

DESERT BREEZES



White Sands Invitational

The White Sands Invitational balloon event in Alamogordo, NM, was held on September 17 and 18th this year. The ABC had a good turn out for this event. Club members included Bill and Susan Armstrong, Ron Aros, Gene and Barbara Clewley, Tom Connolly, Sue Farley, Dave Grower, Dorothy Harrison, Alan and Philip Hilty, Philip and Sally Heinrich, Tim Kuller, and Ken and Roe Tocker.



Gene and Ken were there early to tether on Friday at the New Mexico School for the Blind and Visually Impaired. A heavy rain

Thursday night soaked the grassy field where the tether is usually done. A quick survey of the property found a parking lot that was dry enough for use with short tether lines.

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Board Meeting

Tuesday, October 18th, at 5:45 PM

Sabuaru Ranch Park, 9802 North 59th Avenue

General Meeting - OCTOBERFEST!!

Tuesday, October 18th, at 7:00 PM

Sabuaru Ranch Park, 9802 North 59th Avenue

The forecast was for a 20 percent chance of rain. As the morning dawned, the clouds were broken and we anticipated it would clear.



Gene inflated first and began tether rides.

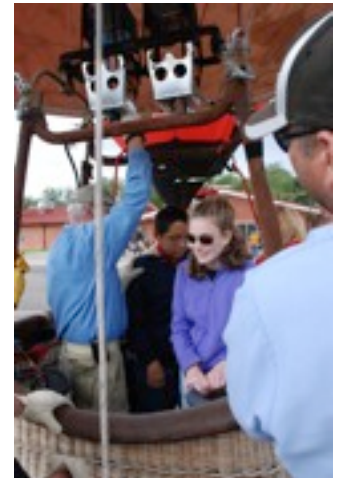
The students were excited - although they could not see the balloon, they could feel the fabric, the heat, and the lift.



Ken inflated second and began tether rides, too.



But, the clouds were gathering rather than dissipating. Shortly after Ken started tether rides the weather turned and a light shower began. A quick deflation and packing ended the morning's tethers.



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At the Inviational, balloons are assigned one day to fly in the dunes at White Sands National Monument. It is a gorgeous place to fly. On Saturday, Bill, Gene, Ken, and Tom went to the dunes. Flights were short, and crews concentrated on safe recovery, so not many photos were taken.

Alternately, the city of Alamogordo has developed a balloon launch site with a grassy launch area and gravel parking lot. Flights in town christened the first event at the new balloon launch field. Propane was provided on the field after the flight and we had a nice area to tailgate.

Sunday reversed who flew in town or in the dunes, but the winds at the sand dunes were not as cooperative. Wind speed and wind direction were both issues. After several weather holds, the launch field was closed. Ron Aros (with permission to tether from the Balloonmeister) had managed to stand up his balloon, Concho, for a short time during the weather holds. That was only balloon activity in the dunes. I would guess the spectators took lots of photos of Concho!

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.

Ceilings and Visibilities

Ceilings and visibilities have an important role in the classification of sky conditions, and are critical for the definition of flight restrictions. It is necessary to define these terms to make those distinctions clear for balloon pilots.

Ceiling

For aviation purposes, a ceiling is the lowest layer of clouds reported as being broken or overcast, or the vertical visibility into an obscuration like fog or haze.

Member Update

Update email address for John Bagwell

Observations are made using the concept of the “celestial dome,” the hemisphere of sky which can be seen from a specific point on the ground. Cloud coverage is reported as the total cloud cover at and below a specific layer, and is reported in one-eighth increments (octals). A ceiling is reported as broken when five-eighths to seven-eighths of the sky is covered with clouds. Overcast means the entire sky is covered with clouds.

Current ceiling information is reported by the aviation routine weather report (METAR) and automated weather stations of various types. Ceilings are reported in height AGL.

Visibility

Closely related to cloud cover and reported ceilings is visibility information. Visibility refers to the greatest horizontal distance at which prominent objects can be viewed with the naked eye. Visibilities reported in standard weather reports are horizontal surface visibilities and are generally considered linear. Predominant visibility is the greatest horizontal distance over which objects can be seen and identified over at least half of the horizon. In the United States, prevailing visibilities are reported in statute miles and portions thereof.

Since prevailing visibility is used for reporting purposes, three miles visibility does not mean that a pilot must have one and one half miles visibility in front of and behind the balloon, but

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that the predominant visibility in most quadrants must be three miles.

Current visibility is reported in METAR and other aviation weather reports, as well as automated weather stations. Visibility information is available during a preflight weather briefing.

COMMANDER'S COLUMN

Many of you are on your way to Fiesta or already there, have fun and be safe!! We hope everyone remembers the most important part of fun times, safety. Those of us back here in Az only want to see positive media attention. We'll be looking forward to all your pictures and stories.

Austyn Knorr reported to us about his experience at Jr. balloonist camp this summer in Michigan. We're happy that the club could help make that happen.

Come on out to Glendale at Sahuaro park for our annual Octoberfest. Chef Frank will "feast" us. We're all looking forward to the coming cooler weather.

If you aren't attending the Page event, the Scottsdale Airfair would like you to be in their Balloon Glow on the 5th of Nov. See more info about that here in the newsletter

Fly safe. Have fun.

**Mike England,
Commander**

Chapter 3 of the BFA's event Guidelines discusses officials and their assigned jobs

Chapter 3 **Event Officials**

Staffing Considerations and Required Technical Skills

3.1 Introduction and Team Building

Balloon event officials are a unique group of individuals. They should possess an extensive amount of hot air ballooning experience, participated in many balloon events, and have a deep respect for the safety needs of the sport. They must also develop camaraderie and work well together with the event organizer, fellow officials and participating pilots. Each official has a specific duty but all interrelate with one another. No one discipline stands alone. While the personalities must work well together, each individual should also act independently and speak his own mind as each flight plan is developed.

This chapter is intended to provide guidance to event organizers in selecting and developing the proper technical staff for their event. It is also provided as background information to existing event officials and those who aspire to develop the skills necessary to work in these areas.

3.2 Event Director (Balloonmeister)

The title assigned to the individual in charge of all balloon activities is commonly called Event Director. In the early days of ballooning and in many events even today, that individual is referred to as the Balloonmeister. The term *Balloonmeister* dates back to the early days of gas ballooning. It was this Balloonmeister who was responsible for orchestrating and controlling the launch of the gas balloons.

The Event Director (ED) is the director of all flight related operations at a balloon event. It is recommended that the ED be an experienced aeronaut. The ED would work with the Event Organizer in the planning and organization of a balloon event from its inception. He ensures that

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all aspects of the flight and related activities are properly organized and executed. He recruits his fellow officials including the Safety Officer, Weather Officer, and Scoring Officer, if applicable. If the event is large enough, or has both a Fiesta group as well as a competition group, the ED may also have an Assistant Director.

The ED is responsible for all the technical balloon aspects of the event. He runs the general briefing of pilots prior to the first flight in which event rules, policies, sponsor and ride management are reviewed and all aspects of an FAA Waiver, if applicable, are reviewed. Pilot's questions on any aspect of the event are answered at this general briefing. The ED also runs each flight briefing covering weather, review of PZ's in the flight path, rules for the particular flight, launch times and any other data important to the flight. Flight briefings include the pilot, crew chief and any sponsor riders. Some events hold separate briefings for paid passengers or sponsor riders covering the important safety aspects of the flight.

Event Director Experience

The job of an ED is a complex one. It requires a thorough knowledge and understanding of weather (micrometeorology) and Federal Aviation Regulations, human nature, pilot personalities, organizational skills, team building and balloon race (competition) concepts. The ED should be an experienced pilot having accumulated enough hours as pilot in command to have built a skill set appropriate to the event's complexities. An ED serving a Level 3 classified event (see Chapter 6) will need significantly more experience than required for a Level 1 event. All ED's must start someplace and somewhere along the line they will tackle their first event. This is understandable. We recommend, however, before taking on a first event, the aspiring ED work with an experienced Director willing to mentor and share learning experiences.

It's imperative that the Event Organizer has complete confidence in the selected Event Director. They need work together and yet remain independent when critical flight decisions are required. As a rule of thumb, a new or inexperienced Organizer should seek an Event Director with a higher level of experience able to

SUNRISE / SUNSET

October 2011 for Phoenix

Sat.	Oct 1st	6:22 AM / 6:14 PM
Sat.	Oct. 8th	6:27 AM / 6:05 PM
Sat.	Oct. 15th	6:32 AM / 5:56 PM
Sat.	Oct. 22nd	6:38 AM / 5:48 PM
Sat.	Oct. 29th	6:44 AM / 5:40

Mountain Standard Time
<http://www.sunrisesunset.com/calendar.asp>

provide much needed advise on a wide range of balloon event subjects.

Technical Skill Set

To be effective any checklist needs customized and modified after years of experience. Here is a checklist developed as a starting point for establishing minimum technical knowledge and skills of an Event Director.

