

Touch and Go

BALL  NS  VER I  WA

July - August, 2004

Changes in the Skies

There will be many changes in the skies over Iowa this summer. Here is a list of some of the new or new to the pilot balloons. If I missed anyone, I am sorry - let me know & I'll make note in the next newsletter.

Al Appenzeller - bought Tim McConnell's
Scott Armstrong - bought Maury's envelope
Brian Bennett - new
Cory Bloom - bought Bill Clemons'
Jeff Bridgewater - new
LeRoy Clair - new
Bret Christian - new
Bill Clemons - new
Mark Harris - new
Gary Haynes - new
Todd Isley - new
Gary Lawrence - bought Todd Netley's
Tim McConnell - new
Rob Nutting - bought Brian Bennett's
Holly Pfiefer - bought Paul Quandee's
Ralph & Donna Rieck - new
Jerry Tierman - new
Patti Todden - bought Ralph & Donna's
Joel Worthington - new
?? from Ogden bought Sherri Allsup's

Ballooning is definitely not dying in Iowa

Classic activities

Sunday July 25th 2:00 pm Stuffing Pilot Packs. Pilot Compound NBC balloon field

Monday July 26th Flight over Des Moines. Contact John Jensen - 515-961-3154 or Rob Bartholomew - 515-989-3708.
Rain date: Tuesday July 27th

Monday July 26th Jim Gebhart is looking for Commercial Pilots to give rides (\$100.00 per passenger) for an evening flight at the NBC balloon field meet around 6:00 pm. Rain date: Tuesday July 27th.

Wednesday July 28th 6:00 pm crew training at the NBC field up by Pilot Compound. Contact Al Appenzeller 515 961-4429.

Letter from President Meika

Hello to all my friends!

The Balloonport has been hopping. It's hard to remember when we last had so many new and enthusiastic pilots. I think there is a lot of practice for the Classic going on, and I predict the competition will be intense. Dad said he might even try to get in a practice flight to the competition X on the Classic Field.

Annual inspections have slowed down, but it sure seems like Mom and Jen have been making lots of signs. Mom is slowed by the cast on her arm. That's the bad news, but the good news is that she told Dad in no uncertain terms that a horse can no longer be a candidate for the BOI Presidency.

I love the ceremony, tolerate the bureaucratic details and feel uncomfortable with politics. The most fun, as your President, is meeting and greeting members of our ballooning community; and of course, hosting our many parties. The Fourth of July was tremendous, but I do admit to being disappointed that Cousin Brad was on a secret site selection mission and did not drive our traditional BOI float in the Carlisle parade. The most fun is throwing candy to the kids.

Time goes so fast. The Classic, Creston and Albuquerque are right around the corner. Hope to see you there, as well as at our monthly membership meetings. Let's all look forward to great weather and camaraderie. And of greatest importance, be sure to:

Fly Safely,

Meika

Note from the Editor

Wow! What a newsletter! 21pages! I'm not patting myself on the back - I only wrote **ONE** article - the rest were submitted by members & other balloonists. Thank you all very much for all of the contributions!

Carol



Balloons Over Iowa President

Meika Bartholomew

Balloons Over Iowa

Vice-President

Sandy Drake

Founding Fathers

Rob Bartholomew

Terry Boettcher

Bill Griffin

Don Prine

Jerry Riley

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Letter from Vice-President Sandy

Greetings everyone.

I hope everyone had a safe and dry 4th of July Holiday. I heard several of the local balloonists participated in the local 4th of July parades to help promote the National Balloon Classic. Thank-you to everyone who took the time out of his or her busy schedule to help out. Meika and I have decided to help out next year. Meika, will your Dad let us use the convertible?

My family and I just returned from a wonderful trip to Hawaii a few weeks ago. What a great time we had! We did some sight seeing trips, scuba diving, playing in the ocean, getting some sun, boating and many other things. I just wish the weather was as good in Iowa as it was in Hawaii. I still haven't mastered that Hawaiian lingo yet.

Marshalltown, Clinton, Ottumwa and Galena events have all passed. Hope everyone had a good time at each of these Races and was able to gets some flights in. I'm anxious to read the reviews from these races.

It's hard to believe the National Balloon Classic is just around the corner. It sounds like it will be another great year for the Classic! It's great to see Indianola celebrating 35 years of ballooning. I believe Indianola is still the longest running week long event in the United States. Jim Gebhart, Classic Balloonmeister, and his team are planning to have some good competition tasks, as well as some fun task for the week. And, I can not forget all the hundreds of volunteers who will help make the event successful as well! Now, lets hope for no rain and less humidity.

