

AeroStats



April 2013

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

Volume 15, Number 4

WAS President's Letter



We had another meeting with good attendance, discussion and topic. We had 17 attend the March meeting. The bylaws changes were easily approved. The

vote was unanimous per the votes cast in person and those e-mailed to Leslie. Another issue settled.

Robert and Jenelle Prinslow came in to discuss the Woodburn Area Relay for Life. They were seeking four balloons willing to do a night glow as part of their program. It's a donation of services in memory and to honor those touched by cancer. The event is set for July 12th at 10:00 PM and will be coordinated with night walk and luminaries in Centennial Park on the south side of Woodburn. Thank you all for the helpful suggestions and willingness to support the event. The Prinslow's came to the meeting hoping to get four balloons and ended up with six. It's an opportunity to give back to a part of the valley that's seen years of ballooning activity.

Another support for the Woodburn area: Join in the flights out of Wooden Shoe Bulb Company's farm. Barb Iverson has a field picked out for us. Their season starts March 29th and offers some great opportunities for photographs. The same rules and courtesies hold from years past. More detail information can be found in this newsletter on page 5.

Jeanne Anson asked WAS to sponsor a 16 year old crew member from Albany, Cordon Lewis, during the BFA Jr Balloonist camp in Reno in July. The members in attendance

agreed to donate \$200 with the stipulation that Cordon provide us with a report of the camp as a follow-up. We'll also encourage Cordon to get involved with ballooning activities outside of the Albany event.

The meeting allowed follow-up discussion after an excellent safety seminar organized by Cory Miller. Brad Teneyer's weather discussion of the Skew-T charts and prediction of fog and low cloud formation hits close to home in our dear Willamette Valley. Shari shared a few photos of an Albany flight with the visibility affliction and Brad's charts from the day had clear indication of the mechanism that causes reduced visibility. Bert Padelt's discussion of emerging hydrogen technologies for lift was fascinating, as was his club structure for finance and sharing an aircraft. Perhaps we might have a silent envelope at low level heading south along or valley some day. Then there was Sam Park's discussion of Ed Ristaino's accident in Georgia. The discussion provided another compelling reason to respect

Mother Nature's power and our peril if ignored.

Pasha and Justin have (been) volunteered to be Activities Directors this year. The true process started with my query of Justin and acquiesced by Pasha. Thank you and welcome back.

Still awaiting flyable skies and dry landing sites.

Tim Gale

The next meeting of the Willamette Aerostat Society will be Saturday,

**April 20, 11:00 AM
at Salem's FBO office.**

The meeting time was adjusted in the hopes that we'll have flyable weather that weekend.

**Balloonists are irrepressible optimists!
So plan to fly on the 20th
&
attend the meeting!**

2013 WAS Officers

President

Tim Gale

Vice President

Koh Murai

Secretary / Treasurer

Leslie Berning

Community Relations

Jim Smith

Newsletter Editor

Shari Gale

Past President

Mark Trujillo

Activities Directors

Pasha & Justin Luber

FAA Liaison

Mark Trujillo & Jim Smith

Secretary/Treasurer's Report

Willamette Aerostats Society Meeting Minutes March 16, 2013

Fourteen members and two guests in attendance.

12:50 Called to order by President Tim Gale

January 2013 Minutes approved unanimously. Motion made by Ron Grove; seconded by Sandy Grove. No discussion.

Treasurer's Report

\$1,624.65	previous balance [1/19/13]
\$1,814.65	ending balance [3/16/13]

WAS Embroidered Patches

Mark Trujillo sent an email with pricing options. Shari Gale will put the information into the April newsletter.

By-Law Changes

The proposed By-law changes were approved unanimously, with 27 Members voting.

BFA Jr. Balloonist Camp

Vote: Shall WAS donate \$200 towards camp tuition for Cordon Lewis?

Passed unanimously.

Discussion: Cordon was nominated by Jeannie Anson.