- Licensed LTA pilot
- Understanding and adherence to the principles of the BFA's *Balloon Event Guidelines*
- Posses a strong knowledge of micrometeorology
- Ability to use Internet to gather standard weather briefing data but also understand and utilize critical wind information available from VAD winds and Rapid Update Cycle (RUC) wind models
- Can read a "PIBAL" for wind direction but also for estimation of speeds, existence of wind shears or other unusual behavior. Access to a theodolite would be a great addition but not required.
- Knowledge of the local flying area and topography
- Strong map skills including source for printing customized event maps
- Ability to develop an operations manual containing critical organizational and logistical event information
- Ability to prepare application for FAA event waiver and work with any FAA monitors or personnel

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We have a new RAFFLE Chairperson this year: Alan Hilty. If you didn't bring something in September, bring one or two items to the October meeting. Alan can gather the goodies up and place them in raffles over the next several meetings. So look around! Do you have something to contribute? Bring it to the October meeting. THANK YOU.

- Has an understanding of the event's participating pilot skill set
- Knowledge of critical insurance and legal issues and how they impact an event, the organizer, officials, and pilots
- If the event involves competitive races, the ED should have competitive flying experience and a thorough knowledge of the BFA competition rule book
- Good writing and computer skills
- Good public speaking skills

Personality Traits

An effective Event Director needs to balance the needs and wants of the Organizer with those of the participating pilots all within the framework of a well organized and safe environment. No two directors are alike but the really good ones share some common characteristics including:

- Strong organizational and team building skills
- Firm but fair
- Good listener
- Independent and unbiased
- Strong people skills
- Flexible, can admit mistakes, make corrections and move on

Can a Participating Pilot Serve as Event Director?

This is pretty clear cut. In order to direct flight operations, monitor launch, flight and landing activity, monitor potentially changing weather conditions and be available for required communication with any assigned FAA personnel, the Event Director must remain on the ground and not participate in the event. Even if it is not a conflict of interest, it is certainly a conflict of needed attention. These guidelines strongly

recommend that event officials do not fly in events in which they are serving in an official capacity.

Sometimes a group of pilots (six to ten) will gather for a weekend competitive flight. In this case one person may give the weather, call a task and fly. This is not inappropriate. It is important to note that this is really not an organized balloon event.

It's imperative that the Event Organizer has complete confidence in the selected Event Director. They need work together and yet remain independent when critical flight decisions are required. As a rule of thumb, a new or inexperienced Organizer should seek an Event Director with a higher level of experience able to provide much needed advise on a wide range of balloon event subjects.

One Last Checklist

Just to cover some details previously included in the BFA publication *Hot Air Competition Division. Guidelines for Event Organizers*, the following includes many of the detailed responsibilities of Event Directors.

- Works with the Organizer in the organization of a balloon event from its inception
- Ensures that all aspects of the flight activities and related activities are properly done
- Ensures that the BFA sanction, if applicable, is properly applied for
- Selects launch and target fields
- Sees that sufficient markers and target (X's) are available
- Ensures the preparation and printing of the rules and maps for pilots and Officials
- Ensures that pilots be furnished a schedule of events showing the time and location of each pilot briefing. This schedule should also include the number for weather, (FSS), and lost-balloon call-in number.
- He consults the BFA/HACD rules in conjunction with the Weather Officer, Safety Officer and Scoring Officer to choose what task to hold
- He briefs the pilots, crew chiefs and any passengers on all applicable information for that flight

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- ☒ After the task, he oversees the Field Measurers, Debriefers and Observers (if used), in conjunction with the Scoring Officer
- ☒ He consults with the Scoring Officer in the assessment of penalties
- ☒ Special use airspace, unfriendly landowners, expensive livestock or any other area may be declared a red prohibited zone. The location along with a height and radius restriction is published for pilots to mark on their maps. Red PZ's will normally require a 500 to 1000 ft. AGL height overfly
- ☒ There may also be prohibited zones that can be designated as fly-through yellow PZ's. This would be property where the owner has requested that the balloons do NOT land, such as an area of new pine trees, but there is no need for an altitude restriction.
- ☒ Balloon Field, Briefing Area, and Posting Station: for fly-in events, the balloon field must be a safe location to make a pass over in a balloon. It should be an area clear enough and large enough to allow an unobstructed view of the target and be free of power lines and other obstructions. For mass launches, the balloon field needs to be large enough to launch all the expected balloons and be free of power lines and other obstructions. The balloon field should also be large enough to accommodate the expected spectators and provide parking space for the spectators. The BFA/HACD Safety Officer should approve the field before the event starts.
- ☒ The briefing area, scoring area and posting station (for posting results) should be close to the balloon field.

Pilot Briefings

Each balloon event starts with a **General Briefing** at which the ED reviews the event's policies and procedures and anything unique to the event. Organizers and important event staff are introduced. If operating under an FAA Waiver, details of the Waiver are reviewed and any pilot questions or need for clarification are handled. The Event Director should ensure the following are announced at the General Briefing:

Names of Officials

Event Director

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QUIZ

I found these two interesting trivia questions in our Lake Pleasant Sail Club Newsletter. Thought I would pass them on.

1. The error in a magnetic compass caused by the vessel's magnetism is called what?

- A. variation
- B. deviation
- C. compass error
- D. bearing error

2. Admiral Francis Beaufort, a 19th century British Tar in the days of wooden ships and iron men, devised a wind measurement-by-observation system now known as the Beaufort scale. It lists wind conditions in ascending numerical order from 0-17. The apparent lack of uniform progression in the pattern of wind velocities brought Mr. Beaufort some scorn. The example would be Force 2 = 4-6 knots; Force 3 = 7-10 knots; Force 4 = 11-16 knots; and then Force 5 = 17-21 knots. The wind speed difference's lack of symmetry was not part of Beaufort's plan. The reason for the anomalies is not about the wind. What is the little know fact about his intentions?

1. The answer is **Deviation**. Although the word could apply to some club members but probably will leave THAT for a different day!

2. Admiral Beaufort's numbering system (i.e., 0-17) for wind speeds was not about wind speed at all. What he had in mind was the number of sails which should be furled as the wind strengthened. In light airs, just one would be taken in; a gentle breeze might require 3. In a moderate gale, seven would come down; and in a storm, the number would be 11. (Ripped from the pages of Mariner's Weather by William Crawford.)

Contributed by Sally Bartsch

Scoring Officer
Chief Measurer
Safety Officer
Weather Officer
Ground Services Coordinator
FAA Liaison
Landowner Relations
Launch Director

Phone Numbers (and make sure they are also posted)

Lost balloon/Crew Number
Emergency Number(s)
Nearest Weather Reporting Station

Date, Time and Place of the next required Pilot's Meeting

Consultation with Scoring Officer, Weather Officer and Safety Officer

The art of directing a balloon event begins with a great team of officials. The **Flight Briefing** occurs before each scheduled flight. The pre-flight briefing is a culmination of about two hours of advance weather investigation and flight planning by the Event Officials. Two (or three) heads are usually better than one. The ED should discuss every aspect of the flight (task) with the Scoring Officer and Safety Officer. The ED needs the specific concurrence of the Scoring Officer (for task selections) and Safety Officer on go/no-go decisions as well as proposed tasks. Only the Safety Officer can decide that weather conditions are suitable to hold a task.

The Flight Briefing contains four principal elements:

Roll Call

Weather Report including meteorological synopsis, surface winds, winds aloft, current observations, forecast conditions and radar

Flight data:

- a) Date
- b) Official sunrise/sunset
- c) PZs in force
- d) Launch area
- e) Launch period

Individual task data (if applicable):

- a) Marker(s) color to be used (if used)
- b) Task/Marker order
- c) Dropping method
- d) Marker Measuring Area (MMA)
- e) Scoring period and scoring area
- f) Task data as per task rule

Briefings should begin on time. The Event Director will prepare and hand out all the information on the task briefing sheet, announce a time check and do a roll call. The Weather Officer will give a weather briefing and synopsis. The ED will review the task sheet and answer any questions and or concerns from the participating pilots, crew or other flight participants.

Some Hare & Hound Thoughts

Many believe the Hare & Hound race to be the simplest of all tasks. Well, maybe. Much of the success of a Hare & Hound task hinges on the competency of the Hare Balloon Pilot. The ED usually has the responsibility of choosing and briefing the Hare Balloon Pilot. The Hare Pilot should be an experienced Pilot who is not inclined to show off flying and who will follow instructions. He should be instructed to fly for 30 to 45 minutes and find a large landing point free of hazards. Instructions should remind him to fly at an altitude that will move him along and not force competitors to fly too low, A good altitude is generally 1000' to 2000' AGL. The objective of the Hare pilot is not to lose the pack. A good hare pilot will test the skills of the hounds but keep the hounds in the race. The hare should not spend too much time flying low before landing because this may force competitors to fly low to do well. The Hare should not touch the ground until the final landing. On landing he should deflate immediately and spread out the target directly upwind from the basket and not more than 1.5 m (5 feet) away. If a Hound Balloon hits the Hare Balloon while inflated, this should not be considered ground contact. It is best if the hare balloon carries a measurer and tape measure so that scoring may begin immediately. It is common for the officials chasing the Hare Balloon to become stuck in traffic and not be available to assist with measuring.

