

# DESERT BREEZES



## Prescott Valley IS Back!

*By Tom Connolly*

On the weekend of June 18 & 19, the first balloon event in many years was held in Prescott Valley, AZ. The event was hosted by the Prescott Valley Rotary Club in conjunction with the Prescott Valley Days Celebration. Kim Rosenlof was Balloonmeister and registered 16 balloons from metro Phoenix, Tucson, and Yuma.

The launch field was huge and Barrett Propane was available on the field. Carnival rides were nearby for kids of all ages.

Tim's Toyota Center was wonderful with the Friday night pilot/crew/sponsor reception. Hotel rooms were available in Prescott Valley and Prescott for pilots and crew. Our sponsor, Sam's Club, had many volunteer crew for various balloons.

Winds were a little gusty on Saturday morning, but the balloons launched and headed north. By changing altitude, and thus direction, the flight was long and scenic. Hops were made, and final landings were on both sides of Highway 89A.

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### ***Board Meeting***

***LaFitte's at Embassy Suites Phoenix-North, 2577 West Greenway Rd  
Tuesday, September 20th, at 5:45 PM***

### ***General Meeting***

***LaFitte's at Embassy Suites Phoenix-North, 2577 West Greenway Rd  
Tuesday, September 20th, at 7:00 PM***

Landowners were great, with personnel available to open gates for chase crews. THANK YOU, RANCHERS!

The Saturday glow and Sunday flights were cancelled due to winds.

I understand that even with only one flight, the Rotary Club and sponsors enjoyed the event. We certainly did, and I hope for another event next year.

Thanks to the Prescott Valley Rotary Club and Kim Rosenlof.

**We have a new RAFFLE Chairperson this year: Alan Hilty. Give him a hand- if you can bring one or two items to the September meeting, he can gather the goodies up and place them in raffles over several meetings. So look around! Do you have something to contribute? Bring it to the September meeting. THANKS**

**Thanks to Molly for snagging great seats for the Balloon Club's August social event, the Diamondbacks ballgame (which they WON). And photos by Linda Jorgensen.**

### **COMMANDER'S COLUMN**

Summer's coming to an end, wishful thinking!

It's actually quite nice in Illinois right now. Has been a very enjoyable trip. My 22nd year at a really nice event in Centralia ,Il. I had the good fortune to place first against some competitive guys flying racers. It is fun to watch them shoot up and then scream back down in very special shapes...make that question mark shapes. Still beat them with a big ol' 105. :-)

Back to Arizona by the time you're reading this.

Our September meeting we hope to have our Junior Balloonist camper tell us about his experience. And maybe we'll get Bob to talk about his hot air shiptraining

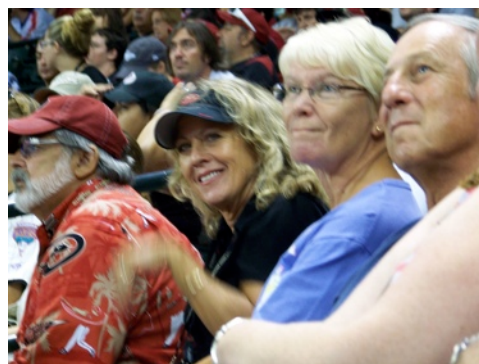
Keep cool !! ABQ will be here soon.

**Mike England, Commander**



*Bud & Linda Jorgensen's grandson, Mason The photographer is allowed to focus on him!*

*Judy Holt with some fellow teachers, and Steve and Collen McNamara on the left.*



*Frank and Molly Karlovec with Susan and Bill Armstrong*

*The BFA Event Guidelines is 107 pages long-too much for one newsletter. However, the information will be provided by chapter or section over several newsletters.*

## **Chapter 1** **Overview**

***“We have met the enemy and he is us.”***  
*Walt Kelly*

There is no surprise ending to this story. This handbook contains a complete analysis of the many factors affecting the organization of a safe balloon event organized and led by a qualified team of organizers and officials experienced in analyzing a wide range of information and applying sound decisions based on safety. Anyone can read the materials and agree with the thought process but until we, the entire ballooning community led by the Balloon Federation of America, add some structure and education related to balloon event organization, event complexity classification little will be accomplished.

The commitment to safety starts at the top and trickles down from there. It is the informed and experienced opinion of those contributing to this publication that many accidents could be avoided with better informed, experience-based, independent decisions made by event directors and organizers. Accidents can be significantly reduced if this top-down approach to reasonableness is adopted.

It must never be forgotten, however, that the decision to fly and all aspects of the balloon, launch, flight and landing, and the crew are entirely the responsibility of the pilot in command (PIC).

Specific recommendations we ask the ballooning community to adopt are as follows:

***☒ The BFA should establish guidelines of experience and background for all Event Directors/Balloonmeisters, not just for competitive events, but for all “organized” balloon events soliciting pilot participation. Position descriptions should be developed based on these guidelines.***

***☒ Pilots deserve to know that the events they attend are implementing acceptable industry guidelines of safety and excellence regardless of the event’s size or stature. We recommend that the BFA develop and implement a process whereby events may apply for and receive a “sanction” signifying that they intend to operate at the highest levels of the standards of safety.***

***☒ A system of continuing education for all Event Officials should be established. A minimum of six to eight hours of this training would meet the annual requirements of this training and we encourage the insurance companies to accept this as qualifying for a pilot’s safety seminar credit for balloon pilot liability insurance discounts. The BFA and its Regional Directors are encouraged to promote this training as a core element of safety seminars in their regions as well as encourage its promotion thru the safety seminar sanctioning process.***

***☒ Event organizers should have an Event General Liability (GL) insurance policy (“trip and fall”). While an Event Non-Owned Aircraft Policy would provide more desirable coverage (on & off premises) the cost must be compared with that of additional insured endorsements. Events seeking BFA sanction would be required to name the BFA as additionally insured on their general liability policy and the BFA would add the sanctioned event to their insurance policy.***

***☒ Pilots must develop their individual decision-making process considering the risk management requirements of balloon flight.***

***☒ Insurance companies should provide events with data that will enlighten them to hazards and allow events to address specific practices to reduce or eliminate accidents.***

These recommendations are demanding and far-reaching but are expected to result in enhanced safety at organized balloon events.

## **Chapter 2** **Event Organization**

### **2.1 Introduction**

All event planning begins with determining the primary purpose of the balloon event and establishing the organizational structure to support the primary purpose. There are many facets to an event’s organization but there are three primary areas of responsibility: the organizer/sponsor; community safety services; and, event balloon officials. The number of persons needed to organize and operate an event will, to a certain extent, depend on the size of the event, i.e., number of balloons participating.

Events may be organized by chambers of commerce, charitable or not-for-profit organizations, or any

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independent individual or group. To be successful, the event organizers should surround themselves with a technically experienced balloon pilot(s) capable of organizing a team (officials) and providing the event organizers with all the technical advice and organization expertise to safely run a quality balloon event. Both the event organizer and officials will need the support of community safety forces to one degree or another.

While the event organizer and officials must work closely together to succeed, there must be a clear separation of duties. Event officials must have the authority and ability to make independent decisions regarding all aspects of planned flight activities.

## 2.2 Event Organizer Responsibilities

### Primary Responsibilities

The Event Organizer is responsible for all aspects of a balloon event. Event details requiring the organizer's attention include the following:

#### Event Format

Balloon events fall into one of four primary categories: Fiesta, Competition, Ride-based, and a Combination. It is the responsibility of the Event Organizer to determine the event's format.

**Fiesta Events** are generally smaller events often organized for the purpose of flying in conjunction with a local civic event. Competition at fiesta-based events, if any, is very low key and would most likely only include hare and hound races. Participating pilots may have an obligation to fly a sponsor but there is no organized effort to solicit paid rides on behalf of the participating pilots. A prize fund may or may not be provided or there may be prizes donated by local merchants to be shared with the participating pilots based on low-key competition or perhaps the luck of the draw. This type of event is a good starting point for a community interested in starting a new balloon event and for pilots with limited event flying experience.

**Competitive Events** require specialized expertise from the official staff and the pilot base as pilot recruitment might be different than that for fiesta events.

Competitive balloon races are comprised of single or multi-part "tasks" governed by a rule book developed, approved and published by the Balloon Federation of America's (BFA) Hot Air Competition Division H(ACD). Competitive events add a layer of complexity requiring specific expertise from the Event Director (Balloonmeister). These events also require a large amount of specialized supplies and equipment including: scoring computer(s) with BFA scoring software installed, markers, targets, signals flags, rule books, basket banners, scoring and measuring supplies,

maps designed for competition, etc. Competitive events can range in complexity from moderate to extremely complex. Obviously, an event wishing to declare a State, Regional or National Champion will be much more demanding on the organizer and staff officials than a weekend event run to encourage or introduce new competitive pilots to the sport.

**Ride-Based Events** are similar to Fiesta Events but organizers recruit and entice pilots to attend by offering paid riders. The event organizer promotes the sale of balloon rides through a coordinated event ride concession. Pilots can generally earn \$100 to \$200 for each concession ride carried while the event keeps \$25 to \$50 from each passenger sale to help cover event expenses. Events may require each pilot to carry one paid rider for the benefit of the event before being compensated for additional riders. Events vary greatly in how they handle the details of paid riders as well as how pilots are compensated. Ride-based events, by their nature, carry the highest level of risk and legal responsibility as the passengers are not experienced in balloon operations. There is a higher level of responsibility for the organizer and the pilots to ensure that passengers are briefed on all aspects of the flight and the risks involved. This type of event needs the assistance of a qualified commercial ride operator to assist the organizer in all aspects of passenger ride management. The use of properly crafted waivers and release of liability forms is a necessity. Examples of these forms are included in Appendices J and K. All legal forms should be reviewed by a local attorney familiar with the laws of the state in which the event is being hosted.

Ride-based events may have some simple hare and hound "races" for the entertainment of pilots and passengers but organizers, officials and pilots need to understand that — "targets" can create distractions to pilots. While passengers may be carried on these types of races, passengers should be properly briefed on all aspects of the flight. FAA Waivered events (see Chapter 8) permit carrying paying passengers as "designated crew" during competitive events. They generally limit passengers to two.

When dealing with paid rides, organizers should review their legal and IRS filing obligations with appropriate professionals.

**Combination Events** may combine competition and some sort of Fiesta flying. Combined events generally divide the pilots into their respective groups or divisions and assign a director or leader for each classification.

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Pilots for both groups share common airspace, launch and landing facilities and are generally briefed and controlled by the same group of officials.