Motion made by Tim Gale; seconded by Sandy Grove.

Condition: Cordon should make a presentation at a WAS Meeting about his camp experience. Camp is in Reno, NV in July, 2013.

Passed unanimously.

Motion made by Koh Murai; seconded by Ron Grove.

Guest Speaker: Robert Prinslow and Janelle

American Cancer Society Relay for Life Luminaria Fundraiser Weather permitting, would any pilots be interested in doing a night glow during this event? Six pilots in attendance signed up. Up to four balloons @ perhaps 10pm on Friday July 12, 2013. There was much discussion about logistics.

Website Discussion

We are still gathering information on where it is housed and how to get it transferred to WAS so that WAS pays the yearly fee and has control over it. The WAS.org domain expired and was claimed by a person in China. To get it back, we would have to purchase it from him. The WAS.net still exists, but it may be difficult to change the server and to get it switched over.

Wooden Shoe Bulb Company

Barb Iverson [via Tim Gale] asked if there were any pilots interested in being a referral for flights. A sign up sheet was circulated. Shari Gale will give the list to Barb.

The referral list is not an endorsement [or non-endorsement] of any pilot.

Good of the Order

Robert Raper asked how pilots get crew for events and/or fun flights. Safety Seminar recap: many positive comments including "very interesting", "fascinating", and "done really well".

Egypt balloon accident reminds us all to fly safely, and use good and proper equipment.

Membership Lists: the Secretary will create two spreadsheets – one for Membership information to be used by WAS officers for WAS business and one for a Directory to be shared with other WAS members.

2:19 adjourned by unanimous vote.

Respectfully submitted by
Leslie Berning
2013 WAS Secretary/Treasurer

Here's the quote Mark Trujillo received for club patches.
The patches would be three inches, with iron-on backing at 75% embroidery coverage:

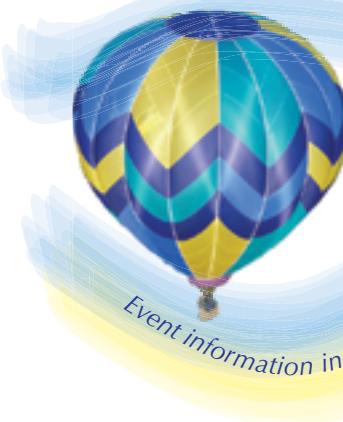
100 pieces / \$1.93 each / Total \$193.00

200 pieces / \$1.26 each / Total \$252.00

300 pieces / \$1.03 each / Total \$309.00



This photo of Jason Fast's balloon, "Rising Son," was taken by Karla Boren. She won third place in the scenic division of the Albany Visitors Association's 2013 Photo Contest. Great subject matter gives you a decided advantage in any contest!



Happenings!

in the Pacific Northwest and beyond

Event information in this newsletter is not to be construed as an endorsement by WAS, its officers, or its members.

May 2013

May 10-12
38th Annual Walla Walla Balloon Stampede
Walla Walla, WA
Contact: Betsy Hadden,
WW Chamber, 509-525-0850

June 2013

June 21-23
Festival of Balloons in Tigard
Tigard, OR
Contact: info@tigardballoon.org
503-612-8213
<http://www.tigardballoon.org>

July 2013

July 12-14
Southern Oregon Wines Aloft
Medford, OR
Contact: Drew Brown
541-779-6080
daybreakballoon@gmail.com

July 19-21
Balloons Over Bend
Bend, OR
Contact: Balloons Over Bend
Phone: (541)323-0964
<http://www.balloonsoverbend.com>

July 27
Jefferson Mint Festival Fly-Out
Jefferson, OR
Contact: The LeDoux's
541-327-2907

August 2013

August 10-11
Loose Goose VI
McMinnville, OR
Contact: Laura Hancock,
dayshancock@aol.com
Please note the new weekend date

