

DESERT BREEZES



Elections are coming up!

Candidates announced or nominated at the May meeting were:

Commander: Michael England
Vice-Commander: Bob Romaneschi
Keeper of the Fuel: Philip Heinrich
Keeper of the Log: Sally Bartsch

Board Candidates:

Bill Armstrong (LTA pilot)
Gene Clewley (LTA pilot)
Alan Hilty (Crew, Student pilot)
Linda Jorgensen (Crew)
Molly Jurhill Karlovec (LTA pilot)
Frank Karlovec (LTA pilot)
Ken Tocker (LTA pilot)

Elections results will announced at the June 21st meeting. If you haven't mailed your ballot, you may bring it to the June meeting and turn it in at the beginning of the meeting to be counted. Don't be late! If you did not receive a ballot, please contact Sue Farley right away.

Bring your answers to the "Pop Quiz" to discuss!
(see page 3)

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NEW LOCATION:

Board Meeting

LaFitte's: Embassy Suites Phoenix-North, 2577 West Greenway Rd
Tuesday, June 21st, at 5:45 PM

General Meeting/Ice Cream Social and Election Results

LaFitte's: Embassy Suites Phoenix-North, 2577 West Greenway Rd
Tuesday, June 21st, at 7:00 PM

A picture is worth a thousand words.

(Well at least 673)

by Randy L. Collier, D.P.E. Rscruffy@yahoo.com

Maps that are adorned with extra information for some specific purpose are often known as charts such as a nautical chart or an aeronautical chart. A chart is a visual representation of data in which the data are represented by symbols.

The task for you is to derive the most meaning from this large quantity of data.

Example: Adrian Airport, text vs chart. The diagram illustrated here quickly gives the pilot the following information:

Adrian, Lenawee Co. Airport, Location identifier (Loc-ID) ADG. The airport is located SW of the city of Adrian Michigan at 41° 52' 17" N lat. & 084° 04' 49" W long, roughly SE of Detroit. The airport is located in a rural area, outside the populated area of the city. The populated area of the city is depicted with the yellow tint. The yellow tint does not follow political boundaries.

The ground elevation in this area is about 750 ft above sea level (MSL) – note the contour line just above and to the left of the 1080 (330) obstruction. The airport elevation is 798 ft above mean sea level (MSL).

The airport has one hard surface runway that is at least 5000 ft long but the chart doesn't tell you exactly how long nor how wide it is or what condition it is in.

The full length is available for landing in both directions as noted by the absence of brackets around runway length "50." (Michigan only) FAA Sectional charts do not place brackets around runways that may have a displaced landing threshold. The runway is oriented NE/SW or 050 deg./ 230 deg.

The airport has runway lights. (L) which operate by some other means than SS-SR, probably Pilot Controlled Lighting, (PCL).

The airport has a rotating beacon located on the north side of the airport (star above the airport symbol).

Services (i.e. fuel) are available at the airport during normal business hours – note "tick" marks around arpt symbol.

There is a hospital heliport located north of the airport on the northwest side of the city.

Extensive glider activity may be encountered near the arpt.

The magnetic variation in this area is 6 degrees west. (Magenta dashed line running NW-SE).

The city of Adrian is used as a VFR checkpoint for air traffic control purposes. (magenta flag).

There is an NDB located on the airport (small circle of magenta dots surrounding the airport symbol) on freq. 278, identifier ADG: Morse code is: (• -) (- • •) (- - •). The adjoining box indicates the frequency to tune to.

There is an Automated Weather Observation station on the airport that can be accessed on frequency 118.375. The AWOS can give you useful information like wind direction, speed and the current altimeter reading.

The airport is located in an area where class "E" airspace



overlies the airport, 700 ft above the surface within 5 miles of the airport, and 1200 ft above the surface, beyond 5 miles of the airport. The airport is about 7 miles SE of the Mode C transponder ring associated with Detroit Metro Airport (DTW) (narrow solid magenta line). The airport is about 8 miles NW of the Toledo Express Airport class "C" airspace (wider solid magenta line)

Victor Airways 98 and 30-45 pass near the airport, so one should be alert for IFR traffic along those airways. Nearby Betz Airport may have traffic entering, departing, or in the pattern.

The Maximum Elevation Figure in this area is 1,700 and 1,300. If you stay above these elevations, you will miss all obstacles.

What it doesn't tell you:

The direction of the airport traffic pattern (assumed std left). The altitude of the traffic pattern is (assumed 1000' AGL) (see Aeronautical Information Manual). That there is also a turf runway on the airport (11/29). How to operate the runway lights. The location of any airport traffic area if one is in effect.

A chart takes you from point A - B.

The Airport/Facility Directory (A/FD) is needed for more specific information.

Pop Quiz

1. The normal radius of the outer area of Class C airspace is
A 5 nautical miles
B 15 nautical miles
C 20 nautical miles
2. A blue, segmented circle on a sectional chart depicts which class airspace?
A Class B
B Class C
C Class D
3. A “mode C” ring is normally associated with which class of airspace?
A Class B
B Class C
C Class D
4. Class E surface airspace is depicted by
A Sharp edge magenta vignette
B Fuzzy edge magenta vignette
C Dashed magenta line
5. A blue airport symbol indicates
A An airport with services available
B An airport with a paved runway
C An airport w/an operating control tower
6. A magenta airport symbol indicates
A An airport with an unpaved runway
B An airport without an operating control tower
C A restricted use airport
7. Sigments are issued as a warning of weather conditions hazardous to which aircraft?
A Small aircraft only
B Large aircraft only
C All Aircraft
8. What minimum pilot certification is required for operation within Class B airspace?
A Private Pilot Certificate or Student Pilot Certificate with appropriate logbook endorsement
B Commercial Pilot Certificate
C Private Pilot Certificate with an instrument rating
9. Normal VFR operations in Class D airspace with an operating control tower require the ceiling and visibility to be at least?
A 1,000 feet and 1 mile
B 1,000 feet and 3 miles
C 2,500 feet and 3 miles
10. Special VFR operations are available at any airport with an operating control tower
A True
B False
11. The normal height of Class D airspace is
A 2500 feet MSL
B 2500 feet AGL
C 3000 feet AGL
12. To fly over Class C airspace, an aircraft must have
A A VFR flight plan
B An IFR flight plan
C An encoding altimeter
13. Pilots are prohibited from flying within a National Security Area
A True
B False
14. An airport with an operating control tower, but without class D airspace would have what kind of airspace surrounding it?
15. The dimensions of that airspace described in question #14 is:
16. Special training is required to fly within
A Continental ADIZ
B Washington DC FRA
C Hershey MOA
17. Isogonic lines are depicted by
A magenta dashed line
B blue dashed line
C black dashed line
18. Winds aloft forecast is given in reference to
A True north, knots
B Magnetic north, knots
C Magnetic north corrected for non-standard temp. & pressure, kilometers
19. Surface winds are given in reference to
A True north, miles per hour
B Magnetic north, knots
C Magnetic north corrected for non-standard temp. & pressure, kilometers
20. AWOS winds are given in reference to
A Magnetic north & knots
B True north, miles per hour
C True north, knots

FLIGHT INSTRUCTORS **MODEL CODE OF CONDUCT -** **PRINCIPLES (Summary)**

I. GENERAL RESPONSIBILITIES OF INSTRUCTORS

Instructors should: make safety a high priority, seek excellence in airmanship, develop, exercise, and teach good judgment and aeronautical decision-making, recognize and manage risks effectively, and teach sound principles of risk management, demonstrate and teach situational awareness, prudent operating practices and personal operating parameters (e.g., minimums), aspire to professionalism, act with responsibility and courtesy, and adhere to applicable laws and regulations.

