

DESERT BREEZES



PRESERVING BALLOONING HISTORY HALL OF FAME INDUCTION 2011

Airways (National Balloon Museum) Fall/Winter 2011

The 2011 Induction Ceremony for the U. S. Ballooning Hall of Fame took place on July 31. Inductee Dewey Reinhard of Colorado Springs, CO shared well received remarks on a long-running career in aviation including flying hot air and gas balloons as well as helicopters and fixed wing aircraft.

Reinhard and wife “Jeanie” met with old friends and made new ones as they participated in the Classic Events. A recorded interview was done by Curator Becky Wigeland for the Museum’s “Ballooning Pioneers” series.

Family members represented Inductees Ben Abruzzo and Maxie Anderson and highlights of their careers including Double Eagle II transatlantic crossing and winning the 1979 Gordon Bennett race. Both were known for development in New Mexico especially in Albuquerque and are now memorialized by the Anderson-Abruzzo International Balloon Museum there. The ceremony was well attended by enthusiastic members of the ballooning and Indianola community. It was recorded by Randy Stone and is available for viewing or purchase (DVD) at the National Balloon Museum.

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Board Meeting

***LaFitte’s at Embassy Suites Phoenix-North, 2577 West Greenway Rd
Tuesday, January 17th, at 5:45 PM***

***General Meeting: Planning Dawn Patrol Flights by Bill Armstrong
Tuesday, January 17th, at 7:00 PM***

LaFitte’s at Embassy Suites Phoenix-North, 2577 West Greenway Rd

Member Update

Here's a "blast from the past."

Here you go Judy. New balloon comes mid January. Hope to see you and the rest of the gang soon- **Will Cutter**
President, Cutter Aviation.

Make sure you have these new members...

Clare & Harry - [REDACTED]
Mona Johnson [REDACTED]
Colin Graham. [REDACTED]
Michael & Shawn Glen. - [REDACTED]

Commander Mike England has a new address:

COMMANDER'S COLUMN

Here we are at a new year, in fact the last year according to some theories. Well, probably not our last year but perhaps a new beginning.

We had a great Holiday Party. Congratulations to Bryan Hill on receiving the BRAVO award.

Come join us in January for our meeting when Bill Armstrong presents his experience with the dawn patrol.

Happy New Year
Mike England, Commander

CHANDLER UPDATE

Yesterday (12/20/2011) Kim and I met with the City of Chandler's Park and Development Manager and the Recreation Manager. They were happy that they came in to meet with them, and we met for about an hour. The net result of the meeting is that there may still be hope to use the Chandler Parks system for balloon flying in the future. Probably not this season though. This was the first of what we are hoping will be many meetings. I think we would be happy to discuss in a little more detail about the meeting and the City's concerns face to face. I am thinking New Year's Day when we tailgate before the afternoon flight might be the right time. What we need to do is have **NOBODY** fly from or land in a City of Chandler park unless it is an emergency. Doing so will create future problems and will probably seal the fate of not being able to utilise the park system. Also, just to clear it up, the southwest corner of McQueen and Germann is city property and is **NOT** open.

Neil Davison

Holiday Party Pictures

Attendance: 43



Our traditional holiday cake!

BRAVO Award winner: Bryan Hill



Commander Mike England presented the BRAVO Award to 2011 winner, Bryan Hill.



Bryan enjoying dinner companions Sally and Tom Bartsch and Bill Perkins

JANUARY BIRTHDAYS

Tom Bartsch	January
Pell Wadleigh	January
Kim Young	January
Shawn Glen	January
Hubert Van Tuijl	January
Richard Glas	January
Sue Connolly	January
Randy Long	January
Mike England	January
Michael Glen	January
Ruth Uber	January
Jerry Knorr	January

Raffle income: \$330 (Half of which, \$165, goes to St. Mary's Food Bank)

Susan Armstrong and Roe Tocker will run the raffle until Alan Hilty recovers enough to resume the duties



Wendy Wolfenden and Helen Baumert chat.

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Ken Tocker tells a story to Paul Heinrich, Philip Heinrich, and Bill Perkins



Seven of the Heinrich/Baumert family were at the party



Sally enjoyed conversation with Judy and Bill Perkins

ABC and BFA Online Seminar

In coordination with the BFA online safety seminar, ABC Board Member Bill Armstrong is reserving a room and setup at his community's clubhouse in the Goodyear area. This will enable club members to come to one location and "attend" together. The setup will include one laptop connected to a large flat screen and another with internet connection to send questions to the BFA for discussion. You may also bring your own laptop if you like. Attendees have 48 hours after the end of the seminar to complete the test that "proves" you attended.

**The location is Tuscany Falls Clubhouse at Pebble Creek
16222 Clubhouse Drive, Goodyear,
85395.**

We will be in the Siena Room. Driving direction: take I-10 W to Exit 126, Pebble Creek/Estrella Parkway. Turn right at light on to Pebble Creek Parkway. Go about 1.5 miles to Clubhouse Drive. Turn left on Clubhouse and stop at gate. Proceed straight on Clubhouse about .75 miles. Tuscany Falls Clubhouse will be on your right. Once we firm up who is coming Bill provide a list of names to the gate guard.

Please let Bill Armstrong know if you would like to join the group. His email address is [REDACTED]. The start will be early because of the time difference between Arizona and Florida, but we have not yet heard exactly when it will be. We can order lunch from a nearby restaurant. Out of town ABC members, contact Sally Heinrich at [REDACTED] if you need a host.

**More photos from Page/Lake
Powell Balloon Regatta- We did get
to fly on Sunday**

*Ted
Hunsaker
had a great
view of
Lake Powell*



*Flying over
Page*



*The Houseboat party was held at the docks because
of the wind ...*

*which also
limited the
glow to a
candle glow*



*Advance
coordination
with the
airport helped.*

And more from Yuma...

*Setting
up for
the glow*



Above and below- The glow is always a big draw



*Spider Pig
at the
Colorado
Photo by
Judy
Holt's
passenger,
Mary
Lackey*



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.

Atmospheric Stability and Instability

A stable atmosphere resists upward or downward movement, and small vertical disturbances dampen out and disappear. An unstable atmosphere allows an upward or downward disturbance to grow into a vertical or convective current allowing small vertical air movements to become larger, resulting in turbulent airflow and convective activity. Instability can lead to significant turbulence, extensive vertical clouds, and severe weather.

Rising air expands and cools due to the decrease in air pressure as altitude increases. The opposite is true of descending air; as atmospheric pressure increases, the temperature of descending air increases as it is compressed. This adiabatic process (heating or cooling) takes place in all upward and downward moving air.

When air rises into an area of lower pressure, it expands to a larger volume. As the molecules of air expand, the temperature of the air lowers. As a result, when a parcel of air rises, pressure decreases, volume increases, and temperature decreases. When air descends, the opposite is true.

Since water vapor is lighter than air, moisture decreases air density, causing it to rise. Conversely, as moisture decreases, air becomes denser and tends to sink. Since moist air cools at a slower rate, it is generally less stable than dry air since the moist air must rise higher before its temperature cools to that of the surrounding air. The dry adiabatic lapse rate (unsaturated air) is 3 degrees Centigrade (5.4 degrees Fahrenheit) per 1,000 feet. The moist adiabatic lapse rate varies from 1.1 degrees Centigrade to 2.8 degrees Centigrade (2 degrees Fahrenheit to 5 degrees Fahrenheit) per 1,000 feet. The combination of moisture and temperature determine the stability of the air and the resulting weather. Cool, dry air is very stable and resists vertical movement, which

leads to good and generally clear weather. The greatest instability occurs when air is moist and warm, as it is in tropical regions in the summer. Typically, thunderstorms appear on a daily basis in these regions due to the instability of the surrounding air.