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3.3 Assistant Director

Often times an Assistant Director is utilized for larger events. Their duties are at the discretion of the Event Director but the Assistant Director should have the ability to take over for the ED should he become incapacitated due to illness or other unanticipated events.– when needed and duties; great source of training and development of future leaders

3.4 Weather Officer

The Weather Officer is a critical member of the event official's team. Chapter 4 provides detailed guidance on the background and experience needed by the individual providing this service. The ED and Safety Officer should work in concert with the Weather Officer and develop a set of weather parameters that all officials are comfortable with long before the event starts. The following variables should be considered when developing weather parameters: surface wind throughout the flight window; winds aloft (500' to 3,000'); flight direction issues; proximity to fronts, precipitation and turbulence; topography; and, experience levels of participating pilots. Each event and location has unique characteristics that impact this process. For that reason, a universal decision matrix is just not practical.

3.5 Safety Officer

The Safety Officer is an integral and important member of technical staff of any Event. The Safety Officer in concert with the Event Director is responsible for the safety of flight operations, refueling facilities and on site activities before and during the Event.

Qualifications

Basic background and qualifications of the Safety Officer include the following:

- Must have some hot air balloon piloting experience and an LTA license.
- Must have gained some experience in Balloon Event flying as a participant or official
- Must have a basic technical understanding of how a balloon is working
- Must have a basic understand of emergency procedures and first-aid
- Must have a basic understanding of meteorology



- Must be an independent thinker willing and able to express his views based on his independent appraisal of information

Pre-Event Duties and Responsibilities of the Safety Officer

Many of the duties and responsibilities of the Safety Officer occur before the start of the Event. These include:

Crisis Management Plan

Work with the event organizer and ED to develop a Crisis Management Plan (see page 24 for details).

Review Rules and Documents

Review all rules and regulations developed for the event. These include Event competition rules, policies and procedures, Federal Aviation Regulations and any pertinent local government regulations or ordinances.

Review Potential Dangerous Flight Areas

In concert with local Event officials or Organizer personnel, review any potential dangerous areas that may be in the flight area of operations. Any restricted airspace, large power distribution areas, and power stations should be reviewed and pilots advised.

Review Landowner Problem Areas

Working in concert with the local landowner relations liaison, review any potential landowner problems and document Prohibited Zones.

Become Familiar with the Flight Operations Area

The Safety Officer should familiarize himself with the flying area by means of a balloon flight or small aircraft, if possible. It also would be prudent to be familiar with the terrain within the flight

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operations area and to spend some time driving the area to assess unsafe areas, potential target problems and local road conditions and traffic.

Recall Procedures

Together with the Event Director and the Organizer find out the most suitable recall procedure for the Event. Recall procedures used have included radio station broadcasts or an assigned aircraft radio frequency. Whatever method is selected, ensure that

the Event Director can reach all participants with this recall procedure. One method of recall found to be extremely effective and cost efficient is the use of a mass dialing and messaging service using the cello phones of participating pilots and crew chiefs. One Call Now™ offers this service at reasonable rates and can be viewed at www.onecallnow.com.

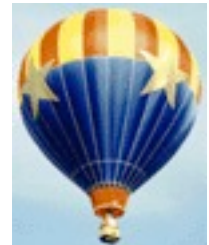
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CLASSIFIEDS

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



Now that I am getting older and sold my balloon, I would like to sell my collection of balloon books, some of which are collector's items. All are hardbacks and in excellent condition. Please add \$4.95 to sale cost to coverpostage/shipping.

- | | |
|---|------|
| 1. The Eagle Aloft - Two Centuries of the Balloon in America (1983) 733 pages | \$60 |
| 2. Double Eagle | \$15 |
| 3. The Romance of Ballooning | \$40 |
| 4. The Great Balloon Festival (Abq. 1989) a coffee table picture book | \$30 |
| 5. Non-Scheduled Flights by Rolla Hinkle (2001) | \$20 |
| 6. The Aeronauts (1980) Time-Life picture story of ballooning | \$20 |
| 7. Joy of Ballooning (1999) coffee table picture book | \$20 |
| 8. Lunardi (1984) pioneer balloonist Vincent Lunardi | \$20 |
| 9. Balloon Pins w/ Pictures Vol. 1 (1985) | \$12 |
| 10. Hot Air Balloons (1999) coffee table picture book | \$12 |
| 11. The Challengers (1989) by Diane Thomas, a former Phoenix balloonist | \$15 |
| 12. Nazca (1980) Pre-Inca ballooning in Peru | \$20 |
| 13. Ballooning - Riding the Wind (1980) a coffee table picture book book | \$15 |
| 14. The First Air Voyage in America (1943) no book cover on this one | 40 |

Buy the entire collection and get a 10 percent discount plus a few extra books.

Steve Shluker, former owner of Mariah Balloon, now living in Henderson, NV. Cell: 702-994-4849 or Email: sshluker@cox.net

Establish Contact with Local Emergency and Electrical Services

Establish friendly contact; make sure they are aware of the Event. Inform them of unlikely but possible scenarios; multi-trauma, electrical damage, burns, etc. How should a seriously injured person be transported home if necessary? What to do if there is a power line contact. Work with the Organizer and encourage the presence of EMS and other emergency support facilities convenient to the balloon event venue. Prepare a list of emergency contact phone numbers including local emergency (911, if available), fire police, electric companies, and addresses of local medical facilities.

Alcohol and Drug Policy

Work with the Event Director and develop a policy and plan to deal with the potential of intoxicated pilots or crew. Review timing of social activities in relation to “bottle to throttle” FAR’s and recommend appropriate times to shut down the serving of alcohol, if applicable. The Safety officer can take whatever action he feels appropriate and should immediately inform the Event Director of any impairment issues throughout the Event.

When satisfied you are familiar with the above items, review with the Event Director, the proposed flight activities to ensure that none of the planned activities is inherently unsafe. As Safety Officer you need to be alert for any local conditions that may have been missed. It would be best if this consultation were to be well in advance of the event starting date.

Specific issues to consider on the part of the Safety Officer throughout all phases of the event from planning to the end of all flight activities include the following:

During Launch: What can cause an incident at common launch areas?

- Collisions between a balloon that have launched and a balloon on the ground

That time of year...Dues are now due!

OCTOBER is time to re-up your membership. If no changes, just send your check (\$30 individual, \$35 family) to:

Judy Holt
ABC Membership Chair

- Two balloons in the air
- Balloon flying into spectators
- Propane accident

During the Flight: What can cause an incident during flight?

- Collisions between balloons
- Collision with power lines or other objects
- Flying into spectators
- Dropping objects on spectators
- Propane accident

At Congested Areas: What can cause an incident at congested areas?

- Collisions between balloons at a target
- Collision with power lines
- Flying into spectators
- Dropping objects on spectators

During Landing: What can cause an incident during landing?

- Collisions between balloons at landing
- Collision with power lines at landing
- Collision with other objects at landing
- Flying into spectators
- Dropping objects on spectators
- Propane accident

In Traffic: What can cause a car incident in traffic during a task?

- Involved in collision with other car
- Crew hit by a car
- Run into spectators or other people on the road

At Refueling: What can cause an incident at refueling?

- Propane leakage

Safety Officer Responsibilities at the Scene of an Emergency: The Safety Officer’s duties at an emergency or an accident include:

- Report all accidents, incidents or emergencies immediately to the Event Director

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- ☒ Render assistance at the scene, if you are nearby or present.
- ☒ If not at the scene of the accident proceed to the scene when directed. If you are the first at the accident scene, evacuate all persons and public and inform the necessary rescue services.

Take down and note all relevant information or evidence (see Appendix G) that may help the Director or the authorities in any investigation. Ensure no evidence is removed or tampered with before the Aviation Authorities arrival. If possible assign to a responsible person the duties of listing of eyewitnesses photos, videos etc. Remember you may represent the Event Director, Officials, and the Organizer at the accident scene. Be professional, helpful and honest to forward a positive relationship with all authorities involved.

Event Duties and Responsibilities of the Safety Officer

The following items are the basis for co-ordinated and efficient duties to be performed by a Safety Officer during an event. It should be noted that additional duties and areas of responsibilities may be included to increase and enhance Safety Officers duties based on the particular needs of the event or management style of the Event Director.

It is of great importance that a Safety Officer is in constant contact with the Event Director and other officials. This should be achieved with reliable and serviceable communication equipment, radios, cellular phone or other such devices. An additional benefit of good communication equipment is that it allows freedom to monitor launches, propane re-fuelling facilities, flight operations, off site weather conditions and other important concerns.

Monitor the Weather

If the weather is excellent or completely unflyable, the job of weather analysis is easy. If conditions are uncertain or marginal, the Safety Officer must ensure that the highest degree of skill and knowledge is used in interpreting the weather.

Some helpful hints on how to best accomplish this are:

- ☒ Make an independent check on the weather. Remember that the local weather information

source may be unfamiliar with ballooning requirements and that the answers and interpretations given may be influenced considerably by who asks the questions and how they are asked. This being the case, getting two separate versions, independently, is wise.