August 23-25
Wah Chang NW Art & Air Festival
Albany, OR
Contact: Rebecca or Cathy, Albany
Visitors Association
800-526-2256 or 541-926-0911
<http://nwartandair.org>

August 29 - September 1
Spirit of Boise Balloon Classic
Boise, ID
Organizer: Scott Spencer
Event is by invitation only
<http://www.spiritofboise.com>

August 31 - September 2
Sequim Balloon Festival
Sequim, WA
Contact: 360-461-2202

September 2013

September 7-8
5th Annual Quincy Valley Balloon & Wine Festival
Quincy, WA
[Invitation Only Event]
Contact: Kent/Kim Bacon,
509-787-3795

September 6-8

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

September 20-22
Montague Balloon Fair

Montague, CA
David Herfindahl
530-643-1305
dherfindahl@gmail.com
<http://themontagueballoonfair.com>

September 27-29
Great Prosser Balloon Rally
Prosser, Washington
Contact: Andrea
andrea@prosserballoonrally.org
509-713-2732
<http://www.prosserballoonrally.org>

September 28
Hop & Heritage Festival
Independence, OR

One Day Fly-Out
Contact: Monmouth-Independence
Chamber of Commerce
503-838-4268
windwind1@juno.com

October 2013

October 5-13
Albuquerque Int'l Balloon Fiesta
Albuquerque, NM
Contact: AIBF, Inc., 1-888-422-7277
<http://balloonfiesta.com>

Planning To Fly Over The Tulip Fields in 2013? Here's What You Need To Know

The Iverson family welcomes balloons to fly during their Tulip Festival again this year. The Festival dates are **March 29th through May 5, 2013.**

The launch field this year will be the 25 acre grass field south of the main buildings. It is east of the tulip field. With all the rain we have been experiencing the fields are VERY soft. You are also welcome to launch from the parking areas.

We are welcome to launch weekdays and weekends. Current field conditions are posted daily on www.WoodenShoe.com.

To ensure we get invited back next year please follow these basic rules:

1. *Stay off the wheat* in the field that held last year's tulip crop.
2. Set up by backing your trailer to the edge of the field and avoiding driving on any crops. This will become increasingly important as the grass fields start to grow.
3. Drive carefully and slowly. Foot traffic is everywhere, especially when you return after the flight.
4. Serving alcohol is discouraged. If you include alcohol in your post-flight ceremony be very discrete.
5. Leave only footprints. Carry out what you bring in. The trash barrels are provided by Wooden Shoe for their customers, not our garbage.
6. Respect the landowner's property at both the Iverson's and their neighbors.
7. Be friendly. Much goodwill happens when we chat with folks, pose for pictures, and offer tether rides. Promote our sport.

Come out and participate in this year's non-sponsored event. Be responsible for all your own costs. Obey all flight regulations; there is no waiver for these flights. WAS is posting this as a courtesy to its members and is not acting as a sponsor of these flights in any way directly or implied.



Top photo by Shari Gale. Bottom photo by Jon Bierma. Both photos were taken in May 2012.

Rusty After a Winter Without Flying? Test Yourself!

Here's Your WAS Quick Quiz for April

1.) What causes false lift which sometimes occurs during launch procedures?

- A) Excessive temperature within the envelope.
- B) Closing the maneuvering vent too rapidly.
- C) Venturi effect of the wind on the envelope.

2.) Thunderstorms which generally produce the most intense hazard to aircraft are

- A) squall line thunderstorms.
- B) warm front thunderstorms.
- C) steady-state thunderstorms.

3.) Under what condition, if any, may a pilot allow a person who is obviously under the influence of drugs to be carried aboard an aircraft?

- A) In an emergency or if the person is a medical patient under proper care.
- B) Under no condition.
- C) Only if the person does not have access to the cockpit or pilot's compartment.