The normal flow of air tends to be horizontal. If this flow is disturbed, a stable atmosphere will resist any upward or downward displacement. It will tend to return quickly to normal horizontal flow. An unstable atmosphere, on the other hand, will allow these upward and downward disturbances to grow, resulting in rough (turbulent) air. An example is the towering thunderstorm which grows as a result of large and intensive vertical movement of air. It climaxes in lightning, thunder, and heavy precipitation, sometimes including hail.

Atmospheric resistance to vertical motion, called stability, depends upon the vertical distribution of the air's weight at a particular time. The weight varies with air temperature and moisture content. In comparing two parcels of air, warmer air is lighter than colder air, and moist air is lighter than dry air. If air is relatively warmer or moister than its surroundings, it is forced to rise and would be unstable. If the air is colder or dryer than its surroundings, it will sink until it reaches its equilibrium, and would be stable. The atmosphere can be at equilibrium only when light air is above heavier air.

Temperature has a significant effect on the stability or instability of the air mass. Air heated near the Earth's surface on a hot summer day will rise. The speed and vertical extent of its travel depends on the temperature distribution of the atmosphere. Vertical air currents, resulting from the rise of air, can vary from the severe downdraft and compensating downdraft associated with thunderstorms to the closely spaced upward and downward bumps that are felt on warm days when flying at low levels. Since the temperature of air is an indication of its density, a comparison of temperature from one level to another can approximate the degree of the atmosphere's stability, or how much it will tend to resist vertical motion.

***THE BFA has introduced event guidelines.
A chapter is presented each month***

Chapter 6
**An Event Classification System - What
Makes Events Different?**

6.1 Chapter overview

Determining an event's complexity is an important part of maximizing safety. The more complex (demanding) events require a more advanced participating pilot skill set. This chapter discusses the primary variables that combine to define an event. The defined variables are discussed as they relate to the safety of the pilots and crew. An Event Difficulty Classification Matrix is presented incorporating the safety variables. It is designed to assist Event Organizers and Directors in determining the complexity level of their event. Three levels (I – Entry; II – Intermediate; and, III – Advanced), are identified and it is recommended that Event Organizers work with the Event Director (Ballooneister) to determine the classification level for their event. Once determined, this event classification level should be communicated to all pilots during the recruitment and invitation process.

The variables effecting the complexity level of an event generally fit within one of five broad categories that are further broken down into a total of ten in the Event Classification Matrix of this chapter. The five broad categories identified are as follows:

Pilot Experience: the knowledge or skill set needed to succeed, focused less on total "hours" and more on ability and experience with flying in events. Keep in mind that one insurance company does require 100 hours as PIC for attendance at Fiesta.

Environment and Topography: the physical location, its surroundings, services, weather, etc., as related to the event

Financial and Sponsors: the monetary influence or pressure to perform

Event Staff and Organizer Experience: the knowledge and experience levels of the organizers

and staff relates directly to the success or failure of an event as well as the safety of all.

The nature of the event: the stature and type of event and its mission and priorities.

The classification and publication of an event's complexity level can assist a pilot in determining whether they have the proper skill set, or can gain the needed skills, to feel confident of their abilities for participation in an event. It is highly recommended that the Event Organizer, Event Director, and possibly Safety Officer, collaborate on the safety aspect of each variable as it relates to their event, and make use of the Event Classification Evaluation Matrix for proper level determination. Event organizers can have a positive impact on the safety level of the event by supplying the pilot's an accurate and useful assessment of the flying challenges presented by their event. While the overall classification of an event is stated at one level, there might be variables or specific elements that do not fit, do not apply, or are better classified at a different level. For the safety of all concerned, it behooves the Event Organizer to pass on as much information as possible to the intended pilot audience to ensure a proper matching of pilot skills with the event's complexity.

6.2 Event Classification Levels

Entry Level (Level 1) is a good first event for the less experienced pilots or pilots who have accumulated more hours but have never flown in the congestion of an organized balloon event. The flying area for Entry Level classified events is generally not too challenging with plenty of landing sites. The area doesn't present large congested flying areas, wooded or swamp areas, difficult landowner areas, or mountain-valley flying or higher field elevations with density altitude issues unfamiliar to the majority of the event's participating pilots. Based on the reduced complexity of a Level 1 Event a minimum PIC hour recommendation would be 25 hours. It is important to note that this is a guideline and the Organizer and Event Director must consider a multitude of variables when accepting pilots.

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The event usually has a relatively small to moderate number of participating balloons (10-25). The pilot and Event Director experience little pressure from sponsor or event organizers, and sponsor rides, if required, are scheduled for one flight window only, not requiring carrying sponsor riders during competitions for sanction points or prizes. Due to the smaller size and scope of the event, consolidation of various event official jobs is possible. In addition, some of the officials may have lower experience levels. While prizes or prize money may be available at Entry Level events they are not at a level to entice pilot's to fly beyond their skill level (generally \$3000 or less).

While we never recommend or endorse event officials flying as a participating pilot in an event, we understand that due to economics, available experienced event officials, or other variables some smaller events do allow for the Event Director, Weather Officer or Safety Officer to fly in their event. This would generally only be seen at Entry Level events.

Intermediate Level (Level 2) events are for those pilots having the flight experience and proficiency to ensure their comfort and skill set required for this level. While it is difficult to assign a definitive number of PIC hours expected, a minimum of 50 hours is recommended. A critical element of the pilot's experience, regardless of total hours, is experience in event flying involving airspace congestion. The Intermediate Level event is more challenging to the pilot skill set on a number of levels. The flying area may include directions with challenges such as congestion and smaller or less available landing areas. Some of the airspace may be FAA controlled and possibly require the pilot to have an aircraft radio onboard. Flying may involve mountainous or valley areas creating orographic winds and balloon congestion can be heavy with as many as fifty to seventy-five balloons sharing a common launch area or navigating to a target.

The classification of an event is a subjective process considering all the variables and elements comprising an event.

Below, you will find a broad-stroke view of the defined classification levels followed by a detailed

SUNRISE / SUNSET

January 2012 for Phoenix

Sun.	Jan. 1st	7:32 AM / 5:31 PM
Sat.	Jan. 7th	7:33 AM / 5:35 PM
Sat.	Jan. 14th	7:33 AM / 5:41 PM
Sat.	Jan. 21st	7:31 AM / 5:48 PM
Sat.	Jan. 28th	7:28 AM / 5:55 PM

Mountain Standard Time

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

look at many of the variables affecting the event classification process. Competition is possible with tasks ranging from a simple "Hare and Hound" or "Fly In" to more complex multiple tasks attracting pilots competing for points in the BFA's Hot Air Competition Division (HACD) national ranking system. The total prize fund could total as much as \$5000 or more with first place awards of \$500 to \$1000.

In lieu of competition, the event may be rich with paying passengers. The possibility of carrying as many as six to ten passengers at \$100 to \$200 each during a weekend event can create the same pressures as a rich prize purse.

Intermediate Level events are often high profile local festivals attracting large crowds and significant local business sponsorships. Even if not expressed by the Event Organizer or Director, there is some perceived pressure to fly to satisfy the sponsors and public. Most likely, one or more passengers are required to be flown for the benefit of the event. These are usually event sponsors or VIP's.

This level of event should have a full compliment of independent officials including Event Director (Balloonmeister), Safety Officer and Weather Officer. Pilots should expect these officials to remain on the ground to be available for continuous monitoring the event, weather and pilot flights. Officials flying in Intermediate Level events is not recommended.

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BFA

November 8, 2011

Dear BFA Members and Members of the Ballooning Community,

As you may know, the 20th FAI World Hot Air Balloon Championship will be held next August in Battle Creek, Michigan. 103 competitors will be coming to Battle Creek from around the world. The cost of international travel and freight has gone up enormously in the last few years and the cost of bringing a team to the U.S. with equipment can easily exceed \$10,000. Many foreign competitors have already inquired into renting whole balloon systems or bottom ends to match up with their balloon envelope. That's why I'm writing to you. We are looking for pilots willing to rent or lend their equipment to foreign competitors. If you are interested in supporting the World Championship competitors by lending or renting equipment, please let us know. Whether it's a full system, bottom end, tanks or just an inflator fan, we can use your help.