It's great to see all these new pilots out getting hours in. I'm still trying to figure out whose balloon goes with whom. We may have to have Carol do a balloon program of some sort with pictures of the balloons and the pilots. *(Editor's note - see pg 21)*

Don't forget the BOI meetings are scheduled every 3rd Sunday of each month. You just never know what will happen at one of these meetings. Every meeting is full of surprises.

Well, I suppose I should sign off for now. Looks to be another storm approaching since the lightening outside is getting very intense. Stop in and visit whenever you can.

Keep looking up!

Sandy Drake

Balloons Over Iowa Vice-President

Don't let this be your last issue!

If your label does not say 04-05, your dues are past due. Complete the membership form & send it & \$15/family to:

Carol Harris

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- Royal/Black stripes on collar and cuffs



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- Red/Navy
- Beige/Black

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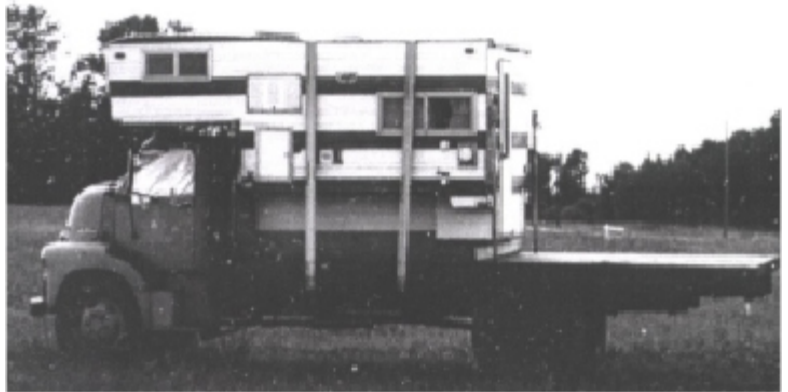
Retirement Center Update

Rob Bartholomew, Dick Drake, Jim Fromm, Bill Griffin, Mike Oberman, Don Prine and Wayne Wasson, members of the Balloons Over Iowa Retirement Home Planning and Site Acquisition Committee (BOIRHPSAC) submitted the following report:

Maybe it's just summer, but the pace of BOIRHPSAC activities has become increasingly frenetic. Some activities are:

- Site acquisition negotiations
- Refreshment flow
- Refreshment flow
- Refreshment flow
- Prioritization of Retirement Home Complex options for construction
- Refreshment flow
- Finance committee analysis of BOI economic resources
- Search for World-Renowned architect Phil Pash

Actually, most of your BOIRHPSAC's time has been consumed searching for WRA Phil Pash. In our last report, we noted that Pash had designed a control tower for the launch field adjacent to the tentative Retirement Complex. Exhibiting perception of the nuances of ballooning and with unbridled enthusiasm, Pash has now built a prototype of a control tower for a BOI landing field. It has been three weeks since Pash liberally provisioned the prototype, requisitioned 2 units of the BOI treasury, and left for a trial run. A picture of the control tower accompanies this report. If sighted, please call the Balloonport.



Your BOIRHPSAC has also made significant progress in negotiations of a Retirement Home Complex site. Although no actual movement in respective financial positions has occurred Chief Negotiator, Dick Drake reports that some weaknesses have been identified in the landowner. Because of necessity to respect the confidential nature of negotiations, Drake is reluctant to report anything else, except that the present owner has been attending nightly BOIRHPSAC meetings and is no longer expressing interest in developing the site as a religious retreat.

The disappearance of WRA Pash with two units of the treasury, nightly BOIRHPSAC meetings, and extensive site negotiations have depleted our treasury. Although resources are fluid, additional levels of expenses are anticipated and will be submitted in the usual manner.

Respectfully Submitted

Jim Gebhart said he had seen the BOI landing field control tower at 2:15 a.m. last Wednesday, half way between Cambridge and Maxwell. Bill Craig reported seeing the control tower in South Lineville, Mo. Rich Jaworski called to report a sighting in Omaha.

Cheryl Gebhart asked Jim what he was doing half way between Cambridge and Maxwell at 2:15 a.m. on Wednesday. Jim turned red, laughed and searched the room for inspiration. Rob B explained that Jim's dedication to BOI had prompted him to volunteer for a highly secret site negotiation mission about which he had been sworn to secrecy. Jim said, "That's my story and I'm sticking to it". A pre-ponderance was called.

Phyllis Drake asked how long we expected site negotiations to continue, explaining that Dick's grandchildren missed him. Don said it was hard to predict, but that Dick's persistence and dedication was something to behold. Michelle Craig said that since she turned 21, she was attending as many BOIRHPSAC meetings as possible and couldn't believe the capacity exhibited by committee members. A ponderance was called. Michelle reported that committee meeting attendance by Eric Brown and brothers Bill and Brad has qualified them as apprentices or student committee members. Another ponderance was called.