### **Auxiliary Operations**

Auxiliary operations refer to all other related balloon activities other than the primary morning and evening balloon flights. Event organizers make the decisions on what auxiliary operations they may wish to feature during their event. Since these operations involve balloons, the organizer needs to consult with and utilize balloon pilots experienced in all aspects of hot air balloon operations before incorporating any of these auxiliary operations into their event. Some of the "typical" auxiliary operations featured at balloon events include the following. While these are popular with organizers and spectators they each have unique risks and require specialized operational knowledge.

**Balloon Night Glows** – illuminating a standing envelope by burning raw propane on a festival field creates an added spectacle for crowds and media. These luminaries were first staged in 1980 at the Longview, Texas Great Texas Balloon Race. Balloon glows have become the staple static display at events ever since that time. While balloon glows may appear to be simple evening static displays, there are complications caused by a dark launch field. Balloon inflations, if initiated after dark, are riskier for pilots and crews. An errant burn can quickly burn an envelope or damage an attachment cable. Crown lines are lying on the ground or in use by crew and can become tripping hazards. Evening winds if stronger or gusty can create an unsafe condition for balloon equipment or the general public if allowed access to the operations field. Secure tie-offs are essential for balloon glows. Balloons participating in night glow activities are generally not equipped with FAA approved night lighting systems as required by the FAR § 91.209, Aircraft lights, for night VFR operations, and consequently must remain on the ground.

**Dawn Patrols** are interesting additions to events with appropriate landing areas and predictable pre-dawn weather. Dawn patrols require careful coordination of weather at the time of launch through thirty to sixty minutes after sunrise. Fog development can be an issue especially for events near lakes, rivers or other large bodies of water. Most pre-dawn flight activities are scheduled for a time frame not to exceed one hour before official sunrise due to the pilot currency requirements of FAR § 61.57 (b) Night takeoff and landing experience. Participating aircraft must also be equipped with aircraft lights as discussed above.

**Tether Operations**, both static and non-static, are a popular method to provide the public a taste of balloon flight albeit for a short time and for altitudes less than 100 feet. Tethered balloons provide corporate sponsor exposure for commercial balloons with business logos. Static tethered balloons can also provide a great opportunity to entertain the event crowd when weather visibility minimums prevent free flight. Low ceilings and fog do not prohibit a static tether on the launch field. Given good crowd control and a public address system, the crowd can also be given access to the inflated balloons offering many photo ops and the opportunity to get up close to the giant aerostats and speak with the pilots and crew.

As balloons are not designed specifically for captive flight, tethering places enormous and potentially destructive forces on them and all auxiliary equipment pressed into service. An inflated 77,000 cubic foot balloon contains approximately 5,900 pounds of air. Any lateral movement of a balloon envelope caused by straight line winds or gusts puts this mass in motion and creates momentum. A 10-knot wind on a tethered "77" can generate an internal force exceeding four tons. Gordon Schwontkowski in his *Hot Air Balloon Crewing Essentials* has a thorough discussion of the complexities of tethering and the necessary equipment to perform safely. Any event considering using tethered balloons should become familiar with this publication.

**Walk Thru Balloons** are staged with envelopes that are no longer airworthy for flight. They can be a great entertainment and educational tool for balloon events. These envelopes are well secured being tied to the ground at several locations. No heat is introduced to provide any lift. Squirrel cage fans or inflator fans are used to continually pressurize the envelope and the mouth is open to allow ingress and egress. The primary safety concern related to walk thru balloons is the inflator fan. The typical inflator fan (not squirrel cage fan) is considered one of the most dangerous pieces of balloon equipment and must be monitored if used.

Kids and parents alike enjoy entering the balloon and viewing the internal parachute rigging and deflation lines. It's a great opportunity to introduce ballooning to youngsters.

### **Selection of the Event Director (Balloonmeister)**

This is possibly the most important decision of any Event Organizer. Chapter 3 provides a complete discussion of the experience and expertise needed to fulfill the responsibilities of this most important role. In addition to the technical balloon experience, the

Event Director must possess leadership skills and a personality that can mesh with the organizer and pilots alike. Personality traits sought might include: fair but firm, cooperative, team builder, decision maker, and strong people skills. The Director must have the experience and background to command the respect of the pilots attending. He must be able to remove himself from the pressures of the organizer, sponsors and pilots alike and make decisions based on his team's evaluation of the information available.

Often times, communities are blessed with an experienced balloon pilot who has served in this capacity and has the necessary experience and talent. Sometimes they are willing to provide the services of an Event Director gratis as a way of contributing to their local community. It is important to note that the job and responsibilities of an Event Director are no small task. The Director is exposing himself to risks typically not covered by any insurance. A Director, regardless of any compensation, typically accepts this responsibility for the love of the sport.

Compensation for the Event Director and his staff is quite common. The compensation can vary greatly from event to event depending on factors such as: size, number of days, complexity of event, media scrutiny and many other factors. Compensation rates of \$1500 to \$2500 are typical for a normal weekend event. These rates could go up significantly depending on the time commitment, technical complexities, and risks involved.

Once an Event Director has been selected a written contract or letter of understanding should be developed. This letter of understanding should outline the principal responsibilities of the Event Organizer and Event Director as they relate to each other. Compensation should be outlined as well as a clear understanding of the fair weather nature of balloon events. A simple example of the Letter of Understanding is provided in Appendix A.

### **Determining the Best Dates for an Event**

Often time the dates selected for a balloon event coincides with a community celebration such as Fourth of July, Pumpkin Festival, Kentucky Derby, air show, county fair, etc. In those cases there is little left to do but hope for good weather. Many events have established their dates considering two major variables: local weather patterns and other events likely to compete for the same participating pilot base.

If you are establishing a first time event, research should be performed on historical weather patterns. Generally there are a few weeks or months of the year that provide the best weather patterns that will increase the

potential success of an event. You are trying to avoid periods of turbulent weather, low ceilings and visibility, wind, instability, and precipitation. However, remember what the folks on Wall Street say, "past performance is no guarantee of future results."

First time events, with no proven track record to attract pilots, should consult calendars posted on the BFA or other web sites to avoid scheduling conflicts with other popular events often attended by pilots likely to have interest in their event. Pilots generally have several events they could attend on any given weekend. Pilots tend to be loyal to long established events that offer a well organized and safe event. Event amenities, prize funds and available paid rides are major considerations of the pilot decision making process.

### **Fundraising and Budget**

Everything has a price and hosting a hot air balloon event is no different. Once the event's format has been established, the initial budgeting process can begin. There are a number of factors to consider when planning a balloon event. As a rule of thumb, if you are planning to host a weekend event you should plan on providing the following: two evenings housing; propane; hospitality including continental breakfasts, an evening meal and awards breakfast/brunch; pilot pack; and, a prize fund. This cost can vary greatly depending on your area's economics and how much is affordable. You should plan on a minimum cost of \$500 to \$1000 per balloon for a well run event. Many established events have budgets well over \$1000 and can easily run as much as \$2000 per balloon.

There are so many variables affecting the budgetary process that it is impossible to provide specific budget guidance. Many locations are blessed with sponsors willing to provide cash or in-kind contributions permitting organizers to offer substantial incentives to pilots attending their event. Appendix B is a model budget designed for a fifty balloon event. The budget is intended to stimulate the thought process and help organizers consider the financial implications of hosting a hot air balloon event.

### **Sponsor Relations**

Sponsors are the lifeblood of any balloon event. Without the generous support of local community businesses a balloon event cannot be established. While the cost of running a balloon event can vary greatly there are certain fixed expenditures that require funding. These items were discussed above.

Recruiting sponsors requires a game plan that not only

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explains the event's needs but also demonstrates a return on investment to the potential sponsor. Return on investment can mean different things to different sponsors; sometimes it's just a warm fuzzy feeling about supporting the community but sometimes the sponsor is looking for a real marketing payback measured by their company's name exposure and visual impressions. Each event will have to establish their budget and plan on how to solicit the needed dollars or in-kind contributions.

It is absolutely critical that Event Organizers communicate clearly to their sponsors that ballooning is a fair weather sport subject to the whims of Mother Nature. There are no guarantees of flights and all activities are weather dependent. Each sponsor should have a written contract explaining exactly what they will receive for their sponsorship as well as explaining the event's dependency on good weather. See the sample sponsor contract in Appendix C. Often time sponsors are enticed with the promise of a balloon ride. While this is a successful technique to lure sponsorships, it does have its potential pitfalls. Oftentimes, sponsors feel they have been promised or guaranteed a ride. Thus, they apply pressure to event organizers and officials to fly in what might be determined to be marginal conditions. Just make sure your sponsors don't have unrealistic expectations.

### **Hospitality and Housing**

Weekend events are expected to provide housing to the participating pilots. Generally a room is provided for two nights while extra rooms needed for crew are the responsibility of the pilot or crew. Some events with limited local hotel space have run very successful events housing pilots with local families.

There is a wide range of hospitality offered at balloon events. Generally a minimum of coffee and donuts are provided for morning briefings. Evening meals, parties, cook outs, etc. vary greatly and are based on available budgets. Most events offer a closing breakfast or brunch at which awards are presented and pilots and sponsors are recognized.

### **Facilities**

In this area we want to explore the many responsibilities and logistics related to the facilities to be considered when planning a hot air balloon event.

A suitable launch field clear of obstructions is the first area of concern. The size of the launch field is dependent on the number of balloons participating and, to a certain extent, on the type of event being hosted. A rule of thumb would be to provide an open grassy area of approximately 1 ½ to 2 acres for every ten balloons. Written permission of the landowner should be obtained well in advance of the event. Most landowners will ask

that the event name the landowner as an Additional Insured (AI) on the event's insurance and many will require participating pilots to also name them as AI on their policies.

Balloon events attract large crowds. Parking conveniently located near the venue is important and ingress and egress will need supervision. Events typically charge a fee for admittance or parking to offset event expenses. Our experience is that a parking fee based on a flat amount per vehicle (\$5, \$10 or even \$20) is the best approach. Remember the fair weather nature of ballooning; when the flight is cancelled, the public doesn't expect a refund for parking but a gate admittance fee might be another matter. When planning details of an appropriate launch field and parking, consideration to a separate entrance and exit for the pilots is critical. Pilots and crew need to get to flight briefings on time and crews need to exit the launch field immediately after launch to commence the recovery process. If pilot traffic is combined with public traffic it's a recipe for disaster.

Crowds enjoy food and refreshments and also generate a lot of trash and require restroom facilities. Be sure to contract for an appropriate number of port-a-jons and appropriate trash containment and removal. Your venue's landowner will expect his property to be returned in good condition at the conclusion of the event.