☒ REMEMBER that you are concerned with forecasts! You must keep in mind that it requires at least several hours for the Event Director and Officials to obtain a weather briefing, interpret, decide on the flight (task) to be flown, assemble and brief the pilots; for the pilots to lay-out and inflate their balloons, fly the event, and land and recover their balloons. The real question is not what the weather is at the time planning starts, but what it will be by the time the balloons have landed and recovered. Conversely, while the weather might appear a bit nasty at the start of committee planning, a brief holding period might allow time for the “weather” to pass and thus permit a flight during the ensuing good weather conditions.

☒ Get all available information on Temporary Flight Restrictions (TFR's), NOTAMS, Airmets or Sigmet.

☒ Use the greatest caution in using or interpreting weather information obtained from a Flight Service Station. This is not a reflection on the many dedicated skilled Flight Service Specialists; it is merely recognition of the way that aviation weather information is propagated. The Flight Service Briefer is constrained by regulation to pass on only information that is contained in the National Weather Services (NWS) forecasts. He may not make any of his own forecasts or interpretations of this weather data. Moreover, many weather phenomena pertinent to ballooning do not appear in official Weather Service forecasts; for example and most importantly, winds of less than 10 knots do not appear in the teletype forecast printouts.

☒ If it is at all possible, and in most areas it is, request that the Flight Service Specialist connect you directly through to their nearest national Weather Service contact. NSW personnel are freer and usually most willing to discuss present and future weather conditions with you. You can discuss the idiosyncrasies of balloon flight so that they are better able to give you the information you need. They can give you more detailed data on winds at ground level and at the various altitudes that the flight may

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encounter. In addition, they are usually in a position to postulate on weather conditions covering periods much later than the 6-hour forecasts obtainable from Flight Service.

☒ Remember, that the event is comprised of many pilots with differing skill sets. The Safety Officer should ensure that the Event Director has made it clear that all flight decisions are the responsibility of the PIC. It is always appropriate to encourage less experienced/skilled pilots to remain on the ground when conditions become “marginal.” In marginal conditions, it is appropriate for the Event Director to require participants in a particular event to meet certain skill, experience or equipment requirements. Or, the Safety Officer may insist on such selection in lieu of complete cancellation of the flight.

☒ Generally flight service forecasters have little information available on low level winds. Ask the briefer for VAD wind analysis if available. Pibal readings at the launch field are invaluable to make decisions on tasks and many other safety considerations.

☒ Working in conjunction with the Weather Officer, discuss any weather concerns with the Event Director during the planning period for each flight. Keep a constant watch on marginal weather conditions throughout the day to be able to assess any deterioration or improving trends that were not forecast.

☒ If conditions are marginal prior to any mass launch, it is suggested the Safety Officer or his delegate, proceed to potential targets or landing areas to assess local conditions, which may not be known at the launch site. Advise the Event Director of low ceilings, limited visibility or gusty winds.

☒ Before launch time, look frequently upwind to the sky to find sudden changes in the weather.

Pre-Flight Planning

The Safety Officer should be thoroughly involved with all phases of pre-flight planning. Weather monitoring was previously discussed but, in addition, all relevant flight information including the planned flight profile, potential launch and landing locations need to be considered. Does the flight plan include flights over or in close proximity to restricted air space, prohibited zones or troublesome landowner areas? Can the flight plan be accomplished in no more than a two hour window allowing for the potential of difficult or tight landing areas?

Pilot Briefings

During each pilot briefing, be sure the following is adequately covered:

- ☒ Weather - it is very important that the best possible weather briefing is given
- ☒ Airspace restrictions, such as local airports or special airspace
- ☒ Power lines, telephone wires or other hazardous obstacles in the launch or target areas
- ☒ Any other available information concerning hazards in the local flying area or any area the balloons may transit
- ☒ Ensure pilots and crews are provided with the lost balloon and weather recall information, phone number and/or radio frequency
- ☒ Launch Director assignment and identification, if necessary.
- ☒ Assignment of weather recall/lost balloon information, such as a local phone number, etc.

Development of a Crisis Management Plan

As discussed in Chapter 2.5, working in concert with the Event Organizer and Director, a crisis management plan should be developed for Balloon Events. The objective of any safety program is to avoid balloon accidents and to minimize the potential for personal injury and property damage. This goal can only be achieved by an understanding of the principles of flight safety and the conscious elimination of unsafe acts and conditions.

The object of a Crisis Management Plan is to control an emergency situation involving a balloon, multiple balloons or retrieve vehicles. A briefing will be held prior to the pilot's General Briefing with all people involved with the Plan. This meeting will usually be held immediately after the officials briefing. There are many considerations when formulating the Crisis Management Plan for an event. These include:

- ☒ Who is in the communications loop during an emergency?
- ☒ What is each person's responsibility?
- ☒ Use of code words for minimum disclosure.
- ☒ Managing the crowd (if applicable).
- ☒ Managing the press.
- ☒ Managing the other pilots and crews.

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- Managing the Organizer/Sponsor.
- Post emergency meetings.
- Post emergency statements.

generally speaking, know nothing of the occurrence until they see it on TV or read about it in the papers.

The Event Director, or his assigned assistant, will take command of an emergency situation. This should be understood and agreed upon with the organizer/host/sponsor, etc. before the start of the event.

If, at a large event, with a public address personality, it is essential that he be briefed on what to do in the event of a disaster at the launch field. Nothing could be worse than giving a graphic blow by blow description of the disaster to the spectators.

Emergencies can occur in the vicinity of the launch field or in the countryside. When an emergency occurs in the countryside the event spectators,

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MARK YOUR CALENDAR!

2011

October

- | | | | |
|-----|---------------------------|-------------------|---|
| 1-9 | ABQ. International Fiesta | Albuquerque, N.M. | http://www.balloonfiesta.com/
Kathie Leyendecker
(888) 422-7277
balloons@balloonfiesta.com |
| 29 | Halloween Glow | Peoria, AZ | Kelli Kincaid
(623) 773-7178
Kelli.Kincaid-Broady@peoriaaz.gov |

November

- | | | | |
|-------|----------------------------------|---|---|
| 4-6 | Page-Lake Powell Balloon Regatta | Page, AZ | bryan@pageazpower.com |
| 5-6 | Scottsdale Air Fair (glow only) | Scottsdale, AZ | Valory Rowan
(480) 980-2174
Marketing@ScottsdaleAirFair.com |
| 18-20 | Arizona Balloon Classic | Wildhorse Pass/
Rawhide
Chandler, Arizona | net@azballoonclassic.com
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 |

January 2012

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

There are basically four types of emergencies that may have to be dealt with.

- ☒ Landowner problem
- ☒ Accident with injuries
- ☒ Accident with fatalities
- ☒ Refueling accident

Upon report of an emergency, the Director will make, or arrange for, the necessary announcement and phone calls to enable assigned people with the flight operations staff and the organizers staff to be called together to be briefed and sent to their respective positions to handle the situation. If an announcement has to be made, it is better done in code. Several codes can be used, either a straight message such as "The Red Fox is Home" or code numbers such as "Code 18". If you have several codes, make sure they are different enough that no one will confuse them.

Upon the prearranged command or announcement, the following people would typically meet in the Event Director's Operations Center or other designated place as instructed:

- Event Director
- Safety Officer
- Landowner Relations Officer
- Event Organizers Representative
- Public Relations / Media Representative
- Law Enforcement Representative
- Others as instructed

Development of a Crisis Management Plan

The Director or his assistant will take charge of the emergency plan. The Safety Officer will go to the scene of the accident. If the Safety Officer is off-site he may receive instructions from the Director via cell phone.

The public relations/media representative will communicate with the media to name the emergency situation spokesperson and advise when and where the news conference will take place. It is very important to talk to the press as quickly as possible, and to keep them informed. Tell them what you know but **DO NOT SPECULATE**. In the immediate aftermath of a crisis event, a good model to follow would be to tell them what you

know, what you don't know, and where to go for more information. Here are some helpful examples:

1. Tell them what you know. Use only known, verifiable facts, i.e., "A balloon has gone down. It was carrying a pilot and three passengers. Emergency personnel were on the scene immediately. All four people have been taken by ambulance to Willow Glen Hospital."
2. Tell them what you do NOT know. In many cases, this can be extremely important information, and the media will be asking anyway, i.e. "We do not have the names of the passengers or their condition, or the nature of their injuries."
3. Tell them where to go for more information. This can be as simple as "I'll be back here in 15 minutes and hope to have more information for you then" or "our website will be constantly updated with more information, including the names and condition of the passengers."

The press will do their best to get from you, in the form of speculation, more information than you have. Be polite yet firm; tell them only the facts as you know them. Avoid divulging information which is even remotely speculative, or information that would be personal in nature. That includes the name of the pilot or affected parties before next of kin have been notified.

At large events a Federal Aviation Administration representative may be on the technical staff. At most events, the Safety Officer performs this function. The Aviation Authorities may, or may not, have a monitor on site. The Aviation Authorities are to be kept informed by the appropriate person on the event staff.