II. STUDENTS, PASSENGERS, AND PEOPLE ON THE SURFACE

Instructors should:

- a. maintain student and passenger safety first, and then reasonable student and passenger comfort,
- b. manage risk and avoid unnecessary risk to students, passengers, people and property on the surface, and people in other aircraft,

- c. brief and de-brief students on planned flight lessons and inform them of any significant or unusual risk associated with the flight,
- d. seek to prevent unsafe conduct by students and passengers, and
- e. avoid operations that may alarm, disturb, or endanger students, passengers or people on the surface.

III. TRAINING AND PROFICIENCY

Instructors should: participate in regular recurrent training to maintain and improve instructor proficiency beyond legal requirements, participate in flight safety education programs, remain vigilant and avoid complacency, train to recognize and deal effectively with emergencies, plan every lesson carefully, follow a training syllabus and ensure students are progressing, and maintain an accurate log to satisfy training, currency requirements, endorsements given, and maneuvers practiced, for both instructor and student.

IV. SECURITY

Instructors should:

- a. seek to maintain the security of all persons and property associated with their aviation activities,
- b. remain vigilant and immediately report suspicious, reckless, or illegal activity
- c. become familiar with the latest security regulations, and

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June 21st ABC Club meeting at: LaFitte's

Location is on East side of I-17 on south side of Greenway Road (at Embassy Suites Phoenix-North, 2577 West Greenway Rd.) Entrance is on the East Side of the building. The club meeting is located on the left after entering the main door of the restaurant in the upper area of the restaurant. Please eat and drink in this area so that the club receives credit.

Lafitte's is casual dining specializing in New Orleans and American cuisine (\$6 meals to \$25 full course meals). La Fitte's has full bar service available. Join us prior to or even after the 7 PM meeting time for drinks and food. Please encourage former members to attend. Pilots invite your crew and interested parties and share your ballooning experience.

- d. avoid special-use airspace except when approved or necessary in an emergency.

V. ENVIRONMENTAL ISSUES

Instructors should:

- a. teach and seek to mitigate the environmental impact of aircraft operations,
- b. minimize the discharge of fuel, oil, and other chemicals into the environment during refueling, preflight preparations, ground, servicing, and flight operations,
- c. respect and protect environmentally sensitive areas, and set such examples for students,
- d. comply with and teach applicable noise-abatement procedures and mitigate aircraft noise near noise-sensitive areas, and
- e. review and adhere to prudent hazardous materials handling procedures.

VI. USE OF TECHNOLOGY

Instructors should:

- a. become familiar with, properly use, and teach appropriate technologies,
- b. teach students to monitor applicable airport advisory frequencies and report position accurately when approaching airports without an operating control

Jim Newman 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.

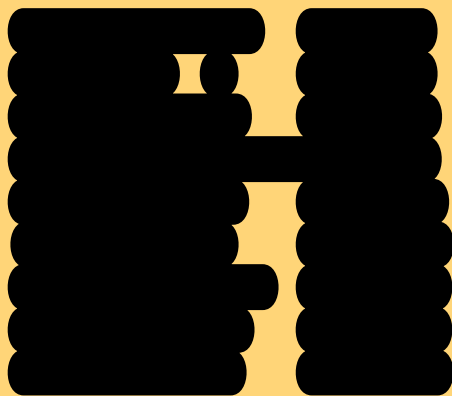
- tower and other higher-risk areas, if radio-equipped,
- c. use transponders or other position-indicating technologies during training flights, if available or otherwise directed by ATC, and use ATC radar advisories for VFR enroute operations,
- d. carry redundant transceivers and navigational equipment and use them in appropriate circumstances, and
- e. use flight simulators and training devices as available and appropriate.

VII. ADVANCEMENT AND PROMOTION OF AVIATION INSTRUCTION

Instructors should: advance and promote aviation safety and adherence to the Code of Conduct, volunteer in and contribute to organizations that promote aviation and airports, and should use their skills to contribute to society at large – and encourage their students to do so too, demonstrate appreciation for other aviation professionals and service providers, advance a training culture that values openness, humility, integrity, positive attitudes, and the pursuit of personal improvement, promote ethical behavior within the aviation community, and mentor new and future instructors.

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JUNE BIRTHDAYS



Draft – Flight Instructors Model Code of Conduct (FIMCC)-Summary. See "<http://www.secureav.com>".

ADDITIONAL RESOURCES

This one-page summary of the Code of Conduct's provisions is available at "<http://www.secureav.com/FIMCC-Summary.doc>" "www.secureav.com/FIMCC-Summary.doc".

Notes for Instructors assists in teaching the Code of Conduct. Available at "<http://www.secureav.com/Notes-for-Instructors.pdf>" "www.secureav.com/Notes-for-Instructors.pdf".

Notes for Prospective Implementers helps facilitate Code of Conduct implementation. Available at "<http://www.secureav.com/Notes-for-Implementers.pdf>" "www.secureav.com/Notes-for-Implementers.pdf".

Annotated *Commentary* helps interpret the Code of Conduct and provides source materials. Available at "<http://www.secureav.com>".

Resources to help develop and teach passenger briefings are available at "<http://www.secureav.com/Passenger-Briefing-Listings-Page.html>" "<http://www.secureav.com/Passenger-Briefing-Listings-Page.html>".

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From the Insurance Companies:

(Schantz)

WE'RE GOING TO MAKE SOME NOISE!



Certain competitors are always harping about the "Noise Exclusion" in our policy.

We've always said it was there and other circumstances; such as sight of a balloon, shadow of a balloon, ground noise, etc.; come into play; thus providing coverage. Long and short, we have defended these claims and made payments as well.

Time to clarify the coverage! We are going to endorse all existing policies with a clarification exempting hot air balloons from this exclusion.

Thus, these claims will fall under Coverage A, Aviation Liability (Non Passengers) with up to \$1,000,000 per Occurrence Limit. By the way, did you know one of our competitors only covers animals under Property Damage to \$100,000 for any claim, not just noise?

Now, don't start flying low over horse farms but know that we are always striving to provide the best insurance possible. If you would like a copy of your endorsement, just let us know by e-mail. Thanks.