Please send information on available equipment to John Gibbons, the Pilot Chair for the World Championship, at johnmgibbons@comcast.net. We appreciate your support.

Anyone interested in crewing for a foreign competitor should also contact John. If you are interested in being an observer, please contact Chief Observer, Linda Gavigan, at worlds_observers_2011_2012@yahoo.com.

Best Regards and Blue Skies,

David Levin
Event Director
20th FAI World Hot Air Balloon Championship

2012 Online Safety Seminar Registration

The Balloon Federation of America is pleased to announce that registration is now open for the Online Safety Seminar scheduled for February 4, 2012. A full speaker list will be available on the BFA Web site as soon as it is confirmed. Watch for updates.

New for 2012 - When you register for the online safety seminar the BFA will send \$10.00 of your registration fee to your local Balloon Club. The club name and information must be a part of your original registration form. Checks will be sent to Balloon Clubs the second or third week of February 2012. Please use the form below to register.

If you register and pay before Dec 31, 2011 the price is \$35.00. After Jan 1, 2012 the price increases to \$45.00. After you have completed and sent the registration form you will receive a confirmation that it was received. You will also receive an email with instructions on how to complete your registration by paying with a credit card or by calling the BFA office.

If you have any questions please contact Cory Miller via email at cmiller@bfa.net or by phone at 503-510-1215.

Advanced Level (Level 3) events are challenging and require a high level of event flying experience as well as a comfort level and skill set matched to the demands of the event. In addition to all the topics discussed in the Intermediate Level, there may be additional complexities relating to the flying area, along with possible high altitude launch sites. Surrounding airspace may contain FAA restrictions or other challenges such as a large number of prohibited zones (PZ's), or other sensitive landowner issues. Strong map reading and monitoring skills are required. ATC communications may be necessary and pilots should be comfortable with required communications.

Based on the increased complexity of a Level 3 Event the minimum PIC hour recommendation is 100 hours. It is important to note that this is a guideline and the Organizer and Event Director must consider a multitude of variables when accepting pilots.

Competition is likely with more complex multiple tasks being common. Participating pilots may be competing for points in the BFA's Hot Air Competition Division (HACD) national ranking system and prize funds could range from \$10000 to \$50000.

Carrying paying passengers in high profile events can challenge pilots with highly congested, wooded or mountainous areas.

Most likely the pressure from organizers and sponsors to fly and perform is high. Competition could be highly competitive (i.e.: US Nationals or other Championships), where more is at stake – high value prizes and or National points. This could also be an event with a large number of balloons (75+) with sponsor flight requirements and/or pressure to fly passengers. This event usually has a full compliment of experienced officials who remain on the ground to monitor all aspects of flight operations and safety.

6.3 Specific Event Variables and how they influence the required pilot skill set **Participating pilot experience level –**

An FAA license, like a car license, does not ensure the specific skills required for every environment. A pilot's experience level is a combination of a number of factors. The number of PIC hours by itself is, however, not the only measure of experience. One

must also take into account the type of flying including event congestion and pressures, airspace and terrain and difficulty of landing areas.

A pilot having flown only once in the last six months, may not be as sharp, skill wise, as one with a number of flights in the last month. An experienced pilot with reasonable hours in the past twelve months who attends several events with varying weather and terrain conditions most likely possesses a stronger event skill set than a home-based pilot with little experience flying in unfamiliar areas. The skill set required increases with the difficulty level for this variable.

“Lemming” effect – It is human nature to follow the leader. An entry-level event is more prone to thieffect than the higher levels due to less experience/knowledge on part of pilots and/or staff. Well respected event officials and staff should express informed, independent opinions on flight conditions. This complete and candid reporting is a prerequisite for pilots in recognizing and evaluating the risks of flight as it relates to their personal level of risk tolerance. In addition, pilots need to make flight decisions based on their personal level of experience and existing flight conditions rather than making their decisions influenced by the actions of others. Failure to do so may put a pilot in the position of flying beyond their capabilities which can lead to an unsafe outcome.

Airspace Restrictions – Restricted airspace can add a level of complexity to the flying experience. Proximity to D, C, or B airspace can restrict altitude and direction as well as require tower communication. Military bases or military operations areas may have restricted or no-fly areas. Some areas are more susceptible to the FAA's Temporary Flight Restrictions (TFR's) notices, which could increase the challenge of flying. The event itself may have a waiver to alter specific FAA rules such as minimum or maximum altitudes, etc.

Event Environment – US hot air balloon events are hosted in a wide variety of geographic areas. With the possibilities of mountains, valleys,

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prairies and high elevations, large bodies of water as well as urban and metropolitan areas, each venue is comprised of its own unique physical and topographical features. These environmental features can greatly influence the type of flying encountered. The location of an event has an impact on the skill set required for the safety of pilots, passengers and landowners. Other than weather, a pilot is concerned with the ability to fly safely to a suitable landing area within their fuel limits. Adding to those concerns are physical obstacles including power lines, buildings, and “do not land” areas, especially towards the landing phase of the flight. An urban flying area may have smaller or fewer landing areas. Whether a flying area is open in all directions or has limitations in various directions due to hazards, congestion, etc may require a certain level of skill to navigate and land safely.

High altitude flying differs from sea level flying in the responsiveness of the balloon system (remember *density altitude*). Mountain and valley flying differ from flat or slightly rolling terrain. These can include wind shifts as the flight progresses and wind currents that can increase the complexity of contour flying.

Government restricted and industrial areas can reduce the available landing areas. Prohibited zones, and sensitive landowner issues (i.e.: crops, livestock, horses and exotic animals, Indian reservations, or other restricted areas) can affect not only landing and fuel supply considerations, but also how low a pilot can approach.

Forested and swamp areas can be foreboding to a number of pilots due to limited landing areas. The proximity to large bodies of water can affect the wind currents and flight track. An additional concern is whether the pilot has enough fuel to overfly forests, swamps, or water bodies to reach a suitable landing spot.

Once in flight, a pilot cannot escape landing. In advance of an event, organizers should work with schools, parks, businesses, farmers, etc. to educate them on balloon operations and the need for open launch and landing areas. This can not only help in opening up landing areas but also aids in discovering those areas that are sensitive to

balloon flight. A balloon event should ensure that pilots are aware of the type of landing areas, red zones, and other restricted or sensitive areas. Event organizers should work with experienced Event Directors to evaluate the flying area. Once these individuals have a good feel for the area, they should communicate with the pilots they intend to invite a general description of the type of flying area they will experience. For example, an event in an area with an MSL altitude of 5000 feet might want to advise, *“Flying in this event involves high altitudes. Participating pilots should have experience with this type of flying and its effects on fuel consumption, available lift, and balloon performance.”*

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Another example might be, *“Flying in this event involves some congested areas with smaller landing areas. Participating pilots should be comfortable with this type of flying.”* For this variable, one experienced only in large plentiful landing areas, may find it difficult adjusting to small or very limited landing areas found in the intermediate or advanced difficulty level.

Weather conditions unique to the event – All events deal with varying weather conditions. There are, however, some events whose unique topography can create or influence weather and wind conditions not familiar to pilots from other flying areas. These unique conditions should be thoroughly discussed with the pilots at the general briefing. Local pilots should assist new visiting pilots in understanding these unique influences on winds and weather.

Geography can influence the winds. Mountainous areas can experience orographic wind flow and cloud formations and distort the normal flow of the wind by compressing/increasing its speed on one side and the creation of rotors or other turbulence on the opposite side. Valley flying can have brisk morning drainage winds and morning winds flowing one direction, whereas afternoon winds generally flow in the opposite direction. Additionally, areas near the large bodies of water could have a strong “sea breeze” at flight time.

