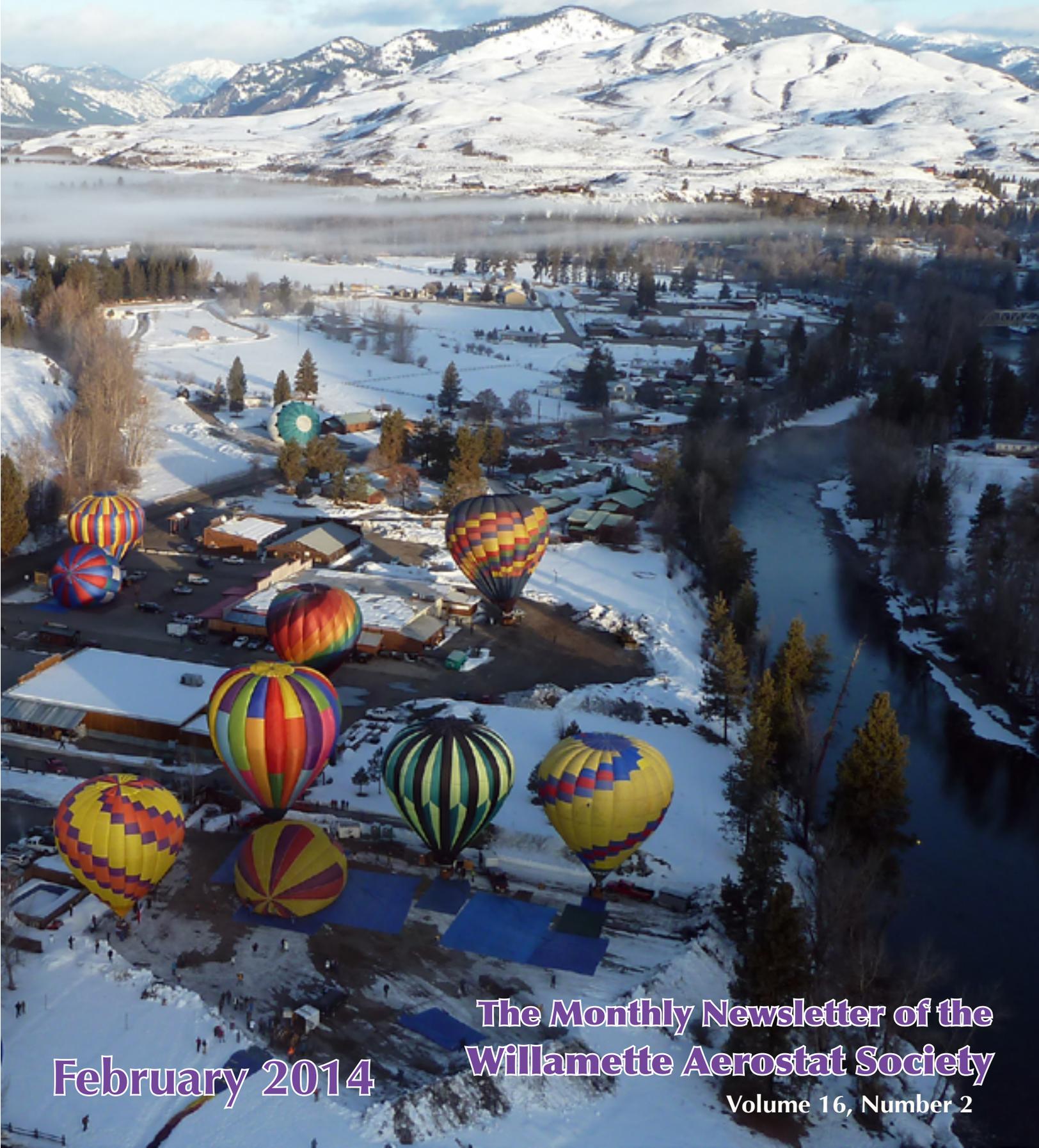


AeroStats



February 2014

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

Volume 16, Number 2

WAS President's Letter



First off, this is the season for safety seminars. Cory Miller has assembled an April 26th program in Salem and Terri Ratkoviak has one set in Phoenix, Or-

egon (south of Medford) on 22nd of March. Attend one or two and renew your acquaintances with ballooning and balloonists. Join the tradition.