Further information about aviation instruction is available at:

FAA: "<http://www.faa.gov>" www.faa.gov;
"<http://www.faasafety.gov>" www.faasafety.gov
AOPA: "<http://www.aopa.org/>" www.aopa.org/
EAA: "<http://www.eaa.org/>" www.eaa.org
NAFI: "<http://www.nafinet.org>" www.nafinet.org
SAFE: "<http://www.safepilots.org/>" www.safepilots.org

ABBREVIATIONS

AD: Airworthiness Directives
AFSS: Automated Flight Service Station
AGL: Above Ground Level
ATC: Air Traffic Control
CRM: Crew Resource Management
FAA: Federal Aviation Administration
FBO: Fixed Base Operator
IFR: Instrument Flight Rules
ILS: Instrument Landing System
IMC: Instrument Meteorological Conditions
IPC: Instrument Proficiency Check
MSL: Mean Sea Level
SB: Service Bulletin
SMS: Safety Management Systems
SRM: Single Pilot Resource Management
VFR: Visual Flight Rules
VMC: Visual Meteorological Conditions

NOTICE

This is a customized version of the FLIGHT INSTRUCTORS MODEL CODE OF CONDUCT created by Michael S. Baum. ©2003-2011 Michael S. Baum. All Rights Reserved. Terms of Use are available at "<http://www.secureav.com/>"

Pilots and the aviation community may use the Code of Conduct as a resource for code of conduct development, although it is recommended that this be supported by independent research on the suitability of its principles for specific or local applications and situations. It is not intended to provide legal advice and must not be relied upon as such.

EDITS, ERRATA, COMMENTS

The FLIGHT INSTRUCTORS MODEL CODE OF CONDUCT is a living document, intended to be updated periodically to reflect changes in aviation

CLASSIFIEDS

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

instruction practices and the aviation environment. Please send your suggestions, edits, errata, questions, and comments to: [mailto:PEB@secureav.com?](mailto:mailto:PEB@secureav.com?subject=AMCC)
[subject=AMCC](mailto:mailto:PEB@secureav.com?subject=AMCC)" PEB@secureav.com.

ACKNOWLEDGMENTS

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Change is in the Air: NOTAM Modernization Moves Ahead

Source: FAA Safety Briefing May/June 2011

For many pilots, the mere mention of Notices to Airmen—better known as NOTAMs—prompts a range of reactions. None are complimentary. Almost universal is a sense of head-scratching bewilderment (what is all that gibberish?!) and head-banging frustration (why does it have to be so hard now that there are apps for everything?!). Also, the avalanche of arcane abbreviations can easily obscure information truly relevant and important to your flight.

I can relate. Before the January 2008 reform that folded the former L (local) NOTAM into a new super D (distant) NOTAM format (see “Know Your NOTAMS” in the Jan./Feb. 2008 issue of FAA Aviation News), I remember preparing for a flight to Sun ’n Fun. The D NOTAMs in my official weather briefing included prominent references to volcanic activity in Montserrat. But, since the now deservedly defunct L NOTAMs were not distributed beyond the defined local area, there was nothing at all about the temporary control tower at KVDF, the normally non-towered destination airport.

While GA pilots are grateful for the informational improvements engendered by the new super D NOTAM format, the enduring—and larger—headache comes from FDC (Flight Data Center) NOTAMS. The first task is to sift through the many pages (or screens) in search of those NOTAMs relevant to your flight. Next is to parse puzzling phraseology that only a machine can truly appreciate. For instance:

1/7959 ZOB PART 2 OF 5 FLIGHT
RESTRICTIONS CLEVELAND, OHIO,
NOT INCLUDING 18000 FT MSL
EFFECTIVE 1102221530 UTC (1030 LOCAL

COMMANDER’S COLUMN

Has summer arrived?

That means it's election time. You've received your ballot. Send it in and exercise your voting rights.

Thanks to Bob Romaneschi for his very good presentation on special shape balloon making.

We were at a new venue for our meeting. Lafittes at the Embassy Suites on Greenway and I-17 was a very nice place. Good food and nice service. They'll be serving us their great ice cream dessert at our June meeting (elections results and ice cream social).

We'll be “pool” partying in July and baseball in August. More on that from Sally. Party on!!

Mike England, Commander

02/22/11) UNTIL 110222045 UTC (1545
LOCAL 02/22/11). WITHIN A 12 NMR OF
412659N/0814445W OR THE DJB079019.6
UP TO BUT NOT INCLUDING 18000 FT
MSL EFFECTIVE 1102221530 UTC (1030
LOCAL 02/22/11) UNTIL 110222045 UTC
(1545 LOCAL 02/22/11). EXCEPT AS
SPECIFIED BELOW EXCLUDING
CANADIAN AIRSPACE AND/OR
UNLESS AUTHORIZED BY ATC IN
CONSULTATION WITH THE AIR
TRAFFIC SECURITY COORDINATOR

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VIA THE DOMESTIC EVENTS NETWORK (DEN)....

Pilots, dispatchers, and controllers need a NOTAM system that will allow them to sort, filter, alert, transpose, and fuse important information.

The FAA has made that task much easier with the introduction of plain English NOTAMs with graphics, available online at <http://tfr.faa.gov/tfr2/list.html>. Still, why are FDC NOTAMs so inscrutable and what is the FAA doing to fix them?

AIM-ing for Improvement

The short answer: A lot. “We know it’s a huge issue for pilots, and we really are making progress toward a modernized NOTAM system,” says the FAA’s Barry Davis. As manager of the Aeronautical Information Management (AIM) group (see sidebar), Davis and his team aim to provide the right data at the right time in the right place. The AIM group was at the forefront of the “L over D” effort in 2008. Along with an array of alphabet government and industry organizations in the United States and abroad, the team has been working concurrently on the much greater challenge of reforming the entire Federal NOTAMs System (FNS), which includes the much-maligned FDC NOTAMs.

Davis well understands pilots’ frustration with a product-oriented system rooted in telegraph times. “What pilots, dispatchers, and controllers need,” he acknowledges, “is a system that will allow them to sort, filter, alert, transpose, and fuse this information.”

Davis defines these functions as follows:

- Sort—the system provides all data relevant to the route, including departure and destination airports.
- Filter—using a tool, such as the 12 keywords in the super D NOTAM, the system organizes the data into meaningful categories (e.g., RWY, COM, OBST).

- Alert—the system flags areas of special note or concern, e.g., closed runway or temporary control tower.
- Transpose—the system automatically converts raw data into a graphical presentation that would be displayed on a cockpit moving map display.
- Fuse—the system is capable of correlating its data with data from other sources, such as weather, to offer the pilot a more complete decision-making tool.

The key to creating this capability is to transition from the traditional product-based system to a data-based approach. And, as Davis describes it, “database” is actually a very good word for the changes now underway. “With the product-oriented system we have now, our automation can’t do much more than sort in a fairly general way,” he notes.