4.) It may be possible to make changes in the direction of flight in a hot air balloon by

- A) operating at different flight altitudes.
- B) flying a constant atmospheric pressure gradient.
- C) operating above the friction level, if there is no gradient wind.

5.) What is a hazard of rapid descents?

- A) Aerodynamic forces may collapse the envelope.
- B) Wind shear can cavitate one side of the envelope, forcing air out of the mouth.
- C) The pilot light cannot remain lit with the turbulent air over the basket.

6.) The valve located on each tank that indicates when the tank is filled to 80 percent capacity is the

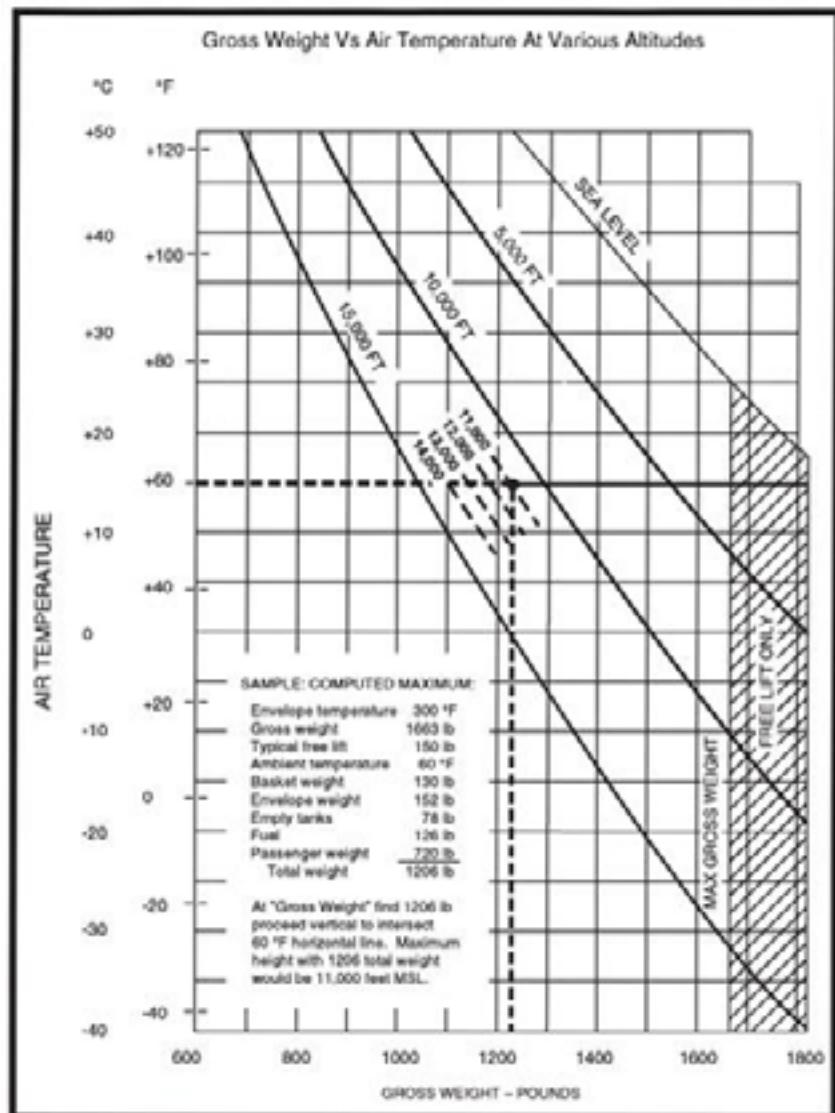
- A) vapor-bleed valve.
- B) pilot valve.
- C) main tank valve.

Happy Birthday

Mike Layman	4/4
Sandy Grove	4/8
Alan Brandt	4/19
Carol Whitney	4/20
Bob LeDoux	4/25

7.) (Refer to figure below) The gross weight of the balloon is 1,350 pounds and the outside air temperature (OAT) is +51°F. The maximum height would be

- A) 8,000 feet.
- B) 5,000 feet.
- C) 10,000 feet.