Flight planning and meeting space is required for event officials separate from the pilot briefing area. Both of these areas should be in a location with little or no distractions and quiet enough to permit staff to work and pilots to hear all elements of the flight briefing. While an enclosed building is ideal, tents can provide a suitable environment. Meeting space for the event officials and staff should be available about two hours before the flight briefing and should have accommodations for computers, copiers, Internet connection and worktables. The flight briefing area should have seating for at least the pilot and crew chief. If a sponsor or other rider is involved in the flight, there should be seating for them as well.

Propane refueling is a major safety-related issue for balloon events. In many communities the local fire marshal must approve the details of your refueling plan and will probably require a letter of permission from the landowner where you intend to refuel the balloons. Pilots and their chase crews will need an area large enough to line up away from local traffic while waiting to be refueled. Events should establish refueling rules and should work with their local fire department in the development of those guidelines. Appendix F is included and contains an example of propane refueling rules and policies.

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Marketing and publicity fall under their responsibilities of the event organizer. In addition to pilot publicity, the BFA web site is an excellent place to post details of your balloon event. Local marketing professionals are an excellent addition to any committee organizing a balloon event.

Security and traffic management is often required for balloon events. Local municipal safety forces usually provide this as a service for community based balloon events. Depending on the location of pilot hotels, independent security companies may be needed to watch the balloon vehicle parking areas throughout the evening hours. Balloon trailers and pilot electronics often found in chase vehicles are easy prey for thieves.

Field entertainment and other activities are the option of the event organizer. In addition to balloon related auxiliary activities previously discussed, organizers may want to plan for some type of field entertainment in the non-flight times. Suggestions for consideration include: clowns and magicians, kites, skydivers, pyrotechnics, dogs, and bands.

### **2.3 Legal Issues to be Considered**

Organizing and officiating balloon events carries inherent risks. All events should seek the assistance of legal counsel from the local community familiar with many facets of the law including: personal injury, premises liability and insurance. Having the counsel of an aviation attorney, while not necessary, would be extremely helpful but it is doubtful that any given area has that experience available locally.

We have included a number of forms that experienced event organizers have found useful. Any form used by an event, especially those containing waivers or a release of liability, should be reviewed by legal counsel familiar with the laws of your state.

Legal counsel providing assistance to balloon events is mostly concerned with the event's ability to defend itself should it be named a defendant in a personal injury lawsuit. While the vast majority of the risk in these cases falls on the pilot in command, once named as a defendant, the event is financially responsible to hire legal counsel and provide defense costs. This can be extremely expensive. It is very important to note that these lawsuits involve aviation risks that are not covered by general liability insurance. The only way to cover this risk is to purchase a non-owned aircraft insurance policy or cover the risk of legal defense costs by requiring the participating pilots to name the event as an Additional Insured on their individual aviation policy.

Pilots in some parts of the US are very familiar with this requirement (AI endorsements) and understand the implications on their liability coverage. Pilots in other parts of the US rarely see this request and, because they are not familiar with it, balk at providing this endorsement. If your

participating pilots are not familiar with the implications of this endorsement, they should be encouraged to contact their insurance provider or personal attorney for guidance. It is important that they understand that their insurance coverage has no limits on covering legal defense costs and as long as the event is not found responsible in some way for the aviation incident, the full limit of the pilot's coverage is available to cover the pilots risks.

### **2.4 Insurance and Risk Management**

Events should meet with their insurance representative and legal counsel to determine what is appropriate for their event's particular circumstances. General liability insurance (on and off premise) would be a minimum requirement and coverage levels and details are a matter for the professionals to help the organizer decide. It is important to note that general liability insurance does not provide any aircraft coverage. Aircraft exposure starts from the time anyone enters the balloon launch field and would carry through to the landing and pack up phase of the flight.

There are only two methods of insuring flight related risks: purchase of a non-owned aircraft policy or require participating pilots to name the event as additionally insured on their personal aviation policies.

#### ***Non-Owned Aircraft Insurance***

This is insurance purchased to insure against the risks associated with passenger and aviation liability as a result of balloon accidents and incidents at a hot air balloon event associated with aircraft not owned by the insured. The policy covers bodily injury and property damage as well as physical damage to the non-owned aircraft for which the insured is found legally liable. The underwriter has the right and duty to defend, investigate, and settle any claim against the insured as covered by the policy and as deemed proper by the insurance company. Premiums for this are more expensive than Additional Insured premiums (see below) and are based on the number of ascensions and whether rides are sold to the public but provides the organizer's own limits as well as covering the organizer's negligence.

#### ***Additional Insured (AI) Endorsements***

Many events require participating pilots to name the Event Organizer and others as an Additional Insured on their aviation insurance policy. The organizer is seeking liability coverage for any damage (bodily injury or property damage) caused, directly or indirectly, by the pilot's balloon. There is a lot of confusion surrounding this issue amongst balloon pilots. Many believe that

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naming another party as an AI dilutes their coverage. While this may be true, it is rarely a reality as it would only dilute the pilot's primary coverage if the other named insured(s) was found legally liable. Insurance industry leaders familiar with insuring hot air balloons agree with the assessment that the odds of an organizer being found liable for a passenger's bodily injury claim is slim and, if found liable, would likely only be found liable for a very minor part of the settlement.

If this coverage would rarely come into play, one would ask, "What is the benefit of this endorsement to the organizer?" The additional insured is provided "defense" costs above and beyond the limits of liability of the pilot's coverage. This is the primary reason event organizers and others seek to be added as an Additional Insured. This defense coverage will be provided until a judgment is awarded on behalf of the insured or AI under the limits of the policy. When the limits of coverage are awarded, at that point, the defense costs provided by the insurance company ends.

Some statistical information is important to note here for pilot's consideration. Both the Schantz Agency and IMC Balloon Agency indicate that very few claims go to court. IMC Balloon Agency, in twenty-seven years of writing hot air balloon insurance, has added literally thousands of AI endorsements. In those years, they have had only two additional insured cases go to court. They paid the defense costs on behalf of the insured and the AI and in both cases the AI was held not liable leaving the entire limits of coverage available for the pilot. These statistics don't mean that an AI will never be found liable or taken to court . . . but the risk is slim.

### ***Hold Harmless Agreements***

We do not recommend the use of "hold harmless" agreements to indemnify a balloon event or venue property owner. The danger in pilot's signing a hold harmless agreement or an indemnification agreement is that it may open or expand the pilot's responsibility jeopardizing their personal assets. Most insurance providers have a "contractual liability exclusion" in their contracts. If a pilot accepts responsibility for anything other than which the contract of insurance coverage lists (i.e. damages resulting from the hot air balloon to persons or property) providing protection for the event, the person signing this legal document (hold harmless) is held personally liable.

### ***Certificates of insurance***

Regardless of the type of insurance coverage event organizers require to protect the event, they must ensure that each participating pilot has an aviation policy in force providing a determined minimum of bodily injury and property damage. A minimum of third

party limit coverage required would be \$300,000 but most events today require \$500,000 or even \$1,000,000 in coverage. Virtually all policies limit passenger bodily injury to \$100,000 per passenger.

### **2.5 Crisis Management**

Balloon event organizers and staff should develop an emergency response plan. The plan should be developed to complement emergency response to assist the victims and provide essential and accurate information to the media. Only pre-approved individuals should be permitted to discuss any emergency with the media and only after the facts have been investigated. It is important not to provide speculative information but it is critical to meet with the media in a timely manner.

### **2.6 Pilot Solicitation and Registration Materials**

In order to solicit or invite pilots to participate in a balloon event, the organizer needs to develop an introduction letter and all the various registration forms required to gather the necessary information for participation. The application cover letter should explain the nature of the event (see Event Format in 2.2 above), explain the nature of the flying area and organizer expectations, indicate the event's complexity level (Level 1, 2 or 3, see Chapter 6), and list as many of the Event Officials that are confirmed. At a minimum, the Event Director and Safety Officer should be identified in the cover letter.

While each event has their own unique needs regarding information and participation, there should be a basic **Pilot Application Form** containing on one page all the critical pilot, balloon, and insurance information. We have included a suggested master pilot application form and it can be found in Appendix D.

In addition to the Pilot Application Form, a well crafted **Pilot Entry Agreement** is necessary to managing the risk of organizing and officiating a hot air balloon event. This agreement should be reviewed by legal counsel familiar with the laws of the event's state. Appendix E contains a sample Pilot Entry Agreement containing standard language establishing the pilot's acceptance of responsibilities for his admittance to the event. Each event's entry agreement may contain any number of requirements for the pilot including: sponsor rides, media release, compliance with FAR's, sponsor basket banners, glow participation, etc., etc.

It is important to note for the benefit of organizers, sponsors, event venue property owners, and officials that the suggested Pilot Entry Agreement contains a

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release of liability whereby the pilot agrees not to sue the named parties. Pilots are not asked to hold anyone harmless. It is the consensus of the committee charged with producing this publication that this is necessary to protect volunteers and other interested parties who have no financial or proprietary interest in the event. Many are serving for the benefit and support of the event and development of the sport. Obviously, we also believe that all of these parties have an obligation to perform their duties with the utmost level of professionalism. We also recognize that participation in an event is voluntary on the part of the pilot as is their decision to fly or not fly on any given day. For purposes of clarity, the referenced paragraph of the Pilot Entry Agreement is shown below. The release of liability is only for actions related to balloon flight or activities related to the actions of the pilot in command.

*I agree that the organizers and sponsors of this event (including the <name of event, organizer, event venue>, event race officials, your sponsor or any employees, officers, trustees, agents and/or members of the above mentioned entities) are providing me with the facilities and means for my participation in this event and in no way do they supercede the responsibility of the pilot-in-command as stated in the FAR's, or otherwise. Thus, I release the aforementioned from liability for their actions in relation to the <name of event> which may arise out of or result from or in any manner be connected with the balloon flight, or activity in which I participate as a pilot-in-command.*

## 2.7 Landowner Relations

No balloon event can be successful without good landowner relations. The event committee should have a representative familiar with balloon flight (an experienced balloon crew member or pilot) serving in the capacity of Landowner Relations liaison. Months in advance of the event, the Landowner Relations representative would be responsible to gather all known data on Prohibited Zones (PZ's) or other landowner sensitive areas. A complete list of all such areas including landowner name, address and phone number should be assembled and maintained from year to year. See Chapter 3.8 for further guidance.