The 2008 introduction of keywords in the super D NOTAM has given the automation—and thus the NOTAM product’s human end-users—some ability to filter. To get to the next levels, though, the system has to be a fully digitized database. “Think about how a database works,” says Davis. “Once a database is populated with discrete structured facts, end-users can choose from any number of views to display the specific information they need.”

Managing the Many Moving Parts

Though it may sound simple, this transition is something akin to major overhaul on an airplane while it is still flying. “If you look at what we have now and where we need to be, it’s easy to conclude that we just can’t get there from here,” says Davis. A favorite and highly memorable part of his PowerPoint presentation arsenal is a slide known to the AIM team as the “hairball diagram.” By showing the dizzying number of NOTAM-generating organizations, the tangle of

continued on page 10

system entry and data validation points, and the similarly confusing array of output and distribution options, the hairball diagram amply illustrates the challenge confronting any NOTAM modernization effort. It also illustrates several of the core challenges. A new system must be:

- *Globally compatible*—Aviation is inherently global, and the standards established by the International Civil Aviation Organization (ICAO) are essential to safe and efficient worldwide operation. Changes to the U.S. NOTAM system have to be compatible and/or compliant with ICAO standards. The data-based and digitized NOTAM system will allow pilots to choose the product(s), or “views,” they want to generate from the overall database of aeronautical information.
- *Automation-acceptable*—The system, whether product- or data-based, has to work now with existing systems and with future systems.
- *User-friendly*—Though no one would argue that the existing system is friendly to its various end-users, it has the advantage of being the devil we know. As Davis observes, an overnight “here” to “there” shift would be both overwhelming and disruptive.

The AIM group is addressing these challenges one step at a time. The obvious way to ensure global compatibility is to adopt the ICAO NOTAM format, much as we transitioned a few years ago to ICAO standards for defining airspace and reporting weather. If the prospect of learning a new system makes you groan, that is where the AIM group’s incremental change strategy for dealing with the automation-acceptable and user-friendly requirements comes in.

First, many of the necessary technical changes to support the digital collection, processing, and dissemination of NOTAM information are occurring in the background. NOTAM-generating entities are already beginning to use

the Aeronautical Information Exchange Model coding specification (AIXM) to format basic NOTAM information in accordance with the global ICAO standard. This fiscal year, the FAA’s goal is for digital collection, processing, and distribution of 25 percent of all NOTAMs. The goal rises to 60 percent in fiscal 2012. Because the digital formats will allow for such things as putting a red X on a moving map navigator’s display of a closed runway, they will meet all five of the requirements Davis outlined: sort, filter, alert, transpose, and fuse NOTAM information. The result will be better service to all kinds of end users.

Second, as noted, the data-based and digitized NOTAM system will allow pilots to choose the product(s), or “views,” they want to generate from the overall database of aeronautical information. A pilot who flies internationally can choose to display information in the ICAO NOTAM format. Those of us who fly domestically will not be required to learn the ICAO format, though, because we will have the ability to select another product—for instance, a plain English narrative with relevant information (no more volcanoes in Montserrat!) and graphical depictions.

Third, the AIM group is taking an incremental approach to introducing those changes that will require pilots to learn and adjust to new formats. The 2008 merger of L and D NOTAMs is one example of this approach. Davis notes that another incremental change is likely to be announced right about the time this issue of FAA Safety Briefing is published. As part of the transition to an ICAO-compliant system, which will ultimately eliminate the distinction between FDC and D NOTAMs, changes will:

- Add keywords to FDC NOTAMs, to include ODP, SID, STAR, CHART, DATA, IAP, VFP, ROUTE, and SPECIAL.
- Eliminate the keyword RAMP, keeping only the APRON keyword.

- Replace obscure terms such as UFN, WIE, WEF, and TIL with the ICAO terms, EST (estimated) and PERM (permanent).

“It’s a big river we’re trying to cross,” says Davis, “but, one bridge at a time, we’re getting there.”

Susan Parson is a special assistant in the FAA Flight Standards Service and editor of FAA Safety Briefing. She is an active general aviation pilot and flight instructor.

For More Information:

FAA NOTAM policy page:

<http://notams.aim.faa.gov>

Aeronautical Information Management Group
www.faa.gov/about/office_org/headquarters_offices/ato/service_units/systemops/aaim/organizations/aeronautical_im/

Aeronautical Information Management Group

The FAA’s AIM group is the authoritative U.S. government source for collecting, validating, storing, maintaining, and disseminating aeronautical data concerning the United States and its territories to support real-time aviation activities. AIM provides the following services:

- *Aeronautical Information Services, consisting of the National Flight Data Center (NFDC) and the Terrain and Obstacle Data Group (TOD)*
- *Alaska Aviation Camera program*
- *NOTAM Services Group, supporting NOTAM, CARE, and Military Operations systems*
- *Traffic Repository*
- *NAS Data Release Group Key Programs:*
- *NOTAM Distribution Program (NDP) facilitates the automation, dissemination, systems*
- *Traffic Repository*
- *NAS Data Release Group Key Programs:*
- *NOTAM Distribution Program (NDP) facilitates the automation, dissemination, systems*
- *Traffic Repository*
- *NAS Data Release Group Key Programs:*
- *NOTAM Distribution Program (NDP) facilitates the automation, dissemination, and receipt acknowledgement of NOTAM messages in the Terminal and En Route domains.*
- *NAIMES provides highly reliable, scalable, and secure aeronautical information data services to users and access to critical data products and services to*

customers and stakeholders.

- *MILOPS utilizes advanced Web-based technology to provide the NAS users and planners with near real-time information as to the Special Use Airspace.*

*The FAA updated the **Balloon Flying Handbook** in 2008. Small excerpts are included monthly. We are continuing with Chapter 4 on **Weather**.*

FRONTS (continued)

Warm Front

A warm front is actually the trailing edge of a retreating mass of cold air. A warm front occurs when a warm mass of air advances and replaces a body of colder air. Warm fronts move slowly, typically 10 to 25 mph. The slope of the advancing front slides over the top of the cooler air and gradually pushes it out of the area. Warm fronts contain warm air that often has very high humidity. As the warm air is lifted, the temperature drops and condensation occurs. Prior to the passage of a warm front, cirriform or stratiform clouds, along with fog, can be expected to form along the frontal boundary. In the summer months, cumulonimbus clouds (thunderstorms) are likely to develop. Light to moderate precipitation is probable, usually in the form of rain, sleet, snow, or drizzle, punctuated by poor visibility. The wind blows from south-southeast, and the outside temperature is cool or cold, with increasing dew point. Finally, as the warm front approaches, the barometric pressure continues to fall until the front passes completely.

