

# DESERT BREEZES



*The BFA Event Guidelines is 107 pages long-too much for one newsletter. However, the information will be provided by chapter or section over several newsletters. The first installment includes the disclaimer, who worked on the project, the introduction, and mission and goals.-Editor*

## Disclaimer

This publication is designed to provide information on hot air balloon event organization and staffing as well as provide assistance to pilots and crews in their decision making process involving event flying. Neither the authors nor the Balloon Federation of America (BFA) are engaged in rendering legal or other professional services. If legal or other technical assistance is required, the services of trained and competent professionals should be sought. This text should not be used as the only source of hot air balloon event organization and flying information. It is a general guide designed to complement many other resources including safety seminars, Federal Aviation Administration (FAA) and BFA publications and on-going pilot instruction. You are strongly encouraged to learn as much as possible about this subject from other sources and tailor this information to meet your individual needs.

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## NO BOARD MEETING IN AUGUST

***General Meeting - Ballgame, Chase Field  
Saturday, August 13 at 5:30 PM  
See flyer on page 12***

## **COMMANDER'S COLUMN**

It's summer in Arizona. It's hot. Keep hydrated and in the shade.

We'll have enjoyed a cool party at the Bartsch's and look forward to a cool time at the ball game on the 13th.

September will be here before we know it. Let's all get involved in our new year. Let us know about any activity you'd like the club to consider

Keep it cool !!

**Mike England, Commander**

Hot air balloon activities carry the inherent risks of aviation, weather, pressurized fuel systems, vehicles and fire. Hundreds of variables such as weather conditions, local terrain and congestion, balloon and auxiliary equipment, organizer and officials' experience, altitude flying and number of participating balloons as well as decisions made by individuals not directly involved with the flight are involved in the decision making process of the event organizer, officials and pilot. Risk levels can vary greatly among events, event organizers, pilots and crews. It is incumbent upon each pilot to select and correctly apply procedures and guidelines appropriate for their experience level, flight conditions, equipment and risk tolerance.

No publication, training or level of experience can reduce the risk of accident, injury or death to zero. The pilot in command is directly responsible for and is the final authority as to the safe operation of the balloon. The pilot is also responsible for complying with any and all procedures outlined in the operations manual provided by the balloon's manufacturer as well as abide by all Federal Aviation Regulations

(FARs) as contained in Title 14 Code of Federal Regulations (CFR). Nothing in this publication is intended to replace or supersede federally recognized pilot training or federal, state and local rules and regulations.

The purpose of this publication is to educate and improve the decision making process of organizers, officials and pilots at balloon events. The authors and the BFA shall have neither liability nor responsibility to any person or entity with respect to any loss or damage caused, or alleged to have been caused, directly or indirectly, by the materials and information contained in this publication.

### **Preface**

The ballooning community is faced with many complex issues each providing a challenge to its long term success. Issues involving legal liability, insurance, waivers, the Federal Aviation Administration, landowner relations, city and county ordinances, Federal and State laws and regulations, and safety challenge our very ability to enjoy the sport we so love. This handbook intends to concentrate on one principal issue that permeates through many of our challenges – balloon event safety.

In addition to event safety, this handbook contains a complete set of suggested guidelines to be used by event organizers, officials and pilots aimed at improving hot air balloon events. The publication contains a wealth of information for both the new and experienced and was developed and written for all involved in balloon events.

The Balloon Federation of America (BFA) has elected to take this pro-active approach and establish a comprehensive set of guidelines that incorporates all aspects of organizing and officiating balloon events. It also provides many practical applications and suggested

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forms to be used. This Balloon Event Guidelines Handbook presents the basic knowledge and skills essential for organizing and running a hot air balloon event using a well thought out decision making model that places pilot and public safety first. The handbook analyzes the dynamics that occur when a large number of balloons are flying at an event as well as many of the variables that affect the safety of all. Examples of the complex dynamics include the following:

- ☒ Unfamiliar location and flying area
- ☒ Unfamiliar weather conditions caused by unfamiliar topography
- ☒ Unusual or excessive incentives to “put on a show”
- ☒ Group peer pressures or “lemming effect”
- ☒ Perceived or actual event and sponsor pressure
- ☒ Traveled too far to go home without at least one flight
- ☒ Pilot defense mechanisms (Aviation Instructors’ Handbook, FAA-H-8083-9A, 1-6 to 1-8)
- ☒ “Pilot discretion” flights

The thoughts and opinions expressed in this Handbook are those of experienced event organizers and event officials as well as pilots with extensive experience having flown at competitive, ride, and fiesta-based events across the United States. It is essential for persons using this handbook also to become familiar with and apply the pertinent parts of 14 CFR, Aeronautical Information Manual (AIM), Balloon Flying Handbook, Hot Air Balloon Crewing Essentials as well as the performance standards for demonstrating competence required for pilot certification.

Occasionally, the word “must” or similar language is used where the desired action is deemed critical. “Should” means that the application is recommended and “may” means that the application is optional. The use of

such language is not intended to add to, interpret, or relieve a duty imposed by Title 14 of the Code of Federal Regulations (14 CFR). Throughout this publication, the terms “he”, “his”, “pilot”, or “competitor” shall mean a person of either gender.

### **Acknowledgements**

This handbook was produced under the auspices of the Balloon Federation of America and its ad hoc Balloon Event Guidelines Committee. We wish to acknowledge the following individual, corporate and government contributors:

- Maury Sullivan, Canton, Ohio  
Committee Chairman
- Bill Hughes, Beacon, New York BFA Board Liaison
- Bill Whidden, Tavares, Florida Committee Member
- Sam Parks, Statesville, North Carolina Committee Member
- Ray Bair, Albuquerque, New Mexico Committee Member
- Gene Burnstein, Brick, New Jersey Committee Member
- Theodore H. Watts, Esquire, Meadville, PA Consultant
- Gary Bruce Eaton, Esquire, Placentia, CA Consultant
- Brad Temeyer, Sioux Falls, South Dakota Consultant
- Randy Lefevre, Albuquerque, New Mexico Consultant

### **Mission Statement & Goals**

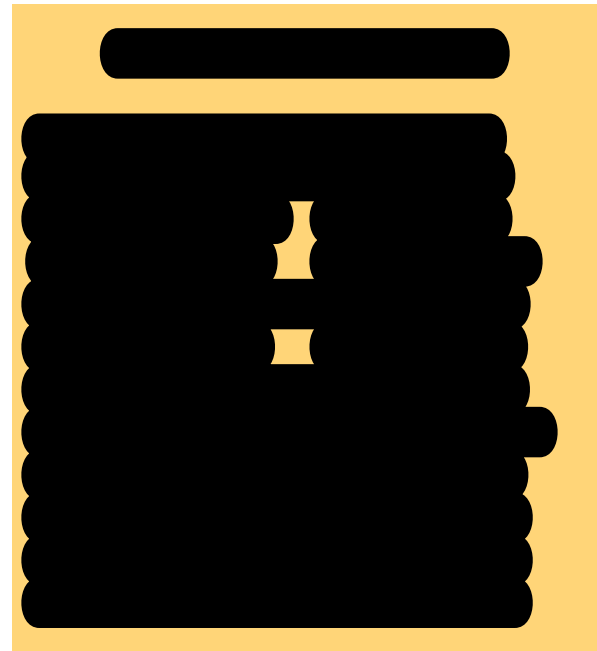
The Mission of The Balloon Event Guidelines Committee was to update, develop and publish a comprehensive reference source containing detailed information enabling Event Organizers and Officials to properly organize, plan and execute a balloon event with the safety of pilots, sponsors and the general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

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

The goals and objectives of this publication are many. The major goals of the BFA and the Balloon Event Guidelines ad hoc committee were as follows:

- ☒ Improve the event decision making process from the top down and provide useful tools to event organizers and promoters to create a good decision making model. The publication identifies the perceived problems and provides the information and tools to address them.
- ☒ Develop a comprehensive document providing detailed guidance to event organizers, promoters, officials and pilots enabling them to organize and attend events utilizing the highest standards of safety.
- ☒ Establish guidelines of experience and performance for balloonmeisters, competition directors, safety officers and weather officials. Provide detailed job descriptions for event officials.
- ☒ Develop a list of criteria to be considered for each flight to assist in go/no-go decisions.
- ☒ Develop a method to assist events and pilots to understand what level of pilot



experience is needed considering the variables inherent to an event. Develop concise guidelines of pilot proficiency related to attending balloon events.