As I started to write this, February arrived, still dry and at times foggy with little precipitation. It seems that our dear mother nature has had a change in plans with much of the valley encased in snow, lots of it. I measured 13 inches last evening. Alas, or thank heaven, the temps will rise and rain will fall to get back to what we consider normal for the month. We're still down on moisture and yes, the dry weather is of interest to balloons yet it bodes darkly for fire risks in the summer months when farmers concern over fire will be heightened and our welcome diminished. That said, we can still dream of good times with flying fabric in the months to come. That's another reason for our gatherings during the off-season: reinforcing our anticipation of messing about with fabric in the air.

Last meeting brought us together and with good friends from afar. The meeting brought back memories of decades past where we'd share stories and personal examples in a way that we can learn from each other. I'm not sure I'll get into doffing my shirt as a signal to the crew that I plan an imminent landing on a morning flight. I'd be even less likely to

do so in Winthrop in early March. I do miss the party line approach when on a common frequency without squelch codes, as long as the chatter is kept at bay. Hearing calls from adjacent craft and crews offered warning of issues and opportunities. If one was in a 'bit of bother', other crews often joined in to help in resolution of the trouble.

I checked with Leslie and hear

that no nominations for Aeronaut of the Year have been placed. Perhaps we can leave the nomination period open through February to see if any come in, otherwise the award will hold until the next year.

Looking forward gentle breezes and smiling landowners to all!

Tim Gale
WAS President



Plan to attend the
February
WAS meeting.

Saturday, Feb. 22, 2014
10:00 AM
at the Salem FBO
(upstairs)

Follow the signs to the
Flight Deck Restaurant.
The FBO is right next
door.

2014 WAS Officers

President

Tim Gale

Secretary / Treasurer

Leslie Berning

Newsletter Editor

Shari Gale

Activities Directors

Pasha & Justin Luber

Vice President

Koh Murai

Community Relations

Jim Smith

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Mark Trujillo

FAA Liaison

Mark Trujillo & Jim Smith

Secretary/Treasurer's Report

Willamette Aerostat Society General Meeting Minutes January 25, 2014 Salem, Oregon FAO

In attendance: Tim Gale, President; Koh Murai, Vice President; Leslie Berning, Secretary/Treasurer; 18 WAS members; and two guests.

10:05 call to order by Tim G

Minutes Approval

December 2013 General Meeting Minutes approved unanimously as published in January 2014 Aerostats.

Treasurer's report – Leslie B

\$1,262.31	checking account balance
\$ 80.00	savings account balance
\$ 35.00	petty cash
<hr/>	
\$1,377.31	total as of 1/1/2014
\$1,427.31	current balance

Deposits from membership dues

Tim G introduced our guests, Bob & Carol Blunk, who described themselves as "Balloonists Emeritus".

Open Discussion:

Pilot to ground crew communication
We shared stories of how we ballooned before all of the technology we have now.
In the old days pilots used

- CB
- Ham
- physical signals
- hollering
- BizBand
- Digital
- GMRS
- FRS
- airhorn
- whistle
- aircraft radio

One pilot would take off his shirt and wave it to

signal his intent to land. Ground crew could set off smoke bombs or line up to show ground wind. Now we have more options, including "Find Me" app on Apple smart phones and "Find My Friends" app on Droid phones.

It was noted that aircraft radio cannot be used outside of the US. And it is illegal for anyone to use a cell phone while aloft.

One suggestion for long distance flying was to have a "home base" where all crew and family could contact with questions or problems.

Accidents or incidents – none discussed

Manufacturing issues – Alan S noted that the price of Aerostar parts has increased.

FAA issues – none discussed

Events & happenings – Safety Seminar March 22, 2014 in Phoenix, Oregon. Pacific NW Safety Seminar April 26, 2014 in Salem, Oregon.

Topics for future meetings

Chase rigs? Gingerbread balloons?

Good of the Order

Bob L will contact Cheryl Isaacs about using the Aurora airport for WAS meetings.

Aeronaut of the Year nominations are to be sent to Leslie B.

Georgia Lindsey's son Shane passed away. Bob Gilmore passed away.

Bob and Maryanne L are looking to buy a Raven basket.

Greg M said it is beautiful every morning now in Eastern Oregon, but cannot get enough crew.

11:19 adjourn

Next meeting: February 22nd @ 10:00 in SLE FBO.

Respectfully submitted by Leslie Berning.

10 Things: Here's Your Chance To Learn A Little Something Extra About Your Fellow WAS Members

Marianne LeDoux came up with the idea of taking the Facebook game of sharing little known facts about yourself with your friends, and transferring it to this newsletter. It was a great idea! The first installment went out last month. Here's the next two members, one of whom is Marianne herself.

It's not too late to send in your list (of 10 or more). You can be as serious or whimsical as you wish. Send your list to sharigaleor@gmail.com.