Micrometeorological awareness for an area and

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having the skill set to handle it can make for a safer flying experience. The more challenging weather conditions are associated with this variable's intermediate or advanced difficulty level.

Real or perceived external pressures to fly – All aspects of the flight decision making process and any go/no-go decisions rest solely on the pilot in command (PIC). External forces that complicate or influence the decision to fly can come directly or

indirectly from many sources: sponsors, organizers, media presence, crew, paying passengers and fellow pilots.

Sponsors are the financial backbone of events and the requirement to fly sponsors or put on a show might have pilots feeling they have to perform when they might otherwise remain on the ground. A high

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CLASSIFIEDS

For Sale: Arizona Superstar

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

For more information email WhatTheHeckProductions@hotmail.com



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

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

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

profile event (25th event anniversary, US National's, etc.) with lots of media coverage, a large paid audience, etc. can have pilots feeling pressure to fly often times in conditions beyond their experience or skill set.

An event organizer has the added pressure to put on a successful event and entertain the assembled crowd. They may feel compelled to push for or encourage a flight due to previously lost flight windows, backed up passengers, etc. This pressure can also trickle down to the Event Director and Safety Officer.

Pilots that can handle this type of pressure (real or perceived) responsibly are an asset for a safe flying environment.

Pilots' self-imposed pressure to fly – Feeling that you must fly, for whatever reason, could lead less experienced pilots to fly in conditions beyond their abilities.

Examples of self-imposed pressure:

- ☒ Trying to make the trip worthwhile – “I drove this far, have crew or locals I want to fly”
- ☒ May effect competitive position – “If I miss a flight window it will effect my position in the overall standings”
- ☒ Paying passengers – “There's a lot of money to be made, I can't pass it up”
- ☒ Event organizer dangles additional incentives (more prize money, bonus money, non-monetary perks) – “I can't pass it up”
- ☒ Perceived denial of future participation in the event – “If I don't fly when others do, I risk not getting invited back”

Experience of organizer and balloon operations staff – The likelihood for a safe event increases with experienced event organizers and officiating staff. There is so much to learn and much of the learning comes from experiencing a wide range of event dynamics.

An experienced Event Director with a good reputation will make an informed go/no-go decision in consultation with his Weather Officer, Safety Officer, and others. An experienced and independent Safety Officer is more adept at using

their weather analysis skills along with an ability to recognize and address safety issues in a professional manner. The seasoned Safety Officer is more skilled at assessing the field's skill set.

In larger or more challenging events, both the Event Director and Safety Officer remain on the ground to monitor and control all aspects of the balloon operations, including crowd control and refueling. By not flying, event officials become more accessible and can focus all their attention to event flight operations and safety.

An experienced Weather Officer has the ability to deliver a comprehensive weather briefing that assists pilots and the Event Director in making crucial decisions required for go/no-go and a safer flight. The experienced Weather Officer knows how to handle, and remove themselves from, external organizers, sponsor or other influences that could run counter to overall event safety.

Quality of launch field, crowd control and community safety services – Appropriate size launch fields with crowd control mechanisms in place along with community safety services to handle emergency situations as they arise is are needed for a safe event. Controlled access and well-defined areas for refueling along with the visibility and availability of Fire/EMS/Security services are signs of a well organized and safety-conscious event.

Ideally, a launch field is large enough (1 ½ - 2 acres per 10 balloons) to safely handle the number of balloons and their tie-off vehicles. Entry level events most likely require slightly lesser space due to the fact there are fewer balloons, friendly, if any, competition and an overall less challenging environment with most pilots not desiring to launch quickly or in a very short window.

Space requirements increase for each progressive level. Highly competitive events require more space per balloon because many competitors may want to launch at the same time and chase crews leave the field together. Additionally, events known for launching in more wind require enough space to handle balloons rolling from side to side on the ground.

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A secured fence line around the field, with only authorized personnel allowed to enter, enables pilot and crew to concentrate on balloon operations, rather than having the unknowing spectator impact safety. To raise the level of interest in ballooning and/or the festival, there are times when it might be appropriate to open the field to spectators for an up close and personal view. Examples might include when flights are cancelled due to low ceilings or fog but surface wind is calm. Once the balloons have inflated allowing the public on the field can be a real crown pleaser. After balloons have inflated for a night glow also produces a possible window to open the field. It would be highly recommended that the field be cleared of all spectators before the balloons begin the deflation phase.

Some events have operated safely allowing spectators on the launch field during non-competitive flights. This can be safely done but it adds an element of risk. Any time the launch field is open to the public close monitoring by experienced launch directors or marshals is a necessity. Regardless of the launch field/spectator situation, it is extremely important to have Fire, EMS, and safety forces on-site and available for handling any safety issues that may arise.

Weather Officer expertise, quality and completeness of reporting – What will happen during the flight window is extremely important to ballooning. We continue to stress the importance of quality weather data and completeness of reporting. Knowledge of weather occurring in the launch/flying area (micrometeorology), its idiosyncrasies, what to expect during the flight window, etc, plays a major role in a pilot's decision-making process.

More accurate and timely weather data, combined with the skill of a reputable weather officer, can lead to better informed decision making on the part of the event staff and pilots. Poor or invalid weather data can mislead pilots, possibly leading to a more challenging flight or unsafe flying decisions. Additionally, a pilot's trust and confidence in the reported weather forecast can erode over time due to lack of usefulness – to the point of a viable forecast not receiving the deserved attention.

For this variable, the quality and timeliness of the weather data and the professional background of the weather officer increases with each higher difficulty level.

6.4 The Event Classification Process

The following decision “matrix” was designed to assist event organizers and officials in the classification of the real and perceived difficulty of an event. Collaboration between the Organizer, Event Director and perhaps the Safety Officer will lead to a knowledgeable decision. The purpose of classifying an event's difficulty is to provide potential attending pilots a background to help them make independent decisions based on matching their particular skill set with the demands of the event.

The overall rating provides pilots with quality, quantitative information to assist in a determination of whether their skill set matches that needed for any given event. A pilot can also determine which skills they may need to develop before attending a Level 2 or Level 3 event.

Various aspects of an event may span all three difficulty levels depending on the identified variable. The purpose of the matrix is to provide a tool understanding that there is no perfect system. This is an exercise that asks event organizers to consider the identified variables that influence the difficulty of their event and make efforts to inform invited pilots of the challenges they may face.

6.5 Event Classification Evaluation Matrix

The matrix presented on the following pages is designed to assist Event Organizers and Directors in classifying their balloon event into one of three complexity levels. There are numerous gray areas and some events may contain elements of all three classification levels. And, that's ok. In the final analysis, the organizer and event officials should determine which classification most closely represents their event considering all the variables taken as a whole. Just because an event has one or two variables in the Advanced Level doesn't mean it may not be considered an Entry Level event.

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Event Classification -----

Evaluation Matrix -----

Event Variables -----

Participating Pilot Experience Levels

Level 1 Entry

- 25 PIC hours is acceptable
- Event features large landing areas with few congested areas or restrictions
- Event accepts pilots with no or limited event flying experience
- Recent flight experience should include multiple flights commensurate with Event difficulty level.

Level 2 Intermediate

- Generally looking for pilots with a minimum of 50 PIC hours with many events requiring 75 hours. Pilots must demonstrate experience and proficiency in event (congested airspace) flying
- Some congestion and occasional tight landing areas
- Map skills are needed due to PZ's or sensitive landowner issues
- Participating pilots should have some experience with event flying and outside their home flying area
- Experience in navigating with obstacles including towers, power transmission lines and airspace restrictions
- Recent flight experience should include multiple flights commensurate with Event difficulty level.

Level 3 Advanced

- Looking for pilots with demonstrated event experience and proficiency in flying in a congested field. A minimum of 100 PIC hours with preference to higher-hour pilots is recommended
- Comfortable with congested flying and tight landing areas
- Experienced with terrain, cold or hot weather as well as altitude flying required by event geography
- Pilots possess a high skill set
- Able to navigate and handle potential for complex flying conditions: multi task competition, challenging weather, high altitude operations and difficult terrain features
- Recent flight experience should include multiple flights commensurate with Event difficulty level.