- ☒ Develop a complete reference guide on 'how to' organize and run a safe and successful balloon event.
- ☒ Provide guidance in understanding the complex legal and insurance matters relating to passenger waivers, designated crew acknowledgements, acknowledgement of risk, release of liability vs. hold harmless and additionally insured endorsements vs. certificates of insurance.
- ☒ Develop and recommend a methodology that encourages event organizers and officials to follow the guidelines outlined in this publication.
- ☒ Work with and encourage the BFA and balloon insurance agencies to embrace this publication and take a pro-active approach to disseminate this publication to event organizers and officials and promote this document as the industry standard.

### **Member Update**

Former member Joan Alexander (Lyle Alexander's wife) died in July. We are very sorry we did not have information in time to distribute to all our members in advance of the services for Joan. Mike England and Roger Connor were able to attend to adjust their schedules on short notice and attend Joan's funeral on behalf of the club. Our condolences to Lyle.

## All Available Information

*FAA Safety Briefing, July/August 2011*

Weather conditions were nearly perfect for the night flight my friend Mike and I wanted to make. With flight plan filed and preflight complete, we hopped into the DA-40 Diamond Star and started the engine. Within seconds, we noticed a big red X across the G1000 primary flight display's transponder. Uh-oh. No transponder means no-go in the airspace near Washington DC. When the obvious troubleshooting techniques failed to resolve the problem, we shut down.

But all was not lost (yet). A sister ship – a DA-40 we affectionately call the “Steam Star” because of its conventional analog “steam gauge” panel – was available, so we re-filed our flight plan, transferred our gear, and started the preflight inspection. Uh-oh. The last pilot had not ordered fuel, and there clearly wasn't enough gas to fly to our intended destination. No problem. We called the FBO to order fuel.

Almost 45 minutes later, the sunset was long gone and we were still waiting for our number to come up on the fuel truck's top-off list. But our mutual sense of unease was growing, and it didn't take much discussion for Mike and me to conclude that our scrub-the-flight number had come up.

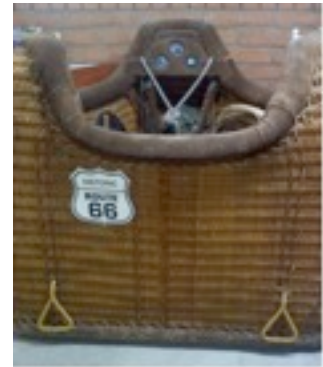
We both subscribe to the policy that if a flight accumulates three strikes, it's out. Now that may strike you (so to speak) as irrational or superstitious, but let me make the case for why neither is true, and why pilot professionalism – our focus in this issue – includes such policies. First, there is nothing irrational about sticking to a three-strikes policy for scrubbing a flight or, for that matter, some part of a flight.

Consider the example of what happens when a pilot flying an instrument approach in solid

## CLASSIFIEDS

### For Sale: TBW 4.5 Basket

with 3  
Worthington  
Tanks, T-3 Burner,  
Instruments,  
Good Condition,  
Also available  
Mirage Burner  
with under 10  
hours.



For further information call Sally Bartsch  
at 602-316-9239

### For Sale: Arizona Superstar

Aerostar S57A  
N91362 AX-8  
(90,000 cu. ft.)  
180 hours total  
time (needs  
annual).  
Excellent  
condition!  
Wells Cargo  
trailer. 2  
inflation fans.  
Inflation tank.  
Lots of extras.



For more information email  
[WhatTheHeckProductions@hotmail.com](mailto:WhatTheHeckProductions@hotmail.com)

instrument meteorological conditions (IMC)  
reaches decision altitude and flies the missed  
approach. Strike one. She requests vectors to

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try again ... only this time, fuel is a little tighter and knuckles are a little whiter. Strike two. Is there anything rational about attempting a third approach? Tensions will be higher, fatigue will be greater, and chances for a bad outcome will multiply. As for superstition, people in general and pilots in particular take pride in being reasonable. Decisions should be based on facts, not funny feelings, right? Not so fast.

Though not personally known to me, I count author Malcolm Gladwell among my mentors because I have learned so much from the piercing perceptions and keen insights in his body of work. One of my favorite Gladwell books is *Blink*, which explores the reasoned underpinnings of so-called snap judgments and gut feelings that a narrow definition of reason would compel us to dismiss. With apologies to Gladwell for oversimplification, *Blink* contends that human beings take in a great deal more information than we can consciously, or “rationally,” process. Nevertheless, other parts of the brain do note, process, and catalog information that might eventually be served up in the form of eye-blink conclusions, or in the kind of diffuse but gnawing sense of unease that gripped my friend Mike and me on the ramp that night.

As you enjoy the rest of the summer flying season, don't forget that all available information might well include those instant “doesn't look right” observations, and that listening to the “doesn't feel right” instinct might be key to safe flights and happy landings.

*Susan Parson (susan.parson@faa.gov, or @avi8rix for Twitter fans) is editor of FAA Safety Briefing and a Special Assistant in the FAA's Flight Standards Service. She is an active general aviation pilot and flight instructor.*

***The FAA updated the Balloon Flying Handbook in 2008. Since the FAA published a handbook on how to fly a balloon, we cover part monthly. Continuing with Chapter 4 on Weather.***

## **Wind Patterns**

Since air always seeks out lower pressure, it flows from areas of high pressure into those of low pressure. In the Northern Hemisphere, this flow of air from areas of high to low pressure is deflected to the right and produces a clockwise circulation around an area of high pressure known as an anti-cyclone circulation. The opposite is true of low pressure areas: the air flows toward a low and is deflected to create a counter-clockwise or cyclonic circulation.

High pressure systems are generally areas of dry, stable, descending air. Good weather is typically associated with high pressure systems for this reason. Conversely, air flows into a low pressure area to replace rising air. This air tends to be unstable, and usually brings increasing cloudiness and precipitation. Thus, bad weather is commonly associated with areas of low pressure.

## **Convective Currents**

Convection currents refer to the upward moving portion of a convection circulation, such as a thermal or the updraft in cumulus clouds. The uneven heating of the air, due to different surfaces radiating heat in varying amounts, create small areas of local circulation. For example, plowed ground, rocks, sand, and barren land give off a large amount of heat, while water, trees, and other areas of vegetation tend to absorb and retain heat. Convective currents cause the bumpy, turbulent air sometimes experienced when flying at lower altitudes during warmer weather. On a low altitude flight over varying surfaces, updrafts are likely to occur over

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pavement or barren places, and downdrafts often occur over water or expansive areas of vegetation like a group of trees. Typically, these turbulent conditions can be avoided by flying at higher altitudes.