8.) Which precaution should be exercised if confronted with the necessity of having to land a balloon when the air is turbulent?

- A) Land in the trees to absorb shock forces, thus cushioning the landing.
- B) Land in any available lake close to the upwind shore.
- C) Land in the center of the largest available field.

Answers to the quiz can be found on page 8.

The Winter Wonderland Called Winthrop



Balloons from Oregon and Washington headed to Winthrop, Washington the first weekend in March. The town is nestled into the Northern Cascade Mountain range. The Methow River Valley is perfect for winter ballooning.

This year eleven balloons flew on Friday. More joined them on Saturday. Sunday ended up being only good for a quick drive home due to windy flying conditions.

The Saturday Night Glow was very successful until the rain started to fall. That's when pilots and crew hustled to pack up envelopes in record time.

All the photos on this page are by Dale Justice. (Thanks, Dale!)



Bald eagles can be found in abundance in the Winthrop area, but they sure scatter at the first sound of the burners.

**What is up next?
The Walla Walla Balloon
Stampede on
Mother's Day weekend.
See you there!**



FAR out

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

Open any of the 36 aviation Sectional Charts the collectively cover the 48 contiguous United States and one will find some type “special use airspace”. These pieces of the sky are areas where flight activities must be confined due to the type operations being conducted. There may be no flight activities at all but something on the ground the “powers that be” do not want pilots wandering over. In here, limitations are imposed upon aircraft operations that are not part of the reason for the special use designation.

A pilot could be confronted by one or more of six different types of “special use airspace” during a single flight, depending on the part of the country in which he/she aviates.

FAR Part 73 contains information about the two regulatory and perhaps most important airspaces of which a pilot should be aware. Subparts B and C designate *Restricted* and *Prohibited* areas and “prescribe limitations on the operation of aircraft within them”. Does this mean one cannot fly within the airspace? No, but that is why it is important to read and understand Part 73.

The biggest difference between the two areas is from whom one would receive permission to enter the area. A FAA facility or the “using agency” may approve aircraft movement in a Restricted Area. However, only the *using agency* may allow flight into a Prohibited Area.

Other “special use”airspaces are

not specified in the FARs. To find information on those, one must delve into the Aeronautical Information Manual. Section 4 is about Warning Areas (not likely to be balloon territory as they extend outward from the U.S. coastlines for three miles), Military Operations Areas (not to be confused with Military Training Routes discussed in another article), Alert Areas (possibly containing high density pilot training activities or unusual aerial activity) and Controlled Firing Areas. If a pilots accidentally get in one of those, airborne or ground bound spotters will see you coming (you better hope) and order a cease-fire until you pass.

Section 5 contains the information on Temporary Flight Restrictions (published by NOTAM), National Security Areas (voluntary avoidance by pilots unless turned into Prohibited Airspace under FAR 99.7).

Most special use airspaces, except Controlled Firing Areas, are depicted on the Sectional Charts. They have altitude limits and hours of operation. However, since 911, many restricted and prohibited areas can be found only in the Notices to Airmen (NOTAMS). Check them carefully prior to every flight.

Being aware of the airspace in which you are flying may keep you out of a safety or paperwork problem. Do not be like the errant astronaut who shut down gunnery practice at an Army base when he floated into the Restricted area and landed in the artillery impact zone, then waited on his basket for several hours while the mine sweepers made a path to get him out.

Know your flying area in not only safe, it is mandated by FAR 91.103

Answers to the April Quick Quiz:
1C, 2A, 3A, 4A, 5C, 6A, 7C, 8C



The next meeting of the
Willamette Aerostat Society
will be
**Saturday,
April 20, 11:00 AM**
at Salem's Air Center (FBO),
Upstairs Conference Room

*The meeting time was picked so members can fly
in the morning and still make it to the meeting.
Yes, we admit it. We're being optimistic about the weather!*

*Individuals will have the option to attend a
post meeting no-host celebration at a local restaurant.*

Please join us!