"Lemming" Effect

Level 1 Entry

- Inexperienced staff that could have difficulty understanding the concept of directing to the lesser experienced pilots
- Participating pilots are not knowledgeable of experience level of other pilots

Level 2 Intermediate

- Reasonably experienced staff with separation of duties
- Officials remain on the ground and continually monitor changing flight conditions
- Pilots are somewhat familiar with other participants experience

Level 3 Advanced

- Well seasoned staff with expertise in their assigned area
- Staff respects each other but understands the need for independence
- Pilot field is experienced and have demonstrated sound decision making in the past relative to their assessment of the go/no-go decision

Airspace Restrictions

Level 1 Entry

- Event flying area is primarily unrestricted airspace
- FAA Waiver may or may not be utilized
- No proximity to Class D, C or B airspace
- Aircraft radio not required

Level 2 Intermediate

- Flying area contains congested areas requiring altitude restrictions
- Event in close proximity to or perhaps has operations inside of Class D or C airspace
- FAA Waiver in force and FAA monitors on site for document exam and may assign the monitoring responsibility to the Waiver holder
- Aircraft radio sometimes required.

Level 3 Advanced

- Flying area includes Class D or C airspace requiring tower coordination with event officials
- Significant congested areas within the flying area
- Numerous red PZ's containing altitude restrictions
- FAA Waiver in force and one or more FAA monitors present for all flight operations

Event Environment

Level 1 Entry

- Event generally involves rural flying areas
- Good launch and landing areas in all directions of the compass
- Few obstacles with flat or gentle rolling terrain.
- Landing areas are prevalent and suitable for a novice pilot
- Smaller field of pilots – 10 to 25
- Few landowner issues and little or no PZ's
- Inexperienced staff that could have difficulty
- Well seasoned staff with expertise in their assigned

Level 2 Intermediate

- A combination of rural and urban flying areas
- Flying area may contain difficult flying areas in one or more directions
- Several congested areas requiring comfort level in dealing with tight landing conditions
- Flying area contains areas involving difficult landowners with livestock or crop issues, exotic animals, large zoos
- Orographic winds or hill and valley flying may involve strong drainage winds and need to go to altitude to navigate
- Large bodies of water, swamps or forests pose challenges in some flying directions
- Moderate to larger field of pilots participating – 25 to 75

Level 3 Advanced

- Significant areas of congested flying
- Limited areas for pilot selected launch or landing areas due to landowner issues (Indian reservations or government lands), red PZ's, or geographic and terrain issues (lakes, rivers)
- Pilots and crew need to control large crowds attracted to landing areas
- Mountain and valley flying (orographic winds and cloud formations) may involve strong drainage winds and need to go to altitude to navigate
- Event requires launching from densely populated downtown areas for promotional purposes
- Some or all of the following conditions are present in the flying area: cold or hot temperatures, high altitude launch field or high density altitude, sea breezes, expected high winds at takeoff or landing, susceptibility to becalming situations
- Large event with 75+ pilots

Weather Conditions

Unique to Event

Level 1 Entry

- Stable and predictable weather patterns
- Event is held in moderate temperature seasons and geography

Level 2 Intermediate

- Area has a propensity for thermal development
- Morning drainage winds can create high wind inflations
- Terrain and geography can cause winds to come up more quickly than expected

Level 3 Advanced

- Propensity of T-storms to crop up unexpectedly.
- Weather usually changes quickly during flight window
- Terrain and geography can create challenging launch and landing weather conditions

Real or Perceived

External Pressure to Fly

Level 1 Entry

- Organizer and sponsors have nothing to do with the Event Director's decision making process.
- Small event with a "loose" organization but there are no organizer or sponsor expectations to fly

Level 2 Intermediate

- Pilots are expected to perform in 'pilot discretion' situations or static displays
- Organizer(s) and sponsor(s) attempt to influence Event Director's and pilot decisions.

Level 3 Advanced

- Organizer(s) and/or sponsor(s) have a direct influence on the Event Director's decisions.
- Pilots are expected and enticed, via added incentives, to perform in 'pilot discretion' situations or marginal conditions
- Event officials fly in marginal conditions enticing the "pack" to fly (lemmings)

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Pilots' Self-Imposed Pressure to Fly

Level 1 Entry

- Event has no financial incentives based on pilots' decision to fly
- Competition is low key and prize fund, if any, is not unduly skewed to only the top performers
- Event prizes are distributed based on random drawing and not based on flights flown by the pilots
- Event has no paid passenger rides
- Little or no media coverage

Level 2 Intermediate

- Paid passenger rides are available for participating pilots and they are assigned in an equitable manner with reasonable limitations on the number allowed to be carried on any given flight
- Competitive events with ability to earn points toward the BFA/HACD National Ranking System
- Prize fund of a few thousand dollars (\$3,000 - \$5,000)
- Media presence influencing commercial operator decisions

Level 3 Advanced

- An over abundance of paid passenger rides exist
- Pilots travel long distances for the sole purpose of carrying a large number of paid rides
- Highly competitive event including some or many of the following: counts towards National Ranking, large prize fund (\$10,000 - \$50,000), complex multiple-task flights, large number of competitors, prizes based on cumulative flight results as opposed to individual flights
- Large media presence for commercial operators

Organizer and Balloon Operations Staff Experience

Level 1 Entry

- An event in its first three years of existence
- Simple organization led by two or three key individuals
- Smaller events are excellent venues for aspiring event officials but should be run under the guidance and counsel of an experienced Event Director
- Safety Officer and Weather Official work in concert with Director
- Event officials may also fly in smaller events

Level 2 Intermediate

- Requires a relatively experienced local group of volunteers or Chamber led by a strong organizer
- Event Director has a demonstrated ability to make sound decisions and work in concert with trusted Safety Officer and Weather officer
- Safety Officer well versed in his responsibilities and voices independent opinion
- Weather Officer an experienced pilot well versed in weather gathering techniques and familiar with this event's flying area or a professional meteorologist
- Balloon officials do not fly in the event remaining on the ground and available to make continuing analysis of the flight operations and work with any assigned FAA personnel

Level 3 Advanced

- Led by a strong local organization (Chamber, not-for-profit LLC, etc.)
- Organizer is responsible for all non-flight aspects of the event and remains independent from balloon operations
- Requires a well seasoned and respected Event Director thoroughly familiar with flying conditions for this event as well as the participating pilots range of experience
- Safety Officer is experienced in this role, well versed in his responsibilities, and voices independent opinion
- Weather Officer should be a professional meteorologist or at least supported by professionals at NWS
- Event operates with a well-defined organization chart demonstrating separation of duties designed to maximize safety
- Balloon officials do not fly in the event remaining on the ground available to continually monitor flight operations and work with any assigned FAA personnel

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Quality of Launch Field, Crowd Control and Safety Services

Level 1 Entry

- Launch field for smaller events may be smaller parks or other public areas
- Requires about 1 ½ acres of unobstructed space for every ten participating balloons
- Crowd control at launch field may be informal lines controlled by volunteers or public address system
- Safety services on site or on-call should the need arise
- Propane refueling is often at the provider's site but still requires control and safety guidelines enforced

Level 2 Intermediate

- Requires larger launch fields with the ability to segregate from crowds
- Requires 1 ¾ to 2 acres of unobstructed space for every ten participating balloons
- Crowd controlled with fences or well defined natural boundaries monitored by event staff
- EMS and safety forces on site
- Propane area well defined and controlled. Safety guidelines established for refueling and enforced
- Fire services on duty at propane refueling