The pilot in command (PIC) has significant responsibilities related to good landowner relations. Successful landowner relations are the result of a combined effort by the Event Organizer, Officials and the PIC. All three groups must perform their jobs with the utmost consideration of the property owners generous enough to allow us to use their property for the launch and landing of balloons. Organizers should become familiar with good landowner relations and can find a great source of information in these publications: Balloon Flying Handbook, US Department of Transportation, 6-17 and Hot Air Ballooning Essentials, Gordon Schwontkowski, 145-153.

The work of the Landowner Relations representative will be critical to the preparation and printing of maps to be used by participating pilots. These maps identify sensitive landowner areas as follows:

**Red PZ:** restricted air space above an identified area that includes an altitude limit which a participating pilot may not fly below. The altitude limit is generally 500 to 1000 feet above ground level (AGL)

**Yellow PZ:** restricted airspace where no take-offs or landings are permitted. There is no limit to the flight altitude above these areas.

**Blue PZ:** restricted airspace as required by the event's local Flight Standards District Office (FSDO) based on airspace in the vicinity of the event. The restricted airspace is an area in which participating pilots may not fly above. This limit is expressed in Mean Sea Level (MSL).

Each event will need to develop rules and policies related to landowner relations management. Here is an example of a general statement that might be included in your Event Operations Manual:

*John Doe is our Landowner Relations chairman. He will be in the remote launch and landing areas along with you. His vehicle is marked with a banner and, if you need any assistance, please contact him. <insert phone number> and he will be happy to help with any situation.*

*Pilots and crews are reminded of the importance of Landowner Relations. The countryside is the farmer's livelihood. Good farmer relations are essential to our sport. Pilots should be aware of the following:*

**☒** *Uncut hay is a valuable cash crop. Landing in an uncut hay field will cause irreparable damage.*

**☒** *Livestock (cattle, pigs, deer, horses, sheep and lamas) can be easily frightened and, in their panic, do damage to themselves and the farmers' fencing and pens.*

**☒** *Most farmers rely on electrical power in their farming operations, from powering electric fencing to milking parlors. The disruption of electrical power to a farm can have an economic impact.*

*Please remember these guidelines when dealing with our landowners:*

- 1. Always be COURTEOUS and respectful of the fact that you are trespassing unless invited onto the property.*
- 2. Select a landing site that will cause the least possible inconvenience to the farmer. Select a field FREE OF CROPS and*

*continued on page 11*

*be particularly CAREFUL OF ANIMALS on the approach and on possible overshoot.*

*3. After landing, DISCOURAGE ONLOOKERS from coming onto the land unless the owner is there and they have his permission.*

*4. ALWAYS obtain permission BEFORE you bring the retrieve-vehicle into the field.*

*5. Ensure farm FENCES are NOT DAMAGED and gates are left as you find them.*

*6. DO NOT let anyone LITTER the property.*

*7. If damage is caused, or the farmer wishes to take further action, exchange names and addresses and report the facts to race officials upon your return.*

*8. Remember not to use the "ran out of fuel" excuse if you do damage. It is a violation of the FAR's to run out of fuel.*

## **2.8 Event Administration**

There are a number of logistical and administrative tasks to be considered when hosting a hot air balloon event. While the following discussion is far from complete, the major topics are discussed with general guidance provided.

### **Pilot Acceptance Process**

Once the pilot applications have been received from the invited or solicited pilot population and the application due date has passed, the Event Organizer, working with the Event Director, should evaluate the applications and send pilot acceptance packages to the approved list of pilots in a timely manner.

The work of the Landowner Relations representative will be critical to the preparation and printing of maps to be used by participating pilots. These maps identify sensitive landowner areas as follows:

Events should not feel obligated to accept all pilots that apply nor should they arbitrarily accept pilots on a "first-come, first-served" basis. The evaluation and acceptance of pilots should be based on a number of factors including: flight experience and proficiency with "event" flying, hours flown in the past twelve months, familiarity with the flying area and topography and any other factors deemed appropriate. Events are looking for pilots that have demonstrated a willingness to follow the rules and policies of the event, respect landowners and work with sponsors in a respectful and nurturing manner. Pilots who follow directions, arrive at briefings on time and prepared to fly should be given priority to those who have been determined to abuse the system in the past.

### **Airspace Evaluation and Coordination**

The National Airspace System (NAS) is the network of all components comprising airspace in the United States. This is a comprehensive system that includes air navigation facilities, airports, aeronautical charts, rules,

regulations and procedures. US airspace is divided into one of six classifications: A, B, C, D, E and G.

Understanding the details of these airspace designations is complex and will require the expertise of a qualified Event Director to ensure that the event works in conjunction with nearby airports and complies with all communication and flight requirements. The first order of business is to locate the event venue and anticipated flying area on the appropriate aeronautical chart. Once located, the airspace classification can be determined.

### **FAA Waiver Application**

Chapter 8 discusses the specifics of applying for an FAA Waiver. This is an important consideration for any event classification and is a requirement if operating from an airport facility or in close proximity to restricted airspace. The Event Organizer should work closely with the Event Director in any decision involving an FAA Waiver application.

### **Event Rules**

Every balloon event needs a rule book or combination operations manual and rule book. Competitive events require a very comprehensive rule book and those rules are provided by the Balloon Federation of America (BFA). The rules are reviewed and published annually on the BFA's web site, [www.bfa.net](http://www.bfa.net).

Ride-based and fiesta events need a rule book explaining all the policies and procedures of the event as well as concise rules for any "fun" competition that might be planned. Utilizing the appropriate sections of the BFA Rulebook for races such as a Hare and Hound or Fly-In as well as many of the general event rules will save the organizer and officials many pilot complaints.

### **Map Preparation and Printing**

Pilots need current maps of the flying area. While local engineer-prepared county or city maps are acceptable in some cases, most events need a custom topographical map of the area including, at a minimum, Prohibited Zones (PZ's). There are a number of individuals and companies who prepare maps for balloon events. These are comprehensive, contain all the critical information for the pilot and are competitively priced in the vicinity of \$5 to \$7 each. This is an important investment for all balloon events.

Using DeLorme or other mapping software and many available custom overlays, these map makers can prepare the perfect balloon event map for any area. Suggested content for a good balloon pilot map would include the following:

*continued on page 12*

- ☒ *Topographical format showing elevation highlights, forested, and swamp areas, etc.*
- ☒ *Red and yellow PZ's should be outlined and highlighted with any altitude restrictions noted*
- ☒ *Power transmission lines should be highlighted using an appropriate method*
- ☒ *Congested or densely populated areas are highlighted to assist with FAR compliance*
- ☒ *A UTM overlay along with primary grid references allows pilots using GPS technology to quickly locate their map position.*
- ☒ *The map's legend typically shows the magnetic variation.*
- ☒ *Depending on the flying area, the map is normally prepared in a scale ranging from 1:25,000 to 1:37,500*

**Equipment and Special Supplies**

There are a number of special supplies or equipment needed to host a balloon event. The two most common needs are markers (baggies) used by pilots to drop on targets and targets. While the size and construction materials used for these items may vary, the technical standards established are shown below.

**Marker Specifications**

Weighted part 10 cm x 10 cm 70 grams  
 Streamer 10 cm x 170 cm approx. 7 grams  
 Total length and weight 10 cm x 180 cm approx. 77 grams

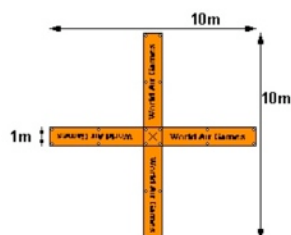


Note: Usually markers are made from "rip stop" nylon. They should be cut with a heated cutter to prevent fraying of the edges.

**Target Specifications**

The amount of targets needed depends on the size of the Event and tasks to be set. It is advisable to prepare not less than five targets.

The dimension of targets is 10x10x1m. They should be made of non slippery material (rip stop nylon is OK). The color shall be contrasting to the surface (preferable color is white). Targets should have rings or straps at the corners to secure them to the surface. The



center should be marked with a visible "X". The Event and/or sponsor names and logos can be displayed.

**Measuring Tapes**

Scoring teams will need measuring tapes and it is recommended that the organizer provide 100 meter length tapes. These tapes usually provide measurements in meters on one side and feet and inches on the other. A good supply for these is Harbor Freight and they sell for about \$15.



**Launch Signals Flags**

Signals flags are used at the primary launch field and signal the pilots with critical launch or other information. The most common flags are approximately 16" X 24" and are used as follows:

- Red No inflation or take-off permitted. Previous permission to take-off cancelled.
- Green General permission to all balloons to begin hot inflation.
- Yellow Five minute warning.
- Pink Supplementary or amended briefing information available at signals point.
- Black Task cancelled.

**Surveyor's Flags**

These are small marking flags (also available at Harbor Freight) used by scoring teams to mark the location of markers not in the immediate vicinity of the target. They help ensure that all markers are found and measured according to the rules.



**Basket Banners**

Basket banners serve as a source of pilot identification but also serve as an advertising medium for event sponsors. The banner displayed here would be principally used for competition as the



*continued on page 13*

competitor's number is critical for the scoring teams. Non-competitive events would generally design the banner with the sponsor's name or logo as the predominant item on the banner. Competitive events usually require two banners per basket but ride-based or fiesta-sport events usually only require one banner provided by the organisers. The dimension of basket banners should be horizontally 70cm (max 100cm) and vertically 70 cm. They should be made of durable material and provided with reinforced attachment rings in each corner. The competition number shall be clearly visible in the center with a minimum character height of 27cm. The Event and/or sponsor names and logos can be displayed as determined by the organizer.

mathematical formulas and triangulation to provide wind speed and direction in various increments, generally every 200 feet.

If you are able to locate a theodolite for use at your event, you would be encouraged to do so.

### 2.9 Organization Chart

Each event is organized to match the primary purpose and goals of the event. There is no single organizational format perfect for all events. A sample Organization Chart is shown below and it can be reduced or expanded to meet the individual needs of your event.

