

DESERT BREEZES

CREW APPRECIATION

Saturday, April 17th, was Crew Appreciation Day. Pilots and crew met out at Tumbleweed Park in Chandler at 6:00 AM. Wind directions were such that we all decided to launch from the park that morning. Fourteen balloons flew from the park that morning. The pilots went toward Chandler Airport, which would mean flying high to overfly the airport, which was celebrating its' Aviation Days.



Aerial view of the launch site - Neil Davison was first to launch but able to fly a box back to the launch area

continued on page 2



IN THIS ISSUE

Meeting	Pg. 1 & 4
Club Events	Pg. 4
Membership Fees	Pg. 21
Advertising Fees	Pg. 21
Officers	Pg. 21
Commander's Column	Pg. 20
Birthdays	Pg. 12
Minutes	Pg. 17-19
Member Update	Pg. 5
Recipes	Pg. 13 & 14
Fuel Report	Pg. 20
Classifieds	Pg. 11
Sunset/Sunrise	Pg. 5
Balloon Events	Pg. 2, 3 & 4

Board Meeting

***Pinnacle Community Church, 1330 E. Union Hills
Tuesday, May 18th, 5:45 PM***

***General Meeting: Nominations for Club Officers
Pinnacle Community Church, 1330 E. Union Hills
Tuesday, May 18th, 7:00 PM***

Neil Davison was the first one to launch, serving to indicate for the rest of us that the wind direction had changed and would take us away from the airport.



Neil Davison and Cherie Moorehead in the distance; Left to right, Bob Romaneschi, Sally Heinrich, and Judy Holt are flying closer to the photographer.

Judy Holt had her neighbor and club members Carol Hurlburt, Linda and Bud Jorgensen along. She was able to do an intermediate landing. Judy and Linda and took the photographs the accompany this article.



Judy's shadow over the park



Desert Drifter crew and pilot rest.

Molly and Frank Karlovec were busy, both crewing for Gary Bishman *and* providing the picnic. Molly flew with Gary while Frank drove. Bob Romaneschi flew with family and additional crew (I didn't keep track of them all). He is flying a red and black balloon now. I didn't recognize the balloon and didn't know he was there until he returned after flying.

Steve Shluker's balloon was flown by the new owners (their names are Cherie and Chuck Moorehead, but I am not sure about the spelling), with Tom Connolly and Dean Rosenlof assisting.



The balloon returns to the valley with new owners

continued on page 3

(Emailed to Molly Karlovec, Sue Connolly, and Sally Heinrich)

Hi Gal's,

Well, we have set the date for our Airport event this year called "COTTONWOOD AIRFEST" . It is October 16th. It promises to be bigger and hopefully better. We want you all to come again this year. Please spread the word in your Balloon community. The more the merrier.

**Thanks,
Aleck Gradijan**

(Editor's note- Aleck is the Cottonwood Airport manager. They invited us to come fly from the airport, offering nothing-they had almost no budget. But, we don't get to launch from airports very often, so we went.

Special thanks to Larry & Sandy Cravens, who know the area. They provided a description of the local area for us and what to anticipate in flight. Then we returned to the airport to tailgate.

We flew crew and student pilots Alan and Philip Hilty because my other crew person, Bill Perkins, declined to fly..he still had jet lag after just returning from vacation in Holland. He and wife Judy were lucky to return just before the volcano shut down the airport. While chasing, Philip Heinrich ran into a coworker out taking pictures of the balloons.

You may remember our November guest speaker, Michael Glen, who drove up with his family and crew and joined us for the morning's flight. Others out flying on this beautiful morning were Kim Rosenlof, Mike Liberti, and Scott Nicols.

continued on page 4



Is that the "X"?

Tucson Club Rally
Clayton Field
May 2, pilot briefing 5:00 AM
Theme: Hillbilly Divorce Court
(hillbilly food you can eat after getting a divorce/Moonshine or drinks for after getting rid of a spouse)
Camping overnight, May 1
RSVP rcssand@aol.com /520-400-4438

MARK YOUR CALENDAR!

MAY

1-2	23rd Annual OldTimers Balloon Rally	This is an invitational event limited to 50 Roswell, New Mexico	Bill Glen, bnsghen@caballeros.net
-----	-------------------------------------	---	---

JUNE

4-6	Temecula Valley Balloon and Wine Festival	Lake Skinner Park, California	Contact Festival Office: 951-676-6713
19-20	Sevier County Eyes to the Sky	Salina, Utah	Kent J Barnes, KJBarnes@att.net 801-557-5300
	Panguitch Valley Balloon Rally	Panguitch, Utah	Bryan Hill or Cheryl Church bryan@pageelectric.org

SEPTEMBER

17-19	Cedar City Sky Fest	Cedar City, Utah	Mary Payne, skyfest10@infowest.com
17-19	Plano Balloon Festival	Plano, Texas	Registration begins in April

OCTOBER

2-10	Albuquerque International Balloon Fiesta	Albuquerque, New Mexico	
16th	Cottonwood Airfest	Cottonwood, Arizona	Aleck Gradijan, sundance@commspeed.net

NOVEMBER

19-21	Colorado River Crossing	Yuma, Arizona	Shara Merten, 928-343-1715 info@caballeros.org
-------	-------------------------	---------------	--

After the flight, crew won raffle prizes of water bottles (with a balloon drawing) and visors, three padded crown line handles (provided by Bob) and three gift baskets that contained two pair of leather gloves, cookies, trail mix, and a bottle of Korbel champagne- drinking stuff for the crew, not throwing stuff!

It is important to say I noticed Bob took some time after flying to talk to both club members and non-members about what programs they would be interested in hearing. He is working hard to meet the interests of the club members and hopefully interest others in joining the club by providing presentations they find interesting. There was a request for a safety seminar this year because the four hour Albuquerque seminar was not accepted by IMC when some balloon owners and pilots went to renew their insurance.

To my friends in the balloon club

By Steve Shluker

I wanted to say good-bye to my many friends in

the Arizona Balloon club as I have decided that due to health, age and location to leave the sport.

I have had 23 years of some of the greatest experiences ,memories, and travels a person could have. My life was centered around ballooning for so long and I even met my wife Lynn while waiting ballooning.