During the passage of a warm front, stratiform clouds are visible and drizzle may be falling. The visibility is generally poor, but improves with variable winds. The temperature rises steadily from the inflow of relatively warmer

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air. Usually, the dew point remains steady and the pressure levels off. After the passage of a warm front, stratocumulus clouds predominate and rain showers are possible. The visibility eventually improves, but hazy conditions may exist for a short period after passage. The wind generally blows from the south-southwest. With warming temperatures, the dew point rises and then levels off. There is generally a slight rise in barometric pressure.

Stationary Front

When an air mass boundary is neither advancing nor retreating along the surface, the front is called a stationary front. Although there is no movement of the surface position of the a true stationary front, an uplift of air may occur along the frontal boundary. If the uplifted air is stable and saturated, stratiform clouds may occur. Intermittent drizzle may occur, and if lifted above the freezing level, icing conditions and frozen precipitation will exist. If the uplifted air is conditionally unstable and saturation occurs, predominately cumuliform clouds will form, possibly generating thunderstorm activity.

Occluded Front

An occluded front occurs when a fast-moving cold front catches up with a slow moving warm front. As the occluded front approaches, warm front weather prevails, but is immediately followed by cold front weather. There are two types of occluded fronts that can occur, and the temperatures of the colliding frontal systems play a large part in defining the type of front and the resulting weather. A cold front occlusion occurs when a fast-moving cold front is colder than the air ahead of the slow moving warm front. When this occurs, the cold air replaces the cool air and forces the warm front aloft into the atmosphere. Typically, the cold front occlusion creates a mixture of weather found in both warm and cold fronts, if the air is

relatively stable. A warm front occlusion occurs when the air ahead of the warm front is colder than the air of the cold front. When this is the case, the cold front rides up and over the warm front. If the air forced aloft by the warm front occlusion is unstable, the weather will be more severe than the weather found in a cold front occlusion. Embedded thunderstorms, rain, and fog are likely to occur.

Surface Fronts

The air mass boundaries indicated on a surface weather map are called surface fronts. A surface front is the position of a front at the Earth's surface. The weather map shows only the location of fronts on the surface, but the fronts also have vertical extent. For example, the colder, heavier air mass tends to flow under the warmer air mass. The underrunning mass produces the lifting action of warm air over cold air, causing clouds and associated frontal weather.

The vertical boundary between warm and cold air masses is a frontal surface, and slopes upward over the colder air mass. The frontal surface lifts the warmer air mass and produces frontal cloud systems. The slope of the frontal surface varies with the speed of the moving cold air mass, and roughness of the underlying terrain. Under normal conditions, the angle of inclination (slope ratio) between the frontal surface and the Earth's surface is greater with cold fronts than with warm fronts. The approximate height of the frontal surface over any station is determined from the analysis of upper air observations.

Frontal passage (FROPA) affects ballooning activities because it can generate precipitation, wind shifts, significant changes in temperature, and many other conditions hazardous to ballooning. Balloon pilots

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MARK YOUR CALENDAR!

2011

June

17-19	Prescott Valley Days Balloon Rally	Prescott Valley, AZ	Kim Rosenlof
24-26	Panguitch Valley Balloon Rally	Panguitch, UT	[REDACTED]

July

29-31	Cody's Wild West Balloon Fest	Cody, WY	Jack or Pink Way 307.527.7424 (H) 307.899.7000 (C) jack.way@bresnan.net
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29-31	Citrus Classic Balloon Festival	Santa Clara, CA	http://www.citrusclassicballoons.com Steve & Cindy Wilkinson 760-568-0997 Email: hotballoo@aol.com
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September

17-18	White Sands Invitational	Alamagordo, N.M.	David Chegren dchel@beyondbb.com .
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October

1-9	ABQ. International Fiesta	Albuquerque, N.M.	http://www.balloonfiesta.com/ Kathie Leyendecker (888) 422-7277 balloons@balloonfiesta.com
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SUNRISE / SUNSET

June 2011 for Phoenix

Sat.	June 4th	5:19 AM / 7:43 PM
Sat.	June 11th	5:18 AM / 7:38 PM
Sat.	June 18th	5:18 AM / 7:40 PM
Sat.	June 25th	5:20 AM / 7:42 PM

Mountain Standard Time
[http://www.sunrisesunset.com/
calendar.asp](http://www.sunrisesunset.com/calendar.asp)

generally do not fly in the face of an approaching front; in fact, many have a rule that they do not fly within 18 to 24 hours prior to frontal passage, particularly if the approaching front has any significant strength associated with it. The FSS often can advise of the time a cold front will pass a given reporting station, which assists in flight planning.



CHEF FRANK-O'S RECIPES

BROCCOLI AND PEPPERS

Directions

Cook 1 pound **broccoli florets** and 1 sliced **red bell pepper** in salted boiling water until just tender, about 3 minutes; drain and transfer to a bowl of ice water to cool, then drain again. Heat 2 tablespoons **olive oil** in a skillet over medium heat. Add 1/2 cup chopped **walnuts**, 2 sliced **garlic cloves** and 2 to 4 crushed **dried red chiles** and cook 30 seconds. Add the broccoli and bell pepper and cook 2 minutes. Season with **salt**.

CARNE ASADA TACOS

Ingredients

- 1 12-ounce jar sliced pickled jalapenos, drained
- One 1 3/4-pound flank steak, trimmed
- Kosher salt and freshly ground pepper
- 1/2 cup chopped white onion

- 1/2 cup fresh cilantro
- Lime wedges, for serving
- 2-4 tablespoons Salsa (homemade or store-bought)
- Corn tortillas (homemade or store-bought)

Directions

Marinate the steak: Spread the jalapenos in a baking dish and press the steak on top. Cover and set aside at room temperature, about 1 hour.

Preheat a grill or grill pan to high. Brush the jalapenos off the steak, pat dry and season with salt and pepper. Grill the steak for 4 to 6 minutes per side for medium-rare. Let rest 10 minutes, then slice.

Assemble the tacos: For each taco, stack 2 tortillas and lay a few pieces of steak in the middle. Top with onion, salsa and cilantro. Top with lime wedges.

CAULIFLOWER MAC N CHEESE

Ingredients

- Salt
- 1 pound short cut pasta (recommended: macaroni, ziti or penne rigate or, whole wheat or whole grain pasta)
- 1 tablespoon extra-virgin olive oil
- 1 large head cauliflower
- 1 cup chicken stock
- 3 tablespoons butter
- 1 onion, finely chopped
- 4 cloves garlic, finely chopped
- 3 tablespoons flour
- About 2 1/2 cups whole milk
- Freshly ground black pepper
- Freshly grated nutmeg

continued on page 15

- 3 to 4 sprigs fresh sage leaves, very thinly sliced
- 2 tablespoons Dijon mustard
- 1 cup sharp white Cheddar cheese
- 1 cup Gruyere cheese
- 1 cup shredded Parmigiano cheese
- 1 small bundle watercress, washed and chopped

Directions

Bring water to a boil for pasta. Salt the water and undercook the pasta by 2 minutes, about 5 to 6 minutes.