### Theodolite

While not many organizations or event officials have this instrument at their disposal, it is probably the single most important tool for an Event Director and Weather Officer. It is an instrument used to measure horizontal and vertical angles with a small telescope that can move in the horizontal and vertical planes. It is used to track the movements of either a pibal balloon or a radiosonde. The device uses

### Theodolite



## SUNRISE / SUNSET

### September 2011 for Phoenix

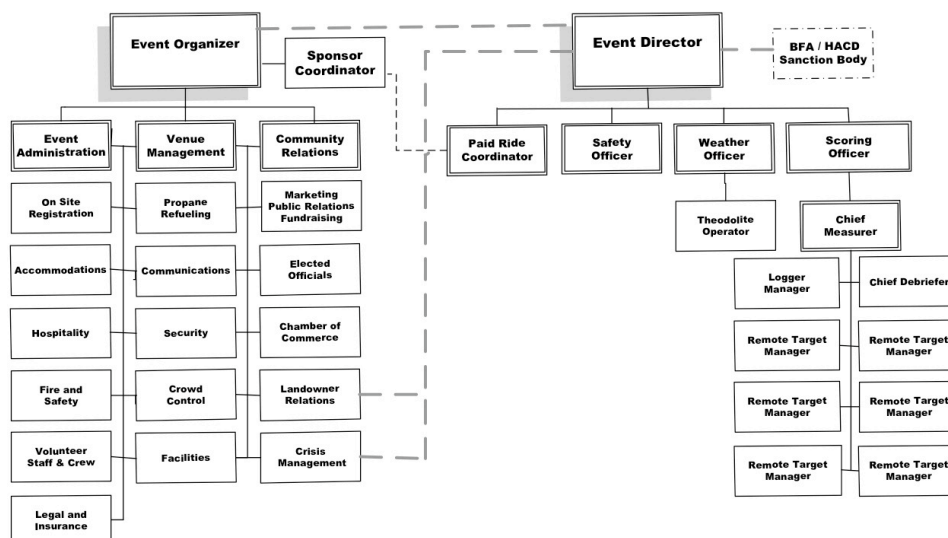
Sat.	Sept. 3rd	6:03 AM / 6:53 PM
Sat.	Sept. 10th	6:08 AM / 6:43 PM
Sat.	Sept. 17th	6:13 AM / 6:34 PM
Sat.	Sept. 24th	6:17 AM / 6:24 PM

Mountain Standard Time

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

## Best City Balloon Event

Anywhere, USA



**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.**

## CLOUDS

Clouds are weather signposts in the sky. They provide the balloon pilot with visible evidence of the atmospheric motion, water content, and degree of stability. In this sense, clouds are of significant importance to the aeronaut. However, when they become too numerous or widespread, form at low levels, or show extensive vertical development, they present weather hazards to ballooning.

Clouds are visible condensed moisture, consisting of droplets of water or crystals of ice. They are supported and transported by movements as slow as one-tenth of a mile per hour. Cloud formation is the direct result of saturation producing processes which take place in the atmosphere. A pilot should be able to identify cloud formations that are associated with weather hazards. Knowledge of cloud types will also assist the pilot in interpreting weather conditions from weather reports and existing weather.

### Cloud Formation

Clouds are often indicative of future weather. For clouds to form, there must be adequate water vapor and condensation nuclei (miniscule particles of matter like dust, salt, and smoke), as well as a method by which the air can be cooled. When the air cools and reaches its saturation point, the invisible water vapor changes to a visible state. Through the processes of sublimation and condensation, moisture condenses or sublimates onto condensation nuclei. The nuclei are important because they provide a means for the moisture to change from one state to another.

Cloud type is determined by its height, shape, and behavior. They are classified according to

the height of their bases as low, middle, or high clouds, as well as clouds with vertical development. The International Cloud Classification is designed to provide a uniform cloud classification system. Within this system, cloud types are usually divided into four major groups and further classified in terms of their forms and appearance.

## INTERNATIONAL CLOUD CLASSIFICATION ABBREVIATION AND WESTERN MAP SYMBOLS

Base Altitude	Cloud Type	Abbreviation	Symbol
Bases of high clouds usually above 18,000 feet	Cirrus	Ci	
	Cirrocumulus	Cc	
	Cirrostratus	Cs	
Bases of middle clouds range from 6,500 feet to 18,000 feet	Altostratus	As	
	Altostratus	As	
Bases of low clouds range from surface to 6,500 feet	*Cumulus	Cu	
	*Cumulonimbus	Cb	
	Nimbostratus	Ns	
	Stratocumulus	Sc	
	Stratus	St	

*\*Cumulus and Cumulonimbus are clouds with vertical development. Their bases are usually below 6,500 feet, but may be slightly higher. The tops of the Cumulonimbus some times exceed 60,000 feet.*

The four major groups are:

- Low clouds,
- Middle clouds,
- High clouds, and
- Clouds with vertical development.

Cloud classification can be further broken down into specific cloud types according to the outward appearance and cloud composition. Knowing these terms can help identify visible clouds. The following is a list of cloud classifications:

- Cumulus - heaped or piled clouds

*continued on page 15*

- Stratus - formed in layers
- Cirrus - ringlets, fibrous clouds, also high-level clouds above 20,000 feet
- Castellanus - common base with separate vertical development, castle-like
- Lenticularis - lens shaped, formed over mountains in strong winds
- Nimbus - rain-bearing clouds
- Fracto - ragged or broken
- Alto - meaning high, also middle-level clouds existing at 5,000 to 20,000 feet

Low clouds are those that form near the Earth's surface. The low cloud group consists of stratus and stratocumulus clouds. Clouds in this family create low ceilings, hamper visibility, and can change rapidly. Because of this, they influence flight planning and can make visual flight rules (VFR) impossible. The base of these clouds can start near the surface, with the top extending to 6,500 feet or more above the terrain. Low clouds are of great importance to the balloon pilot, as they can create low ceilings and poor visibility. The heights of the cloud bases may change rapidly. If low clouds form below 50 feet, they are classified as fog, and may completely blanket landmarks and landing fields.

Middle clouds form around 6,500 feet above ground level (AGL) and extend up to 20,000 feet AGL. They are composed of water, ice crystals, and supercooled water droplets. The middle cloud group consists of altocumulus, altostratus, and nimbostratus clouds. Altocumulus clouds, which usually form when altostratus clouds are breaking apart, also may contain light turbulence and icing. Altostratus clouds can produce turbulence and may contain moderate icing. The altocumulus has many variations in appearance and formation, whereas the altostratus varies mostly in thickness from very thin to several thousand feet. Bases of the middle clouds start as low as 6,500 feet and tops can range as high as 20,000 feet above the terrain. These clouds may be composed of ice crystals or water droplets, (which may be supercooled).

Altocumulus rarely produces precipitation, but altostratus usually indicates the proximity of unfavorable flying weather and precipitation.

High clouds form above 20,000 feet AGL and usually form only in stable air. The high cloud group consists of cirrus, cirrocumulus, and cirrostratus clouds. The mean base level of these three cloud types starts at 18,000 feet or higher above terrain. Cirrus clouds may give indications of approaching weather changes. Cirriform clouds are composed of ice crystals, are generally thin, and the outline of the sun or moon may sometimes be seen through them, producing a halo or corona effect. High clouds are generally of no interest to the balloon pilot, other than they may indicate future conditions.

Clouds with extensive vertical development are cumulus clouds that build vertically into towering cumulus or cumulonimbus clouds, often developing into thunderstorms. The base of these clouds form in the low to middle cloud region, but can extend into high altitude cloud levels. Towering cumulus clouds indicate areas of instability in the atmosphere, and the air around and inside them is turbulent. These clouds generally have their bases below 6,500 feet above the terrain and tops sometimes extend above 60,000 feet. Clouds with extensive vertical development are caused by lifting action, such as convective currents, orographic lift, or frontal lift.

Scattered cumulus or isolated cumulonimbus clouds seldom present a flight problem, since these clouds can usually be circumnavigated without difficulty. However, these clouds may rapidly develop in groups, or lines of cumulonimbus. They may also become embedded and hidden in stratiform clouds, resulting in hazardous flight conditions.

Within the high, middle, and low cloud groups are two main subdivisions. These are:

*continued on page 16*

- Clouds formed when localized vertical currents carry moist air upward to the condensation level. These vertical development clouds are characterized by their lumpy or billowy appearance, and are designated cumuloform type clouds, meaning “accumulation” or “heap.” Turbulent flying conditions usually exist in, below, around, and above cumuloform clouds.
- Clouds formed when complete layers of air are cooled until condensation takes place. These clouds are stratiform type clouds, meaning “layered out,” since they lie mostly in horizontal layers or sheets. Flight in stratiform cloud conditions is usually smooth.

In addition to the two main subdivisions discussed above, is the word nimbus, meaning “rain cloud.” These clouds normally produce heavy precipitation, either liquid or solid. For example, a stratiform cloud producing precipitation is referred to as nimbostratus, and a heavy, swelling cumulus cloud that has grown into a thunderstorm is referred to as cumulonimbus.

Cumulonimbus clouds contain large amounts of moisture and unstable air, and usually produce hazardous weather phenomena such as lightning, hail, tornadoes, gusty winds, and wind shear. These extensive vertical clouds can be obscured by other cloud formations and are not always visible from the ground or while in flight. When this happens, these clouds are said to be embedded, hence the term embedded thunderstorms.

To pilots, the cumulonimbus cloud is perhaps the most dangerous cloud type. It appears individually or in groups and is known as either an air mass or orographic thunderstorm. Heating of the air near the Earth’s surface creates an air mass thunderstorm; the upslope motion of air in the mountainous regions causes orographic thunderstorms. Cumulonimbus clouds that form in a continuous line are

nonfrontal bands of thunderstorms or squall lines.

Knowledge of principal cloud types and the factors that affect them helps the pilot visualize expected weather conditions, and to recognize potential weather hazards.