After an emergency, there will be rumors. The Director must keep this under control by deciding what to tell, and when, at future briefings. The goal is to "get on with the event" without dwelling on the past during pilot briefings.

A good Event Director is **ALWAYS** available, 24 hours a day. Someone knows where he can be reached at any time should there be an emergency. He should not be off flying the task and unavailable if he is needed at a moment notice.

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The Director is to be advised of all emergencies. He will then consult the appropriate personnel and decide the course of action. A meeting will be called as appropriate. The people concerned will be called over the telephone or by announcement on the PA system depending on the circumstances. (An example of such announcement is: MR ANDERSSON TO THE HQ.)

When this announcement is made, all persons will meet in the Director's Operations Center. Depending on the type and extent of the emergency, the Director may have already dispatched members of the team to the scene to get an up to date report during the meeting. All personnel will be given their assignments for the particular situation at hand and the Director will advise of time and place of any further meetings.

Additional Duties

The Safety Officer may assist the Sponsors, Officials, Pilots, or the general public in any way which will make the event safe, successful, and enjoyable.

In the event of an incident or accident, the Safety Officer acts, with other officials, to ensure that contact with the public, the FAA, and other regulatory agencies accurately reflects the facts of the case, and that the interests of the Pilot involved and of the FAA are protected.

Accidents are defined by National Transportation Safety Board, Part 830.2. When possible, the Safety Officer will interview the pilot-in-command involved in the accident. See Appendix G for a suggested accident report form.

3.6 Launch Director and Field Marshalls

The Launch Director could be considered an Assistant Safety Officer whose primary duty is the safety of the launch at common launch areas. The Launch Director has control of the launch during any "mass ascension" and is usually assisted by Field Marshalls. It is normal for all people involved with the launch to wear bright safety vests, or some other type of distinct apparel that is easily recognized.

While it is desirable for the Launch Director and Field Marshalls to be LTA pilots, it is not necessary, and it's important to note that a properly trained non-pilot can perform this duty. Field Marshalls

should be well-trained and able to work as a team with the Launch Director and the Safety Officer.

Pre-Flight Operations

The Launch Director should prepare the layout of the launch field for mass ascensions. Depending on the size of the launch field and number of participating pilots, it may be advisable to mark balloon positions with some kind of markers, for example, survey flags, banners, cement blocks, placards, tires etc. An area of at least 80' X 100' (8000 square feet) should be allowed for each balloon. A map of the field layout should be given to all pilots at the pilot briefing.

The Launch Director will be available for all pilot briefings to assist the Event Director with questions regarding the launch and the launch field. All Launch Masters should be introduced at the General Briefing and a description of their apparel given.

Safety and good communications are essential at all mass launches. Any sources of potential problems should be immediately reported to the Launch Director, who will be in constant communication with the Safety Officer and Event Director.

Inexperienced pilots should be encouraged not to launch during peak launch times but should wait, if practical, until there is less congestion. During any balloon event, pilots with inflated balloons should only be held to facilitate orderly and safe launch conditions.

Each Field Marshall will be assigned to specific balloons for the launch. This prevents confusion on the launch field. Specific cases sometimes require the Launch Director to assist a Field Marshall or to put an experienced person next to a "first time" Marshall for assistance.

Field Communication

Small hand-held radios can be useful for communications between launch personnel before and during the actual launch period.

It is very important that when a pilot signals the Field Marshall that he is ready to launch, he is completely ready and at full equilibrium. The Event

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Director will usually make this point several times during pilot briefings.

At sight of the green signals flag, the Field Marshalls should use hand signals as shown below to communicate with the pilot. BFA competition rule 9.17.1 states: —*Launch Directors, if utilized, will give each pilot permission, either verbally or with hand signals, to take-off. The pilot may then take-off at will, subject to any instructions from the Director/Marshall at the time.*”

Hand signals, if used, will follow those shown below.



I acknowledge your white flag.



Stay on ground; follow instruction of my right hand.



I'm going to clear you for take-off.



Clear for take-off



Cancel all previous instructions. Wait.

Field Marshalls should be positioned at the perimeter of the Balloon to verify the position of other balloons in the area, both arms starched out and with the palm down. When he wants the balloon to take off, he raises both hands above his head, pointing upwards. Give the pilot confidence to

launch when you tell him to go be sure to exhibit a positive and clear command, showing you are confident of launching him safely. This procedure is to be explained at the general briefing.

It is often possible to inform the Pilot where the closest balloon is to him. The worst possible scenario is to launch the balloon while standing alongside the basket. It is impossible to see what is above you when standing at the basket.

Launch Sequence

There are basically two ways to launch balloons, and, to some extent, it depends on the type of event as to which of the two ways you use. The first is to launch all downwind balloons first. The second is to launch balloons at random as they are ready to go. Both methods are used, successfully and safely.

It is more common to launch at random if there is competition involved. Competitors want to launch when they are ready, not when balloons downwind of them have been launched. It should be clearly understood that for random balloon launching, a Field Marshall's job becomes more difficult. Both Launch Director and Marshalls need to work closely together to ensure that no balloon is launched up into a balloon passing overhead. It is also important to be sure that once they have launched, balloons climb to a minimum of 500 feet to clear the launch area.

If there is competition in your event, speed in launching may be important, but with great care, it is often possible to allow a second wave of balloons to layout as each balloon launches. Cooperation between pilots, crews and officials is an important factor on a busy launch field to enhance safety. Every launch area will vary in size, shape, prevailing wind, tree cover and obstacle location. The most important thing for launch personnel to keep in mind is to always have control over the safety of the launch.

3.7 Scoring Officer

The duties of the Scoring Officer are to ensure that the proposed and actual event conduct is fulfilled fairly, and that the results of the tasks flown at the event are accurately and completely reported. The

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Scoring Officer must be familiar with BFA/HACD Sanctioned Competition rules, related penalties for observed and documented violations, and scoring procedures. The Scoring Officer shall NOT be a competing or flying pilot at the event.

The Scoring Officer is ultimately responsible for all elements of observing, measuring and recording results for each task called by the Event Director. He must develop a plan to control each of the scoring areas and ensure that measurements are precise and made in accordance with the applicable rules.

Pre-Event Activities

After a Scoring Officer has been assigned to an event, it is his responsibility to review the organizational plan as presented by the Event Organizer and Event Director to determine that there will be sufficient personnel to cover the tasks planned.

The Scoring Officer will specifically check to be sure that the Organizer has remembered to take care of the following details:

Posting Board: There should be a central posting location where notices of pilot's meetings, task results, lists of check-in numbers and messages for individual pilots can be posted. It is ideal to have a room or lobby area reserved for pilots for the duration of an event, and the posting board would be in this area. In any case, it is essential that all pilots know of one source for information that they can check whenever there will be meetings, etc. The Scoring Officer will consult with the Event Director in regards to this matter.

Required Pilots" Meetings: The Organizer should be reminded that there shall be a meeting of all pilots and officials prior to the beginning of any tasks. The purpose of this meeting includes introducing personnel, selecting the protest jury, etc. The Organizer should inform competing Pilots of this meeting either by mail when they confirm a Pilot's entry or during on-site registration of all pilots.

Maps and Charts: The map supplied by the organizer to all pilots and Officials shall be the official competition map. The map should be

checked for accuracy and scale. If cost prohibits supplying this map to balloon recovery crews, they should be supplied with county or area maps by the organizer.

Measuring Devices: Remind the Organizer that there needs to be adequate means for measuring distances and angles. The BFA recommends at least one device for every 15 competitors.

Markers and Targets: The markers and targets, provided by the Organizers, must conform to the descriptions detailed in Chapter 2.8.

Hare Streamer: Identifying streamer for use by Hare balloon in Hare and Hound Task. Recommended size: .5 m (2 feet) by 5 m (16 feet) long. Frequently, one leg of the target is used.

BFA Scoring Software

The BFA's Hot Air Competition Division is responsible for the development and maintenance of the software used for scoring competitive balloon events. This software is available without charge to any event and Event Officials. The software is available for download at BFA Scoring program installation. While there is a link to the scoring program on the BFA web site it ultimately goes to the link noted here.

3.8 Landowner Relations

The Landowner Relations Officer should be an individual living in the flight operations area possessing at least a basic knowledge of balloon flight as well as launch and landing requirements. Much of the landowner relations work is performed before the event. Specific duties include:

Pre-Event

- Document all known Prohibited Zones (PZ's) including landowner's name, address, phone number, reason for restriction and altitude boundary (if applicable). Prepare an outline of the property for inclusion on the event pilot map.
- Communicate with local school Boards and Park Districts to seek permission for balloon launches.
- Review the flying area and note locations of

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exotic animals or any large concentration of horses, cattle, pigs, poultry and deer farms.

☒ Develop a plan to encourage strong landowner relations throughout the event including specific guidelines and policies. See Chapter 2.7 for specific guidance.

☒ Develop landowner certificates of appreciation for pilots to give to landowners thanking them for allowing our use of their property. Some events gather the landowner's name and address for inclusion in a drawing for an award such as a US Savings Bond.