While the water comes to a boil, in a covered Dutch oven heat extra-virgin olive oil over medium to medium-high heat. Cut the core away from the cauliflower and set the head into the pot and add 1 cup stock, cover and steam 12 to 15 minutes until tender. Remove and separate the cauliflower into florets. Discard water from pot.

Over medium heat in the same pot, melt the butter, then add onions and garlic. Saute for 3 to 4 minutes, until tender. Add in the flour and whisk for 1 minute. Whisk in the whole milk and season with salt, pepper, nutmeg, and sage. When thickened, stir in the Dijon mustard and 2/3 of the combined cheeses.

Drain the pasta, add to the cauliflower, stir in the cheese sauce, transfer to baking dish, top with remaining cheese. Cool completely and cover for a make-ahead meal.

Preheat the oven to 400 degrees F.

Bake until brown on a baking sheet to catch the bubble-over. The casserole will take 40 to 45 minutes to heat through.

Garnish bowls of cauli-mac-n-cheese with chopped spicy watercress.

CHEESE ON THE COB

Ingredients

- 1/2 cup mayonnaise
- 5 ears corn, husks and silk removed
- 1 cup shredded Parmesan
- 1 teaspoon chili powder
- 1 teaspoon salt
- 1 teaspoon freshly ground black pepper

Directions

Prepare grill.

Brush a thin layer of mayonnaise on corn. Sprinkle the corn with cheese, chili powder, salt and pepper. Wrap each corn with foil and place on the grill. Turn occasionally and cook for about 10 minutes (until kernels begin to brown). Serve warm

I CAN'T BELIEVE IT'S NOT POTATO SALAD!

Ingredients

- 1 large head cauliflower, chopped
- 1 1/2 cups fat-free mayonnaise
- 1/2 cup fat-free sour cream
- 3 tablespoons creamy Dijon mustard (recommended: Best Foods/Hellmann's Dijonnaise)
- 1/2 envelope dry ranch dressing/dip mix
- 2 tablespoons fat-free non-dairy liquid creamer
- Salt
- 1 cup diced red onion
- 2 celery stalks, diced
- 6 hard-boiled egg whites, chilled and chopped
- 3 tablespoons seasoned rice vinegar
- 1/4 cup chopped chives
- 2 tablespoons chopped fresh dill
- 2 tablespoons chopped fresh parsley, plus more, for serving, optional
- Paprika, for serving, optional

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Directions

Place cauliflower in a large microwave-safe bowl, and pour 1/3 cup water over it. Cover and microwave until soft, 6 to 8 minutes. Once the bowl is cool enough to handle, drain any excess water, if needed. Cook's Note: Alternatively, prepare cauliflower on the stove in a metal steamer pot.

Put 2 cups cauliflower in a blender or food processor and set the rest aside. Add the mayonnaise, sour cream, Dijon mustard, ranch dressing or dip mix, non-dairy creamer, and 1/4 teaspoon salt. Puree or pulse until blended. Don't worry if the puree isn't completely smooth. Set aside.

To the bowl with the remaining chopped cauliflower, add the onion, celery, egg whites, chives, dill, 2 tablespoons parsley, and rice vinegar. Add the pureed mixture and lightly stir to coat.

Chill for several hours before serving. Garnish with paprika and additional parsley, if using. Mmmmm!

NO-BAKE STRAWBERRY CHEESECAKE

Ingredients

Crust:

- 7 whole graham crackers
- 4 tablespoons unsalted butter, melted
- 2 tablespoons nutella
- 2 tablespoons brown sugar
- pinch salt
- 2 tablespoons cocoa powder

Strawberry topping:

- 1 pound fresh or frozen strawberries, washed and stemmed
- 1/4 cup sugar
- 1/2 vanilla bean
- 1 envelope unflavored gelatin

Cheesecake:

- 1 pound cream cheese, softened
- 1/2 cup confectioners' sugar
- 1 teaspoon vanilla extract
- 1 1/4 cups strawberry topping (see above)
- 1/2 cup heavy cream
- Fresh strawberries for garnish

Directions

Prepare the crust:

In a food processor grind the graham crackers until they are broken into a fine powder. Add the butter, nutella, brown sugar, salt and cocoa powder and process until it is all well incorporated. You may have to scrape down the sides of the bowl a few times.

Press the crust evenly into the bottom of an 8 or 9-inch spring form pan. It should come up the sides slightly.

Prepare the Strawberry topping:

In a saucepot add the strawberries, sugar, and 2 tablespoons of water. Cook over medium heat until the strawberries are quite soft. Use an immersion blender to puree the fruit. (You can also do this by pouring the strawberries into a regular blender, then return to the pot to finish cooking.)

Sprinkle the gelatin over 2 tablespoons of cold water in a small bowl. Allow it to sit for about 1 to 2 minutes.

Transfer the gelatin to the strawberries and gently cook over low heat.

Whisking just until the gelatin is completely dissolved. Remove from heat. Reserve 3/4 cup of the strawberry mixture for the top layer of the cake.

To make the cheesecake:

continued on page 17

In a stand mixer beat the cream cheese and sugar on medium-low speed, using the paddle attachment, until smooth. Add the vanilla extract. Add the strawberry topping, except the 3/4 cup you have reserved for the top layer.

In a separate bowl whip the heavy cream until medium peaks.

Fold the whipped cream into the strawberry cheesecake batter.

Gently folding just until it is all combined.

Pour the cheesecake into the prepared pan. Tap the pan gently on the counter to bring any air bubbles to the surface. Let it sit, uncovered, in the refrigerator for about 2 hours or until it is set to the touch.

Once the cheesecake is set, pour the remaining 3/4 cup strawberry topping over it. If the topping has set up in the pot, gently heat it for a minute, just until it is pourable.

Place the cheesecake back into the refrigerator and allow to set, uncovered, for another 30 minutes, or until the topping is set. At this point it is ready to serve or you can cover the cheesecake with plastic and it can sit in the refrigerator for 24 hours.

Before unlocking the spring form pan, run a knife around the edge of the cheesecake to loosen it.

Top with the fresh strawberries.

Arizona Balloon Club Board Meeting Minutes Tuesday, April 19, 2011

Commander Mike England called the April 2011 Board Meeting to order at 5:55 pm, at the Deer Valley Airport, 702 W. Deer Valley Rd, Phoenix, AZ 85027-2137

Members Present: Commander Mike England, Past Commander Sally Heinrich, Keeper of the Fuel Philip Heinrich, Keeper of the Log Sally Bartsch, Board Members: Tom Connolly, Gene Clewley, and Frank Karlovec.

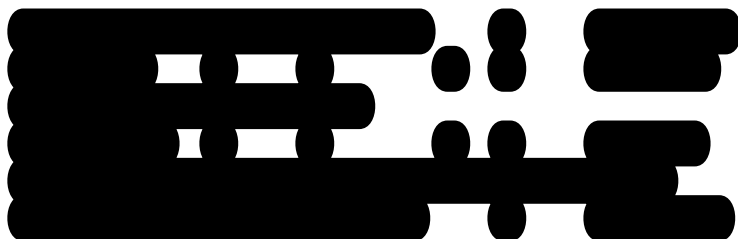
Board Members Absent: Vice Commander Bob Romaneschi, Gary Bishman, and Linda Jorgensen.