I appreciate the chance to be a club board member and vice -president for so many years and the friends and acquaintances I have made, both in Phoenix , at rallies and in various countries.

I recently sold my balloon "Shooting Star-Mariah" to Shari Morehead, who, along with her husband, is getting instruction from Kim Rosenlof. I trust she will enjoy ballooning and the club as much as I have.

If any of you are in Las Vegas or need a crew for a flight in the area or Southern Utah, , call or

UPCOMING CLUB EVENTS:

**May 18th Meeting
Pinnacle Community Church
1330 E. Union Hills
7:00 PM**

**Ice Cream Social (and elections results plus video)
Tuesday, June 15th, 2010**

**Saturday, July 24th, 2010 (rescheduled from the 17th)
Pool Party at the Karlovec's Residence**

**DiamondBacks Game Day: Saturday, August 7th, 2010 for the 6:40 pm.
Padres game - Ticket prices and more details to come**

Hard Landing? It's all in the eyes!

FAA Notice Number: NOTC2222

During the approach, flare, and touchdown, vision is very important. To provide good peripheral vision and good judgment of height and movement, the pilot's head should assume a natural, straight-ahead position.

The pilot's visual focus should not be fixed on any one side or any one spot ahead of the airplane, but should be changing slowly from a point just over the airplane's nose to the desired touchdown zone and back again, while maintaining a deliberate awareness of distance from either side of the runway within the pilot's peripheral field of vision.

Accurate estimation of distance is a matter of practice, and requires that the pilot be focused properly in order that the important objects stand out clearly. The distance at which the pilot's vision is focused is proportionate to the groundspeed of the aircraft. So as the speed is reduced during the flare, the distance ahead of the airplane where you should be focusing will be brought closer accordingly. If the pilot

attempts to focus on a reference that is too close or looks directly down, the reference will become blurred and the reaction will be either too abrupt or too late. In this case, the pilot's tendency will be to over control, round out high, and make full-stall, drop-in landings.

When the pilot focuses too far ahead, accuracy in judging the closeness of the ground is lost and the pilot's reaction will be too slow since there will not appear to be a need for action. This will result in the airplane flying into the ground nose first.

The change of visual focus from a long distance to a short distance requires a definite time interval and even though the time is brief, the airplane will still travel an appreciable distance, both forward and down. If your focus is changed gradually, and is brought progressively closer as speed is reduced, the time interval and the pilot's reaction will be reduced, and the whole landing process smoothed out.



SUNRISE / SUNSET

May 2010 for Phoenix - W 112° 05 ' N33° 30'

Sat., May 1	5:40 AM / 7:10 PM
Sat., May 8	5:33 AM / 7:15 PM
Sat., May 15	5:28 AM / 7:21 PM
Sat., May 22	5:23 AM / 7:26 PM
Sat., May 29	5:20 AM / 7:30 PM

Mountain Standard Time

Source: [http://www.sunrisesunset.com/calendar.asp?comb_city_info=Phoenix, %20Arizona; 112.1;33.5;-7;0&month=2&year=2009&time_type=0&use_dst=0](http://www.sunrisesunset.com/calendar.asp?comb_city_info=Phoenix,%20Arizona;112.1;33.5;-7;0&month=2&year=2009&time_type=0&use_dst=0)

CELEBRATE IN THE HEARTLAND

1961-2011 : The Balloon Federation of America National Convention

Des Moines, Iowa
March 1, 2010

Fellow Balloonist:

The Iowa Balloonist Association is hosting the 2011 Balloon Federation of America Convention in the Heartland of Iowa, the historic location of the origin of the organization and the 18 year home of the U.S. National Hot Air National Hot Air Balloon Championship.

“Celebrate in the Heartland” will be held on April 7-10 in Downtown Des Moines. The **History of Modern Day Ballooning** will be the theme of the proposed program and it will include the latest innovations in the sport, including the newest development in the technologies and safety of the design and construction of balloons as well as the newest changes in the area of balloon competition, including both hot air and gas balloons.

We are developing the program and want to include the best subjects and presenters from the entire country to make the event exciting and attractive to all balloon enthusiasts. Your assistance in this effort is needed and would be appreciated. As a balloon club, you have members that would make this event special. Please have them provide us with suggestions on both topics and speakers that we could consider as we put together the convention program.

Thanks for your help on this matter. If any your members have suggestions or are interested in participating, please have them respond to the undersigned at bloomindianola@aol.com.

Soft landings
Kirk Bloom, Chair, Program Committee
2011 BFA Convention

Paper Pilot Certificate Policy

Did you meet the March 31, 2010, deadline for the expiration of paper pilot certificates? If not, the FAA's Civil Aviation Registry Airmen Certification Branch says that an airman can call or contact the Registry to request a temporary authority so they can have more time to send in for or request an on-line replacement (plastic) certificate. The temporary authority is valid for 60 days. Here is how to contact the Airmen Certification Branch:

By telephone: (866) 878-2498 or (405) 954-3261

By e-mail: Go to <http://registry.faa.gov/Airmenemail/Airmenemail.asp>

By fax: (405) 954-4105

By U.S. Mail: Federal Aviation Administration, Airmen Certification Branch, AFS-760, P.O. Box 25082, Oklahoma City, OK 73125-0082.

Replacement (plastic) airmen certificates may be requested from the FAA Airman Certification Website at: www.faa.gov/licenses_certificates/airmen_certification/certificate_replacement/.

FAA Proposes New Policy on Antidepressants for Pilots

April 2, 2010

Contact: Alison Duquette or Les Dorr

WASHINGTON, D.C. — The Federal Aviation Administration (FAA) today announced that it will consider the special issuance of a medical certificate to pilots who are taking medication for mild to moderate depression, conditions that now bar them from all flying duties.

On a case-by-case basis beginning April 5, pilots who take one of four antidepressant medications – Fluoxetine (Prozac), Sertraline (Zoloft), Citalopram (Celexa), or Escitalopram (Lexapro) – will be allowed to fly if they have been satisfactorily treated on the medication for at least 12 months. The FAA will not take civil enforcement action against pilots who take advantage of a six-month opportunity to share any previously non-disclosed diagnosis of depression or the use of these antidepressants.

“I’m encouraging pilots who are suffering from depression or using antidepressants to report their medical condition to the FAA,” said FAA Administrator Randy Babbitt. “We need to change the culture and remove the stigma associated with depression. Pilots should be able to get the medical treatment they need so they can safely perform their duties.”