The Chair, having lost control of the meeting, requested that Linda B bang her cast on the table. This roused Rob to immediate attention and seemed to restore order. Bill Griffin requested a point of personal privilege and said, "Since I am not presently a thespian, all my energy is devoted to BOIRHPSAC. We continue to work towards our ultimate goal of a BOI Retirement Home Complex and will spare no resources." Max Harris, Leroy Clair and Richard Swanson moved their chairs away from Bill. A ponderance was called. The BOIRHPSAC retired to the refrigerator. The meeting was adjourned.

Competitive Ballooning Hits New Popularity Heights

by Brent Hardin

Imagine, for a second, gazing down at a small painted 'x' in the middle of a grass-covered pasture, watching the colorful crisscrossed pair of lines grow larger with every glance.

You're an entrant in one of the first competitive hot air ballooning events of 2004, and your goal is to toss a hand-sized bean bag marker from your gliding basket into the middle of the target, a simple flick of the wrist that could catapult you into the contest's champion circle.

All you've had to do to get there was fill a ripstop nylon balloon with 77,000 cubic feet of hot air, determine the speed and direction of the wind, plot your flight with a map, avoid other balloonists, communicate with members of your ground crew, adjust to unpredictable shifting breezes in mid-flight, release enough hot air to drift down near the earth, and keep the balloon from hitting the soil while you prepare to throw your bag.

This complex juggling act is routine for competitive balloonists, who hold passports to an aerial world where Hummers look smaller than Matchbox cars and an 'x' truly does Mark the desired spot.

Scenes like this are helping the sport experience a surge in popularity both in the basket and on the ground, as a record number of competitors and fans are expected to attend U.S. ballooning events this year.

More than 4,500 pilots, crew members and race officials will take part in contests ranging from South Carolina to Iowa in 2004, including veteran Des Moines pilot and observer Jim Thompson, who said ballooning gives competitors a chance to capture prize money, friendships and – perhaps most importantly – a deep sense of accomplishment. “From a pilot standpoint, it's a lot of fun, because you're not just competing against other pilots, but you're competing against yourself,” Thompson, the chairman of the Balloon Federation of America's (BFA) Competition Committee, said. “It's a real thrill to get from one point to another, because it's all based on your ability to maneuver the balloon to a specific target.”

“Ballooning appeals to pilots for a lot of the same reasons sports appeal to any athlete,” Barbara Davis, a longtime BFA race official at national competitions, said. “There's nothing more exciting than putting that marker in the center of the 'x' – right where you want it. It's just like putting the ball in the basket at the buzzer or the ball in the receiver's outstretched hands or the volleyball just out of reach of the opponent's block.”

The sport is also becoming appealing for fans, who are flocking to fields to watch their favorite balloonists compete. More than 841,000 visitors attended the nine-day Albuquerque International Balloon Fiesta last October, and the National Balloon Classic in Indianola, Iowa, drew 100,000 people last August. Other BFA events in South Carolina, Wisconsin, Vermont, Ohio, Arkansas, Colorado and Iowa also attracted thousands of spectators last year, and many competitions are projecting those figures to increase this spring and summer.

Thompson, who has finished in the national top 10 rankings six times, said many fans enjoy watching clusters of vibrant-hued balloons fill up the sky near the target area, a picturesque scene that attracts audience members from all walks of life. “It's thrilling for a spectator standing at a field to watch a group of colorful balloons zeroing in on a target,” Thompson said. “It's quite a sight to see.”

While the most common tasks for pilots involve accuracy with pre-designated targets, pilots may also be asked to test their aeronautical aptitude in tasks involving speed, distance and precision with mid-flight movements. All of the assignments involve geographical, meteorological and navigational skills on the part of the pilot, and balloonists like Allen Yost say being able to master those abilities makes ballooning rewarding, even when they don't claim victory in the standings. “I feel good when I've flown to a target and had a good marker drop, even if I don't win that particular task,” Yost, who has more than 20 years of piloting experience, said. “It's fun to try and understand how the elements all come together to make a balloon flight, and to utilize those elements to either make the balloon do what you want it to do or navigate it to a particular place.” Those talents – honed through at least 10 hours of flight time with instructors prior to receiving a private license – help pilots face a variety of challenges, including dealing with the most basic of elements: wind.

Jennifer McNatt, a National Weather Service forecaster and avid balloonist, said winds can shift dramatically depending on topographical features, atmospheric temperature and weather, and balloonists may encounter large changes in wind speed and direction while making minor changes in their altitude level. In addition, winds can change over water because of the difference in surface temperature between land and liquid, turning oceans, lakes and rivers into more than just blue spots on a pilot's Global Positioning System. “Wind is the biggest hurdle in competitive ballooning, just

based on the nature of the competition,” McNatt said. “Balloonists need very specific wind forecasts, and a difference of just 10 or 20 degrees from forecast may cause the pilot to miss the target.”