### **INVITE**

**I would like to invite you to attend a free dinner sponsored by Kubicek Balloons during the Albuquerque Balloon Fiesta. Everyone is invited even if you are not flying in the fiesta but just want to come by and see what Kubicek Balloons is all about. We will have a new ride basket on display with basket doors, VIP seats and all of the great ideas that Kubicek puts into all of our balloons. We will have representatives from the factory as well as a power point program from the factory on our great engineering advances in ballooning technology.**

**It will be held;**

**Monday October 3rd 2011, from 4:00 pm to 6:00pm.**

**At: Sandoval 76 Lodge  
1420 Barbara Loop  
Rio Rancho, New Mexico  
87124**

**Please RSVP to 505-379-0899 so that I can make sure that we have plenty of food for everyone. We look forward to meeting you there.**

**Morgan Braden  
505-379-0899  
Kubicek Balloons**

### **CLASSIFIEDS**

#### **For Sale: TBW 4.5 Basket**

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



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

#### **For Sale: Arizona Superstar**

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



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

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 cover postage/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

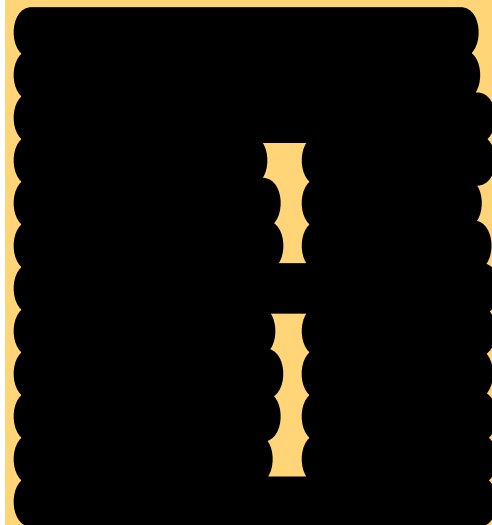
5. Non-Scheduled Flights by Rolla Hinkle (2001) \$20
6. The Aeronauts (1980) Time-Life picture story of ballooning \$20
7. Joy of Ballooning (1999) coffee table picture book \$20
8. Lunardi (1984) pioneer balloonist Vincent Lunardi \$20
9. Balloon Pins w/ Pictures Vol. 1 (1985) \$12
10. Hot Air Balloons (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 \$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](mailto:sshluker@cox.net)

### **SEPTEMBER BIRTHDAYS**



**BFA**

Dear Members,

I am pleased to announce the winners of this year's BFA elections:

Drew Egerton: At-Large Director  
Mick Murphy: Northeastern Director  
Cory Miller: Western Director  
Maury Sullivan: HACD At-Large  
Gary Britton: HACD Great Lakes Region  
Mark Trillanes: HACD Southwest Region  
Peter Cuneo: Gas Division Board  
Troy Bradley: Gas Division Board

To get a complete listing of all board and Division board members you can go to [www.bfa.net](http://www.bfa.net). Stay in touch with your representatives and stay involved! We are a small organization and need all of our members ideas and input. With all of our collective talents and efforts the BFA can continue to be one of the most prominent ballooning organizations in the world.

Thank you again to all of the candidates who ran! I look forward to another productive year in the BFA and I truly believe you have a board full of members that want to see this organization thrive.

Sincerely,  
Troy Bradley  
BFA President and Life Member

---

Dear Members,

You'll have to read about the beer at the end.

First, the 2011 U.S. National Hot Air Championships concluded this morning in Battle Creek. Congratulations our new U.S. National Hot Air Balloon Champion - Nick Donner! Nick did an outstanding job flying the 17 tasks and averaging 872 points/task.

Rounding out the top ten places were Johnny Petrehn 2nd, Joe Heartsill 3rd, Rhett Heartsill 4th, Chase Donner 5th, Bill Baker 6th, Andrew Baird 7th, Joe Zvada 8th, Shawn Raya 9th, and Todd Isley 10th. Congratulations to all of the competitors and a big thank you to the organizers and officials!

Earlier this week I sent out a request to fill out a short survey regarding the last convention and future conventions. If you haven't filled it out yet, please take a few moments to do so. Your input is very important and should only take five minutes or less to complete. You can fill out the survey at: <http://www.surveymonkey.com/s/PLYVTBH>

The BFA Board will be conducting a face to face meeting on September 29th 9:00 am MDT - 5:00 pm MDT and September 30th 8:00 am MDT - noon. Both days we will be meeting on the 2nd floor of the Anderson/Abruzzo Albuquerque International Balloon Museum. The meetings are open to any interested members. If you are in town before AIBF, drop by and join us.

We will also be having our Annual General Meeting (AGM) on Saturday, October 1st. The AGM is typically held in the Landing tent at Fiesta. This year we will be outside of the tent and will be hosting it in conjunction with the AIBF Pilot Welcome Party. This is where the beer comes in. We understand that coming to sit inside a stuffy tent when you could still be tailgating isn't the most desirable option. We want to increase attendance since one of the main focuses of the AGM is to present awards to deserving members. A strong presence supporting the recipients receiving the awards will make it more special for them. Also it is a wonderful time for us to share with you the latest information about your organization. The whole meeting should only be about 45 minutes and you can continue your party with FREE beer. Please join us at 1:00 pm MDT on the southeast corner of the AIBF field (by the Landing) for this year's AGM.

Sincerely,  
Troy Bradley  
BFA President and Life Member  
505-350-2705  
[tbradley@nmia.com](mailto:tbradley@nmia.com)

**MARK YOUR CALENDAR!**

**2011**

**September**

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

9-11 Great Reno Balloon Race Reno, NV Katie Griggs  
Link: [Request for Invite Questionnaire](#)  
[katieflies@yahoo.com](mailto:katieflies@yahoo.com)

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

**October**

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

29 Halloween Glow Peoria, AZ Kelli Kincaid  
(623) 773-7178  
[Kelli.Kincaid-Broady@peoriaaz.gov](mailto:Kelli.Kincaid-Broady@peoriaaz.gov)

**November**

4-6 Page-Lake Powell Balloon Page, AZ [bryan@pageazpower.com](mailto:bryan@pageazpower.com)  
Regatta

5-6 Scottsdale Air Fair Scottsdale, AZ Valory Rowan  
(480) 980-2174  
[Marketing@ScottsdaleAirFair.com](mailto:Marketing@ScottsdaleAirFair.com)  
(glow only)

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

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

**January 2012**

19-22 Havasu Island Balloon Lake Havasu, AZ Mary Barriault  
Festival and Fair (310) 892-4669

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

Dear Pilot:

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

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

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

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

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

Sincerely,

***D. Scott McClinton***

(502) 228-8955 office

SkyCab Balloon Promotions, Inc.

4900 Olde Creek Way

(502) 445-5271 mobile

Prospect, KY 40059

<http://www.SkyCab-Balloons.com>

[skycab.balloon.promotions@gmail.com](mailto:skycab.balloon.promotions@gmail.com)

**"Understanding the Atmosphere and  
Weather Forecasting"**

Topic: Focus on weather models and forecasting.  
Emphasis on the southwest region.

On Thursday, September 15, 2011 at 6:00 PM

Location:

Deer Valley Airport Restaurant

702 W. Deer Valley Rd

Phoenix, AZ 85027

**Select Number:**

WP0740205

**Description:**

Hector Vasquez of the Phoenix NOAA office will lead a discussion about forecasting our weather.

Understand how the atmosphere works. Learn how the weather service models the "fluid dynamics" of the atmosphere and collects data that become our forecasts. Get an appreciation of the problems with forecasting and the limits of weather prediction.

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

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

**FAASteam**

The following credit(s) are available for the WINGS/AMT Programs: Basic Knowledge 3 1.00

[Click here to view the WINGS help page](#)

## 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](mailto:net@azballoonclassic.com)

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

Action Entertainment Group, L.L.C.

P.O. Box 94501

Phoenix, AZ 85070

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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](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](mailto: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

#### **Arizona Balloon Club Board Meeting Minutes**

**No Board meeting was held in August.  
July minutes will be presented after  
board action at September meeting.**

#### **Arizona Balloon Club General Meeting Minutes**

**No General Meeting was held in July -  
Social event was the "Pool" party at  
the Bartsch's barn.**

Hi Everyone!

With Halloween being just around the corner I wanted to touch base with you so we could get an idea of participation and get rolling on this. We are looking for 8 balloons. If you are interested in participating or know of anyone else that would be interested please contact me as soon as possible. If you are able to participate, the following will be needed. (It looks like a lot but I'll do most of the paperwork, you each will just need to get it back to me ASAP)

1. A City of Peoria contract.
2. A certificate of insurance that lists the City of Peoria as the additional insured in the amounts of 1 million general and 2 million aggregate.
3. If you are not already listed in our system as a vendor, you'll need to fill out a vendor registration-this is so we can pay you. (2 forms, a W-9 and a Vendor Registration)

Thanks so much for considering this event; we know you'll have a good time. If you have questions, please feel free to contact me.

PS - Kim & Dean Rosenlof will be out of town this year so we are looking for a couple of more Hot Air balloons.

*Kelli Kincaid, Recreation Coordinator, Community Services Dept. City of Peoria*  
9875 N 85th Ave Peoria, AZ 85345  
(623) 773-7178 or [Kelli.Kincaid-Broady@peoriaaz.gov](mailto:Kelli.Kincaid-Broady@peoriaaz.gov)

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Our 2011 Havasu Hot Air Balloon Enthusiasts

We would like to take this opportunity to say HELLO and THANK YOU to all our 2011 HIBFF Participants! Our 2011 event received incredible accolades (and some constructive notes) from all those who attended. We truly appreciate all your time, professionalism and efforts that were put into making this event one of Lake Havasu's best! The input from your surveys has been very instrumental for planning the 2012 Balloon Fest and our planning committees are already actively working on next year's event.

The 2012 Balloon Fest will be up and running from Thursday, 1/19 through Sunday, 1/22 - thus giving everyone more days to thoroughly enjoy all of the entertainment. Participating in our Media Flight (Wednesday 1/18 3 PM) is optional. There are lots of changes planned for this upcoming year ranging from set-up locations and a dedicated pilots' tent to an additional 2 days to fly. We would like to welcome you to view our website [www.HavasuBalloonFest.com](http://www.HavasuBalloonFest.com) for the 2012 event. Also, the forms are already loaded on the website and ready for you to complete. We are expecting upwards from 60 balloons to enter and grace our Lake Havasu skies. To our returning pilots we say: welcome back, please be the first to register before we are filling up! We strive to bring you the best of flying opportunities and entertainment alike. We look forward to seeing you again in 2012.

Respectfully,  
Mary Barriault, 2012 HIBFF Pilot Affairs  
(310) 892-4668 or [mary.barriault@gmail.com](mailto:mary.barriault@gmail.com)

## From the Insurance Companies:

### IMC

#### My Turn



Waivers.....Waivers?

Waivers no longer seem to be an 'issue' with the ballooning community. They have been accepted (albeit; reluctantly at the beginning) by the majority, realizing the benefit of protecting personal assets and the insurability of the sport. Everyone now seems to 'get it' that in our present litigious society, "waivers" are just as important to ballooning as the 'burner' to the envelope! The sport as a whole is doing a wonderful job of consistently incorporating the use of waivers. "Bravo" to everyone!

It appears that our competition, still seems to be bothered and confused concerning waivers. First, on their application for new insureds, in bold text, it states that each balloon listed is 'required' to use passenger 'waivers' ?? Second, they 'require' waivers for any event coverage that they underwrite?? Then, they send out newsletters and tell pilots verbally during safety seminars, etc that waivers are not a policy 'condition' on their coverage ??? Are you confused? I am. We can not 'hear what they are saying, by watching what they are doing'....

[Read More](#)

You Asked

### HOPS EXCLUSION?

**Question:** When did IMC put this 'exclusion' on my policy?

**Answer:** IMC has had the 'Hops Exclusion' on their coverage since 1991 - it first started out in the state of CA for the ride operators, then by 1998 was incorporated by all states.