Level 3 Advanced

- Large events require larger areas with well defined borders with limited access for approved flight personnel only
- Should provide 2 acres of unobstructed space for every ten participating balloons
- EMS and safety forces on site with a high profile presence noted
- Propane area well defined and controlled. Safety guidelines established for refueling and enforced
- Fire services on duty at propane refueling

Weather Officer Expertise, Quality and Completeness of Reporting

Level 1 Entry

- Little history for newer events
- Informal or no structure to flight briefings
- Weather information reported in a fair and impartial way but without the sophisticated analysis provided by experienced or professional weather officials

Level 2 Intermediate

- Weather information gathering and reporting is well respected by pilots as complete and unbiased
- Well structured pilot briefings following recommended protocol
- Event Director enforces pilot attendance and attention during all briefings. Pilots are not permitted to "hang out" outside of the briefing tent or room

Level 3 Advanced

- Weather analysis provided by an experienced professional meteorologist familiar with hot air balloon operations and micrometeorology
- Weather information gathering and reporting is well respected by pilots as complete and unbiased
- Event has real-time wind (theodolite) and radar analysis available for pilot briefings
- Well structured pilot briefings following recommended protocol
- Event Director enforces pilot attendance and attention during all briefings. Pilots are not permitted to "hang out" outside of the briefing tent or room
- Little history for newer events
- Informal or no structure to flight briefings
- Weather information reported in a fair and impartial way but without the sophisticated analysis provided by experienced or professional weather
- Weather analysis provided by an experienced professional meteorologist familiar with hot air balloon operations and micrometeorology
- Weather information gathering and reporting is well respected by pilots as complete and unbiased

MARK YOUR CALENDAR!

2011-2012

December

2-4 Red Rock Balloon Rally Gallup, New Mexico www.redrockballoonrally.com

January 2012

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

June

22-24 Panguitch Panguitch, Utah bryan@pageelectric.org
Cherly Church

30 - Battle Creek Field of Flight Battle Creek Debbie LeClear
July 4 Air Show and Balloon Festival Michigan Debbie@bcballoons.com
or Barb Haluszka
barb@bcballoons.com
269-962-0592

July

23-29 2012 BFA National Championship Longview, Texas BFA Office
515-961-8809
www.bfa.net
27- National Balloon Classic Indianola, Iowa Greg Marchant
Aug. 4 515-961-8415
info@nationalballoonclassic.com

September

7-9 The Great Reno Balloon Race Reno, Nevada www.renoballoon.com

October


6-14 Albuquerque International Balloon Fiesta Albuquerque, NM Not yet available


November

4-6 Page-Lake Powell Balloon Regatta Page, AZ bryan@pageelectric.org

FUEL REPORT

November 2011

Beginning Balance 

(With apologies, I did not get this information before traveling. I will provide November and December information in February. The current balance is a few pennies over  but I need to check the details)

LINKS!

Judge rules against paying legal fees for Calif. balloonists A judge ruled against California hot-air balloonists who were seeking to be compensated for legal fees. Several balloonists incurred high legal fees stemming from lawsuits by JCM Farming that sought to halt balloon operations. "This ordeal has been very frustrating and expensive for our family. In many respects, the entire legal profession has let us down," said Denni Barrett, co-owner of Magical Adventure Balloon Rides. [The Desert Sun \(Palm Springs, Calif.\)](#) (11/30)

Balloon pilot flies high again in 1980s balloon Collette Vandergon flew in her first hot-air balloon at 10, and obtained her balloon-pilot license decades later. Vandergon purchased the same balloon in which she experienced her first flight, which was packed away and sent to storage in 1984. "It is very rare or near impossible for a balloon to last in storage for that long without significant deterioration," she said. The balloon was co-owned by her father. [Morris Sun Tribune \(Minn.\)](#) (11/30)

Hot-air balloon fans try to restart Ohio balloon festival Hot-air balloon enthusiasts are attempting to revive the Hot Air Affair in Van Wert, Ohio. "I've heard for years people say that they sure wished the Hot Air Affair would come back. A lot of people," said former balloon pilot Frank Conn. [Times Bulletin \(Van Wert, Ohio\)](#) (12/16)

Arizona municipal airport lends a hand to Santa Chandler Municipal Airport in Arizona is giving Santa a hand in collecting toys. Chandler Air Service, a flight school at the airport, held its 20th annual Toys for Tots Hangar Party. The event collected around 1,500 new toys, which were distributed to families through a local nonprofit. [East Valley Tribune \(Mesa, Ariz.\)](#)

FAA

"Wanted: Alive!"

Topic: Reining in the Fatal Accident Rate
On Monday, January 9, 2012 at 7:00 PM

Location:

Phoenix Marriott Mesa
200 N. Centennial Way
Mesa, AZ 85201

Select Number:

NR0341366

Description:

The general aviation accident rate is not dropping. Despite advancements in technology, pilots continue to find themselves in the same accident-causing scenarios that have been plaguing us for years. Be part of the safety conversation as the Air Safety Institute digs a little deeper into the most common accident causes.

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

The sponsor for this seminar is: **FAASteam**

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

Basic Knowledge 3 - 1 Credit

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

Enhancements to FAA Safety.gov and the WINGS Program

Notice Number: NOTC3396

We've made some great enhancements to FAASafety.gov -- they are effective on December 6, 2011. Some changes are specifically for Instructors, some are for general users, some are for participants in the WINGS Program, some are for FAASteam Representatives and FAASteam Program Managers, and all will improve your experience on FAASafety.gov! Just go to this document, https://www.faasafety.gov/files/notices/2011/Dec/2011_December.pdf, to read about all these improvements. (Click on the link or copy and paste it into your browser.) And then go to FAASafety.gov to experience them! As always, we appreciate all those who have taken time to make suggestions for improvement.



CHEF FRANK-O'S RECIPES

Bacon and Tomato Pasta

Ingredients

- 2 tablespoons kosher salt
- 16 ounces spaghetti pasta
- 1 pound thick-cut bacon or pancetta, chopped
- 3 tablespoons extra-virgin olive oil
- 1 cup red onion, diced
- 1 teaspoon red chili flakes
- 3 tablespoons garlic, minced
- 2 cups Roma tomatoes, diced
- 1/4 cup red wine
- 4 tablespoons basil, chiffonade
- 1/4 cup freshly grated Parmesan
- Salt and freshly ground black pepper

Directions In a large stock pot, boil 3 quarts of water, when boiling add 2 tablespoons kosher salt and the pasta and cook until the pasta is al dente. In a large saute pan over medium heat, add bacon and saute until bacon is crispy. Remove bacon to drain on a paper towel-lined plate and remove 3/4 of the bacon fat from the pan. Add extra-virgin olive oil, onions, and red chili flakes. Cook until onions are translucent, add garlic, cook for 2 minutes then add tomatoes. Saute for 5 minutes, then deglaze with wine.

Drain pasta and add to the tomato mixture pan. Add basil and bacon. Toss with Parmesan, and add salt and pepper, to taste.

Chicken Noodle Soup

Ingredients

- 4 cups chicken stock, home made or store bought
- 3/4 cup diced onion
- 3/4 cup diced celery
- 1 tablespoon minced garlic
- 2 ounces dried egg noodles, cooked to al dente
- 1/2 teaspoon finely chopped fresh tarragon leaves
- 2 teaspoons finely chopped fresh parsley leaves
- Lemon halves, for serving

Directions Bring stock to boil for 2 minutes in a large, non-reactive stockpot with lid on, over high heat. Add onion, celery, and garlic. Lower heat and simmer for 2 minutes. Add noodles and cook 5 more minutes. Remove from heat and add herbs and salt and pepper, to taste. Serve with lemon halves and add squeeze of lemon juice if desired.