The Brandts...Alan & Linda

- We transplanted ourselves from California in 2004. Crewed in Albany in 2001, liked the area and bought our retirement home during the Albany rally in 2002. This was more than a year before the Sandersons moved to Albany...the pilot had to chase the crew!
- Both of us were born in San Francisco, California. Linda grew up in San Mateo and Alan in Napa. Met when both working at SRI International in Menlo Park, California and were married in 1990. We have three daughters (all from our first marriages), two in the SF Bay Area and one in Tigard. There are a total of 5 grandchildren (3 boys, 2 girls.)
- First balloon flight was a tethered flight at Alan Sanderson's company picnic (1996) where we were guests of the picnic host. First free flight and champagne brunch was in 1997 and our first trip (of 4) to Albuquerque was in 1998.
- Alan's comment concerning food: "Beer has food value, food has no beer value." That being said, he likes pretty much anything, especially if someone else is cooking.
- We enjoy travelling the country in the RV, sometimes to chase balloons, sometimes to explore the back country in the Jeep, and sometimes just to get away to new places. We have made trips to Alaska and Key West Florida and this winter will be flying to Alaska to (hopefully) see the Northern Lights.
- Alan is pretty much a morning person so enjoys the early flights. Linda has a bit more trouble with the mornings, but LOVES the pictures she gets to take so has learned to deal with it...digital photography has saved the day as we exposed over 25 rolls of 35 mm film on each trip to the Fiesta.
- We've written enough about some of our worst balloon moments... but the best flights are just about all of them...its always a good flight when you can walk away.

Mark Tujillo

10. When I was a kid I always wanted to be an astronaut. As an adult, I always wanted to be an astronaut.
9. I was 13 when I attended my first hot air balloon rally. It took place in Albuquerque at the Coronado Shopping Center. The year was 1973.
8. While in college, I took an astronomy class from the person who discovered Pluto (Clyde Tombaugh).
7. I have run the Pikes Peak Ascent Half Marathon 14 times. I am training to make it 15 in August 2014.
6. I met boxing legend Muhammad Ali when he visited my home town of Socorro, New Mexico. I was 16 years old at the time.
5. I am active member of the Civil Air Patrol.
4. I have always been a morning person. This seems to come in handy in our sport!
3. My Dad is my hero.
2. I have never met a dog I didn't like.
1. I like to take things apart and sometimes even put them back together.

FOR SALE ♦ FOR SALE ♦ FOR SALE

Hurricane Fan with Eight Horsepower Honda engine and wooden prop.

\$800 in US, or Canadian dollars. Or Specie. Contact Mike Layman for demo and/or delivery.

Mike (503) 367-2999

Nuts, Bolts, and Electrons

Do You Know Where Your Parts Are Coming From?

FAA Safety Briefing November/December 2012

The following article is from the FAA. It discusses the importance of certified parts for your aircraft. Granted, the article has a fixed wing perspective, but the basic caution is appropriate for lighter than air operations.

I was repairing some cylinders from a Continental C-85 engine, and I had to replace two of the exhaust seats, which cost about \$22 each. After I returned the cylinders, the owner sent me a package containing two seats. His enclosed note said he found “the exact same seats” from a “west coast supplier” for \$5 apiece, and he wanted me to accept those instead and return his \$44. The seats he sent me were clearly unapproved parts. The machine work was bad. There were no markings, and the color of the material told me it was not the correct alloy for the job it was intended to perform. I returned them with a letter explaining that they were unapproved, poorly made, and would probably fail way short of their usual lifespan. I questioned whether the owner felt his (or anyone’s) life was worth the \$34 difference!

A Bit of History

Forty years ago, aircraft manufacturing and parts companies produced about 90 percent of their components within their own factories. Now, most only produce about five percent of their parts on site. These companies have become “assemblers” of components that have been produced by external suppliers.

This practice lowers costs because the manufacturers, called Production Approval Holders (PAH), contract with specialized companies that can build products faster and cheaper. With proper oversight and a robust quality control program, PAHs can develop a list of suppliers who consistently produce parts that meet

their approved design, as required by 14 CFR. Supplier control audits, which became a requirement in 2011, help determine if PAHs are providing the correct technical and quality information to their suppliers.