The FAA’s policy is consistent with recommendations from the Aerospace Medical Association, Aircraft Owners and Pilots Association, Air Line Pilots Association and the International Civil Aviation Organization. The Civil Aviation Authority of Australia, Transport Canada and the U.S Army already allow some pilots to fly using antidepressant medications.

Psychiatrists and Aviation Medical Examiners who have specialized training under the Human Intervention and Motivation Study (HIMS) program will help the FAA evaluate and monitor pilots under this new policy. The HIMS program was established 40 years ago and has been highly effective for the assessment, treatment, and medical certification of pilots who need help with alcohol and drug issues.

The policy statement is on display in the *Federal Register* at <http://www.archives.gov/federal-register/public-inspection> and allows for public comment until May 3. A notice regarding the special enforcement action related to the new policy is available at the same website.

###

NASA Aviation Safety Reporting System (ASRS) Free Newsletter

FAA Notice Number: NOTCI682

NASA Aviation Safety Reporting System (ASRS):

An Integral Part of Your Personal Safety Management System, adapted from the NASA ASRS website. (Note: Callback is electronic now, please sign up today to continue to receive your free copy!) The ASRS is a small but important facet of the collaborative effort by the FAA, industry, and individuals to maintain and improve aviation safety.

NASA collects voluntarily submitted aviation safety incident/situation reports for the FAA from pilots, controllers, flight attendants, mechanics, dispatchers and others. The ASRS acts on the information these reports contain. It identifies system deficiencies, and issues alerting messages to persons in a position to correct them, for example, regulatory agencies and manufacturers. It educates through its e-newsletter CALLBACK, its journal ASRS Directline and through its research studies.

The ASRS database is a public repository which serves the FAA and NASA's needs and those of other organizations world-wide which are engaged in research and the promotion of safe flight.

ASRS data is used to:

- Identify deficiencies and discrepancies in the National Aviation System (NAS) so that these can be remedied by appropriate authorities.
- Support policy formulation and planning for, and improvements to, the NAS.

- Strengthen the foundation of aviation human factors safety research. This is particularly important since it is generally conceded that over two-thirds of all aviation accidents and incidents have their roots in human performance errors.

In order to receive e-Callback you must sign up at can sign up at:

<http://asrs.arc.nasa.gov/publications/callback.html>

You can also visit the new ASRS website and check out their online database and Electronic Report submission portal, or read CALLBACK online.

ASRS received over 48,000 reports from Pilots, Controllers, Mechanics and Flight Attendants last year. You can search the database, which is a great capability and helps us to learn from other people's experiences.

ASRS is the cornerstone of an effective safety management system. The more we add to the database the better a source of knowledge it becomes. Quality reporting enables valid safety risk assessments. From there, safety assurance and promotion activities follow. e-Callback is a feedback mechanism that forms the foundation of a vibrant personal aviation safety program. Consider it part of your monthly safety recurrent. So sign up today and become part of the system solution!

For more info: NASA ASRS: <http://asrs.arc.nasa.gov/>

Contact: Kent Lewis (817) 692-1971
lewis.kent@gmail.com

2009 National FAAS Team Representative of the Year

BFA Board Meeting

The BFA board of directors met in Indianola, Iowa met April 16-18. The location of the meeting was at the National Balloon Museum. If you have not had the chance to tour the museum, I would recommend it. One of the things that I found very interesting was that the museum staff is all volunteer and there is not a paid staff member.

The board had many items on the agenda for this meeting. While many of the items on the agenda are still in idea stage and how to get them put into place I can report on a few of the items that we discussed. One of the items discussed was trying to look at the committees that we have in place and see if these committees need to be restructured and how we can help our committees become more active.

A recent all member email sent by Don Edwards sent out a survey of the membership on how they would like to volunteer for the BFA. We had many responses to this and we are very excited to see people step up and become more involved. If you have not had a chance to volunteer for a committee, you can go to the BFA website-www.bfa.net and you can find it on there.

One committee that had a lot of restructuring this weekend was the development of FAR 91.119 committee. This committee will be focused on 91.119. There has been a lot of valuable information collected on this and as things develop and more information is available I will keep you updated.

Another item that we discussed was the upcoming convention in Des Moines, Iowa. The dates for this will be April 7-10. After having the chance to talk with Brian Seymour-Indianola Fire Chief and balloonist, the

convention planning is coming along and they have not passed over any details to make this a quality event. Brian has had the opportunity to organize many conventions and I feel that his expertise and knowledge will help make this convention a huge success.

The board also had the chance to tour the host hotel- Marriott in Des Moines. After getting the chance to meet the staff and take a look at the hotel, I feel that the Marriott is an excellent choice.

One of the great things about the city of Des Moines is that you can walk throughout the city in a covered sky walk. This was one of the major selling points when the board chose the location.

In the coming months, the registration will open. There will also be a website built for the convention giving you all of the details as well as some information about the city. Please put the date on your calendar and try to attend the convention.

The last item that came up at the meeting was the stained glass windows for the National Balloon Museum. I know that there was concern on how the windows were damaged and I even raised that concern. After getting the chance to see the windows and to learn more about them I know have a better understanding. When these windows were originally built, there was no provisions for uv rays. Over the years, these became cracked so the museum board came up with the idea of replacing them and having a window design contest. There is 7 windows that will be replaced. The contest will consist of the 6 BFA regions and the final window coming from the state if Iowa.

continued on page 10

FROM BFA PRESIDENT

Greetings members, I hope everyone had a wonderful Easter holiday. I have been asked by Becky at the National Balloon Museum to send out a request. She is looking for any early Pilot News from 1972 or 1973 that you may be willing to donate or offer copies. She can be reached at (515)961-3714 or email at Flamingbecky@aol.com Any help you can offer would be appreciated.

I also have a web site that you may enjoy. It has been around a while but it is such a great tool I thought it would be worth sharing just in case you don't have it. The web site is
[Http://www.easygps.com/download.asp](http://www.easygps.com/download.asp)

This web site offers a free download. The software allows you to send and receive your recorded data from any gps that will connect to a computer. It is so easy a Cave Man can do it. As always if you have thoughts or comments you would like to share please contact your favorite BFA Board Director.