Finally! There Was A Reason To Get Up Before Dawn!



An early spring flight in Yamhill for Koh Murai and Tim Gale has become a welcome tradition. Again this year Koh's granddaughter, Janna Ingram, went along. She's working on obtaining her pilot's certificate. She inflated the balloon flawlessly.

Koh entrusted his new balloon, Firenze, to Tim for the first set of touch and goes. Then it was Koh's turn. Next came Janna.

The winds were so light and variable that Firenze just zig zagged over Yamhill for the entire flight. They finally landed at a local church just a couple of blocks from the launch site.

After many months without even seeing a balloon it was exciting getting out and getting up for both pilots and crew members.



Photos by Shari Gale

The Weather Forecasting Discussion Continued After the Seminar

After the safety seminar I sent meteorologist Brad Temeyer copies of photos I'd taken years ago of balloons flying along with a touch of Willamette Valley fog. I was able to give Brad the exact date and time each photo was taken, in turn he took the time to find out just what the weather charts looked like on the days in question. Here's what he sent back to me. ♦ Shari

In the August 29, 2009 profile, the temperature and dew point (in this case represented by the two black lines) are relatively close together for the first several thousand feet in the atmosphere. This was very similar to the profile that I referenced from the Nationals in Waco in 2007. In both of these cases, the atmosphere was nearly saturated in the low levels, and as the sun rose, the atmosphere began to mix. With just a very little bit of mixing, clouds developed right above the surface shortly after sunrise. On these cases when there is relatively deep saturation in the near surface layer, cloud development is a really good bet potentially causing problems with flying, yet catching pilots off guard because it is a changing situation.

The September 3rd case is different (which in this case is a good thing). In the September 3rd profile, you can see the temperature/dew point are only right near each other right at the surface. Therefore, clouds could only form right near the surface,

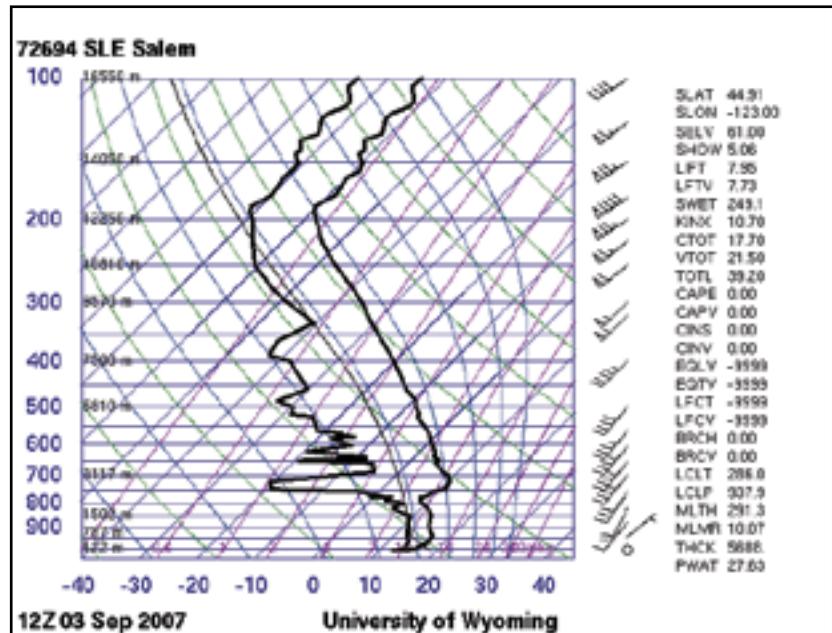
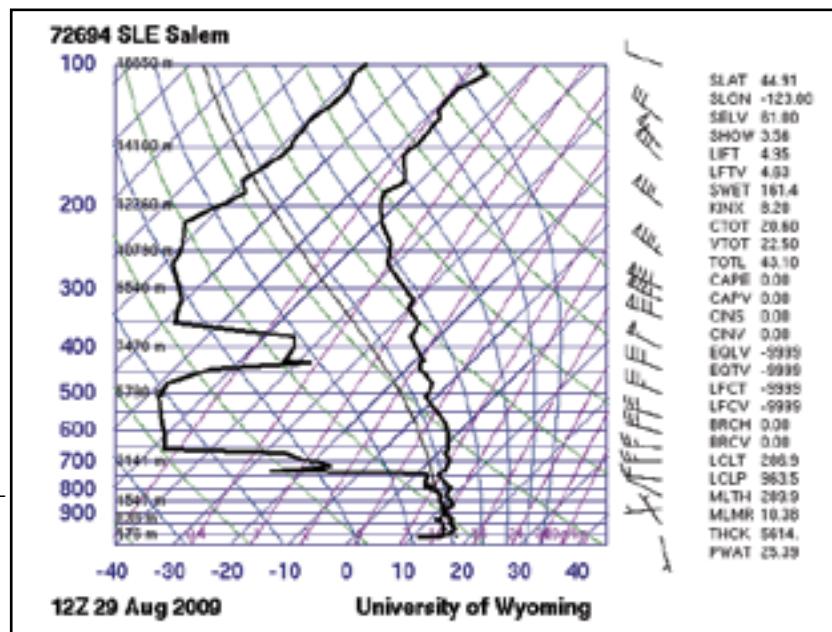