Convective currents are particularly noticeable in areas with a land mass directly adjacent to a large body of water, such as an ocean, large lake, or other appreciable area of water. During the day, land heats faster than water, so the air over the land becomes warmer and less dense. It rises and is replaced by cooler, denser air flowing in from over the water. This causes an onshore wind, called a sea breeze. Conversely, at night land cools faster than water, as does the corresponding air. In this case, the warmer air over the water rises and is replaced by the cooler, denser air from the land, creating an offshore wind called a land breeze. This reverses the local wind circulation pattern. Convective currents can occur anywhere there is uneven heating of the Earth's surface.

Convection currents close to the ground can affect a pilot's ability to control the balloon. On a final approach, for example, the rising air from terrain devoid of vegetation sometimes produces a ballooning effect that can cause a pilot to overshoot the intended landing spot. On the other hand, an approach over a large body of water or an area of thick vegetation tends to create a sinking effect that can cause an unwary pilot to land short of the intended landing spot. This could prove particularly hazardous to a balloon landing in a small confined area, as the "undershoot" of the approach could potentially put the balloon into the trees or power lines.

## **The Jet Stream**

The jet stream refers to relatively strong winds concentrating in a narrow stream in the atmosphere. These winds are normally horizontal, high altitude winds. The position

and orientation of jet streams vary from day to day. General weather patterns (hot/cold, wet/dry) are related closely to the position, strength, and orientation of the jet stream (or jet streams). A jet stream at low levels is known as a low level jet stream. Since it is of interest primarily to high level flight, further discussion is not necessary.

## **Local and Small-Scale Winds**

### ***Gradient Winds***

Pressure gradients initiate the movement of air and as soon as the air acquires velocity, the Coriolis force deflects it to the right in the Northern Hemisphere. As the speed of the air along the isobars increases, the Coriolis force becomes equal and opposite to the pressure gradient force. After a period of time, the air moves directly parallel to the curved isobars if there is no frictional drag with the surface. The air no longer moves toward lower pressure because the pressure gradient force is completely neutralized by the Coriolis force and the centrifugal force.

### ***Orographic Winds***

The term "orographic" has multiple meanings, when placed in the context of weather phenomena. In a general sense, according to the American Meteorological Society, wind flows that are caused, affected, or influenced by mountains may be said to be orographic wind flows. The term has come to mean any winds that are affected by the terrain, not just mountains; this definition is probably the most frequently used, when discussing balloon flight.

As a specific term, "orographic lifting" is defined as an ascending air flow caused by mountains. The mechanisms that produce orographic lifting fall into two broad

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categories:

1. The upward deflection of horizontal large-scale air flow by the terrain acting as an obstacle or barrier, or
2. The daytime heating of mountain surfaces to produce an anabatic flow (see below) along the slopes and updrafts in the vicinity of mountain peaks.

This definition, while strictly referring only to lifting by mountains, is sometimes extended to include the effects of hills or long sloping terrain. When sufficient moisture is present in the rising air, orographic fog or clouds may form.

### ***Anabatic Winds***

Anabatic winds are those that blow up a steep slope or mountainside. It is sometimes referred to as an upslope flow. These winds typically occur during the daytime in calm, sunny weather. A hill or mountaintop may be warmed by the sun, which in turn heats the air just above it. As that air rises through convection, it creates a low pressure region, into which the air at the bottom of the slope flows, and causes winds.

### ***Katabatic Winds***

Katabatic winds are the reverse of anabatic winds; that is, they flow down a slope, and most frequently at night. They are created by the effect of the air near the ground losing heat thru radiational cooling at a faster rate than air at a similar altitude over the surrounding land masses.

The club party at the Bartsch's Barn Bar was a hit! Great food- Frank woke early and smoked the meat (YUMMY)- fun group and interesting weather (lightning, thunder, and rain). A BIG thanks to Sally & Tom for hosting the get together. New River is a ways out, but it's worth the drive!

## **LINKS!**

### **From AOPA**



### **Certificate of Achievement in Weather Forecasting**

provides a well-rounded apprenticeship in weather forecasting. Whether you are an amateur weather enthusiast or a weather-related industry professional, this program is a perfect way to enhance your career or degree. Visit [www.worldcampus.psu.edu](http://www.worldcampus.psu.edu) to learn more.

### **Babbitt acknowledges frustration with FAA shutdown**

Randy Babbitt, administrator of the Federal Aviation Administration, said he did not see an end to the FAA shutdown. In a speech at EAA AirVenture, Babbitt acknowledged frustration with the lack of long-term funding for the FAA. "It's unfortunate that tens of thousands of families won't see a paycheck," said Babbitt. "It's not a way to run the world's highest aviation system." Flying online (7/28)

### **Balloon pilot to participate in N.J. balloon festival**

Hot-air balloon pilot Rick Bryant plans to participate in the annual Balloon Festival at the end of the month held in Harmony Township, N.J. Bryant, who owns a balloon sightseeing company with his wife in Pennsylvania, said most passengers do not notice the balloon's descent. "In a balloon, your speed relative to the wind is zero," he said. The Warren Reporter (Warren County, N.J.) (7/25)

## **BFA**

Campaign statement for Cory Miller, current Western Region Director and candidate for re-election

When campaigning for 3 years ago, I attended the convention in Louisville, Ky. It was during the closing remarks where I heard then BFA president Andy Baird state that the BFA is a volunteer organization and we need people with fresh ideas to become involved. It was on the flight home that I realized that I had been in ballooning about 20 years and it was time to take the next step and try to run for a position on the BFA board. I ran for the position, however by the slimmest of margins, Gary Eaton won the election. About 9 months later due to health reasons, Gary had to resign. The board met, and decided at that time to appoint me to the board and fill out the rest of Gary's term. I came on the board and felt the only way to learn more is to be willing to submit ideas and work on a few projects.

One of the projects that I signed up for was the online safety seminar. At the time, Don Edwards was running both the portion in Florida while trying to be the online contact- A job he felt was too much. With my knowledge of computers, I felt it was a spot I could be fit for. The last two years, I have been the online contact in charge of answering all of the technical questions before the seminar as well as troubleshooting some problems during the seminar for some people. Last year, another board member- Matt Fenster, came to the board and presented an idea for a crew membership. I have always felt that crew are vital to our sport and loved the idea of the crew membership. Matt and I are the co-authors of the "Crew Corner" A newsletter that goes out to the crew membership 4 times a year. This newsletter is geared 100% to crew with ideas, techniques, articles and more.

A little bit about me and why I feel that I want to run for another 3 years on the board. I have been in ballooning for 23 years all of these as a crew member. I have served as the President, newsletter editor, and webmaster of the Willamette Aerostat Society Balloon Club based in Oregon. I have served on the BFA board for the past 2 years with the last year also serving as Secretary to the board. I am also the youngest member on the BFA board. I feel that with these two items, I bring some different perspectives to the board while being a voice for our crew members.

I do have some ideas for the next 3 years if re-elected that include looking at continuing having the online seminar a top notch production. I have also presented a few ideas to the board about possibly having the clubs be willing to produce the seminar from various locations as long as they can prove that it will continue the quality that is there now. I would also like to continue to promote the Crew Achievement Award Program, The National Crew Person of the Year Award, and the Crew Membership. I have also been in communication with Gordon Schwontkoski and we both feel that we would love to see more crew members be willing to present at safety seminars. Gordon is willing to give some pointers to help the crew members become comfortable, but we both feel that having a member on the BFA board that is a crew member speaks volumes to the importance of crew. I am also working on a committee to help improve some of the items on the BFA website. I feel that this team that is in place is highly capable of making some much needed changes as this is one complaint that I have heard repeatedly over the past two years.