Don Edwards
President - Balloon Federation of America

There is a cost associated with this in the amount of just over \$31,000. To help pay for this, the museum has sent out a letter to all of the balloon clubs asking for their support. I would challenge your club to get involved and see how much you can raise for this project. Every little bit will help out in making this a reality.

Please feel free to contact me at anytime with any questions or concerns that you may have.

Thank you

Cory Miller, Western Region Director
Balloon Federation of America
503-510-1215 or cmiller@bfa.net

You can also contact me through facebook and twitter. Twitter username is hotairballoon1 I am also available through skype with the user name of ballooningphotos.

With all the news lately about the subzero weather and snow that the Midwest and east coast areas are experiencing, we shouldn't forget that Phoenix also has its share of devastating weather.

Attached is a photo showing damage to a home from a recent storm that passed through the Phoenix area. It really makes you cherish what you have, and reminds us not to take life for granted. See photo below.



Contributed by Chris Perry

BFA Announces Formation of Festival Guidelines Committee

PRESS RELEASE

April 19, 2010

In response to the current hot air balloon insurance environment and the history of balloon incidents and accidents occurring at organized balloon events across the United States over the past five years, the BFA Board has established an ad hoc committee to develop a publication aimed at encouraging safer balloon events by providing guidance for event organizers, officials and pilots.

Event safety is the result of many working together with common goals and objectives. Balloon events involve complex dynamics involving many individuals; the creation of a comprehensive guideline publication prepared by those knowledgeable and experienced in these dynamics is a necessary first step to improve safety at balloon events of all sizes and for all purposes.

Members of the Festival Guidelines Committee selected by the BFA Board have an enormous amount of experience organizing, directing and officiating at fiesta, competitive and ride-based events from the largest of events to small weekend gatherings. Members of the committee are:

Maury Sullivan, Canton, Ohio

Chairman

Bill Hughes, Beacon, New York

BFA Board Liaison

Bill Whidden, Tavares, Florida

Member

Sam Parks, Statesville, North Carolina

Member

Ray Bair, Albuquerque, New Mexico

Member

Gene Burnstein, Brick, New Jersey

Member

At its first meeting the committee established the following Mission Statement.

MISSION STATEMENT

Festival Guidelines Committee

The Mission of The Festival Guidelines Committee is to update, develop and publish a comprehensive reference source containing detailed information enabling Event Organizers to properly organize, plan and execute a balloon event with the safety of pilots, sponsors and the general public as the top priority.

The publication will be developed and written with pilots and organizers in mind and will be prepared in a manner pertinent to sport, ride and competitive based events.

It is the committee's plan to submit a draft of the publication to the BFA Board in September so that the document can be presented to the BFA membership in October at its annual meeting in Albuquerque, New Mexico. The general membership will have an opportunity to comment on the publication before it is finalized.

CLASSIFIEDS

FOR SALE: Raven gondola with two 20-gallon stainless steel tanks, double burners HP-2, tank cover with heaters, two-point uprights, and an envelope milker. \$3,500 or best offer.

Also available:

*Four sets of two-point uprights, \$200

*Three HP-2 double burners, \$400 each

*Six 20-gallon lay down tanks (empty), \$250 each

Contact Jim Newnam at (602) 279-0441

Spring Sprung in Sierra Vista

By Margret J. Aros

On Sunday, March 21, balloonists took to the sky in Sierra Vista to usher in Spring. The morning was crisp and clear with very little wind. We were able to launch just east of Grant Hickman's RE/Max office and fly almost due west toward plenty of landing sites. The snowcapped mountains created scenery even more beautiful than usual.

It was great to see some of our club members and friends in Sierra Vista and we drew lots of attention from spectators on the ground. Following the flight we met at a nearby home and enjoyed a sumptuous tailgate. There was everything from shrimp cocktail to grilled sausages and salads to cheesecake, chocolate and strawberries. The neighbors must have really wondered what the occasion was as we spilled out of the yard and onto the sidewalk and driveway.

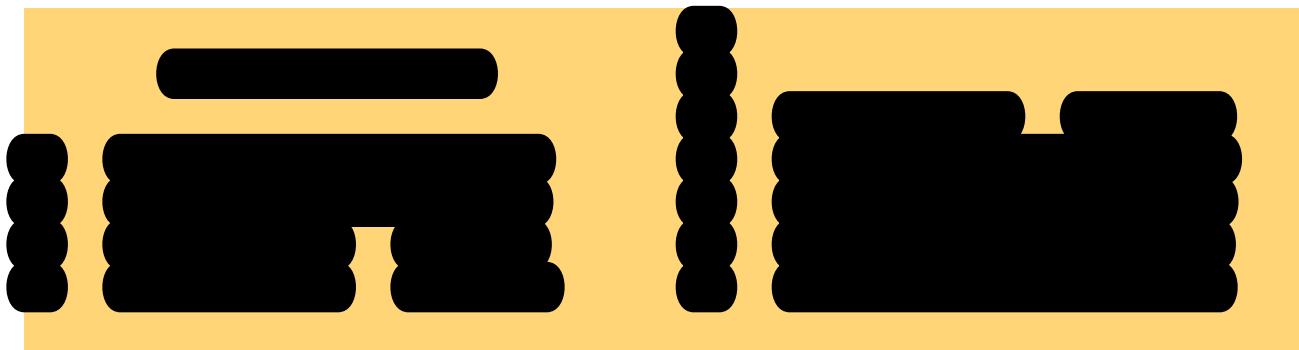
Thanks to Rita Fay for her great idea to get together and for giving us a very comfortable place to tailgate. We look forward to staying involved in this very welcoming community. It only took Ron and I 45 minutes longer to get there than it does to get to our regular launch site in Avra Valley.

Airworthiness: Safe and legal

AOPA Aviation Ebrief, April 2, 2010



It's flyable. But is it airworthy? Aircraft owners might be surprised to find that there are multiple violations for flying an aircraft that is not airworthy. "The condition of the aircraft is important but not the only factor in determining airworthiness," said Woody Cahall, AOPA vice president of the Pilot Information Center. "If you are an aircraft owner or operator, remember to review the logbooks. Ensure that the proper inspections, repairs, and airworthiness directives have been completed and logged, and the logbooks contain a statement that approved the aircraft for return to service." As pilot in command, you're responsible for determining the airworthiness of the aircraft prior to flight, so learn more in [AOPA's aircraft airworthiness subject report](#).