**Question:** What is the intention of the 'Hops Exclusion'?

**Answer:** This exclusion is in force for any person flying 50% commercial and /or is flying 5 (five) or more passengers in one balloon (105's and greater), typically ride operations. It is NOT EXCLUDED on sport or limited commercial carrying less than 5 (five) passengers!

**Question:** What is the risk exposure by performing Hops'?

[Read More](#)

### WHAT'S NEW???

#### *Additional Insureds*

For our customers that have purchased our annual event package for Additional Insureds will now be able to access your own event Additional Insureds ON-LINE. Please call our office for info !

#### *New Area*

IMC will be having a new section of our newsletter **directly from the desks of our staff** with tips on ways to help you get better and faster service. Please read and feel free to ask questions or suggest other topics for our staff's response.!

*continued on page 25*

*California Watch*

JCM farming situation in California – we are definitely watching and Praying for a positive outcome for our balloonists.

*Crew Safety Seminar Discounts  
Plus  
Unlimited*

*Annual Additional Insured Packages!*

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

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

Here is the scoop:

1. The option of purchasing a single event 'named' Additional Insured remains for each entity (as we presently offer)
2. The 'new' option - annual unlimited event 'named' Additional Insureds @ a package price, saving money if you are adding more than two (2) event Additional Insureds per year! Plus, after purchasing the package, you may access your own event Additional Insureds On-Line! This convenience is ONLY offered by IMC - for as many as you need during your annual policy !
3. If you currently name a place, a city, a school, a hotel or business that you advertise on your coverage as an Additional Insured - call for info on

our 'new' packages for this coverage too!!

\*\*Please Note: IMC will not return premium for Additional Insureds if previously requested prior to March 1, 2011

From The Desk Of...

This issue's Staff Writer:

**Sheila Palpant, Underwriter**  
**THE ART OF GETTING YOUR  
POLICY ISSUED AT LIGHT SPEED**

In my (nearly) ten years of working at IMC, I have concluded that most balloonists are quite "relaxed" people. So, sometimes, they do not experience a sense of urgency to renew their insurance coverage. Being "relaxed" can certainly be a wonderful quality, except when the insurance has lapsed and an event is taking place NOW.

This Insurance Underwriter, on the other hand, almost never relaxes. She actually enjoys, even thrives on, things being done on schedule, and processing paperwork. How can we two reconcile our differences to get a policy issued *at a moment's notice?*

---

**Schantz**

**GOING TO FLY IN THE AIBF?**



*continued on page 26*

We normally insure a few hundred balloonists in ABQ which starts soon on October 2, 2011. Just reminding you to let us know you're attending, We'll get a Certificate to them and you right away. Suggest you carry your copy along, just in case. Of course, not one has ever been misplaced in our years in business---NOT!

Safety First!

### **LITTLE KNOWN COVERAGES**

Did you know your Hot Air Balloon policy covers these:

- **Liquor Liability** at complete Coverage A limits, usually \$1,000,000 per Occurrence/\$2,000,000 Aggregate. This covers you should there be an accident in which the service of alcohol by the insured contributes to the accident. Example is serving too much alcohol when you know someone will be driving and an accident occurs. Other policies. either exclude this coverage or set small limits.
- **New Balloons** are covered automatically for liability, not hull.
- **Hull Coverage**, when purchased, is 24/7. We've seen trailer thefts lately and there is coverage. Other occurrences have been fires, usually arson of a trailer. Note, hull coverage is suspended while in the care of a common carrier as they would be responsible for your goods.
- **No Noise Exclusion.** Other policies have small limits or no limits for noise claims.
- **Medical Payments** includes the pilot.
- **Envelope Coverage** includes "fabric, suspension system, pyrometer, and

custom artwork."

- **Gondola Coverage** includes "basket, burners, tanks, instruments and other integral components of the flight system supplied by the manufacturer."

- **Accessories Coverage** includes "items incidental to the operation of the balloon including radios, inflation fans, temporary banners, drop lines and other items incidental to the flight but not supplied with the balloon by the manufacturer."

- Note **trailers** should be insured through your automobile insurer. Not covered under your HAB Policy.

The Hot Air Balloon policy tries to protect you through all balloon operations and these coverages are part of that.

Thanks for your business.

### **Member Update**

Dear Balloon Club Members,

Thank you for your help in giving me the opportunity to go to hot air balloon camp. I had alot of fun and hope to return next year for more fun. I look forward to the next balloon club meeting and sharing my experience of the balloon camp with all of you.

Sincerely,  
Austyn Knorr

---

Former member Joan Alexander (Lyle Alexander's wife) died in July 12th. We did not have that date in the previous notice.



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

### **Bacon Wrapped Potato With Honey Scallion Sauce**

#### **Ingredients**

- 2 large Idaho potatoes
- Canola oil, for frying (about 2 cups)
- 8 slices applewood smoked bacon, cut in 1/2 vertically
- 16 toothpicks
- 1/4 cup softened butter
- 1/4 cup honey
- 1/2 teaspoon cracked black pepper
- 2 tablespoons chopped scallions
- 1 teaspoon chopped fresh parsley leaves

#### **Directions**

Cut each potato into 8 wedges and parboil until fork tender.

In a preheated large saute pan, heat oil on medium-high heat. Wrap each potato wedge with 1 strip of bacon and secure with 1 toothpick on each end. Pan fry in oil until bacon and potato are golden brown, approximately 8 to 10 minutes, turning

frequently with tongs to brown all sides evenly. Remove and drain on paper towels.

Meanwhile, in a medium bowl, mix butter, honey, black pepper, scallions and parsley. Stir with a spoon until fully mixed.

Toss potatoes in the glaze. Remove toothpicks and serve.

### **Baked SPAM® Panadas**

#### **Ingredients**

- 1 (7-ounce) can SPAM® Classic, diced
- 1 cup finely chopped onion
- 1 cup finely chopped red potato
- 1 cup chicken broth
- 1/4 teaspoon ground allspice
- 1/4 teaspoon ground cumin
- 1/4 teaspoon salt
- 1/4 teaspoon pepper
- 1 clove garlic, minced
- 1 tablespoon finely chopped fresh cilantro
- 1 tablespoon cornstarch
- 1 tablespoon cold water
- 36 won ton wrappers
- 18 leaves fresh cilantro

#### **Directions**

Heat oven to 400°F. Place 2 baking sheets in oven for 10 minutes.

Meanwhile, in saucepan, combine first 10 ingredients; bring to a boil over medium heat, stirring occasionally. Reduce heat; simmer, stirring occasionally, 8 minutes or until potato is tender. Cool.

Place colander over bowl; place SPAM® mixture in colander to drain. Discard liquid. Finely chop SPAM® mixture with knife or pulse twice in food processor until finely chopped.

*continued on page 28*

In bowl, whisk together cornstarch and cold water.

Working with 1 won ton wrapper at a time, spoon 1 tablespoon SPAM® mixture into center of each wrapper. (Cover remaining wrappers with damp towel to keep them moist.) Moisten edges of wrappers with cornstarch mixture. Bring opposite corners together; pinch points to seal, forming triangles.

Remove baking sheets from oven; coat with cooking spray. Arrange filled won ton wrappers in single layer on baking sheets; coat won ton wrappers with cooking spray. Bake, turning once, 8 minutes or until golden brown. Garnish with cilantro.

### **Crispy Catfish With Edamame Succotash**

#### **Ingredients**

- Canola or vegetable oil for frying
- 4 catfish filets, approximately 6 ounces each
- Salt and white pepper
- 1 cup all purpose flour
- 2 large eggs
- 1 cup panko bread crumbs
- 1 teaspoon smoked paprika
- 1 teaspoon garlic powder
- Edamame Succotash, recipe follows

#### **Directions**

In a large deep skillet, heat oil, about 1/2-inch high, over medium-high heat.

Season fish fillets with salt and pepper. Set aside.

In a deep shallow bowl or pie tin, place flour and season with salt and pepper. Stir with a fork. Set aside.

Beat the eggs in a separate shallow bowl or pie tin. Set aside.

Combine the bread crumbs, paprika, garlic powder, salt and pepper in another deep shallow bowl or pie tin. Stir with a fork. Set aside.

Dust each fillet with flour, then dip in the eggs, and then roll in the bread crumbs. Deep fry fillets in heated oil for about 3 to 4 minutes on each side, or until golden brown. Serve one fillet on top of a bed of Edamame Succotash.

#### **Edamame Succotash:**

- 2 tablespoons sesame oil
- 1/2 cup red onion, small dice
- 1 teaspoon fresh garlic, minced
- 2 strips applewood smoked bacon, finely chopped
- 1 cup cooked edamame soy beans
- 1/2 cup fresh corn kernels
- 1/4 cup small diced red bell pepper
- Salt and pepper

#### **Directions**

In a large skillet, heat the sesame oil over medium heat. Add the onions and garlic and cook for 1 to 2 minutes. Add the bacon and saute for 2 minutes. Add remaining vegetables and saute for another 2 to 3 minutes. Season with salt and pepper. Remove from heat and serve hot.

### **Shrimp Puffs**

#### **Ingredients**

- Cooking spray, for coating the muffin tin
- 1 7 1/2-ounce can refrigerator biscuits
- 1 cup shredded monterey jack cheese
- 1 scallion, white part and some green, chopped
- 1/2 cup mayonnaise

*continued on page 29*

- 1/2 pound baby shrimp, cooked and peeled
- 1/2 teaspoon chopped fresh dill

### **Directions**

Preheat the oven to 350 degrees F. Coat a miniature-muffin tin with cooking spray. Split each biscuit in half and place each half in a muffin cup, pressing it into the bottom and up the sides.

In a medium-size bowl, mix the cheese, scallion, mayonnaise, shrimp and dill. Place 1 tablespoon of the shrimp mixture on top of each biscuit. Bake for 20 minutes, or until the puffs are golden and bubbling

### **Zesty Chile Tiger Prawns**

#### **Ingredients**

- 2 tablespoons ground nut oil
- 5 cloves garlic, finely chopped
- 1 medium red chile, finely chopped
- 7 ounces raw Tiger (jumbo shrimp) or King prawns (langoustines), shelled and deveined
- 1 tablespoon Shaohsing rice wine or dry sherry
- Juice of 1 lime
- 3 ounces French beans (green beans), chopped into 1/2-inch lengths
- Pinch sea salt
- 1 teaspoon dried chile flakes

#### **Directions**

Heat a wok or pan over a high heat, and add the groundnut oil. Add the garlic, and chiles, and stir-fry for a few seconds. Then, add the prawns, rice wine or sherry, and the lime juice, and stir-fry until the prawns start to turn pink.