I am willing to serve where needed on the board and am hoping for another 3 years to serve on the board. If you would like to contact me you can contact me either through a phone call or text message at 5035101215. You can find me on facebook as well as twitter- username hotairballoon. I am on skype with a user name of ballooningphotos. You can also email me at [cory@ballooningphotos.net](mailto:cory@ballooningphotos.net) I look forward to hearing from you and hope that you, the voters, will give me a second term as Western Region Director

Thank you,  
Cory Miller

## FAA

### SPECIAL AIRWORTHINESS INFORMATION BULLETIN

**SAIB:** CE-11-44

**SUBJ:** Fuel: Cylinder Strap Installation

**Date:** July 13, 2011

*This is information only. Recommendations aren't mandatory.*

#### **Introduction**

This Special Airworthiness Information Bulletin (SAIB) informs registered owners/operators of all hot air balloons, certificated under Title 14 of the Code of Federal Regulations (14 CFR) part 39, of an airworthiness concern.

At this time, this airworthiness concern has not been determined to be an unsafe condition that would warrant airworthiness directive (AD) action under 14 CFR part 39.

#### **Background**

An FAA accident investigation of a hot air balloon accident revealed improper securing of the propane tank in the basket. The upper tank restraining strap installation did not secure the tank from up or down movement. During landing, the tank became dislodged and landed on the foot of a passenger. Inspections of six other tank installations on different manufacturers' balloons revealed similar general lacking of positive tank restraint and variations of tank restraint strap installations.

#### **Recommendations**

The FAA recommends owners/operators of all hot air balloons assure the tank installations are accordance with their

manufacturer's operating manual and to also assure that the upper tank strap installation prevents any vertical movement of the tank.

#### **For Further Information Contact**

Taylor Martin, Aerospace Engineer, 901 Locust Street, Room 301, Kansas City, MO 64106; phone (816) 329-4138; fax (816) 329-4090; e-mail: [taylor.martin@faa.gov](mailto:taylor.martin@faa.gov).

#### **Aid for Avoiding Close Calls with Military Aircraft**

*Notice Number: NOTC3091 See and Avoid.org  
Avoid midair collisions through proper flight  
planning*

The FAA Safety Team is pleased to announce that in conjunction with the Department of Defense, the FAA is now hosting the See and Avoid website on [FAASafety.gov](http://FAASafety.gov).

Originally created by the Air National Guard Aviation Safety Division and funded by the Defense Safety Oversight Council, it now includes all military services. Our goal is to eliminate midair collisions and reduce close calls through continuous flight safety and proper flight planning. By promoting information exchange between civilian pilots and the military flight safety community, we hope to provide one-stop shopping to help all of us safely share the skies.

This portal will allow users to find and link to all existing military Mid-Air Collision Avoidance (MACA) programs in a single web site, while also enjoying new access to information from military bases that did not previously have web-based content.

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Since 1978, there has been an average of 30 midair collisions in the United States each year. These collisions resulted in an average of 75 deaths per year. There are also over 450 Near Midair Collisions (NMACs) reported each year; no one can calculate the number that have gone unreported! As recently as February, 2006 a civilian pilot was killed in a single plane crash after colliding with an Air Force jet. In many cases, one or both of the aircraft are not aware that a midair collision nearly occurred. Particularly in cases where military and civilian aircraft come into close proximity, lack of basic information regarding military flight characteristics creates problems among civilian pilots. FAA regulations and EAA guidelines just aren't enough.

The SeeAndAvoid.org portal offers a centralized, credible website that provides civilian and military pilots with reciprocal information and education on airspace, visual identification, aircraft performance, and mutual hazards to safe flight - with the ultimate goal of eliminating midair collisions and reducing the number of close calls. After all, what price can be put on proper flight safety and flight planning?

This portal is targeting two user groups. The first group is General Aviation (GA) Pilots, who we encourage to include SeeAndAvoid.org as part of their flight planning. From weather to Notices to Airmen (NOTAMs) to flight planning, pilots in general and civilian pilots in particular, use the Internet to get their most important flight safety information. As important as the weather, knowing where the military operational flying areas are - and how to avoid that airspace - is crucial to a safe flight.

Unexpected turbulence, icing, terrain obscured by fog, or a jet flying low at 500

*Jim Newnam announced that his backyard was subject to a burglary with tanks, fans and other balloon equipment stolen. Please notify him if you find any suspicious items for sale.*

knots; each one is just as deadly to the GA pilot if not planned for prior to takeoff. The second group targeted are the military safety officers at all military bases. This portal site provides every participating DoD flying base in the U.S. with the opportunity to create a web-based MACA educational and public outreach program. This web-based MACA program, intended primarily for an audience of 750,000 civil pilots, is modeled on centralized support, with decentralized execution. This website integrates and links with related sites such as FAA Special Use Airspace, AOPA's Air Safety Foundation, and the new FAA MADE (military airspace deconfliction) program.

The interface is simple to use with point-and-click interaction, predominately using Google maps and graphics for ease of use and is designed to include the MACA programs of all DoD aviation installations in the Continental United States (CONUS), Alaska, Hawaii, Virgin Islands, Guam and Puerto Rico.

By going to [www.FAASafety.gov](http://www.FAASafety.gov) right now and using the new portal on the Home page, you will be able to see the wealth of information available to you. Note: all military activity may not be displayed, so please use caution when flying in areas where military aircraft could be. Later this summer, we will make a user's guide available. Meanwhile, try it out!

***“HOT TICKET... COOL SEAT...and a WINNING CROWD...  
for our AUGUST MEET!”***

**SATURDAY, AUGUST 13, 2011**  
**Chase Field**  
**Arizona Diamondbacks vs New York Mets**

**5:10pm Game Time**  
**(Gates Open 3:00pm)**

**Special ABC MEMBER price \$13**  
**Your Guest just \$18**

**Great 3<sup>rd</sup> Baseline Reserve Seats...**  
***... confirm yours today!***



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### **Luke AFB radar service hours extended**

*By Dan Namowitz*  
*AOPA Online*

The Luke Air Force Base Radar Approach Control (RAPCON) facility near Phoenix, Ariz., has increased its operating schedule, and encourages pilots to use the radar services to enhance safety when flying in the area's busy airspace.

The radar facility now operates on a seven-days-a-week schedule. It had been closed Saturdays, Sundays, and holidays until the new schedule took effect June 11. Radar services are now available from Monday to Thursday from 1300Z to 0530Z, and Friday through Sunday from 1300Z to 0300Z.

“Luke Air Force Base capitalized on an opportunity to better manage our air traffic control training workload, while simultaneously providing better service to the general aviation community by changing Luke RAPCON's hours,” said Chief Master Sergeant Gregg Mowrer, the facility's chief controller. “Currently, Luke RAPCON's schedule change is forecast to be permanent and is a win-win situation for the 56th Fighter Wing and the general aviation community in the vicinity of Luke AFB.”

The expanded hours of availability of radar service do not affect the operating times of the [Luke Special Air Traffic Rules \(SATR\) area](#). The SATR will only be active when military operations are under way. No weekend SATR activity is planned at this time, officials said.