Photo taken near Albany on August 29, 2009

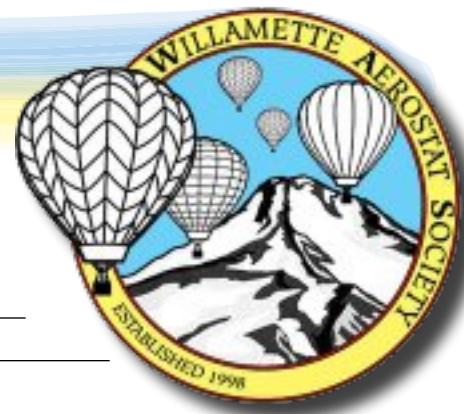
and as the surface temperature warms, the separation between the temperature and dew point is going to increase resulting fog decreasing/ becoming more patchy as time wears on. The point is, when the saturation is shallow, you are likely ok to fly unless you are flying in a relatively low spot (river valleys etc) where fog likes to develop. When the (near) saturation is deeper (as in the August 29th profile), the development of clouds is likely shortly after sunrise, likely causing issues.



Photo taken near Jefferson, Oregon on Sept. 3, 2007



2013 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 Address in Directory: Yes No

Publish Phone # in Directory: Yes No

Publish E-Mail Address in Directory: Yes No

Publish Cell Phone # in Directory: Yes No

Publish Birthday in AeroStats: Yes No

Publish Family Member Names in Directory: Yes No

Mail completed form with fees to:

**Willamette Aerostat Society
c/o Leslie Berning
P. O. Box 3784
Salem, OR 97302**



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 flying in Winthrop, Washington the first weekend of March signifies that the balloon rally season will soon be upon us. Photo by Dale Justice.

Waiver

AeroStats is a monthly publication of the Willamette Aerostat Society.

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

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

Comercial use of material (articles or images) for any reason is prohibited without the express written consent from the Willamette Aerostat Society.

Material to be considered for publication should be mailed or e-mailed to the Newsletter Editor at sharigaleOR@gmail.com

Publication deadline is the 2nd Saturday of each month.

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

Material published in AeroStats does not imply endorsement by WAS, its officers, newsletter editor, or its members of an event.

Nor does it imply agreement with opinions, comments, or endorsement of any product.