CHEF FRANK-O'S RECIPES

Something for people with a lite heart or who just want to eat lite.

GARDEN RISOTTO

Ingredients

6 cups low-sodium chicken broth
2 teaspoons olive oil
1 medium onion, chopped
1 1/2 cups Arborio rice
1/2 cup dry white wine
3/4 teaspoon salt
Freshly ground black pepper
3 lightly packed cups baby spinach leaves
1 cup frozen peas
1/2 pound asparagus, steamed and cut into 3/4-inch pieces
1/4 cup freshly grated Parmesan

Directions

Click **HYPERLINK** "<http://www.foodnetwork.com/garden-risotto/video/index.html>" here to see how she does it.

Bring the broth to a simmer in a medium saucepan. Heat the oil in a heavy saucepan over moderately low heat and cook the onion, stirring occasionally, until soft, 3 to 5 minutes.

Add the rice and cook, stirring constantly, 1 minute. Add wine and simmer, stirring constantly, until absorbed, about 1 minute. Add 3/4 cup of the hot broth, the salt and a few grinds of fresh pepper and simmer, stirring constantly, until broth is absorbed. Continue simmering and adding hot broth, about 3/4 cup at a time, stirring constantly and allowing the broth to be absorbed before adding more, until rice is almost tender and creamy-looking, about 18 minutes.

Add the spinach and peas and cook until the spinach is wilted. Add the asparagus and cook just until the vegetables are hot. Stir in the Parmesan and more broth if the risotto seems too thick. Serve in soup plates.

GRILLED ZUCCHINI ROLLS WITH HERBS AND CHEESE

Ingredients

3 zucchini (about 1/2 pound each), sliced lengthwise into 1/4-inch slices
1 tablespoon olive oil
1/8 teaspoon salt
Pinch freshly ground black pepper
1 1/2 ounces reduced-fat soft goat's cheese
1 tablespoon freshly minced parsley leaves
1/2 teaspoon lemon juice
2 cups baby spinach leaves
1/3 cup basil leaves

Directions

Discard the outermost slices of zucchini and

continued on page 14

brush the rest of the slices with the oil on both sides. Season with salt and pepper. Place on a preheated grill or grill pan for about 4 minutes on each side, or until tender.

In a small bowl combine the goat cheese, parsley leaves and lemon juice, mashing with a fork.

Put 1/2 teaspoon of the cheese mixture about 1/2-inch from the end of a zucchini slice. Top with a few spinach leaves and 1 small, or half of a large basil leaf. Roll up and place seam side down on a platter. Repeat with the rest of the zucchini slices.

CUCUMBER SALAD

Ingredients

2 English cucumbers (2 pounds)
1 small red onion
1 1/2 tablespoons salt
1 tablespoon plus 1 teaspoon white wine vinegar or sherry vinegar
1 teaspoon sugar
2 teaspoons dried dill or 2 tablespoons fresh

Directions

Slice the cucumber lengthwise, remove the seeds, and slice thinly. Thinly slice the onion. In a colander, toss the cucumber and onion with the salt and let it sit and drain for 20 minutes. Press the liquid out of the vegetables and rinse well with cold water.

In a medium bowl combine the vinegar and sugar and stir well. Add the cucumber mixture and toss to coat. Stir in the dill.

SALMON WITH LEMON, CAPERS, AND ROSEMARY

Ingredients

4 (6-ounce) salmon fillets
1/4 cup extra-virgin olive oil
1/2 teaspoon salt
1/2 teaspoon freshly ground black pepper
1 tablespoon minced fresh rosemary leaves
8 lemon slices (about 2 lemons)
1/4 cup lemon juice (about 1 lemon)
1/2 cup Marsala wine (or white wine)
4 teaspoons capers
4 pieces of aluminum foil

Directions

Brush top and bottom of salmon fillets with olive oil and season with salt, pepper, and rosemary. Place each piece of seasoned salmon on a piece of foil large enough to fold over and seal. Top the each piece of salmon with 2 lemon slices, 1 tablespoon of lemon juice, 2 tablespoons of wine, and 1 teaspoon of capers. Wrap up salmon tightly in the foil packets. Place a grill pan over medium-high heat or preheat a gas or charcoal grill. Place the foil packets on the hot grill and cook for 10 minutes for a 1-inch thick piece of salmon.

Serve in the foil packets.

Condolences to John Bagwell, whose father died April 21st.

For those of you who may not know, John's father, William Bagwell, passed away at 94 years of age. Here is the information on the memorial service. The obituary will run in the Phoenix Republic on Friday and Sunday.

***Memorial Service:
Monday, May 3, 2010, 7:00 pm-
Unitarian Universalist Church
4027 E. Lincoln Drive in Paradise Valley
602-840-8400***

Monthly Item

The FAA updated the **Balloon Flying Handbook** in 2008. Small excerpts are included each month.

Chapter 3, Preflight Planning (continued)

Gathering weather information en route to the launch site can be done by searching for indications of current winds. For example, observe how the leaves on a tree move, track the smoke from a factory smokestack, or notice the direction a flag blows. All of these signs give good indications of the current winds, both on the ground and at a low altitude. Once at the launch site, or possible launch site, most experienced pilots inflate a pibal (pilot balloon) to assess on site wind speeds and direction.

Many pilots develop historical data on weather conditions in their home flying areas. When shared with the beginning pilot, this weather data provides a wealth of information on trends and cycles. The comparison of individual predictions with actual weather experienced offers understanding and insight into micro-area weather conditions. Comparison of weather reports from nearby weather reporting stations with the actual weather experienced is also an excellent learning tool. This exercise provides insight into the weather patterns common in a particular flying area. See Appendix A for a sample weather briefing checklist that may be used as a guide to develop personal forms for recording weather briefings.

There are numerous sources of weather information available on the Internet. These include but are not limited to web sites operated by the NWS (www.nws.noaa.gov), Intellicast (www.intellicast.com), and Unisys (www.weather.unisys.com). Web sites devoted to weather and ballooning include but are not limited to Blastvalve.com (www.blastvalve.com/weather), USAirnet.com

(www.usairnet.com), and the Balloon Federation of America (BFA) at www.bfa.net. Ballooning enthusiast Ryan Carlton has developed a wind forecasting site that is located at ryancarlton.com/wind.php. All of these sites provide resources and reference information on weather.

