything goes when something/someone gets pulled into the fan. A throat rope tangled around a forearm or finger and wrapped around a 1500RPM shaft spells disaster. Amputated fingers, torn tendons, and other lifelong impairments follow. It doesn’t happen every day, but once is enough to make it real and life-changing for you.

Don’t be scared – be prepared. Use your fan to its fullest by idling it on a hot launch field to keep your crew cool and your truck engine/AC off. Some pilots use theirs to assist deflation, air-conditioning and bug-proofing the landing site at the same time. What faster way to dry your wet envelope bag or tarp than with your fan’s help (keep tarps from getting sucked in though). Follow these basic guidelines on every inflation to make safety around our hi-RPM friends a real breeze!

Based on the book “Hot Air Balloon Crewing Essentials” available through the author. Send check or money order for \$25.00 to Gordon Schwontkowski, 82 Silver Tree Circle, Cary, IL 60013.



This Advisory notice references CFR 14 Part 91.153 which applies to "Airplanes" (not Aircraft). While it doesn't directly apply to balloonists, for those who have first aid kits in our rigs or balloons, it would be a good idea to check for the items listed.



**FAA
Aviation Safety**

SPECIAL AIRWORTHINESS INFORMATION BULLETIN

SUBJ: Emergency Equipment – Contaminated Iodine Wipes

SAIB: HQ-12-07R1

Date: March 2, 2012

This is information only. Recommendations aren't mandatory.

Introduction

This Special Airworthiness Information Bulletin is intended to alert owners and operators of all aircraft of the potential that first aid kits sold by Avox Systems, Inc. may contain contaminated iodine wipes (labeled as Applicator, Antiseptic and also referred to as iodine or povidine prep pads). This revision reflects new service information which allows for easier identification of affected wipes. The applicability and recommendations remain unchanged.

Background

14 CFR 91.513, 14 CFR 121.803, 14 CFR 125.207, and 14 CFR 135.177 require aircraft operated under those parts to have certain emergency equipment. This includes first aid and emergency medical kits. The FAA has been notified by Avox Systems, Inc., of potential contamination of certain iodine wipes. The wipes are included as antiseptic swabs as part of first aid kits. Additionally, these wipes were also sold individually and as replacement parts. The manufacturer of the wipes has issued a recall.

Recommendations

Owners and operators are encouraged to inspect their first aid or emergency medical kits for Avox Systems, Inc. part number 70135-00. These parts are known to be included in Avox kit numbers including, but not limited to, 70001-00, 70002-00, 70003-00, 70004-00, 74050-00, 74051-00, 74052-00, 74052-01, and 73777-01. The packages may be marked as North PVP Iodine Wipe.

Check the package for the lot number. See attached Avox Systems Inc. Service Information Letter, SIL-25-01, Revision 2, dated December 2, 2011, for more information, including pictures, on how to identify the lot number. Lot numbers W349999 and lower are suspect and should be replaced. Lot numbers W350000 and higher are not suspect and are acceptable as is.

For Further Information Contact

Rob Romero, Aerospace Engineer, 2601 Meacham Blvd., Fort Worth, TX 76137; phone: (817) 222-5102; fax: (817) 222-5960; e-mail: Robert.A.Romero@faa.gov.

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:

Balloons launching March 4th in Winthrop, Washington. Photo by Tim Gale.

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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.

AeroStats reserves the right to deny publication of submitted material for any reason.

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