Add the French beans, and mix together. When the prawns have all turned pink, season with the salt and chile flakes and serve immediately.

### **Vietnamese Shrimp and Glass Noodle Salad**

#### **Ingredients**

##### **Vietnamese dressing:**

- 2 cloves garlic, minced or crushed
- 2 fresh long red chiles, seeded and finely diced or julienned
- 2 tablespoons finely minced fresh ginger
- 4 tablespoons fish sauce (nam pla)
- 1 lime, juiced
- 4 tablespoons water
- 1 tablespoon sugar
- 2 teaspoons groundnut oil
- 1 teaspoon sesame oil

##### **Salad:**

- 8 ounces cooked small shrimp
- 6 ounces glass noodles
- 4 ounces sugar snap peas
- 4 ounces bean sprouts
- 3 scallions, sliced into thin circles
- 1/2 cup finely chopped fresh cilantro leaves, to garnish

#### **DIRECTIONS**

To make the Vietnamese Dressing, simply mix all the ingredients together. This will keep very well in a tightly sealed jar in the refrigerator for at least a week.

To make the salad, marinate the shrimp in 1/2 cup of the Vietnamese Dressing. While this is going on, soak the noodles in freshly boiled water according to packet instructions. Once re-hydrated, refresh the noodles in cold water, then drain. Put the sugar snaps and bean sprouts into a colander and pour over freshly boiled water from a kettle. Rinse them with cold water and drain well, just shaking the colander, so they're not actually wet.

In a large bowl, mix the marinated shrimp with the drained noodles, scallions, sugar snaps, and bean sprouts. Dress with 2 tablespoons more of the Vietnamese Dressing; add more dressing, to taste, if desired. Sprinkle over the chopped cilantro and toss everything together well before arranging onto a large plate.

## **LINKS!**

Articles on Coachella Valley lawsuit against balloon companies and others being

**dropped:**

<http://www.latimes.com/news/local/la-me-balloons-20110817,0,2223491.story?page=1>

and

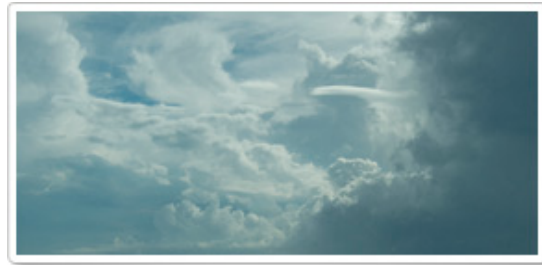
[http://seattletimes.nwsourc.com/html/nationworld/2016027245\\_balloonfight28.html](http://seattletimes.nwsourc.com/html/nationworld/2016027245_balloonfight28.html)

### **AOPA links**

#### **California olive farm drops lawsuit against balloonists**

A California olive farm has dropped its lawsuit against myriad hot-air balloon companies after more than two years of litigation. However, some ballooning companies went out of business because of the high cost of legal fees. "It made no sense all the way through," says Cindy Wilkinson, a defendant in the lawsuit and co-owner of Fantasy Balloon Flights in Palm Desert, Calif. [The Desert Sun \(Palm Springs, Calif.\)](#) (8/31)

#### **What will the weather do?**



Weather is the most critical and complex variable affecting your flying. And an official weather briefing is indispensable to good flight planning. But can you read between the lines? Get a crystal-clear picture of what happens when frontal boundaries collide; take the Air Safety Institute's [WeatherWise: Air Masses and Fronts online course](#) to make better preflight and in-flight decisions and to qualify for AOPA Accident Forgiveness and the FAA Wings program.

#### **Leading Edge: Flying to standard**

If all pilots consistently flew to the practical test standards, the accident rate would plummet faster than a piano in a Laurel and Hardy movie, writes AOPA President Bruce Landsberg. The problem, as he sees it, is not the standard on the practical test, but more with maintenance of pilot skills and abilities. [Read more >>](#)

### **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," its 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]

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

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Club Officers & Board of Directors

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

Appointed Positions & Committee Chairpersons

Awards & Trophies	Dorothy Harrison	[REDACTED]
Community Relations Director	Michael England	[REDACTED]
Competition Director	Vacant	
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](http://www.arizonaballoonclub.org)

**Newsletter Advertising Rates:**

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

**Memberships:**

New Individual: \$30; Family: \$35  
Renewal Individual: \$30; Family \$35  
Renewal after April (before October) is half price.  
**Classified ads are FREE to members!** Renew or update quarterly. Aerostat systems for sale require N# and total time in ad. Non-members rate: \$5 for four lines per month, prepaid.

INCLUDEPICTURE "cid:image001.jpg@01CC58C1.985C73F0" \\* MERGEFORMATINET  
**SCOTTSDALE AIR FAIR**  
**HOT AIR BALLOON GLOW REGISTRATION**

Organization Name: \_\_\_\_\_

Address: \_\_\_\_\_ City & State: \_\_\_\_\_

Zip: \_\_\_\_\_ Contact Name: \_\_\_\_\_

Email: \_\_\_\_\_ Website: \_\_\_\_\_

Phone: \_\_\_\_\_ Cell: \_\_\_\_\_ Fax: \_\_\_\_\_

Description of Balloon you will bring to Balloon Glow @ Scottsdale Air Fair:

Note: A Photograph Of Your Balloon Is Required. Please Submit Photograph With Registration Form.

Time Required For Set Up Of Your Balloon? \_\_\_\_\_

Crew Members: How many crew members will be coming with you? \_\_\_\_\_

Crew Member(s) Name: \_\_\_\_\_ Phone: \_\_\_\_\_

Crew Member(s) Name: \_\_\_\_\_ Phone: \_\_\_\_\_

**INSURANCE REQUIREMENTS:**

- ◆ Certificate of Insurance provided to us must cover the aircraft used in the event
- ◆ Specific use of aircraft should be indicated on the certificate
- ◆ All approved pilots should be listed on the Certificate
- ◆ Limits of Liability should be \$1,000,000 each occurrence Bodily Injury & Property Damage
- ◆ "PSM2, Inc. DBA Scottsdale Air Fair & The City of Scottsdale, 3702 E. Roeser Road, Suite 2, Phoenix, AZ 85040 should be named as Additional Insured on the aircraft insurance policy (your insurance agent/carrier will be familiar with this procedure)
- ◆ Certificates of Insurance must be received by Scottsdale Air Fair a minimum of 10 business days prior to the event date (10/24/11)

**HOTELS:** If coming from out of town please let us know if we can assist you with hotel accommodations. We have reserved several blocks of hotel rooms/suites in the airpark area at reduced rates.

Yes, please call me at \_\_\_\_\_ regarding hotel rooms.

**If you have any questions regarding the Balloon Glow or the insurance certificate, please call Valory Rowan at 480-313-7143.**

**Send completed registration form and photo to HYPERLINK "<mailto:valoryr@cox.net>" [valoryr@cox.net](mailto:valoryr@cox.net) or mail to Valory Rowan, 13112 N 94<sup>th</sup> Pl, Scottsdale, AZ 85260**

Caballeros de Yuma, Inc. presents  
2011 Colorado River Crossing Balloon Festival  
NOVEMBER 18-20, 2011  
PILOT APPLICATION FORM

PLEASE PRINT:

PILOT NAME: \_\_\_\_\_ BALLOON NAME \_\_\_\_\_

MAILING ADDRESS: \_\_\_\_\_

CITY: \_\_\_\_\_ STATE: \_\_\_\_\_ ZIP: \_\_\_\_\_

PRIMARY PHONE: \_\_\_\_\_ SECONDARY PHONE: \_\_\_\_\_ EMAIL \_\_\_\_\_

Balloon Make: \_\_\_\_\_ N#: \_\_\_\_\_ Balloon Size: \_\_\_\_\_ (max size 105)

Date of Annual: \_\_\_\_\_ Date of Pilot Biennial Flight Review: \_\_\_\_\_ PIC hours \_\_\_\_\_ Last 12 months \_\_\_\_\_

Additional pilot must be immediate family and should submit the same information required for the primary pilot with this application.

Email Photo of Balloon: Email photo of your Balloon and identification (Balloon N#, Name & Pilot's Name) for publicity purposes. Email to [balloon@caballeros.org](mailto:balloon@caballeros.org)

T/Shirt Size (1): S M L XL XXL XXXL # Crew Volunteers Needed: \_\_\_\_\_

INDICATE YOUR PARTICIPATION:

Friday Media Flight: Yes \_\_\_ No \_\_\_ Saturday PM Glow: Yes \_\_\_ No \_\_\_

(Limited to first 11 pilots must fly 2 persons assigned by Caballeros for Free Thurs. room)

Other balloons may fly but no rooms will be provided.

With safety in mind, you are encouraged to fly Saturday and Sunday Sunrise flights. Our event is made possible

by sponsors. Each balloon is required to give 2 sponsor representatives a ride.

Balloonists will not be allowed to sell rides during the event.

PLEASE MAKE A RESERVATION FOR: (Please check the following that apply)

Arriving: \_\_\_\_\_ Thursday \_\_\_\_\_ Friday Smoking Room: \_\_\_\_\_ Non-Smoking Room: \_\_\_\_\_

Suite Upgrade: \_\_\_\_\_ (extra cost born by balloonist) 2 Queen Beds: \_\_\_\_\_ King Bed: \_\_\_\_\_

I understand the Caballeros de Yuma will reserve and provide each confirmed pilot with one complimentary Studio Suite for Friday and Saturday. Any incidental charges or requested upgrades will be billed direct to the pilot. Each pilot must secure any additional room reservations. THURSDAY NIGHT ROOMS WILL BE RESERVED FOR THE FIRST 11 CONFIRMED PILOTS TO PARTICIPATE IN THE MEDIA FLIGHT.

PLEASE SUBMIT THE FOLLOWING WITH YOUR PILOT APPLICATION NO LATER THAN OCTOBER 31, 2011

1. Copy of Annual Inspection
2. Copy of Biennial Flight Review
3. Certificate of Insurance (Minimum: \$1,000,000 per occurrence; \$100,000 per passenger) Carrier may FAX (928-783-1609), email to [balloon@caballeros.org](mailto:balloon@caballeros.org) or mail to P.O. Box 5987, Yuma, AZ 85366.
4. Pilot Application Form fully completed

RETURN TO: CABALLEROS de YUMA, INC. - P.O. BOX 5987 - YUMA, AZ 85366