A Quorum was met.

Guest in attendance: Molly Karlovec and Judy Holt

After review of the March Board and General Meeting Minutes, there was a minor change identified. Gene Clewley presented a motion to accept both documents as amended. Sally Heinrich seconded the motion and the motion passed unanimously.

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



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

Old Business

Committee Reports:

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Memberships: Judy Holt reported 125 members. Judy Holt requested that the option to pay a partial payment, as opposed to full membership payment, when joining the club after October be considered. Discussion of allowing ½ payment or a ¼ prorated payment for membership when joining after October occurred. Sally Heinrich made the motion to allow perspective members to pay ½ of the \$35.00 membership fee if they join after March of the membership year. Tom Connolly seconded the motion and the motion passed unanimously. Changing the fee structure was tabled.

Raffle: Linda Jorgensen had assigned volunteers to run this meeting's raffle in her absence.

Picnics & Parties:

Crew Appreciation - Frank Karlovec reported that he has not received many reservations as of yet for Saturday's event. Frank Karlovec predicted that about 40 members/crew will attend. Frank will make the food arrangements. The Heinrichs will have 3 different balloon baskets on display for crew training and the Commander will instruct on "controlled high wind takeoffs and the equipment required".

Projector: Gene Clewley reported that he was told the projector worked and the equipment was available for this meeting. After a trial use it did not appear to be properly working. Gene Clewley was assigned to investigate further for the next meeting.

Old Business:

Sponsor BFA Jr. Balloonist Summer Camp 2011: Discussion to participate occurred. Sally Heinrich made a motion to sponsor one camp fee of \$445.00 with the stipulation that the selected candidate pays their own transportation and report to the club on his/her experience. If there is more than one

application, applicants will email by April 25, 2011 why they want to attend and the Commander will make the final decision. Sally Bartsch seconded the motion and the motion passed.

Meeting location(s): Molly Karlovec plans to contact two restaurant locations next week. Linda Jorgenson emailed that she will continue to work with the Church location. Sally Bartsch reported that Crescent Inn considered partnering the Club with another non profit, but was unable to do so therefore requesting a \$150.00 charge for a meeting room. **The Embassy Suites Hotel, La Fitte's**, 2577 West Greenway, Phoenix, Arizona agreed to wave the room fee. The room is not totally separate from the restaurant but can accommodate, depending on how it is configured, up to 70 people and 40 people comfortably. Full service food and alcohol is available. It was agreed that a small committee would visit the location and if suitable the May meeting will be held at this location.

Badges: Molly Karlovec will be exploring cost and design Friday. Discussion as to whether a new tag design should be considered and who would be eligible for a new pin occurred.

BFA Balloon Conference: Commander Mike England reported that the conference was a success and very enlightening. He brought a jump drive of educational material and handout materials to share for tonight's meeting. Examples of some of the materials included the BFA Jr. Balloonist Summer Camp, Crew Achievement Award Program, Crew Safety Program, profiles of speakers for future Safety Seminars and more. Further information will be reported in the General Meeting.

New Business:

Event Scheduled: A Balloon Festival for

continued on page 19

Prescott, AZ on June 18-19, 2011 will be announced in the Newsletter.

Members' Report: Sally Heinrich reported that Maggie Harvey (husband Bill long time member) is ill and a card will be sent. Judy Holt reported that Sid Cutter is also ill.

Request for Presentation: Verrado High School in Buckeye, AZ 480-213-1925 would like an educational presentation. Judy Holt has a Power Point presentation but is not available to present on this date. Volunteers will be requested and the request will also appear in the Newsletter.

Request for Assistance: Sally Heinrich reported that the Tucson Club is looking for leadership and may not continue with their ballooning organization if they can not find leadership. Volunteers are requested and a notice will be placed in the Newsletter and announced at tonight's meeting.

Frank and Molly Karlovec discussed thanking Allen Barron for the many years of service. Molly displayed to the Board a possible gift to be given to the Keeper of the Fuel at his last meeting next month.

Philip Heinrich motioned to adjourn the meeting at 6:55 PM. The motion was seconded by Sally Heinrich and the meeting was adjourned. A unanimous vote officially adjourned the meeting.

Respectfully submitted,

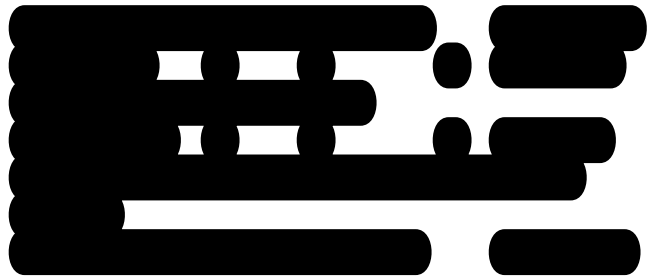
Sally Bartsch,
Keeper of the Log

**Arizona Balloon Club
General Meeting Minutes
Tuesday, April 19, 2011**

General Meeting was called to order by

Commander Mike England at 7:05 pm, at the Deer Valley Airport, 702 W. Deer Valley Rd, Phoenix, AZ 85027. There were 19 members and 2 guests present.

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



Committee Reports:

Memberships: Judy Holt reported 125 members.

Picnics & Parties:

Crew Appreciation – The Commander requested that those who plan to attend to RSVP. The Commander will instruct that day and the topic will be “controlled high wind takeoffs and the equipment required”. All food will be provided at the event, it is BYOB.

Old Business:

Mike England announced that the Club will Sponsor one **BFA Jr. Balloonist Summer Camp candidate for 2011**. He explained that if there is more than one application, applicants will email why they want to attend and the Commander will make the final decision. .

Meeting location: The Commander announced that the next meeting may be at The **Embassy Suites Hotel, La Fitte's**, 2577 W. Greenway, Phoenix, AZ and to check the Newsletter/email for the change.

New Business:

The Commander announced the request for

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balloons at the **Balloon Festival in Prescott, AZ.** It was explained that the **Tucson Balloon Club** is looking for leadership and may not continue with their Ballooning Organization if they can not find volunteers. Further information will be in the Newsletter. It was reported that **Maggie Harvey** (husband Bill long time member) and **Sid Cutter** are ill.

Request for Presentation: Verrado High School in Buckeye, AZ 480-213-1925 would like an educational presentation. The Commander requested that a volunteer contact him if interested.

BFA Balloon Conference Speaker: Commander Mike England reported that the conference was a success and very enlightening. He brought a jump drive of educational material and handout materials to share for tonight's meeting. Examples of some of the materials included the BFA Jr. Balloonist Summer Camp, Crew Achievement Award Program, Crew Safety Program, profiles of speakers for future Safety Seminars and more. He discussed some of the prominent speakers and attendees and shared the many materials. Questions and answers and the general overview of the conference occurred.