**MARK YOUR CALENDAR!**

**2011**

**September**

9-11 Balloon Tunes & BBQ Bowling Green, KY [skycab.balloon.promotions@gmail.com](mailto:skycab.balloon.promotions@gmail.com)  
Balloon Festival  
(502) 445-5271 mobile  
D. Scott McClinton  
(502) 228-8955 office

17-18 White Sands Invitational Alamogordo, N.M. David Chegren  
[dchel@beyondbb.com](mailto:dchel@beyondbb.com)

**October**

1-9 ABQ. International Fiesta Albuquerque, N.M. <http://www.balloonfiesta.com/>  
Kathie Leyendecker  
(888) 422-7277  
[balloons@balloonfiesta.com](mailto:balloons@balloonfiesta.com)

**November**

4-6 Page-Lake Powell Balloon Page, AZ bryan@pageazpower.com  
Regatta

5-6 Scottsdale Air Fair Scottsdale, AZ (no name)  
(480) 980-2174  
Marketing@ScottsdaleAirFair.com  
(glow only)

18-20 Arizona Balloon Classic Wildhorse Pass/  
Rawhide net@azballoonclassic.com  
Chandler, Arizona [www.azballoonclassic.com](http://www.azballoonclassic.com)  
Tim Matykiewicz  
Nanette Duncan  
C 480.600.4743 or F 877.324.4876 toll free

18-20 Colorado River Crossing Yuma, AZ Jerry Paulin  
[balloon@caballeros.org](mailto:balloon@caballeros.org)

**January 2012**

19-22 Havasu Island Balloon Lake Havasu, AZ Mary Barriault  
Festival and Fair (310) 892-4669  
[mary.barriault@gmail.com](mailto:mary.barriault@gmail.com)

NEW EVENT: They would like to re-introduce balloons in the airshow at Scottsdale Airport's Air Fair. A glow is set up for Saturday, Nov. 5. (See above for contact info) Participating pilots will receive:

- Propane
- 2 VIP Admission tickets, valid for both days, which include complimentary meals and access to VIP tent
- 1 VIP Parking pass
- 2 Pilot gift bags
- 2 Tickets to the Burgers, Brats, and Blues event on Friday, Nov.4
- 5 General admission tickets for crew

## **From the Insurance Companies:**

### **Schantz**

#### **TRAILER 54, WHERE ARE YOU?**

A recent rash of balloon trailer thefts pointed out some things we thought we'd pass along.

Most thefts result in the loss of the trailer but not the balloon and basket. Accessories; such as GPS, radios, etc., tend to disappear. Good news is that usually, but not always, the balloon/gondola are found dumped somewhere in a few days. Evidently, not many thieves have an LTA license.

A recent theft in GA picked up a lot of local coverage in the press and on TV. Interestingly, Facebook played a big role in alerting many balloon people and friends who were then on the BOLO!. Sure enough, someone found the balloon and basket dumped out. While there was some damage and missing equipment, it was very salvageable. Bottom-line, publicity, old style and new style, paid off.

Next point, we think that a trailer decorated with your balloon, phone number, etc. is probably less attractive to a thief rather than a plain unlettered trailer.

Last point, your trailer must be insured through your automobile carrier, your HAB policy excludes trailers. If you do have a claim, the adjustor will notice your trailer and wonder if this is a commercial vehicle or a personal one. To be sure you're insured correctly, check with your insurance company, you wouldn't want to be found to be operating a commercial business on a personal policy--creates problems!.

#### **WAIVER POINTERS**

One of our clients had a waiver question, so we put the attorneys to work.

- Generally speaking, most states disfavor mass releases; that is, a single release signed by multiple passengers.
- Electronic signatures are generally acceptable where there is a way to identify a signor. Suggestion would be to have signor enter their driver's license number, last four digits of their Social Security number or some similar identifier.

### **IMC**

Do you normally take your crew chief or a crew member (wife, son, daughter or best friend) to the safety seminar that you attend each year? Well ....now IMC is going to give you a DISCOUNT at your renewal for doing just that! IMC believes that having your crew person attend the seminar with you, creates a "safer team". And, as we all know, Ballooning is indeed a 'team' sport! ***Call us for more info on this discount.***

Beginning March 1, 2011 – IMC customers will have the option of adding UNLIMITED annual Additional Insured packages to their coverage.

Here is the scoop: The option of purchasing a single event 'named' Additional Insured remains for each entity (as we presently offer). The 'new' option – annual unlimited event 'named' Additional Insureds @ a package price, saving money if you are adding more than two (2) event Additional Insureds per year! Plus, after purchasing the package, you may access your own event Additional Insureds On-Line! This convenience is only offered by IMC - for as many as you need during your annual policy !

If you currently name a place, a city, a school, a hotel or business that you advertise on your coverage as an Additional Insured – call for info on our 'new' packages for this coverage too!!

**Aid for Avoiding Close Calls with Military**

**Aircraft:** Notice Number: NOTC3091

**See and Avoid.org**  
**Avoid midair collisions through**  
**proper flight planning**

The FAA Safety Team is pleased to announce that in conjunction with the Department of Defense, the FAA is now hosting the See and Avoid website on FAASafety.gov.

Originally created by the Air National Guard Aviation Safety Division and funded by the Defense Safety Oversight Council, it now includes all military services. Our goal is to eliminate midair collisions and reduce close calls through continuous flight safety and proper flight planning. By promoting information exchange between civilian pilots and the military flight safety community, we hope to provide one-stop shopping to help all of us safely share the skies.

This portal will allow users to find and link to all existing military Mid-Air Collision Avoidance (MACA) programs in a single web site, while also enjoying new access to information from military bases that did not previously have web-based content.

Since 1978, there has been an average of 30 midair collisions in the United States each year. These collisions resulted in an average of 75 deaths per year. There are also over 450 Near Midair Collisions (NMACs) reported each year; no one can calculate the number that have gone unreported! As recently as February, 2006 a civilian pilot was killed in a single plane crash after colliding with an Air Force jet. In many cases, one or both of the aircraft are not aware that a midair collision nearly occurred. Particularly in cases where military and civilian aircraft come into close

proximity, lack of basic information regarding military flight characteristics creates problems among civilian pilots. FAA regulations and EAA guidelines just aren't enough.

The SeeAndAvoid.org portal offers a centralized, credible website that provides civilian and military pilots with reciprocal information and education on airspace, visual identification, aircraft performance, and mutual hazards to safe flight - with the ultimate goal of eliminating midair collisions and reducing the number of close calls. After all, what price can be put on proper flight safety and flight planning?

This portal is targeting two user groups. The first group is General Aviation (GA) Pilots, who we encourage to include SeeAndAvoid.org as part of their flight planning. From weather to Notices to Airmen (NOTAMs) to flight planning, pilots in general and civilian pilots in particular, use the Internet to get their most important flight safety information. As important as the weather, knowing where the military operational flying areas are - and how to avoid that airspace - is crucial to a safe flight. Unexpected turbulence, icing, terrain obscured by fog, or a jet flying low at 500 knots; each one is just as deadly to the GA pilot if not planned for prior to takeoff.

The second group targeted are the military safety officers at all military bases. This portal site provides every participating DoD flying base in the U.S. with the opportunity to create a web-based MACA educational and public outreach program. This web-based MACA program, intended primarily for an audience of 750,000 civil pilots, is modeled on centralized support, with decentralized execution. This website

*continued on page 16*

integrates and links with related sites such as FAA Special Use Airspace, AOPA's Air Safety Foundation, and the new FAA MADE (military airspace deconfliction) program.