Event Activities and Responsibilities

☒ Be present at General Briefing for introduction as it is important for participating pilots to familiarize themselves with you

☒ Throughout every flight travel to any remote pilot launch areas to monitor any potential landowner issues. Assist pilots as needed and converse with landowners

☒ Follow pilots along their flight paths and ensure adherence to any PZ's

☒ As pilots begin the landing phase, assist pilots as needed and work with landowners to ensure they are satisfied they have been treated in a courteous manner

"ARIZONA PILOTS ASSOCIATION Wings Safety Seminar"

Topic: Unmanned Aerial Vehicles (UAV's) and Air Space 101

On Saturday, October 15, 2011 at 10:00 AM

Location:

Aero at Lake Havasu City Airport
5600 N. Highway 96
Lake Havasu City, AZ 86404

Select Number: WP0740551

Description: A Wings Safety Seminar, Learn about Unmanned Aerial Vehicles (UAV's), brush up on your knowledge of the Air Space Classifications and how to understand them.

To view further details and registration information for this seminar, [click here](#).

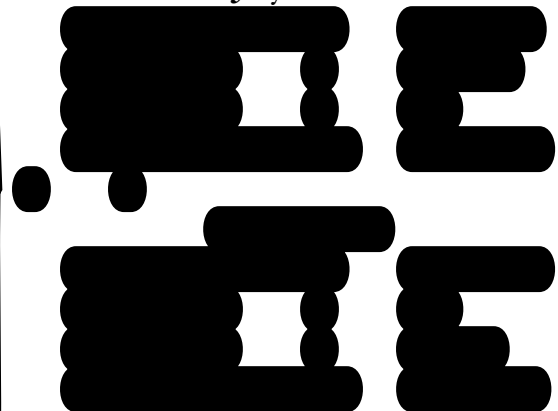
The sponsor for this seminar is: **AWP-204
AZ FAAS Team**

The following credit(s) are available for the WINGS/AMT Programs:

Basic Knowledge 3 - 1 credit
Advanced Knowledge 1 - 1 credit

FUEL REPORT

July 2011



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

Sally Heinrich and Sally Bartsch have noticed a couple of mistakes in the monthly Fuel Reports. I need to thank them for finding the errors. I misunderstood the difference between expenses during a month and checks that were cashed during the month.

I'm sure everything is correct now. The Board will have to re-approve the last three of fuel reports. And an audit committee will go over every expenditure for the club with a fine tooth comb in October. - Philip H.

FAA

FAA Issues New Guidance for MET Towers

In response to pilot concerns about the limited visibility of meteorological towers (MET) less than 200-foot high, and erected in remote and rural areas, the FAA issued guidance last June for voluntary markings that will help make these towers more conspicuous. Under current regulations, towers under 200-feet are not required to follow the notice requirements in 14 CFR part 77 and do not require an FAA aeronautical study. As a result, many new METs are being constructed just under the 200-foot mark and can be erected often in a matter of hours. The lack of lights and colored markings can make these METs difficult to distinguish, especially for aerial applicators, law enforcement, helicopter emergency medical evacuation services, and other operators that conduct low-altitude operations.

To address this issue, the FAA issued a notice of policy that recommends METs 200 feet and shorter be painted entirely with alternating bands of aviation orange and white. The guidance also recommends using orange-colored spherical markers along with high visibility sleeves or flags to help pilots identify the supporting guy wires. The FAA recommends that landowners and developers refer to the guidance in Advisory Circular (AC) 70/7460-1K, Obstruction Marking and Lighting for the voluntary marking of METs less than 200 feet high.

The number of cell phone, wind energy, and other towers erected throughout the United States in agricultural regions has increased significantly over the past several years, and the increase is projected to continue into the future. To help pilots deal with the risk from METs, the FAA Team has developed a new brochure (www.faa.gov/pilots/safety/pilotsafetybrochures/) highlighting several safety tips. One preflight task that can help you stay safe is to see if your state maintains a tower registry on the Internet. Then

check your route of flight for any possible overlap.

You are also strongly encouraged to conduct an overflight of a work area from a safe altitude to check for obstructions before descending to altitudes where these towers may be present.

A Tale of Two Deserts

By James Williams

Whether it's screaming down the "Valley of Speed" over the Nevada desert or floating gently over picturesque New Mexico, flight training and discipline are critical. The two major aviation events taking place this fall illustrate the point.

In September, the sky over Reno-Stead Airport will fill with a variety of aircraft ranging from classic biplanes, to home built speedsters, to roaring modified warbirds at the annual Reno National Championship Air Races. In order to prepare for those laps, participants train carefully, including attendance at the Pylon Racing Seminar (PRS), otherwise known as "Rookie Camp." PRS was born from the need to ensure that pilots have proper training and qualifications to compete in such a demanding environment.

Every June, new pilots arrive in Reno ready to learn and ready to test their skills on the course with other pilots. They learn from instructors with extensive experience in flying very fast, very close to the ground. Not only do they have to learn how to do it on their own, but they also have to learn to fly low and fast with other airplanes only feet away. PRS includes not only hands on flying experience, but also classroom instruction to familiarize pilots with how the air races work and with the many rules of the race.

In addition to first time pilots, all pilots wishing to move to a higher racing class and those who have not raced in two years must attend PRS to train or requalify. While it is certainly a learning atmosphere, the postflight debriefings can be

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very pointed and critical. That's because the stakes are incredibly high and tolerance for error is incredibly low. This focus on training and discipline makes perfect sense in a world where even a small mistake could be fatal. PRS enhances safety by providing a safe environment for pilots to train, learn from their mistakes, and make corrections before they race for real. Finally, Reno race pilots must pass a checkride before they are allowed to fly in the event.

In October, the New Mexico skies will be painted every color of the rainbow during the Albuquerque International Balloon Fiesta, widely considered the world's premier balloon event. While the Balloon Fiesta is very different from the Reno Air Races, it too features well-trained and highly skilled pilots.

Whereas Reno is about precision and speed, Albuquerque is about planning and reading the environment. In a balloon, airspeed is low, and the controls are far less direct and immediately effective. During the Fiesta, pilots test their skills by participating in mass ascensions, skill competitions, and races.

These two events perfectly showcase the extreme differences and wide variety of the general aviation world. But in both cases they highlight the need for high quality training, and provide lessons we can all learn and use.

Certificates, Ratings, Endorsements

Certificates: The basic document that the FAA issues to a pilot is a certificate. There are several different levels of pilot certification, depending on the extent of training and testing required. These include student, sport, recreational, private, commercial, and airline transport pilot (ATP). The FAA also issues instructor certificates, such as flight instructor and ground instructor.

Ratings: Except for student and sport pilot certificates, all pilot and instructor certificates have associated ratings that specify what, and/or how, the pilot is qualified to fly. The most

common form is the aircraft category and class rating, with the typical rating on a private pilot certificate being "airplane single-engine land." An aircraft specific type rating is required to act as pilot-in-command of any aircraft that is more than 12,500 pounds maximum gross takeoff weight or of any turbojet. Ratings are also added to a certificate when the pilot qualifies for a certain operating privilege, such as an instrument rating.

Endorsements: An endorsement attests to the completion of ground and/or flight training required for specific operating privileges or for airman certification testing. Endorsements are used to provide operating privileges and limitations to student pilots since they do not yet have an aircraft category and class rating; to attest to an applicant's preparation for an airman knowledge test or practical test; to certify completion of recurrent training requirements such as a flight review or instrument proficiency check; and to attest to completion of training and experience for certain aircraft characteristics (e.g., tailwheel, high performance, complex, high altitude).

Football and TFRs!

Notice Number: NOTC3215

The FAA would like to remind pilots to check for Temporary Flight Restrictions (TFRs) now that the Division I and Professional Football Seasons have gotten into full swing.

Blanket NOTAM 9/5151 is in place; however, due to the ever changing times and locations of games it is impossible to publish anything more specific. Blanket NOTAM 9/5151 addresses the requirements for a TFR to be activated for sporting events, but it is incumbent upon the pilot to know if his route of flight will be affected. Flight Service can only refer pilots to the NOTAM since they have no way of knowing if games were delayed, in overtime, or cancelled. Air Traffic will ensure IFR flights are clear of TFR airspace, but VFR pilots are only advised on

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a time permitting basis, unless they ask.

This web site, Airspace.nifc.gov, gives the TFR locations on a map, among other neat information for pilots.

Upgrades to FAASafety.gov

Notice Number: NOTC3222

We are excited to announce that major upgrades are being made to FAASafety.gov and will be effective on Thursday, September 15, 2011.

We are launching many of the changes and enhancements you asked for! One of the most asked for features is the ability to see where every WINGS credit will be posted in the future. Now you can! Just go to your WINGS Logbook and there they are. We also have fixed several really pesky "bugs" and that will make all of us happy. We also changed the appearance of the chapter navigation in online courses so your progress is obvious and the exam is easy to find.

There are more than 40 updates, enhancements, and fixes in this launch!