Sales of raffle tickets sales were reported by Philip Heinrich and Roe Tocker in the amount of \$83.00. Adjournment of the meeting followed the raffle and the closing of the meeting was at 8:30 PM.

Respectfully submitted,

Sally Bartsch
Keeper of the Log

FUEL REPORT

April 19, 2011

[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]

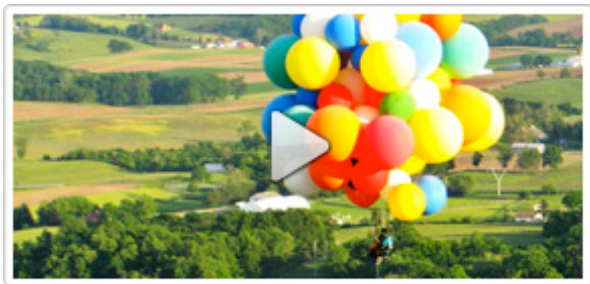
These are summaries of the treasury report. A detailed itemization of this or any past approved "Fuel Report" is available by request.

LINKS!

Water bladders away: Cluster balloon lifts off in Maryland

Seven hot air balloons gathered at the Flying H Farm in Union Bridge, Md., May 21 to accompany John Ninomiya and his cluster balloon on a short flight in calm skies. Ninomiya, one of only a few people in the world flying cluster balloons regularly, is on a quest to fly his craft—a cluster of helium-filled balloons attached to a harness—in each of the 50 states. With help from

volunteers, Ninomiya inflated the various-sized balloons and hooked them to sandbags until he was ready to strap into the harness and attach the balloons. [Read more and watch AOPA Live® >>](#)



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**The National Balloon Museum
launched an all new website this week!**

Click on the link below to view it:
<http://www.nationalballoonmuseum.com/>
Be sure to save this link in your "Favorites"
file.

The new site has been completely
redesigned and updated.

Note especially new listings under Hall of
Fame, News, Exhibits and trophies. New
exhibit listings on the website include the
following:

- Stone Family Balloons
- Tracy Barnes record setting gas balloon
flight of 1964
- The Channel Champ
- Hot Air Air Ship
- U. S. Hot Air Balloon Champion Pilots
1960 to the present

New news includes Upcoming Events and
the Stained Glass Window project.

The Hall of Fame page is now updated and
you can download an illustrated PDF file of
many of the inductees.

And be sure to take the "Virtual Tour" if you
have not already done so.

The new site is easier to update, so visit the
site often as we will be adding new things
regularly.

The new online Gift shop is not ready yet,
but it is under construction and will be
coming in an expanded edition.

The new website was designed and setup and
is being hosted by Jason Cross of NolaSoft
Development of Indianola, Iowa (515) 962
1001.

Be sure to update your email address book
for the Museum to the following address:
museum@nationalballoonmuseum.com

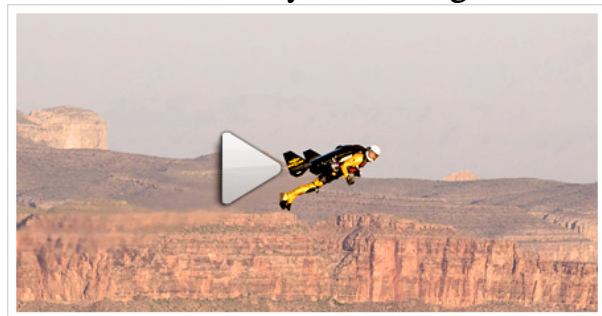
Dennis D. Nicholson,
Assistant to the Curator
National Balloon Museum
1601 North Jefferson Way, PO Box 149
Indianola, IA 50125-0149
(515) 961 3714

Just for fun...

<http://www.wimp.com/throwstick/>

<http://www.wimp.com/catdolphins/>

**Jetman completes
Grand Canyon overflight**



After canceling his scheduled May 6 flight
over Grand Canyon West because of a lack
of time to train, Yves Rossy, known as
Jetman, made the flight later that weekend,
according to sponsor Breitling. He jumped
from a helicopter at 8,000 feet and reached
190 mph during his eight-minute flight
above the canyon, Breitling said. Jetman's
plans to overfly the canyon near the Grand
Canyon West Skywalk had been reported in
the media, but an FAA official said that the
agency was not contacted about the flight by
Jetman's team. The agency reached out to
Jetman in an April 28 letter that outlined all
of the requirements he needed to meet to
complete the flight. The FAA said it worked

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with the Experimental Aircraft Association and Jetman's representatives to provide the needed approval the morning of the first planned flight. [Watch the flight >>](#)

'Save GPS' effort focused on Congress

An effort under way across industries and government to protect GPS signals from interference by other bandwidth users is now focused on the U.S. Congress. The Coalition to Save Our GPS, of which AOPA is an active member, is urging members of the House and Senate to register their concerns with the Federal Communications Commission (FCC) about the risk of signal interference or degradation that GPS could face from mobile network operator LightSquared's plan to expand into bandwidth adjacent to that used by GPS. [Read more >>](#)

Goodyear to replace three-blimp fleet

There isn't a more familiar flying machine anywhere than the Goodyear Blimp. With the existing blimps nearing the end of their life cycles, Goodyear has made a pact with ZLT Zeppelin Luftschifftechnik for new airships. The Zeppelin LZ N07-101 airships will be built by teams from both companies

at Goodyear's Wingfoot Lake Airship Hangar near Akron, Ohio, Goodyear said.



Construction of the first airship will start in 2013; it is expected to fly in 2014. Goodyear said that the new airships will be 246 feet long, considerably larger than the current 192-foot-long ships. The airships will be powered by three Lycoming IO-360 engines and will cost about \$21 million including technical support. [Read more and watch](#)

Member Update

Contact Judy Holt for an updated roster.

Kudos to JUDY! She ASKS people to join the club. And now membership is half price if we are more than 6 months through our fiscal year.

Disclaimer

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 should be directed to Sally Heinrich

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.

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:	Allen Baron	[REDACTED]	[REDACTED]
Immediate Past-Commander:	Sally Heinrich	[REDACTED]	[REDACTED]
Board Members:			
	Gary Bishman	[REDACTED]	[REDACTED]
	Tom Connolly	[REDACTED]	[REDACTED]
	Gene Clewley	[REDACTED]	[REDACTED]
	Linda Jorgensen	[REDACTED]	[REDACTED]
	Frank Karlovec	[REDACTED]	[REDACTED]

Appointed Positions & Committee Chairpersons

Awards & Trophies	Dorothy Harrison	[REDACTED]
Community Relations Director	Michael England	[REDACTED]
Competition Director	Vacant	
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]
Webmaster	Bill Heck	[REDACTED]

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
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.