It should be remembered that none of these sites provide an official weather briefing. It is necessary to call the FSS, or use an on-line briefing service such as Direct User Access Terminal System (DUATS) to receive an official briefing. Failure to receive a proper briefing may create a liability issue for a pilot in the event of an incident or accident.

Some weather related tips are:

- Forecasts are a good place to start, but are not the end of weather planning. Unforecast events happen continuously. Proficiency in understanding small area weather is necessary, and can only be developed with practice and experience.
- Balloons generally fly early in the morning, within the first two hours after sunrise, to avoid unstable conditions, which may be hazardous to balloon flights and operations. It may be possible to fly in the late afternoon, within an hour or two of sunset, when thermal effects are calming down and winds are usually decreasing.
- Almost all balloon flying is done in relatively benign weather conditions and mild winds. Most pilots prefer to launch and fly in winds less than 7 knots. While balloon flying is performed in higher winds, pilots accept that the faster the winds, the more they are exposed to risk and injury. Balloon flight manuals list the maximum launch winds for a particular balloon; this information, as well as personal limitations, are considerations for any pilot.

continued on page 16

- Balloons do not fly in significant (or unstable) weather. A balloon should not be launched in the face of a squall line, or during a tornado warning or watch.
- Flying in precipitation is a bad practice. Rainwater (or any frozen precipitation) on the balloon causes it to get wet and become heavier, often to the point of being unable to maintain altitude without exceeding temperature limitations of the envelope. A wet envelope heated to flight temperatures can be seriously damaged because the heat often causes fabric coatings and treatments to degrade, decreasing the life of the fabric. If a balloon gets wet, it should never be dried out by the application of heat to the point of equilibrium, or neutral buoyancy.
- Precipitation also often causes the atmosphere to become increasingly unstable. Downdrafts, wind gusts, and the possibility of hail and lightning follow. The pilot may be the last one to know that it is raining because the balloon will shield him or her from the precipitation. Ground crew can detect the slightest trace of precipitation before a pilot does, and need to communicate this information immediately to the pilot. In the face of possible precipitation, cancellation of the flight is the best plan.

Glossary

Porosity: A condition of the envelope fabric that allows hot air to escape. Excessive porosity requires increased fuel use and results in higher envelope temperatures.

Positive control: According to Title 14 of the Code of Federal Regulations, control of all air traffic, within designated airspace, by air traffic control.

Preflight: All preparations, including gathering information, assembly, and inspection performed by the pilot before flight.

Pressure gradient: In weather, the difference between high and low pressure areas. Wind

speed is directly proportional to the pressure gradient.

Pressure relief valve: A device in a propane tank designed to release excess pressure - which may be caused by overfilling, overheating, or excessive nitrogen pressurization - to prevent tank rupture.

Preventative maintenance: Simple or minor preservation operations and the replacement of small standard parts not involving complex assembly operations.

Prohibited area: According to Title 14 of the Code of Federal Regulations, designated airspace within which the flight of aircraft is prohibited.

Propane: A colorless and odorless gas. Ethyl mercaptan is added to propane to give it a detectable odor. Propane weighs 4.2 pounds per gallon at 60 degrees Fahrenheit.

Practical Test Standard (PTS): Book containing areas of knowledge and skill that a person must demonstrate competency in for the issuance of pilot certificates or ratings.

Pull test: A strength test in which a section of envelope fabric is pulled to a definite pound measurement to determine if it meets the certification requirements for airworthiness.

Pyrometer: An instrument used to measure air temperature inside the top of a balloon envelope.

Rapid descent: A relatively fast loss of altitude. A subjective term, but usually meant to describe a descent of more than 500 fpm.

Rating: According to Title 14 of the Code of Federal Regulations, a statement that, as part of a pilot certificate, sets forth special conditions, privileges, or limitations.

Red line: Refers to a line which activates the deflation panel of a balloon, or the maximum envelope temperature allowed, or the maximum on a gauge.

•

**Arizona Balloon Club
Board Meeting Minutes
March 16, 2010**

Commander Sally Heinrich called the March Board Meeting to order at 5:46 pm, at the Pinnacle Community Church, 1330 E. Union Hills Drive. All Board Members and Officers were present: Sally Heinrich, Mike England, Gary Bishman, Tom Connolly, Frank Karlovec, Ken Tocker, Allen Baron, Bob Romaneschi, Dorothy Harrison and Linda Jorgensen. Guest attendee was Molly Karlovec.

The first item of business was to review and approve the February Board and General Meeting minutes. After a request to strike the mention of the Valley of the Gods dates from the Board minutes, a motion to accept both documents was presented by Mike England. Gary Bishman seconded the motion, followed by a unanimous acceptance vote.

Next Allen Baron presented the February Fuel Report, summarized as follows:



Following the review of the report, Mike England made a motion to approve the report with a second from Ken Tocker. The motion passed unanimously.

Old Business

Committees:

Picnics & Parties:

- Frank is still working on plans for **Crew Appreciation Day**, April 17th at Tumbleweed Park in Chandler. Frank will create a flyer to solicit RSVPs.
- There was a brief discussion about the **June elections** meeting regarding refreshments, election result reporting, and the evening program. It was decided to continue the tradition of holding an “ice cream social” for election night, and Bob R. will work on a program. It was suggested to perhaps show some of Erin Romaneschi’s videos.
- **July pool party** – Frank and Molly volunteered to share their home and their grill on Saturday, the 17th. It was suggested the Club provide the hamburgers and hot dogs, with members bringing side dishes and desserts.
- Molly Karlovec provided details for an **August** return to the **Diamondbacks** on Saturday the 7th, for an evening game. She has reserved a 32-seat block with the cost per member to be \$15. Since we came up a little “short” last year, it was discussed that members be allowed to invite guests to help fill up the 32-seat commitment if needed.

April Raffle volunteer will be Bob Romaneschi.