The fact that those weather conditions can affect all balloonists helps foster camaraderie among the participants, Yost said, because pilots are fully aware of what fellow competitors are attempting to overcome in the air. “I’ve always found the camaraderie to be one of the things that I like best about ballooning,” Yost said. “I feel that every balloonist I know has a passion for the sport and likes to talk to other balloonists about their flights and experiences. And that goes not only for the pilots, but also for the crew members.”

“After you’re done flying you want to get together afterwards and talk about it, and if you’ve been watching and helping on the ground you want to get together afterwards and talk about it,” Thompson said. “There’s a real sense of togetherness in this sport.”

Davis said that fraternal-like atmosphere is a major reason for the growth of the activity’s popularity over the past few years, as veteran balloonists have welcomed rookie participants with open arms. “I’ve often witnessed experienced competitive pilots, with the greatest of patience, sharing their experience teaching new competitive pilots the tricks of the trade,” Davis said. “In my ballooning career, it seems to me that everyone gets along well, even if they are highly competitive during a flight.”

Many balloonists are also able to include their families in the process, as spouses, relatives and children can provide either physical assistance in the ground crew or moral support in the crowd. Thompson said the inclusion of family members may be one of the activity’s biggest assets, and could help the sport launch itself into a new stratosphere of popularity over the next few years. “Ballooning truly is a sport where you can involve the very young up to the very old,” Thompson said. “Everyone in the family can be a part of this, and that’s why I think a lot of people enjoy ballooning so much.”

Mr. Hardin’s bio: *I’m a graduate student in the Master’s Professional Program in Journalism at the University of Iowa. Before moving to Iowa City, I worked for two years at the Storm Lake Pilot-Tribune, where I was a general assignment reporter and photographer before taking over the job of sports editor. I covered two Balloon Days festivals while in Storm Lake, and was lucky enough to ride in hot air balloons both years. My hometown is Pella, Iowa, and I graduated from Pella High School in 1997.*

Recipes Needed

Patti Todden has offered to put together a BOI Cookbook. So send her all your great BOI pot-luck recipes or bring them to the next BOI Party. We know we have some GREAT cooks - please share your delicious recipes!



Send to Patti at 63735 - 180th St., Nevada, IA 50201 or email: countryfarmers@iowatelecom.net (note new email address).

Museum Garage Sale

The National Balloon Museum tried something new in May as a fundraiser. We had a garage sale of items volunteers and others donated for the cause. We had large, small, unusual, normal, old and new items. As garage sales go, we did pretty good. We have decided to try this again in August.

The dates are August 27th from 4 PM to 7 PM and August 28th from 7 AM until we sell out or people thin out. Come by and see if there is something that you just can’t live without. For any additional details, call the museum at (515) 961-3714 and any of the volunteers can help you.

Ed Yost Day at the National Balloon Museum

Ed Yost who has been dubbed the “father of the modern hot air balloon” will be in Indianola during the first week-end of the Classic. The museum is hosting an Ed Yost Day on August 1st. Everyone is invited to the museum to meet him from 1 PM to 3 PM and hear him speak at 2 PM about his experiences in development of the modern hot air balloon. He was also instrumental in getting the National Hot Air Balloon Championship started in Indianola in 1970.

The BFA is starting a Hall of Fame board at the museum and Mr. Yost is going to be their first inductee. Stop by the museum, meet Mr. Yost and hear all about his various experiences. You can call (515) 961-3714 for more details about the day. Any of the volunteers on duty when you call can answer your questions or get answers for you.

Thank You

Thank you to BOI for helping sponsor the rest of the Museum Brochures and paying for the Sports Museum brochures. (*Editor’s note - see June minutes - page 18*) The museum appreciates how BOI and IBA are always very willing to come to our rescue. *Becky Wigeland*