You can see a PDF document that summarizes all the changes and upgrades, including screen shots, at this URL: https://www.faasafety.gov/files/notices/2011/Sep/September_2011Upgrades.pdf. We invite you to come to www.FAASafety.gov and check them out.

P.S. These changes are so significant that we elected to send this notice to all users of FAASafety.gov.

Modification of the WINGS Program Requirements

Notice Number: NOTC3173

We are pleased to announce an addition to the Basic Level requirements of the **WINGS** - Pilot Proficiency Program. This change will take effect with the next launch of enhancements to <http://www.faasafety.gov/>, tentatively scheduled for the late evening of September 14th.

Based on a recent analysis of accidents in the years 2008, 2009, and 2010, and in accordance with paragraph 4 of Advisory Circular 61-91J, **WINGS** - Pilot Proficiency Program, we have revised the required subjects at the Basic level of the WINGS Program. By adding Preflight Planning, Risk Management, and Fuel Management as a major component of the Knowledge 3 subject area, we hope to generate increased emphasis and understanding of this vital part of flying. An increased level of awareness of Risk Management principles will have a positive impact on the number of accidents by General Aviation pilots.

One of the advantages of the automated WINGS Program on FAASafety.gov is the dynamic nature of the requirements. When an area that deserves greater focus is discovered, we can address that subject almost immediately.

Please note that all the current subjects are still valid; however, we are adding a new key subject area for the Basic Knowledge 3 slot. The new Basic Level lineup looks like this:

Knowledge 1 - Aeronautical Decision Making

Knowledge 2 - Performance and Limitations

Alternate Knowledge 2 - Runway Safety

Knowledge 3 - Preflight Planning, Risk Management, and Fuel Management

Alternate Knowledge 3 - Other Subjects (as listed on FAASafety.gov)

Flight 1 - Takeoffs and Landings

Flight 2 - Positive Aircraft Control

Flight 3 - Basic Flying Skills

A new syllabus has been written for training providers, course providers, and seminar presenters and is available now on FAASafety.gov. We will add additional activities, courses and seminars to the list of available credit items over the next several months.

Please provide the widest possible dissemination of this announcement as possible. Thank you!

Michael L. Costa, AFS-850
FAASTeam Manager

From the Insurance Companies:

Re: IMC

Hey everyone,

For everyone insured with IMC, I just wanted to let you know that Judy Holt figured out how to list Aerial Solutions and Salt River Fields as additionally insured for more than just the individual events. She added us as additionally insured for the duration of her policy. I think it cost a little more, but less than doing additionally insured separately for 2 events.

Also, with Aerial Solutions, LLC listed as additionally insured for the duration of the policy, it would cover our requirements for the Cave Creek Balloon Festival, Salt River Fields Balloon Spring Fling, Salt River Fields Balloon Spooktacular, San Tan Village Balloon Glow (Invite COMING SOON!) as well as any other community events in the works ;). (Facilities the event are taking place at will still require additionally insured certificates, but Aerial Solutions will be covered for all events if listed for the duration of the policy.)

Just something to think about when policies are up for renewal!

Have a great day!
Vanessa Clifton

Schantz

Congrats to **Nick Donner**, 2011 US National Champ-- must be something in the genes!

HOURS IN TYPE

A good customer of ours was talking with us about "hours in type". (The picture is more like "Hours in Tight"!) This a very popular term in General Aviation to determine what pilots can fly what aircraft. You don't want the Piper Cub pilot flying a twin engine.



Same applies to Hot Air Balloon pilots, you don't want an AX7 pilot flying an AX10 without training and experience. But, our customer took it one more step--how about hours in type by manufacturer? We have had a couple of claims this year in which the pilot was new to the balloon and thus the equipment.

If you regularly fly System A and, all of a sudden, have a chance to fly a friend's System B, we suggest you take time to familiarize yourself with the different characteristics.

Of particular note, is that different systems have different mechanics in the fuel systems. Checking this out and doing a little training pre-flight may just come in handy.

Other things to note are; ropes, top, shape, instruments (type and location) landing characteristics, burner re-lighting, etc.

Be safe out there!

Thanks for your business.



CHEF FRANK-O'S RECIPES

**Halloween is around the corner-
so here are three suitable, if somewhat
spooky, drinks to serve...**

SEVERED HAND SANGRIA

Ingredients

- 1 Latex glove
- Filtered water (enough to fill latex glove)
- 2 bottles Dry red wine
- 3 cups Sparkling water
- 3 cups Freshly squeezed orange juice
- 3 oz Brandy (or Cointreau)
- 3 tbsp Brown sugar
- 2 Fresh oranges, thinly sliced
- 2 Fresh pink grapefruit, thinly sliced
- 2 Fresh lemons, thinly sliced
- 2 Fresh limes, thinly sliced
- 1 cup natural sour cherries in syrup

Directions

Shkiaffing (?) It Together:

The night before the party, fill a few latex gloves with some filtered water, tie them up like you would a balloon and freeze overnight.

In a big punch bowl combine red wine, sparkling water, orange juice, brandy, brown sugar, fruit slices, and sour cherry syrup. Stir and add 1 frozen ice-hand, latex glove removed.

SPELLBINDERS WITH DEVIL EYEBALLS

Ingredients

- 1/4 cup blue curacao
- 3/4 cup galliano liqueur
- 1 1/2 cups coconut rum
- 2 quarts pineapple juice
- 2 quarts seltzer water

Spooky Ice Cubes:

- Food coloring
- Water
- Special Equipment: Novelty ice cube trays

Devil Eyeballs:

- 20 maraschino cherries
- 20 chocolate chips (white or dark chocolate)
- 20 lychee nut fruits (canned and pitted)

Directions

For the Punch:

Combine all ingredients in a large glass punch bowl and mix well.

For the Ice Cubes:

Color water with desired food colorings and pour into ice cube trays. Freeze until firm.

For the Devil Eyeballs:

Remove the stems from the cherries. Insert a chocolate chip, point side in, into each cherry to make "pupil" of the eye. Stuff cherry into pitted lychee nut fruit.

Ladle some of the punch into each glass. Garnish with ice cubes or devil eyeballs

ZOMBIE GUT PUNCH

Ingredients

- 10 ounces vodka

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- 5 ounces triple sec
- 2 ounces bitters
- 1 cup fresh squeezed blood orange juice
- 2 cups black cherry soda
- Grenadine, for rim

Directions

In a large punch bowl filled with ice, pour vodka, triple sec, bitters, blood orange juice and black cherry soda. Laugh as though you are an evil zombie and stir. Rim each glass with grenadine before filling with punch mixture, and serve. Stagger around menacingly, and threaten to eat strangers' brains.

BOCCONCINI EYEBALLS WITH "BLOOD" SALSA

Ingredients

- 8 Large green olives stuffed with pimento
- 16 Bocconcini cheese balls
- 16 slices Prosciutto di Parma
- 1 can whole San Marzano plum tomatoes (796 ml)
- 3 tbsp extra virgin olive oil
- 1 tbsp aged balsamic vinegar
- 1 clove garlic, peeled
- 1 small red onion, quartered
- 1/4 cup fresh flat-leaf parsley
- 5 fresh basil leaves
- 1/2 tsp dried oregano
- 1/2 tsp hot chile flakes
- 1 tsp raw sugar
- Sea salt & freshly cracked pepper to taste
- Crostini (optional)

Directions

Bocconcini Eyeballs:

Slice olives into 1/4-inch disks. Place an olive disk in the center of a bocconcino and trace around it with a sharp paring knife. Carve out a 1/2-inch deep chunk of cheese from the outline and pop in the olive disk. Wrap a slice of prosciutto around the bocconcini eyeball. Look proudly upon your creation and repeat with the rest of the bocconcini.

Italian "Blood" Salsa:

In a food processor, add: San Marzano tomatoes,

extra-virgin olive oil, aged balsamic vinegar, garlic, red onion, parsley, fresh basil, a big pinch dried Greek oregano, hot chile flakes, sea salt, raw sugar, and freshly cracked pepper. Pulse for a few seconds, set aside.

Shkiaffing It Together:

Divide eyeballs into pairs, and place on individual plates, and add a few tablespoons of "blood" salsa to each. Serve with crostini.

SALTED CARAMEL POPCORN BALLS

Ingredients

- 1 1/2 cups sugar
- 1/2 cup dark brown sugar
- 1/2 cup light corn syrup
- 2 Tbs butter
- 1 1/2 teaspoons Rum or Maple extract
- 2 tsp baking soda
- 1 1/2 teaspoon salt
- 8 cups popped popcorn
- 6 pieces cooked bacon, chopped.
- 1 teaspoon kosher salt, or to taste

Directions

Combine sugars and corn syrup with 1/3 cup water in a saucepan and bring to a boil, stirring occasionally until sugars dissolve. Once mixture has reached 240degrees F, remove from the heat and stir in butter.

Return to heat and continue cooking until mixture reaches 300degreesF. Remove from heat and carefully stir in extract, baking soda and salt. (The mixture will bubble aggressively, so stir with caution).

Place popcorn, bacon and 1 teaspoon kosher salt in a large bowl and gently fold in caramel mixture until well coated. Line a baking sheet with parchment paper.