New Business

Nomination Committee: Sue Farley and Dorothy Harrison volunteered to take care of handling

continued on page 18

the creation, mailing, and receipt of the ballots. Members are needed to volunteer to be on the Committee to build the ballot. The following have volunteered (with a little “encouragement” from Commander Sally!) to be placed on the ballot as of this evening:

Commander – Mike England
Vice Commander – Bob Romaneschi
Keeper of the Fuel – Allen Baron
Keeper of the Log – Molly Karlovec
Board – Linda Jorgensen, Gary Bishman, Frank Karlovec, Tom Connolly, and Ken Tocker (if needed)

Educational Meetings/WINGS credit for future meetings: Bob R. and Sally presented their thoughts on the use of these types of programs to re-energize our Club and meeting attendance. Bob is likely going to use Facebook to announce these meetings in hope of raising attendance at future meetings. One of the possible speakers may be Eddie Ochoa.

Allen Baron presented a concern that several people are continuously bringing refreshments to meetings, but are not requesting reimbursement for their expenses (Heinrich’s, Karlovec’s, and Tocker’s). His question was whether a reimbursement should be offered to anyone bringing food or beverages. The three mentioned declined payment offers; however, it was suggested we begin asking for volunteers at each meeting.

At 6:26 pm, a motion was presented by Mike England to adjourn the meeting. Tom Connolly seconded the motion, with a unanimous vote following.

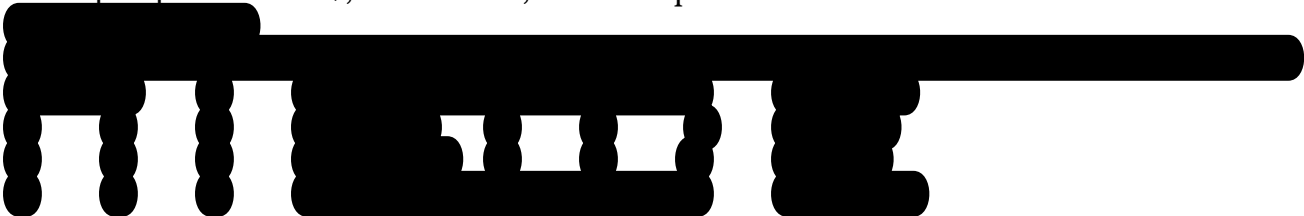
Respectfully submitted,

Linda Jorgensen,
Keeper of the Log

**Arizona Balloon Club
General Meeting Minutes
March 16, 2010**

The March 2010 General Meeting was called to order by Commander Sally Heinrich at 7:00 pm, at Pinnacle Community Church, 1330 E. Union Hills Drive. There were 24 members and 7 guests present.

Some of the guests present were our speakers for the evening, but there were also guests introduced by Bob Romaneschi. He introduced Brenda (an experienced crew person in Albuquerque and Yuma), his son Erin, and his nephew Steven from Seattle who wants to learn to



Commander Sally then gave a brief review of the earlier Board Meeting, and added a reminder

continued on page 19

about the deadline on 3/31 to obtain a plastic license. There was also a brief mention regarding the accident in Phoenix yesterday with a commercial balloon.

The first item on the program agenda was the presentation of an update/explanation on the new Luke AFB SATR (Special Air Traffic Rule) becoming effective on May 6th. Sgt. Upton and Airman Hardy were present with a slide presentation to explain what the SATR means and what is required of various kinds of aircraft. It will only be in effect Monday through Friday during the Base's flight training hours (7 am to 10:45 pm).

You must call 24 hrs. ahead of a flight during this time frame if no radios will be in use or available
Information required will be When, Where, To/From, and altitude expected during flight
Numbers to call: ATIS# 623-856-2361 (or 2362); RAPCON #623-856-6448
Call again 30 minutes prior to flight time to give a status update
Radio channel is 118.15

The next speaker for the evening was Dr. Walter A. Forred, MD (myflightsurgeon.com), an experienced military Flight Surgeon and FAA designated Senior Aviation Medical Examiner. Dr. Forred led a discussion around medical conditions, medications and disqualifying conditions affecting pilot flight worthiness. Here are a few items that were discussed:

- Even though the US does not require a medical exam for pilots, it might be good to consider that option periodically.
- There are certain major conditions that the FAA considers 'disqualifying', and pilots should be aware of them:
 - psychiatric disorders;
 - significant heart disease (e.g. stroke effects);
 - diabetes – certain conditions 'qualify';
 - cancer – usually until 2 years after surgery, depending on the type of cancer
- There is no 'official' list of acceptable/not acceptable medications; however, the examiners must look at the medication AND the disease being treated to determine the affect on approval or denial of flight-worthiness
- 12% of general aviation accidents are heart related
- 56% of general aviation accidents are drug or alcohol related (e.g. Benadryl causes a worse effect on reflexes and reaction time than a blood alcohol level of .1)
- Length of certificate validation depends on the certificate class and age; Class 2 is for commercial pilots; Class 3 is for non-commercial
- A 'Sport Pilot' classification only requires a valid driver's license!

Dr. Forred described a brief list of tests that he performs from his office: Vision, hearing, blood pressure and pulse, urine and medical history.

At the close of Dr. Forred's presentation, a short break was taken for purchasing raffle tickets - and eating more snacks!

The raffle generated an awesome \$105! Thank you to all who contributed items.

Adjournment occurred immediately at the close of the raffle at 8:45 pm.

Respectfully submitted,

Linda Jorgensen,
Keeper of the Log

COMMANDER'S COLUMN

First of all, I wanted to extend our heartfelt sympathies to John Bagwell. His father, William Bagwell, died April 21st. A memorial service will be held Monday (see the notice on page 14). Many newer club members may not know that John is one of the early Phoenix balloon pilots. I remember him working two jobs to save up enough money to buy that first balloon. He turned his passion for flying into a career.

Next, Bob Romaneschi coordinated the April club meeting speaker with the Crew Appreciation Day flight by asking Eric Mueller to do his Crew Safety presentation. Eric has done this power-point presentation at other venues. Bob is working very hard at providing meaningful information at the meetings, so if you have a particular interest or suggestions for

a topic, please talk to (or email) him. Bob has been doing a great job as Vice-Commander.