Happy Birthday

Mendi Borts	8-2	Kayla Hogan-Alexander	9-1
Todd Netley	8-2	Monica Thompson	9-2
Amy Williams	8-2	Cori Clemons	9-4
Jen Nordhagen	8-3	Nathan Ziino	9-4
Jena Erger	8-3	Bill Sponsler	9-5
Christine Clemons	8-4	Caitlyn Clair	9-5
Matt Fenster	8-4	Celsey Clair	9-5
Al Appenzeller	8-4	Pamela Cesnik	9-6
LeRoy Clair	8-4	Wendi Anderson	9-6
Jesse Smith	8-5	Hailey Schmidt	9-7
Carla Brinker	8-5	Tedd Maxfield	9-8
Jenny Bridgewater	8-5	Winnie Hosford	9-9
Kathy Schmidt	8-5	Ron Nollen	9-9
Dan Bertsch	8-6	Joel Worthington	9-9
LaVerna Edmister	8-8	Steve Jones	9-10
Gary Fouche	8-8	Angie Covey	9-11
Eric Miller	8-10	Mark Harris	9-11
Elizabeth Stefani	8-12	Georgia Oakes	9-11
Sarah Stefani	8-12	John Frees	9-12
Michelle Craig	8-13	Melinda Worthington	9-12
Sharon Foltz	8-14	Michael Hadley	9-13
Mike Blevins	8-15	Cathy Clair	9-14
Terry Garrett	8-15	Margaret Carrington	9-15
Pam Hadley	8-16	Bailey Marhoun	9-16
Ariel Williams	8-16	Eric Brown	9-16
Cynthia Nutting	8-16	Karin Riepe	9-18
Sheelagh Owen	8-16	Dan Walker	9-18
Allison Hade	8-17	Danielle Hudnutt	9-19
Jon Danielson	8-19	Adena Worthington	9-19
Byron Denhart	8-21	Anna Schirn	9-20
Paul Schneider	8-21	Becky Wigeland	9-20
Jeff Bridgewater	8-21	Judy Evans	9-20
Emilee Norris	8-21	Cory Lamb	9-20
James Thompson	8-23	Gerald Conklin	9-21
Coal	8-25	Robert Nutting, Sr.	9-22
Katie Mitchell	8-26	Carolyn Holland	9-23
Kelley Ringo	8-26	Alyssa Craven	9-24
Julie Ricke	8-27	Wayne Wasson	9-24
Lois Stricker	8-27	Brian Seymour	9-25
Eric Kennedy	8-27	Rita Fromm	9-26
Chuck Dery	8-30	Teresa Purdy	9-26
Annika Shaw	8-30	Doug Schmidt	9-26
Deb Nollen	8-31	Dan Corbin	9-27
		Jason Jones	9-27
		Gill Wigeland	9-27
		Jason Wiltse	9-27
		Jeremy Rubin	9-28
		Madison Rubin	9-28
		Tiffany Anderson	9-30
		Michele Corbin	9-30
		Rocky Frees, Jr	9-30
		Mike Reinert	9-30



Happy Anniversary

Tom & Julie Ricke	8-4
Fred & Judy Schoening	8-5
Deb & Ed Miller	8-6
Randy & Mary Conklen	8-8
Jerry & Rosa Tierman	8-9
Paul & Valerie Craven	8-13
Dan & Jeanne Wiley	8-14
Wyman & Mendi Borts	8-27
Allan & Mandy Keller	9-4
Aaron & Amy Foelske	9-5
Marv & Joyce Blevins	9-8
John & Beth Reynolds	9-24



Saturday's Flight, a Lesson Learned

by Jim Fromm

Each of us has a 'first' flight for various things, here's a story about a 'first' for me, and some thoughts on how we all may be able to avoid getting into this kind of situation in the future.

Sec. 91.3 - Responsibility and authority of the pilot in command.

(a) The pilot in command of an aircraft is directly responsible for, and is the final authority as to, the operation of that aircraft.

June 19th, 2004 was a clear Saturday morning in Galena, Illinois, the annual Great Galena Balloon Race, and the task was to be a hare and hound. The pilot meeting's weather briefing called for surface winds to be out of the north, 6-10 for most of the morning, dropping to light and variable later in the day. It looked pretty nice, and we prepared to launch. I was the second balloon out, a 240k, following my bud, owner of the ride company and race organizer, Andy Williams. We slow-poked out of the launch area and over the first ridge to the south had a great time in the small valley watching as the hare and the other balloons launched and followed us. The winds increased a bit once we came out of that valley, were maybe 8-10 on the surface, mostly from the north, but the winds aloft were more northeasterly. It made for nice steering, but was also taking us toward the Mississippi River.

About an hour into the flight Andy put down his 250k in a small grass landing strip at the top of a ridge, the balloon laid flat out diagonally at the north end of the strip. I made the approach to the strip, but with my last minute correction for the left I was a bit too high, plus the winds made me doubt I would get it stopped before it went into the fence on the strip's downwind side. So, we waved to Andy and his passengers as we passed just downwind of them, and climbed out to see what was over that ridge for landing options.