Using greased heatproof gloves, take a handful of caramel corn and roll it into a ball. Place on the prepared baking sheet. Repeat to form 12 balls. Let sit at room temperature about 15 minutes before serving. Wrap individual popcorn balls in plastic wrap or store in an air tight container.

LINKS!

from AOPA

Two Phoenix-area control towers will extend hours

Phoenix-Mesa Gateway and Deer Valley airports plan to add hours to their air traffic control towers by the end of this year. Gateway airport hopes the added time will allow more military aircraft to land and refuel, instead of going on to neighboring airports, and Deer Valley hopes the change will make its general-aviation traffic more efficient. [Tucson Citizen \(Ariz.\)](#)

Balloon pilot makes Spirit of Boise Balloon Classic a tradition

The Spirit of Boise Balloon Classic continues over the weekend in Boise, Idaho. Hot-air balloon pilot Tony Rivara has participated in the festival since the mid-1990s. A retired plumber from Truckee, Calif., Rivara became a balloon pilot after taking a hot-air balloon ride with his wife almost 20 years ago. [Idaho Press-Tribune \(Nampa\)](#)

Balloon pilots gather for Colorado festival

The Brush Balloon Festival in Brush, Colo., attracted hot-air balloon pilots from across the region for the event on Saturday. "I always had a love of flying," said a pilot from Cheyenne, Wyo. "The flying is just absolutely gorgeous." [Fort Morgan Times \(Colo.\)](#)



Balloon group launches 'e-blast,' will light up Airportfest

Countless early risers have been rewarded on a beautiful morning with the sight of a hot air balloon drifting peacefully above the scene, and resolved to learn more about ballooning and the pilots who practice the art.

Following up on that resolution will be just a mouse click away Oct. 21 when the Balloon Federation of America launches a new monthly "e-blast" electronic publication.

If the idea of lighter-than-air flight lights you up, be sure to attend AOPA Aviation Summit's Rock 'n Rally at [Rock 'n Rally at Airportfest at Brainard Airport in Hartford, Conn., Sept. 23,](#) when five balloons will put on a glow. [Read more >>](#)

Hot-air balloon pilot attends Texas festival

Hot-air balloon pilot Richard Ret enjoys the sensation of flying his balloon Golden High. "You go wherever the wind takes you," he said. "The only control we have is up or down; we can't turn left or right." Ret attended a balloon festival in Plano, Texas, but his balloon and others were grounded because of rainy weather. [Plano Star-Courier \(Texas\)](#)

Group to advise on airmen testing

FAA Administrator Randy Babbitt announced Sept. 23 at the AOPA Aviation Summit morning keynote address that the FAA is forming an initiative to review the agency's process of developing airmen knowledge testing material. Unexpected changes to knowledge tests earlier this year suddenly and dramatically increased failure rates in those tests. [Read more >>](#)

**Arizona Balloon Club
Board Meeting Minutes
Saturday, July 30, 2011**

Commander Mike England called the July Board Meeting to order at 5:45 PM, at the "Bartsch's Barn" [REDACTED]

Members Present: Commander Mike England, Past Commander Sally Heinrich, Keeper of the Fuel Philip Heinrich, Keeper of the Log Sally Bartsch, Board Members: Bill Armstrong, Molly Jurhill, Frank Karlovec, and Ken Tocker

Board Members Absent: Vice Commander Bob Romaneschi and Gene Clewley

A Quorum was met.

Guest in attendance: none

After review of the July Board and General Meeting Minutes, there was one name identified as spelled incorrectly. Frank Karlovec presented a motion to accept both documents as amended. Sally Heinrich seconded and the motion passed.

Philip Heinrich, Keeper of the Fuel presented the following report for June 2011 which had been verbally explained in a previous meeting:

Beginning Balance (06/01/11): [REDACTED]
Beginning Balance Reconciled (06/01/11): [REDACTED]
Income: (Raffle) [REDACTED]
Expenses: (Social, Election Supplies, BFA, BFA Jr. Camp) [REDACTED]
Ending Balance (06/30/11): [REDACTED]

A motion to accept the report was made by Mike England. Frank Karlovec seconded the motion, and the motion passed. A discussion of expenditure [REDACTED] regarding Club insurance was discussed and the

commander requested that Philip Heinrich investigate and provide a report for the next meeting.

Old Business

Committee Reports:

Memberships: No report

Picnics & Parties:

Baseball Game: - Molly Jurhill reported that there are 15 seats left for next months Diamondback game.

Oktoberfest: - After a discussion it was agreed that the Club would return to the Glendale Park. Frank Karlovec will coordinate the food with Ken Tocker's assistance. The City of Phoenix parks continue to have shortened hours and would not be open for this event and meeting.

Holiday (Christmas) Party: - Frank reported that the party is scheduled to take place at the University Club on the third Tuesday evening in the month of December.

New Business:

Meeting location(s): The meetings will continue at Lafitte's, however the October meeting will be at the Park and the December meeting at the University Club as discussed above. The Commander requested that Judy Holt, Sally Heinrich and Bill Armstrong prepare a presentation together of the Albuquerque Fiesta for one of the future meetings, possibly the October meeting.

Meeting Speaker Topics: Bob Romaneschi will continue to be in charge. The Club sponsored Jr. Camp attendee is scheduled for September. Mike England will contact Gene Clewley to confirm the arrangements.

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Scottsdale Air Fair Balloon Glow: The Scottsdale Glow is scheduled for Saturday, November 5, 2011 and an invitation and flyer was presented by Mike England requesting hot air balloons. There was a discussion of the use of the Arizona Balloon Club's name due to the way the invitation was designed. The commander stated that he is the only one who has the electronic copy of the invitation and that the design was only for the intention of inviting Club pilots. It will not be used in any marketing promotion or in the newsletter in this format. The invitation was available at the Pool Party and will be noted in the next newsletter.

Arizona Balloon Classic: A pilot invitation was presented by the Commander for the November 18-20, 2011 Arizona Balloon Classic scheduled for November 18-20, 2011. The invitation will be in the next newsletter and available at the Pool Party also. This event is the same weekend as the Colorado River Crossing, Yuma, Arizona event.

Announcement: An article in the local Anthem News Magazine featuring Randy Long, Club member was made available to the Board and attendees of the Pool Party.

Raffle: There is no raffle schedule for this month.

August Meetings: There are no meetings scheduled for the month of August. The Baseball event will take place instead.

Ken Tocker made a motion to adjourn the Board Meeting at 6:32 PM. Molly Jurhill seconded the motion. A unanimous vote officially adjourned the meeting.

Respectfully submitted,
Sally Bartsch, Keeper of the Log

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 [REDACTED]

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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]
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.

Arizona Balloon Classic

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

Visit: www.azballoonclassic.com for event information.

Action Entertainment Group, L.L.C.

P.O. Box 94501

Phoenix, AZ 85070

Fellow Balloonists:

The committee for the CRC Balloon Festival has been hard at work getting ready for the 21st annual event. The event is held in Yuma, AZ on the weekend before Thanksgiving, November 18 - 20, 2011. Attached is a Pilot Application form. Please fill it out and return as soon as possible.

As always the event will provide one hotel room for two nights, a \$50 Yuma gas card, propane for the flights and glow (come full leave full), outstanding hospitality Friday evening, Saturday evening and Sunday morning, pilot bag full of goodies, t shirt and a special pilot gift.

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. We look forward to hearing from you.--

Jerry Paulin, Caballeros de Yuma
928-627-5500 or 928-627-5505 fax

scottsdaleairfair.com 480.980.2174

Scottsdale Air Fair Balloon Glow

SATURDAY NOVEMBER 5, 2011

5:00 pm – 7:00 pm

ABOUT THE EVENT

Become part of history and signup to participate in the 2011 Scottsdale Air Fair Balloon Glow! The City of Scottsdale is proud to host the 15th Scottsdale Air Fair on November 5 and 6, 2011. The Scottsdale Air Fair will showcase the best of military, experimental, vintage, warbird and civilian displays and demonstrations. In addition to aircraft, the event will feature the Children's FunZone, an aviation learning pavilion and live entertainment. We invite the Arizona Balloon Club to become part of this exciting event. By participating in an evening balloon glow, you will be helping to enrich the local Scottsdale Community through an entertaining and educational display. Join us in connecting with 20,000 aviation enthusiasts and display your balloon in this year's premier event!

The balloon glow will take place on Saturday, November 5, 2011 from 5:30 pm – 6:30 pm. Setup will begin at 5:00 pm.

BENEFITS FOR YOU

Participating balloonists will receive a pilot package valued at over \$500. Package includes:

- Complimentary Propane for the Balloon Glow
- 2 VIP Admission Tickets (Valid for both Event Days)
 - ★ Includes 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, November 4
- 5 General Admission Tickets for Crew

RESERVE YOUR SPOT NOW

Please contact the Scottsdale Air Fair at (480) 980-2174 or Marketing@ScottsdaleAirFair.com to get more information on how to participate in the balloon glow.

An application is included at the end of the newsletter