The interface is simple to use with point-and-click interaction, predominately using Google maps and graphics for ease of use and is designed to include the MACA programs of all DoD aviation installations in

the Continental United States (CONUS), Alaska, Hawaii, Virgin Islands, Guam and Puerto Rico.

By going to [www.FAASafety.gov](http://www.FAASafety.gov) right now and using the new portal on the Home page, you will be able to see the wealth of information available to you. Note: all military activity may not be displayed, so please use caution when flying in areas where military aircraft could be.

## **Arizona Balloon Classic**

June 2011

Dear Pilots & Crew,

We invite you to join us as Action Entertainment Group proudly presents the 2011 Arizona Balloon Classic. In its inaugural year, this event is sure to become one of the top ballooning events in the Southwest.

This three day festival event will be held at Wild Horse Pass in Chandler, Arizona on Friday through Sunday, November 18th, 19th, and 20th. We trust that you will also want to participate in the "Desert Glows" on Friday and Saturday evenings and the hot air balloon competition each morning.

All registered, primary pilots will receive:

- Propane (come in full/leave full)
- Hotel accommodations \*\* (pilots receive complimentary if traveling more than 50 miles)
- Discounted hotel accommodations for crew & family
- A custom-designed event wearable
- Meals for entire balloon team including crew
- Social event tickets
- Pilot prizes
- A chance to win cash prizes (\$2,500 purse)

For a complete pilot pack & forms, contact: Nanette Duncan, Pilot Coordinator  
480.600.4743 - [net@azballoonclassic.com](mailto:net@azballoonclassic.com)

Visit: [www.azballoonclassic.com](http://www.azballoonclassic.com) for event information.

Action Entertainment Group, L.L.C.

P.O. Box 94501

Phoenix, AZ 85070

**Balloons Tunes & B.B.Q. Balloon  
Festival  
Bowling Green, Kentucky  
September 9, 10, & 11, 2011**

June 24, 2011

Dear Pilot:

We are excited to invite you to participate in the U.S. Bank 2011 Balloons Tunes & B.B.Q. Festival in Bowling Green, Kentucky at the Bowling Green/Warren County Airport. Pilots will be competing for at least \$10,000 in cash and additional prizes in some friendly competition throughout the weekend. Amenities include hotel accommodations at the Hampton Inn for the weekend, a nice pilot pack and a great flying area.

Again this year Friday afternoon registration will be followed by the balloons providing tethered rides for the children's charities, followed by a short balloon glow. The tether is very important for the festival and their charities, and; weather permitting, points will be awarded for the tether and the rides.

As in years past most balloons may be asked to carry at least one banner and will be paid \$100 per banner for doing so. We may ask some balloons to carry 1 or 2 passengers throughout the weekend so please do not register for the event if you cannot accept at least 1 passenger.

The entry fee for private balloons for the event is \$100 and we will refund half of that to all pilots who answer the race roll calls. The entry fee for commercially sponsored balloons is the same as in the past years - \$1,000; the pilots of commercial balloons do not receive any type of entry refund. **Please make checks payable to Balloons Tunes & BBQ Festival.** We may be flying under a BFA format and points format, sanction pending.

I encourage pilots to enter early as the event has filled up early the past years. We will give initial preference to the returning pilots from last year's event so please return completed applications to the address below. If you have any questions please email me privately or feel free to call. Thanks for your time and I hope to see you in Bowling Green, Kentucky in September.

Sincerely,  
***D. Scott McClinton***

(502) 228-8955 office  
SkyCab Balloon Promotions, Inc.  
4900 Olde Creek Way  
(502) 445-5271 mobile  
Prospect, KY 40059  
<http://www.SkyCab-Balloons.com>  
[skycab.balloon.promotions@gmail.com](mailto:skycab.balloon.promotions@gmail.com)

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**Colorado River Crossing**

Fellow Balloonists:

The committee for the CRC Balloon Festival has been hard at work getting ready for the 21st annual event. As always the event is held in Yuma, AZ on the weekend before Thanks giving, November 18 - 20, 2011. If you have participated in the past you will be receiving an invitation within the next few weeks. If you have not been to Yuma in November for this fun filled event, please drop me an e mail, [balloon@caballeros.org](mailto:balloon@caballeros.org) so we can get you the information you need.

You can follow our event on Facebook, CRC Balloon Festival: <http://www.facebook.com/pages/CRC-Balloon-Festival/101521113250182>, and get more information on our web site: [http://www.caballeros.org/balloon\\_main.htm](http://www.caballeros.org/balloon_main.htm).



## **CHEF FRANK-O'S RECIPES**

### **Lazy Man's Lasagna**

#### **Ingredients**

##### *Lasagna:*

- 1 pound dry lasagna pasta sheets
- 6 cups Bolognese sauce, recipe follows
- 3 cups Bechamel sauce, recipe follows
- 1 pound freshly grated mozzarella
- Freshly grated Parmigiano Reggiano cheese, for sprinkling

##### *Bolognese Sauce:*

- 2 tablespoons unsalted butter
- 3 tablespoons extra-virgin olive oil
- 1 large carrot, finely chopped
- 1 onion, finely chopped
- 1 large celery stalk, finely chopped
- 2 dried chili peppers, crushed
- Sprig fresh rosemary

- 1/2 pound ground beef
- 1/2 pound ground pork
- 1 cup white wine
- 3 cups tomato sauce or La Salsa di 5 Minuti, recipe follows
- 3 basil leaves, torn
- Salt

##### *La Salsa di 5 Minuti:*

- 4 tablespoons extra-virgin olive oil
- 1 medium onion, finely chopped
- 1 clove garlic, finely chopped
- Dried chili peppers, crushed
- 1 (28-ounce) can peeled plum tomatoes, pureed
- Salt
- 3 fresh basil leaves, torn

##### *Bechamel Sauce:*

- 5 tablespoons butter
- 5 tablespoons flour
- 4 1/2 cups milk

#### **Directions**

##### *To assemble:*

Preheat the oven to 400 degrees F. Cover the bottom of a deep baking dish with a layer of Bolognese sauce. Lay out the uncooked pasta sheets over the sauce until they cover the baking dish entirely. Cover the pasta with another generous layer of Bolognese sauce. The liquid from the sauce will cook the dried pasta so be sure to add enough sauce. Drizzle the bechamel sauce and sprinkle the mozzarella on top, until both are distributed evenly. Add another layer of dried pasta, laying the sheets in the opposite direction. Repeat the process of adding sauces, mozzarella, and pasta for another 2 to 3 layers or until two-thirds of the baking dish's depth is filled. Top off the last layer of sauces and

*continued on page 19*

mozzarella with a generous sprinkle of the Parmigiano cheese. Place the pan in oven for approximately 40 minutes and let rest for 20 minutes before serving.

*Bolognese Sauce:*

In a hot saucepan, melt the unsalted butter with the olive oil, and add the carrots, onion, celery, and chili pepper. Cook the ingredients over medium heat, until they are soft. Add a sprig of rosemary.

Add the ground beef and pork, and cook until golden brown. Remove the rosemary sprig, and add the white wine. Let reduce. Add the tomato sauce or La Salsa di 5 Minuti, and let simmer on low heat for 1 hour. Before serving, add basil leaves and salt to season. Serve immediately.

*Salsa di 5 Minuti:*

Heat olive oil in a saucepan and add onion, garlic, and chili peppers. Gently fry ingredients together. Add pureed plum tomatoes to saucepan. Simmer on low to medium heat for 10 minutes. Season with salt to taste. Add basil leaves at the very end.