There were some rough fields and trees down the hill and a huge feedlot at the bottom, then more trees, and then a huge mostly open grassy place north of what appeared to be an old Army base. As we passed the feed lot and came into the valley it became apparent this was going to have to be the place to land. The river was cutting back to the east in front of us and was only a mile or two ahead. We came to tree top level, scooting along at about 8 mph, crossing road after road inside the base used to access to the old bermed munitions bunkers. There were lots of deer and as we approached the first parts of the open grassy areas, the passengers were getting a great show. The brush and trees finally backed off to make a big enough spot for us and I took it, a decent bump, 30 feet or so from initial contact to stop, some trees upwind helping us stop a bit. While we did have communication with our crew before we landed, we did not now, and even cell phones were not working well. Finally I was able to a message with my wife back at the HQ, telling her we were down inside the old Army base's north end and would wait for our crew to get closer to contact us on the radio.

The hare and most of the balloons following it were still in the air when I landed. The hare landed just upwind of us and the others landed downwind and west of us, also inside the facility. I walked over to a couple of the balloons, found out they were having similar communication problems with their crew. One of the pilots had come across a contractor working in the facility and found out the gate into the base was 5 miles south of us, and that we were very lucky to have found him, it being a Saturday and normally nobody around. He said we were in a restricted area, and the area at the north end where we had landed was a Federal Game Preserve and even he was not allowed in that area. It was starting to sound like a difficult situation.

An hour or more later we heard from the crew at the gate, they were going to be escorted in by the U.S. Fish and Wildlife Service Specialist. We were told we were in areas of concern, some endangered plant species as well as areas where there may be unexploded shells and grenades. We were advised to sit tight. Our crew arrived and we got loaded and headed back to the area where most of the balloons had landed. We were being escorted around by the U.S. Fish and Wildlife Service Specialist, Alan Anderson. He was very helpful and shared a lot of interesting information about the old base and the U.S. Fish and Wildlife Service's role in the facility. We learned some of them would have to be carried to the road closest to them, but most would be able to be driven to. Our chase crew took the van full of passengers out and Andy and I stayed behind to help the others get loaded and out. Group by group we were escorted back to the gate, where we were told the enforcement officer was on his way to the facility's office, and all pilots who landed there needed to leave their names and phone numbers. Andy had to stay to

meet with enforcement officer and the rest of the group was released through the gate. I stayed with Andy and we went to the office where Alan gave us a nice tour of their public welcome room and showed us some of the munitions artifacts recovered from the facility. Alan shared that the facility had just been designated a U.S. Fish and Wildlife Service Preserve in September of 2003, called the Lost Mound Unit. (here's the link to its description)

<http://midwest.fws.gov/planning/LostMound/>

Andy began writing down the what and why about the morning's flight so we would be ready when the enforcement officer arrived.

Refuge Officer Darryn Witt arrived fully uniformed, complete with gun and badge. He seemed to be a nice fellow, explaining he would have been there a little sooner but he was out of town on a 15th anniversary rendezvous with his wife. Andy and I swallowed, hoping the rest of the day would improve. We talked about the sequence of the morning's events that brought the balloons in to the refuge, the winds, that we did not know of the facility being a preserve until after we landed, etc. I, being the first pilot to land a balloon there, said it appeared to be the best and safest place to land for the later part of my flight. Other than the likelihood of it being more difficult to get into the facility I chose it to taking the chance on running short of fuel trying to get over the river or having to take the chance on having to slam into a smaller area, risking an unsafe landing. Officer Witt's take on the situation was hard to determine, he wanted most to make sure this did not happen again. We discussed the facility's recent U.S. Fish and Wildlife Service Preserve status, Andy said even though he lives just north of it that he did not know it had been changed to a Federal Preserve. As we all know, the ignorance of a rule is no excuse, but it was our truth, and that was about all we had. Officer Witt said in well known U.S. Fish and Wildlife preserves and National Parks they throw the book at aviation violators, because in most all of those cases there is almost no way they could not know of the airspace restrictions. All in all, we had a pleasant conversation, went over the report Andy had written, thanked Officer Witt and Specialist Anderson for their understanding and left the office, hoping for the best.

I have cc'ed this to both Officer Witt and Specialist Anderson and I hope you will copy it to you local newsletters. As you may have guessed by now, this story is in part a way to try to resolve our situation, and a serious attempt to improve our flying behavior at balloon events will be attending around the country. In many of these events we are not familiar with the area, its problem landowners or areas where chase vehicle access is difficult. Even though we should not, many times we trust the race's organizer to keep us from harm, or figure if one balloon lands in a field (especially a local's balloon)

that the field must be OK for everyone to land in. This time that was certainly not the case.

Regulations on airspace over game preserves and national parks is not easy to find in the FAR's. I did quite a bit of web searching for them, and finally talked to a local FAA representative and balloon rated pilot, Larry Arenholz. Hoping not to misquote here, Larry said the game preserves and national parks are shown on sectionals and there will be information about the altitude restrictions there as well. He said the Mississippi is a game preserve from one end to the other. I asked about regs in the FAR's and mentioned the Advisory Circular 91-36C as being the only thing I could come up with.