Crab and Shrimp Dip

Ingredients

- 8 ounces chive and onion cream cheese, softened
- 1 teaspoon hot pepper sauce
- 1 teaspoon Worcestershire sauce
- 2 tablespoons chopped fresh dill
- 2 tablespoons white wine
- 1 cup cooked chopped imitation crabmeat
- 1 cup cooked chopped shrimp
- 1/4 cup shredded Parmesan
- 1 loaf sourdough round bread or baguette, cut into 16 slices
- Olive oil

Directions Preheat oven to 400 degrees F. Combine the first 5 ingredients in a large bowl. Mix on medium speed using a hand mixer until

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blended. Fold in the crab and shrimp. Transfer to a shallow 2-cup baking dish. Top with Parmesan. Bake for 20 minutes or until top is lightly brown. To make the toasted bread slices, place bread slices on a baking sheet. Brush with olive oil on both sides. Bake in oven for 8 minutes while dip is also baking. Serve crab and shrimp dip with toasted bread slices

Jambalaya Sandwich

Ingredients

- 1/4 pound thick-cut bacon, diced
- 1 pound pork butt / pork loin, cut into 1-inch cubes
- 1 pound smoked sausage, cut into 1/2-inch slices
- 1/2 pound andouille sausage, cut into 1/2-inch slices
- 1 red onion, chopped
- 1 cup thinly julienned red bell peppers
- 1 pound boneless chicken thighs, cut into 1/2-inch cubes
- 2 celery stalks, thinly sliced
- 2 cloves garlic, chopped
- 1/4 cup chopped parsley leaves
- 3/4 cup plus 1/4 cup chopped green onions
- 2 teaspoons cayenne, or to taste
- Salt and pepper
- 1/2 cup water
- 2 sourdough bread loaves
- 1 pound Havarti cheese, thinly sliced

Directions Preheat oven to 200 degrees F. In a large cast iron pot or heavy-bottomed braising pan over medium-high heat, cook the bacon until crisp and fat is rendered. Remove bacon and drain on paper towel. Set aside. Add pork to the pan with the bacon fat and cook on medium to high heat until pork is browned on all sides, about 5 to 6 minutes. Add the sausage, onions, and bell pepper. Cook until onions are translucent. Next add the chicken, celery, and garlic, parsley, and 3/4 cup chopped green onions. Cook until chicken is cooked through, about 5 to 7 more minutes. Add the cayenne and season with salt and pepper, to taste. Stir in the water, cover and let sit for 1 hour. Cut bread lengthwise and place in oven to toast lightly. Spoon some of the pork mixture on the bread bottoms, top each

with slices of cheese, the reserved bacon and the remaining green onions and finish with the bread tops. Serve immediately.

Mambo Rice

Ingredients

- 2 cups water
- 1 1/2 cups chicken stock
- 2 cups rice
- 1 cup chopped Italian parsley
- 1/2 cup chopped cilantro leaves
- 4 tablespoons minced garlic
- 1/4 cup freshly squeezed lime juice
- 2 tablespoons extra virgin olive oil
- Kosher salt, to taste
- 2 teaspoons freshly ground black pepper

Directions Add water, chicken stock and rice to a rice cooker. Cook until al dente. Combine all other ingredients in a bowl. Remove rice from cooker and toss, separating with fork. Once rice is separated, slowly add the blended mixture. Rice can be served hot or cold.

Salmon Scallion Potato Pancakes

Ingredients

- 1 package (about 2 cups) frozen packaged hash browns
- 1 tablespoon buttermilk pancake mix
- 1 egg
- 1/2 package leek-chive soup mix
- 1/2 cup thinly sliced scallions, plus more for garnish
- 1 tablespoon rose water
- 2 tablespoons canola oil
- Sour cream, for garnish
- Pre-sliced smoked salmon strips

Directions In a large bowl combine hash browns, pancake mix, egg, soup mix, scallions, and rose water. Heat oil on a griddle or large skillet over medium-high heat. Drop hash brown mixture, in tablespoon-sized portions onto hot pan, and cook until golden brown, turning halfway through. Remove from pan to drain and

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then serve by placing a dollop of sour cream on top of each pancake. To create an extremely special garnish, roll each salmon strip, starting with large end, and place on its side to create a rose-shaped bundle. Place 1 "rose" salmon strip on each potato pancake amid the sour cream. Sprinkle with scallions.

Tex Wasabi's Koi Fish Tacos

Ingredients

- 1 lime, juiced
- 1 tablespoon tequila
- 1 teaspoon ground cumin
- 1 teaspoon salt
- 1 teaspoon black pepper
- 12 ounces cod or firm white fish, cut in 1-inch pieces
- 6 (8-inch) corn tortillas
- Canola oil
- 4 ounces tempura flour
- 8 ounces prepared tempura batter made with cold water
- 6 ounces panko bread crumbs
- 1 cup shredded white cabbage
- 1/2 cup shredded red cabbage
- 3 tablespoons chopped cilantro leaves
- 1/4 cup very thinly sliced red onion

Directions In medium bowl, combine lime juice, tequila, cumin, salt, and pepper; mix thoroughly. Add the fish and toss to coat. Marinate for 10 minutes. Warm tortillas on grill or pan. Cover with a towel to keep warm. In a medium Dutch oven, heat the Canola oil to 350 degrees F. Remove fish from marinade, shake off excess, dredge in tempura flour, and dunk in cold tempura mixed batter. Roll in panko bread crumbs, pressing panko onto fish. One by one add fish to oil, making sure to keep the fish pieces separated. Fry for 4 to 5 minutes, or until light golden brown. Remove and drain on paper towels. Mix cabbage, cilantro and onion. Stack 2 tortillas; place 1/8th of fish on top of each, and top with cabbage mixture, Pico de Gallo, and Tequila Lime Aioli. Serve immediately.

Pico de Gallo:

- 4 Roma tomatoes, diced
- 2 tablespoons chopped cilantro leaves
- 1/2 red onion, minced

- 1 teaspoon minced garlic
- 1 jalapeno, seeded and minced
- 1 lime, juiced
- Salt and pepper

In a bowl, mix all ingredients, season with salt and pepper and refrigerate for 1 hour for flavors to meld.

Tequila Lime Aioli:

- 3 tablespoons premium tequila
- 1 lime, juiced
- 8 ounces sour cream
- 1/4 cup milk
- 2 teaspoons minced garlic
- 1/2 teaspoon ground cumin
- 2 tablespoons minced cilantro leaves
- Salt and pepper

In small bowl, combine all ingredients and chill for 1 hour. Season with salt and pepper, to taste.

Smoked Salmon Dip

Ingredients

- 1 pint (2 cups) sour cream
- 1 tablespoon double concentrate tomato paste (from a tube)
- 1 teaspoon lemon juice
- 2 tablespoons drained, jarred capers
- 1/2 medium red onion, finely chopped
- 1/4 pound smoked salmon, shredded (ask your deli counter person for the end pieces)
- 1/2 teaspoon kosher salt
- 1/4 teaspoon freshly ground pepper

Directions In a medium bowl mix the sour cream, tomato paste and lemon juice until smooth. Stir in capers and red onion. Fold in the salmon and season with the salt and pepper. Refrigerate until ready to serve.

For serving dip: Red and green bell peppers, squared bottoms. Purple cabbage, ruffled leaves and hollowed out. Radicchio, ruffled leaves and hollowed out. Green cabbage, ruffled leaves and hollowed out.

Dippers:

Mini carrots, Icicle radishes, Treviso leaves, Cucumber spears, Cherry tomatoes and green cocktail olives each on sticks, Focaccia strips, Bread sticks (bakery), Bagel chips, for salmon dip

**Arizona Balloon Club
Board Meeting Minutes
Tuesday, November 15, 2011**

Commander Mike England called the November 2011 Board Meeting to order at 6:00 PM, at the Embassy Suites, LaFitte's, 2577 W. Greenway Rd., Phoenix, AZ 85023.