*Bechamel:*

In a saucepan, heat up the milk, and bring to a gentle simmer. In another saucepan, melt the butter and immediately add the flour. Lower the heat, and mix until the butter has absorbed all the flour and is the consistency of thick dough. Make sure the butter-flour mixture does not burn or brown. Remove the saucepan from the heat, and whisk in a couple of ladles of heated milk into the butter-flour mixture. Whisk until the flour has absorbed all of the milk. Put the saucepan back on the burner over medium heat, and whisk in the remainder of the milk. Continue whisking until the sauce thickens and becomes a creamy velvety consistency.

## **Pesto Lasagna**

### **Ingredients**

*For the pesto:*

- 4 cups basil leaves, loosely packed, washed and tough stems trimmed and roughly torn
- 2 cups finely grated Parmigiano-Reggiano (about 2 ounces)
- 1 cup extra-virgin olive oil
- 3/4 cup heavy cream
- 1/3 cup toasted pine nuts
- 8 medium garlic cloves, peeled
- 1 tablespoon freshly squeezed lemon juice
- 2 teaspoons kosher salt

*For the lasagna:*

- 1 pound fresh lasagna noodles, cooked and drained
- 1 cup finely grated Parmigiano-Reggiano (about 1-ounce)

### **Directions**

*For the pesto:*

Combine half pesto ingredients in a blender or food processor, and process until evenly combined, about 1 minute. Add remaining ingredients and process until evenly blended, about 1 more minute. Taste and adjust seasoning, as desired.

*For the lasagna:*

Heat oven to 375 degrees F and arrange rack in upper third.

Meanwhile, alternatively layer a scant 1/4 cup pesto and 1 sheet of fresh lasagna noodles in an 8 by 8-inch baking dish, trimming noodles, as needed, to fit. There should be about 10 to 12 layers. Top lasagna with cheese and bake until bubbly around edges and cheese is

*continued on page 20*

melted, about 20 to 25 minutes. Let sit at least 20 minutes before serving.

### **Linguine with Shrimp and Lemon Oil**

#### **Ingredients**

*For the lemon oil:*

- 1/2 cup extra-virgin olive oil
- 1 lemon, zested

*For the pasta:*

- 1 pound linguine pasta
- 2 tablespoons olive oil
- 2 shallots, diced
- 2 garlic cloves, minced
- 16 ounces frozen shrimp
- 1/4 cup lemon juice (about 2 lemons)
- 1 lemon, zested
- 1 teaspoon salt
- 1/2 teaspoon freshly ground black pepper
- 3 ounces arugula (about 3 packed cups)
- 1/4 cup chopped fresh flat-leaf parsley

#### **Directions**

*For the lemon oil:*

Combine the olive oil and the lemon zest in a small bowl and reserve.

*For the pasta:*

Bring a large pot of salted water to a boil over high heat. Add the pasta and cook until tender but still firm to the bite, stirring occasionally, about 8 to 10 minutes. Drain pasta, reserving 1 cup of the cooking liquid.

Meanwhile, in a large, heavy skillet warm the olive oil over medium heat. Add the shallots and garlic and cook for 2 minutes. Add the shrimp and cook until pink, about 5 minutes. Add the cooked linguine, lemon juice, lemon

zest, salt, and pepper. Toss to combine. Turn off the heat and add the arugula. Using a mesh sieve, strain the lemon zest out of the reserved lemon olive oil and add the oil to the pasta. The zest can be discarded. Add some of the cooking water to desired consistency. Add the chopped parsley to the pasta and toss to combine. Serve immediately.

### **Tri-Colore Orzo**

#### **Ingredients**

- 1 pound orzo pasta
- 3 tablespoons extra-virgin olive oil, plus 1/4 cup
- 2 cups fresh arugula (about 3 ounces)
- 3/4 cup crumbled ricotta salata cheese (or feta cheese)
- 1/2 cup dried cherries
- 12 fresh basil leaves, torn
- 1/4 cup toasted pine nuts
- 3 tablespoons lemon juice
- 1 1/2 teaspoon salt 1 teaspoon freshly ground black pepper

#### **Directions**

Bring a large pot of salted water to a boil over high heat. Add the pasta and cook until tender but still firm to the bite, stirring occasionally, about 8 to 10 minutes. Drain pasta and put the pasta on a large cookie sheet. Drizzle the pasta with 3 tablespoons olive oil, toss, spread out, and set aside to cool.

Once the orzo is cool, transfer to a large serving bowl. Add the remaining ingredients and toss gently to combine. Serve.

**Arizona Balloon Club  
Board Meeting Minutes  
June, 2011**

Commander Mike England called the June Board Meeting to order at 6:00 PM, at the LaFitte's, 2577 W. Greenway Rd, Phoenix AZ 85023.

**Members Present:** Commander Mike England, Past Commander Sally Heinrich, Vice Commander Bob Romaneschi, Keeper of the Fuel Philip Heinrich, Keeper of the Log Sally Bartsch, Board Members: Gene Clewley, and Linda Jorgensen

**Board Members Absent:** Frank Karlovec, Tom Connolly, Gary Bishman

A Quorum was met.

**Guest in attendance:** Molly Jurhill and Alan Hilty.

After review of the May Board and General Meeting Minutes, there were no changes identified. Sally Heinrich presented a motion to accept both documents as presented. Gene Clewley seconded and the motion passed.

Philip Heinrich, Keeper of the Fuel presented the following report for May 2011:

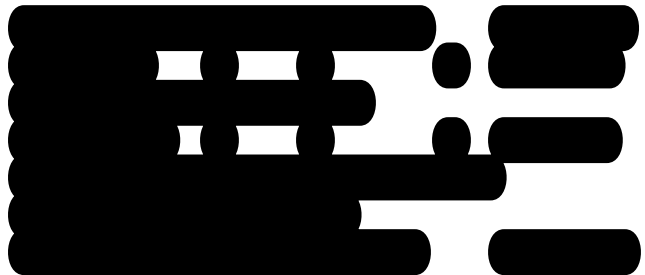
**SUNRISE / SUNSET**

August 2011 for Phoenix

Sat.	August 6th	5:44 AM / 7:25 PM
Sat.	August 13th	5:49 AM / 7:18 PM
Sat.	August 20th	5:54 AM / 7:10 PM
Sat.	August 27th	5:59 AM / 7:02 PM

Mountain Standard Time

<http://www.sunrisesunset.com/calendar.asp>



A motion to accept the Fuel Report was made by Gene Clewley. Linda Jorgensen seconded the motion, and the motion passed.

**Old Business**

**Committee Reports:**

**Memberships:** Judy Holt was leaving for the Panguitch, Utah event and not in attendance. She reported earlier to the Commander that 3 more memberships were received this month including, Randi Long a long time commercial pilot.

**Raffle:** A new Raffle Chair, Alan Hilty, has been selected and he begins his duties at tonight's meeting.

**Picnics & Parties:**

**Baseball Game August** – A flyer was developed by Molly and Frank to promote this activity and will be emailed to all members who have an email address. The flyer is available for tonight's meeting.

**Pool Party** – It was determined that a dish to pass will be requested to be brought to the party from members who attend along with their alcohol of choice. The main course will be catered and non alcoholic drinks available. Also, a request to RSVP to Frank Karlovec by email or telephone would be encouraged.

**Pins for New Members:** Molly reported that she will have a report ready for the September's meeting.

*continued on page 22*

**New Business:**

**Meeting location(s):** It was agreed that the September meeting will continue to be at the LaFittes, Embassy Suites location. It was suggested that the website should be changed to reflect this.