<http://www.netvista.net/~hpb/ac-91-36.html>

He said landing in the preserve areas is prohibited, but was not sure where the regulation for that would be, most likely it would come from the controlling agency, but he would do some checking. He said it may be a good thing to check with race organizers as balloon events are held near the Mississippi, make sure they are up to speed on the area's airspace and landing restrictions.

So, what can be done?

If you are a pilot, make sure you've got the most current sectional and have taken a close look at what it shows in the area before you get to the event. If you see something on the map you think is a concern ask about it at the first pilot briefing.

If you are a balloon race official, make sure you are aware of all hazards, red zones and restricted air space in the area, even what lies outside the immediate area, just in case the winds really get to blowing. Share that information at the briefings and show the areas on whatever maps you plan to use. When you call flight service for the pre-flight briefing make sure you ask them for any information that may be relevant to the event.

Many thanks to U.S. Fish and Wildlife Specialist Anderson and Officer Witt for their patience and understanding in helping us out of the Lost Mound Unit, and to Larry Arenholz for his help in answering the (what probably sounded like dumb) questions I had for him. If you have an FAA office in your area, I think you should stop in a get acquainted with them, especially before you need help. Larry and his co-worker, Roger Clark, have been regular presenters at the yearly Iowa Balloonists Association safety seminars, and have both demonstrated accident/incident prevention through education is the way to go.

Sincerely,
Jim Fromm
Indianola, Iowa

Bill Griffin Aids in BOIRHPSAC Negotiations

There may be some skeptics who question the veracity and authenticity of Don Prine's Retirement Home Reports. I hope such concerns will be laid to rest with the attached photo. As accurately noted in Don's last report, I even donned religious garb in order to negotiate an appropriate site for the retirement home.



Touch and Go Now Available in Full Color

Have you been reading this newsletter, thinking "I wish I could see all the photos in color" - well now you can - the BOI newsletter can now be sent out by email in full living color. It will be an Adobe Acrobat (.pdf) file. It will probably work better for those who have a faster Internet connection, but it is possible to download with dial-up Internet - just takes a while. Depending on the amount of graphics, they can be between 1 & 4 megabytes. There are now 3 options for receiving the newsletter:

1. Continue to receive the newsletter by mail
2. Receive the newsletter by mail **and** by email
3. Receive only the email copy (this will save the club some money and me some time!)

Email me if you'd like to receive the email version -
hotairflyn@aol.com Carol

Marshalltown



John - Watership down



Maury flies by. His drop was 0' 5"!



No, not Mike - it's Eldon (AKA Gomer)



Brad, Liz & Jeremy approach



Mark & BJ



Rob - 6'9" drop



Chris plays Peek-a-boo through the trees. 9' 1" drop



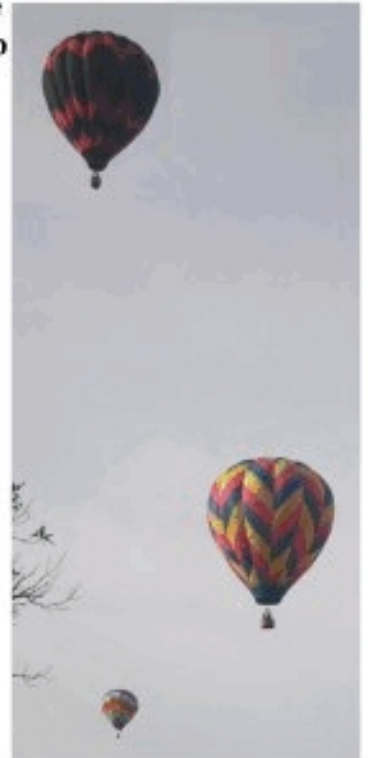
Paul Randleman



Photos by John Jensen, Jr.



Bill Baker - 2004 1st place



Mike, Aaron & Jim float over the river

Ottumwa



Dale & Holly Dommer



What's Gomer been up to now? Word is that he hit a tree & the tree pressed charges!!



Gomer photos by Rick McCubbin



Benji - going fishing



"I have a feeling that I'm in the wrong spot"



Pilot briefing



Worn out crew!



Mark Harris - his first win!!