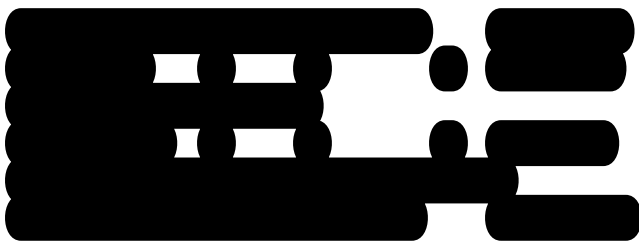
Members Present: Commander Mike England, Past Commander Sally Heinrich, Vice Commander Bob Romaneschi, Keeper of the Fuel Philip Heinrich, Keeper of the Log Sally Bartsch, Board Members: Bill Armstrong, Molly Jurhill, Gene Clewley, and Ken Tocker

Board Members Absent: Frank Karlovec
A Quorum was met.

Guest in attendance: Judy Holt

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

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



The report was amended and a motion was made by Ken Tocker to accept the report as amended. Sally Heinrich seconded the motion, and the motion passed.

The treasurer of the Arizona Balloon Club, and also bank account representative in charge of the Club's finances, Phil Heinrich, presented a proposed budget for 2011-2012.

Discussion of the proposed budget and additions included adding a line item for ground school and other areas even if most of the costs were reimbursed by the club members who participate in the event. Sally Bartsch will contact one of the members who suggested a ground school and report on whether a ground school for next year might be accomplished. Phil Heinrich will continue to work on the financial proposal and requested that any additional input be emailed to him. The proposal will be reviewed at the next meeting for final approval.

Old Business

Committee Reports:

Memberships: Judy Holt has reported that there are currently 88 paid members in the club.

Audit Committee Report: The Audit Committee consisting of Bill Armstrong, Sally Bartsch and Gene Clewley reported that the annual audit was completed and the financials appear to be in order.

Picnics & Parties:

Holiday (Christmas) Party – Molly Jurhill reported to the Board, for Frank Karlovec that the Holiday Party is on schedule. She reminded the Board that they are responsible to bring two nice raffle gifts as approved in the last meeting. Molly Jurhill also reported that there will be a fifty cents increase from last year's price, per person for each meal. A motion was made by Sally Heinrich that the Club will pick up the additional fifty cents difference and the price to the members will remain the same as advertised, \$33.00. Gene Clewley seconded the motion and the motion passed. Molly Jurhill will accept payment for the party on behalf of the Club.

Safety/Seminar: There will be an on line

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test after the on-line seminar, which is scheduled for February 4, 2012. Members will need to register in advance with the BFA to attend the seminar.

Award Banquet Safety Award: Phil Corbell presented this year's Safety Award to Pilot, Pell Wadleigh from Page, Arizona at the November 5, 2011 event. Michael England was able to address the attendees regarding the FAR's regulating airspace, in that, airships have the right away over all other aircrafts.

Meeting location(s): The next board meeting will be at the University Club.

New Business:

New Ordinance for Chandler, AZ: As of April 2011 the following law was passed in accordance to 4300-31-5. "**Prohibited Uses and Activities.** Except where such use is conducted by the City or by others pursuant to a City organized program or Community Services Department issued Permit, for maintenance or as specifically authorized in this Chapter, the following activities are prohibited in Parks and Facilities: **I. Hot Air Balloons.** Launching or landing a hot air balloon or other Aircraft in a Park, Facility or Open Space. No hot air balloon or other air craft shall take off from or land city in property." It is assumed that this law / ordinance is for city properties such as parks and facilities not private land. Bob Romaneschi agreed to track and clarify this ordinance and report or post in the next meeting or newsletter.

Aviation Day: January 18, 2012

Statehood Celebration - Judy Holt suggested that the ABC plan something to recognize hot air balloons for the Statehood Centennial. Judy Holt was assigned to investigate ideas that might be appropriate.

Bravo Award: Two written nominations were presented. A written poll of the Board Members was taken and the recipient will be announced at the Holiday Party.

Board Meeting: The next Board Meeting will be a shorten version just prior to the Holiday Party at 5:30 PM.

Michael England requested a motion to adjourn the meeting. Gene Clewley made the motion to adjourn the Board Meeting at 7:12 PM. Sally Heinrich seconded the motion. A unanimous vote officially adjourned the meeting.

Respectfully submitted,

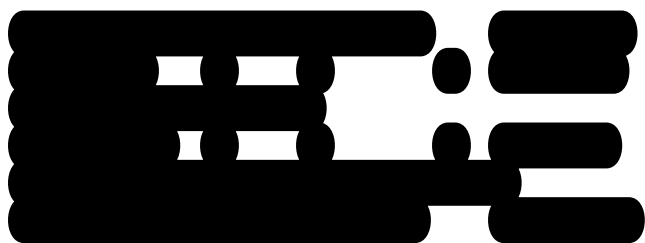
Sally Bartsch,
Keeper of the Log

**Arizona Balloon Club
General Meeting Minutes
Tuesday, November 15, 2011**

Commander Mike England called the November General Meeting to order at 7:15 PM, at Embassy Suites, LaFitte's, 2577 W. Greenway Rd., Phoenix, AZ 85023.

There were 20 members and 0 guests present.

The first item of business was the Fuel Report for October 2011. Philip Heinrich, Keeper of the Fuel and the Club's bank account official, presented the following report:



The annual audit was completed per the by-

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laws, and the financials were found to be in order.

Committee Reports:

Memberships: Judy Holt reported that there are currently 88 members in the Club.

Picnics & Parties:

Holiday (Christmas) Party – Molly Jurhill reported that the Party is on schedule for December 20, 2011. Details of the event will be reported in the monthly newsletter.

New Business:

New Ordinance for Chandler, AZ: As of April 2011 this law was passed in accordance to 4300-31-5. **Prohibited Uses and Activities.** Except where such use is conducted by the City or by others pursuant to a City organized program or Community Services Department issued Permit, for maintenance or as specifically authorized in this Chapter, the following activities are prohibited in Parks and Facilities:

I. Hot Air Balloons. Launching or landing a hot air balloon or other Aircraft in a Park, Facility or Open Space. No hot air balloon or other air craft shall take off from or land on city property.” It is assumed that this law / ordinance is for city properties such as parks and facilities not private land. Bob Romaneschi agreed to track and clarify this ordinance and report or post in the next meeting or newsletter the results of his findings.

New Balloons / New Pilots: It was reported by Bob Romaneschi that he has built two new balloons; Spider Pig and Butterfly Betty Jean. Bob also has been certified and received a rating to pilot a gas Airship. Sally Heinrich reported the purchase of a new basket.

Scottsdale Airfare: Six balloons glowed along with several vintage airplanes on display resulting in a successful event.

Speaker Michael England / Bob

Romaneschi: A slide presentation emphasizing the special shapes at Albuquerque and some of the first pilots at this event. Other special shapes from all over the world were shown. Bob Romaneschi’s Butterfly “Betty Jean” was discussed along with the special design and pictures of the built. Pictures from the BFA convention were also a part of the presentation.

Ticket sales were reported by Sally Heinrich and Susan Armstrong in the amount of \$65.00. Adjournment of the meeting occurred immediately after the raffle at 9 PM.

Respectfully submitted,

Sally Bartsch,
Keeper of the Log

Disclaimer

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

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Club Officers & Board of Directors

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

Appointed Positions & Committee Chairpersons

Awards & Trophies	Dorothy Harrison	[REDACTED]
Community Relations Director	Michael England	[REDACTED]
Competition Director	Inactive	
Government Liaison Director		
Historian	Molly Karlovec	[REDACTED]
Membership	Judy Holt	[REDACTED]
Newsletter Editor	Sally Heinrich	[REDACTED]
Picnics & Parties	Frank Karlovec	[REDACTED]
Raffle Chairperson	Roe Tocker and Susan Armstrong	
Safety Director	Fred Gorrell	[REDACTED]
Webmaster	Bill Heck	[REDACTED]

Arizona Balloon Club Website:

www.arizonaballoonclub.org

Newsletter Advertising Rates:

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

Memberships:

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