**Suggestions for Meeting Topics:** Bob Romaneschi will continue to Chair the committee for speakers, educational opportunities and meeting topics. Mike England requested ideas for next year. The September meeting will be a report from the Jr. Balloonist Camp candidate.

**Files and Important Records:** Sally Henrich made a motion that the past records to include Fuel and Log records be scanned and stored electronically in multiple forms as time permits. Gene Clewley seconded the motion and the motion passed.

**Elections:** Results will be reported and announced during the General Meeting. The Election committee continues to collect ballots until the committee closes the balloting at tonight's meeting.

**Ice Cream Social:** The Ice Cream Mile High pie is scheduled for tonight's meeting as planned.

Sally Heinrich made a motion to adjourn the Board Meeting at 6:40 pm. Gene Clewley seconded the motion. A unanimous vote officially adjourned the meeting.

Respectfully submitted,

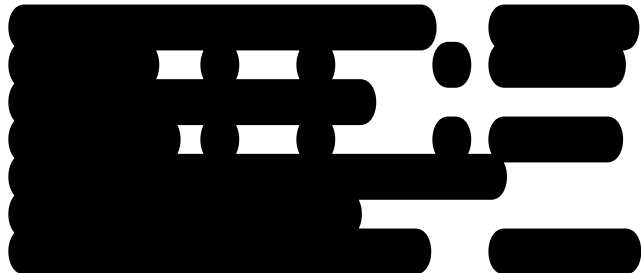
Sally Bartsch, Keeper of the Log

**Arizona Balloon Club  
General Meeting Minutes  
Tuesday, June 21, 2011**

Commander Mike England called the June Board Meeting to order at 7:00 PM, located at the Embassy Suites, LaFitte's, 2577 W. Greenway Rd., Phoenix AZ 85023.

There were 29 members and 3 guests present.

Philip Heinrich presented the Keeper of the Fuel Report for June 2011 as follows:



**Committee Reports:**

**Memberships:** Commander England reported there are 3 new members since the last meeting.

**Picnics & Parties:**

**Baseball Game:** Molly Jurhill reported that the Diamondbacks and NY Mets event, scheduled for August 13, 2011 continues to be available. A flyer was made available to the members present and more information will be sent in the Newsletter.

**Pool Party:** Commander England reminded members to RSVP for the annual Pool (Billiards) Party scheduled for Saturday, July 30 at 6:30 PM (Board Meeting at 5:30 PM). An email reminder and information in the Newsletter will give directions to the Bartsch's Barn!

**Jr. Balloonist Camp:** The Commander stated that the Junior Balloonist Camp will be held this July and the speaker for the September meeting will be the ABC's sponsored candidate.

**New Event:** Commander England discussed a new event, Arizona Balloon Fest, which is scheduled for the weekend of Nov. 18-20, 2011.

*continued on page 23*

This event is sponsored by the Salt River Indian Casino, which will result in hot air balloons able to land on the Indian Reservation without penalty for this event only. Further information will be reported in the Newsletter. The event is the same weekend as the Yuma Colorado Balloon Crossing event scheduled in Yuma, Arizona.

**Eddie Ochoa FAA Examiner:** Eddie Ochoa, is retiring this month. A signed card by the attendees of the meeting was presented by Commander England to Mr. Ochoa along with thanking him for his long service to aviation and especially to the balloonist in the area.

**Results of the Election:** Sue Farley and the Election committee reported that out of a possible 126 ballots there were 73 returns counted. Sue Farley stated the ballot results were very close this year. The following members will be either returning or were elected as follows: Mike England, Commander, Bob Romaneschi, Vice Commander, Philip Heinrich, Keeper of the Fuel (new), Sally Bartsch, Keeper of the Log, Board Members: Frank Karlovec (new), Molly Jurhill (new), Ken Tocker (new), Bill Armstrong (new), Gene Clewley. Sally Heinrich will continue as Past Commander. Commander England thanked the 2010 -2011 Board members who will not be returning this year and the other candidates not elected.

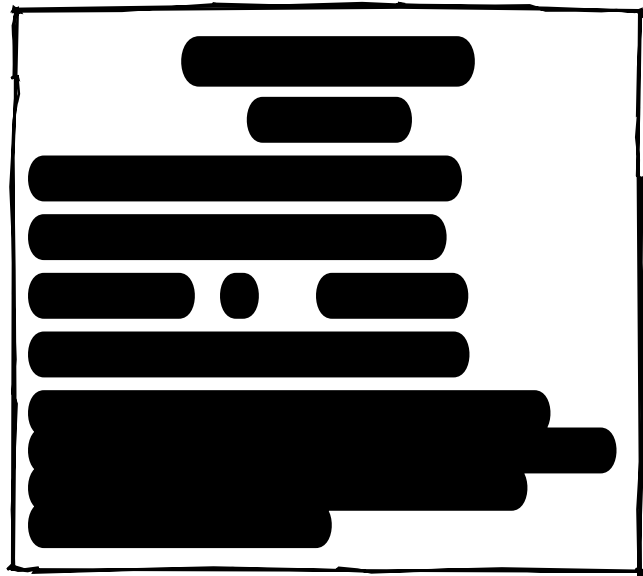
**Ice Cream:** Attendees were served a very special **Mile High Ice Cream Pie**, compliments of the Club.

**Raffle Chair for Next Year:** The Commander announced that Alan Hilty began his appointment tonight.

Raffle ticket sales reported by Linda Jorgensen were in \$117.00. Meeting was adjourned at 8:35 PM.

Respectfully submitted,

Sally Bartsch, Keeper of the Log



**Disclaimer**

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Publication deadline for all advertisements is the 15th of the month prior to publication. All other submissions are due by the 23rd. Unidentified submissions may not be published. The acceptance or publication of any advertising in no way implies endorsement of the services or products. All photos or illustrations of various aerostats are included for interest and are in no way meant to endorse a particular model or manufacturer.

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Club Officers & Board of Directors

Commander:	Michael England	[REDACTED]	[REDACTED]
Vice-Commander:	Bob Romaneschi	[REDACTED]	[REDACTED]
Keeper of the Log:	Sally Bartsch	[REDACTED]	[REDACTED]
Keeper of the Fuel:	Philip Heinrich	[REDACTED]	[REDACTED]
Immediate Past-Commander:	Sally Heinrich	[REDACTED]	[REDACTED]
Board Members:			
Bill Armstrong	[REDACTED]	[REDACTED]	[REDACTED]
Gene Clewley	[REDACTED]	[REDACTED]	[REDACTED]
Molly Jurhill Karlovec	[REDACTED]	[REDACTED]	[REDACTED]
Frank Karlovec	[REDACTED]	[REDACTED]	[REDACTED]
Ken Tocker	[REDACTED]	[REDACTED]	[REDACTED]

Appointed Positions & Committee Chairpersons

Awards & Trophies	Dorothy Harrison	[REDACTED]
Community Relations Director	Michael England	[REDACTED]
Competition Director	Vacant	[REDACTED]
Government Liaison Director	Philip Heinrich	[REDACTED]
Historian	Molly Karlovec	[REDACTED]
Membership	Judy Holt	[REDACTED]
Newsletter Editor	Sally Heinrich	[REDACTED]
Picnics & Parties	Frank Karlovec	[REDACTED]
Raffle Chairperson	Linda Jorgensen & Molly Karlovec	[REDACTED]
Safety Director	Fred Gorrell	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]

Arizona Balloon Club Website:

[www.arizonaballoonclub.org](http://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  
Renewal after April (before October) is half price.  
**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.