Trust but Verify

Ronald Reagan once said to trust but verify, and it’s a great bit of wisdom. When a new supplier ships parts to a PAH for the first time, the PAH does a thorough job of inspecting those parts to ensure they meet the approved design. A history of compliance is established. PAHs can perform on-site audits and inspections of the supplier, and have the supplier provide a Certificate of Conformance stating that the parts meet all of the requirements. If there are no problems after several delivery inspections, the inspection rate can gradually be decreased. The FAA has developed a category parts list which assigns a “criticality score” to certain types of parts, because, as you might guess, a landing light lens is less critical than a high pressure turbine disk. Those parts deemed “Critical to Flight Safety” require stricter auditing. Aircraft parts that don’t meet design and cannot be reworked are scrapped. When this happens, regulations require that the part be rendered unusable. Quite often, this process is contracted out. Without proper over-

sight, it’s not too much of a stretch to envision some of these scrap parts being cleaned up, repackaged, and sold via your favorite online auction venue. That’s how unapproved parts are born.

How Do You Know?

So how do you know if you’re buying a certified part? If you don’t do your own maintenance, know your mechanic. If you don’t, then get recommendations or research one online. Only do business with those who come highly recommended and have an established history of ethical, quality work. If you do your own maintenance, the cost of the parts can be very telling. Legitimate parts companies do a lot of market research on their competitors. The point is to keep prices low and fairly consistent. If you find a company selling a particular part at 50 percent less than everyone else, caveat emptor, as they say. BUYER BEWARE! If the deal sounds too good to be true, it probably is. And it’s definitely not worth your life.

Tony Taylor is a manufacturing Aviation Safety Inspector working in the San Antonio Manufacturing Inspection District Office. He has 32 years experience as a mechanic and machinist in both the aircraft manufacturing and maintenance fields. Taylor oversees manufacturing facilities and designees in Texas and Louisiana.



The BFA Jr balloonist committee is having a contest to come up with a design for a logo...if you have kids 18 and under, please have them submit a drawing...you can go to bfacamps.com for all the information.

FAR out

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

Fellow balloon pilots who fly in the Rocky Mountain West. Do you realize how easy we have it drifting about the blue unencumbered skies? I am talking about the rules we must aviate by. FAR Parts 61 & 91(basic) are with which we concern ourselves. However, delve deeper into Part 91...into the SFARs and you will see how our brethren in other parts of the country must be aware of so much more. SFAR?... Special Federal Air Regulations...due to terminal areas, Homeland Security and/or Temporary Flight Restrictions (TFRs).

Where is all the needed information found? In the latest edition of the FAR/AIM. Did you know there is a subsection (61.18) that could affect YOUR flying? True it is. If for

whatever reason a pilot is considered a threat to national security, a certificate can be suspended and/or denied.

Another ongoing discussion matter is FAR 91.103. More specifically, “does a pilot have to carry an aviation chart of the flight area?” The regulation states “must become familiar with all available information concerning the flight.” However, it then gets more specific and speaks of weather, runway lengths and “other reliable information *appropriate to the aircraft*, relating to aircraft performance....” But, this is a matter for another article.

The FAR/AIM publication has numerous areas of interest for the balloon pilot. Do you recall what airspace in which you can/do fly?

On the air charts, what **do** those little gray lines with numbers mean? Did we not just talk about that? Which balloon really has the right-of way? If a pilot applies for a new certificate or upgrade, is there something the mandated background checks will find that might derail the process?

Some pilots are content with getting regulation and flight information off the Internet. This pilot prefers having the book on the shelf for easier and faster reference... besides, it is easier to jot notes on the pages. Must one have a copy of the latest FARs? Hold on a moment, let me check 91.103 :~)

The FAR/AIM hardcopy is available on the Internet and from local bookstores.



Have you renewed your
WAS membership for 2014?

Fill out the membership application
and mail it and your check to:

Willamette Aerostat Society,
c/o Leslie Berning

P.O. Box 3784, Salem, OR 97302

Join the Club / Join The Fun

Next meeting is February 22nd at 10:00 A.M.

at the Salem Airport FBO (upstairs)

2014 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)

We will forward new Junior Balloonists to the BFA Office. Be sure to include JB's name above.

Membership

The Willamette Aerostat Squadron publishes an annual membership directory, acknowledges member's birthdays in the club newsletter, and communicates via e-mail and the website. We recognize and respect our member's privacy. If you do not wish personal information about you published, please indicate below. Information published on our website is public domain and subject to retrieval via Internet connection. Unless otherwise indicated below, it is assumed it is OK to publish this data in our annual directory:

- Do Not publish name
- Do Not publish address
- Do Not publish phone number
- Do Not publish cell phone number
- Do Not publish e-mail
- Do Not publish birthday

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 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:

Balloons launching in Winthrop, Washington during their winter rally in 2012. Photo by Tim Gale. The 2014 version of this event happens the first weekend in March. Don't miss it!

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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.

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