Nominations for club officers and board members will held at the May meeting. We are a volunteer organization, so if you haven't considered running for office or contributing in one of the non-officer jobs, you might think about helping out. What do you want the club to accomplish in the coming year? A safety seminar? Club flights or competition? We need people willing to coordinate these activities if we are to provide them. New ideas and fresh enthusiasm are always welcome. Bob had a new suggestion for helping to finance guest speakers (whether for meetings or safety seminars) and Allen Baron is checking to see it we can proceed...as a non-profit we do have some limitations in how we fund activities.

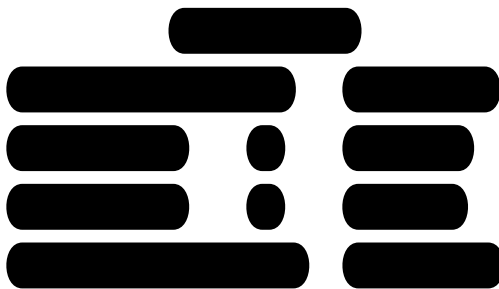
Members like Ken Tocker and Molly Jurhill Karlovec have served on the board and as officers over the years, but they have other concerns at this time and would like to step aside if you will volunteer. Running for the board is a good way to get started, like Gary Bishman and Tom Connolly did for the first time last year!

I apologise for the birthday mix-ups last month. I think the program had an underlying date that my computer defaulted to...did we REALLY have four members born on April 5th? Obviously, no.

Fly safely, land softly,

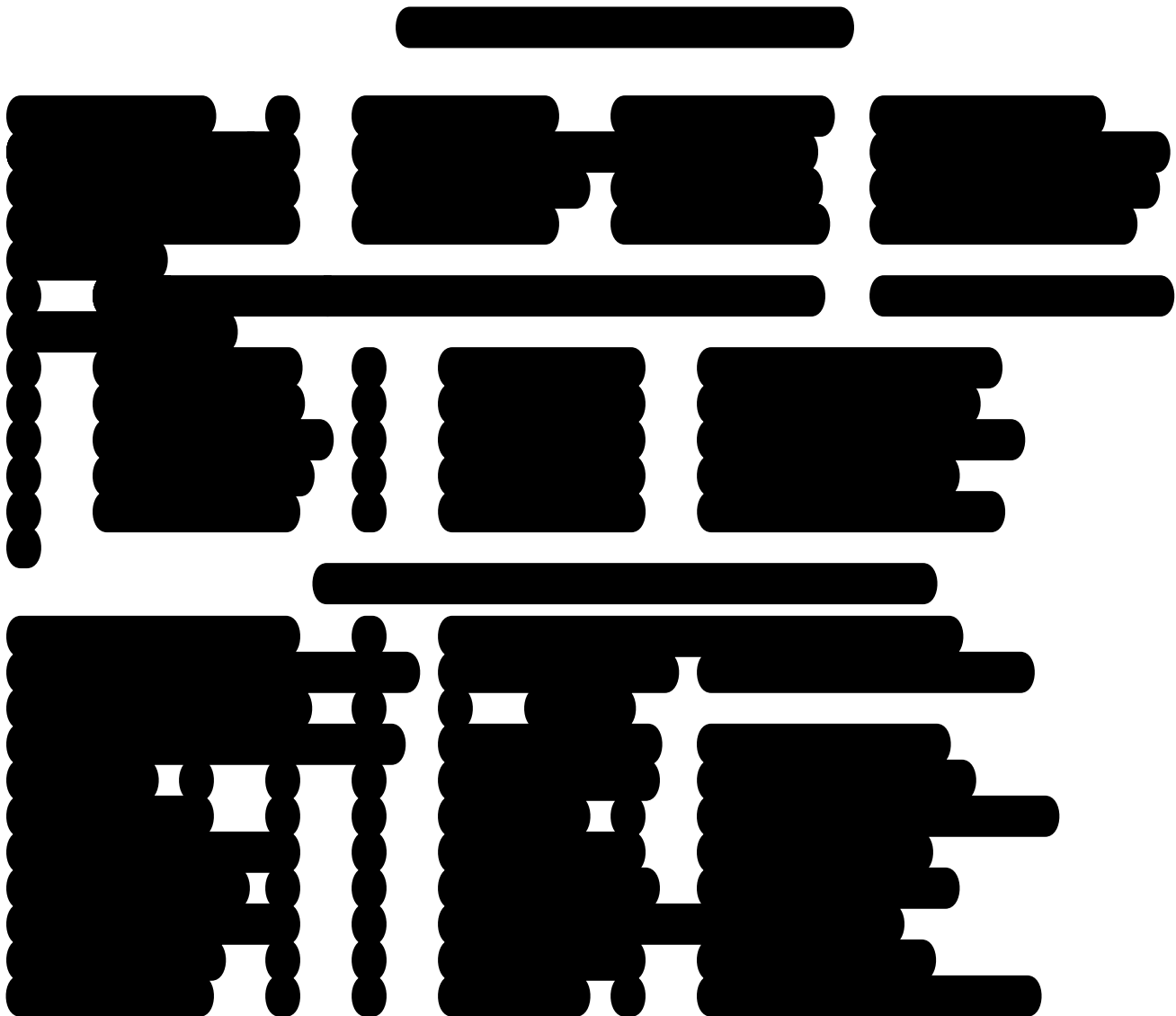
Sally

FUEL REPORT



These are summaries of the treasury report. A detailed itemization of this or any past approved "Fuel Report" is available by request.

The DESERT BREEZES is published by the Gila & Salt River Base & Meridian Hot Air Balloon & Airship Ascension Social Society, Inc..., (the Arizona Balloon Club - "ABC"). Opinions expressed are solely those of the authors, and do not necessarily express the official views of the "ABC," it's editors, officers, or board members. With proper credit to the author or source, the editors of the Desert Breezes authorize the reprinting of any original work in this newsletter. All correspondence



Arizona Balloon Club Website:

www.arizonaballoonclub.org

Newsletter Advertising Rates:

Appropriate fees required with camera ready art or electronic files.
1/8 page (business card size): \$7.50
1/4 page: \$12.50
1/2 page: \$20.00
Full page: \$30.00
Inserts (submitted): \$40.00

Memberships:

New Individual: \$30; Family: \$35
Renewal Individual: \$30; Family \$35

Classified ads are FREE to members! Renew or update quarterly. Aerostat systems for sale require N# and total time in ad. Non-members rate: \$5 for four lines per month, prepaid.