Top 5: Benji Clemons - 5th, AJ Foelske - 2nd; Mark Harris - 1st, Jerry Tierman - 4th, Brian Bennett - 3rd

Calendar of Events

- ▶ July 18 6:30 p.m. **BOI membership meeting**, Balloonport, Carlisle, IA
- ▶ July 24-30 **BFA National Championships**, Anderson, SC. Contact: Sharon Ripperger, BFA, PO BOX 400, Indianola, IA 50125 515-961-8809 Email: bfaoffice@crosspaths.net
- ▶ July 26 **Flight Over Des Moines** (rain date July 27) Contact John Jensen - 515-961-3154 or Rob Bartholomew at 515-989-3708
- ▶ July 28 **Classic Crew Training**. Contact Al Appenzeller 515 961-4429. Pilots & crews needed to help train the volunteer crew for the Classic.
- ▶ July 30 - August 7 **Community State Bank National Balloon Classic**. Contact Classic office at: 1-800-FLYIOWA or www.nationalballoonclassic.com
- ▶ August 4 - 8 **2004 US NABA National Championships** Baton Rouge, Louisiana
- ▶ August 15 6:30 p.m. **BOI membership meeting**, Balloonport, Carlisle, IA
- ▶ August 20-22. **Iowa Western Community College LTA Affair**. Council Bluffs Contact Stacy Kirchert 712-325-3257 or email skirchert@iwcc.edu .
- ▶ August 27-29 **Cedar River Balloon Rally** Charles City, Iowa. Contact Bill Mooberry 641-228-4573
- ▶ August 27-29 **CMN Balloon Rally** Alexander Field Airport, Wisconsin Rapids. www.CMNBalloonrally.com Contact John Symonds at: jsymonds@nashpodvinlaw.com or 800.762.7087.
- ▶ September 3-6, 2004 **Great Pershing Balloon Derby** Brookfield, Missouri. Contact Sherry Techau at 660 258-5290 or email rstechau@classicnet.net
- ▶ September 4-6 **Colorado Balloon Classic** Colorado Springs, Co. Contact Patsy Buchwald at 719 471-4833 or email balloonclassic@balloonclassic.com
- ▶ September 17-19 **Southwest Iowa Professional Hot Air Balloon Race**, Creston, IA. Contact Rob Bartholomew 515 989-3708
- ▶ September 19 6:30 p.m. **BOI membership meeting**, Balloonport, Carlisle, IA
- ▶ October 2-10 **Albuquerque International Balloon Fiesta**, Albuquerque, NM.
- ▶ October 17 6:30 p.m. **BOI membership meeting**, Balloonport, Carlisle, IA
- ▶ October 23 6:30 p.m. **BOI Halloween party** Balloonport, Carlisle, IA
- ▶ November 21 6:30 p.m. **BOI membership meeting**, Balloonport, Carlisle, IA

- ▶ February 2005 **Sweetheart Rally**. Mankato, MN Contact Daniel Reuter 507 245-3844. www.keysystemsplus.com/stardrifter.
- ▶ June 9-11, 2005 **Marshalltown Balloon Rally**. Contact John Jensen 515-961-3154 or email mtownballoonride@aol.com

Congratulations to BJ & Wendi Anderson who were married May 1, 2004



Congratulations to Dale & Holly Dommer who were married July 25, 2004.

Congratulations to April (Oberman) & Benjamin Bartlett who were married 5-22-04

Congratulations to new pilots Al Appenzeller & Cory Bloom.

Congratulations to Bill Clemons who placed 7th at Battle Creek!

Sympathy to Jim Gebhart & family. Jim's mother passed away in June.

Sympathy to the family of Ray Edgerton who passed away in June. Ray was a scorer at the Classic.

Sympathy to Dan Corbin & family. Dan's brother Ralph passed away.

Sympathy to the Jensen family. John, Sr.'s sister & mother passed away in June.

Sympathy to family of Rich Hager - pilot of "Hagar the Horrible". Rich passed away in May

Email address changes:

- ◆ Patti Todden & Richard Swanson - countryfarmers@iowatelecom.net
- ◆ Jerry & Rosa Tierman - JandRTierman@msn.com
- ◆ Stephen Foltz - buffalo47@cvalley.net

Address change:

Gary & Merrie Fouche
806 North "V"
Indianola, IA 50125

The Way It Was

25 years ago in BOI History:

- ★ 1979 Nationals. 250 – 300 balloons expected. Registration included pilots from 28 states, including 56 from Iowa. #1 Bruce Comstock, #2 – tie: James Birk & Sam Edwards; #10 Rob Bartholomew; #15 Jeff Thompson; #18 John Johnson; #24 Jerry Riley; #37 Terry Boettcher #43 Bill Griffin. One of the things listed on the schedule was a “Attitude Reforming Seminar”.

20 years ago in BOI History:

- ★ 7-1984 Gary Fouche, David Edmister & Ralph Rieck received their Commercial licenses.
- ★ 1984 Nationals: #1 – Al Nels, #2 Bruce Comstock, #3 – Bill Cunningham, #29 – Rob Bartholomew. Over 200 pilots registered for the 1984 Nationals – 100 competitive.
- ★ 8-1984 Henry Schick & Norm Fee received Commercial licenses.

15 years ago in BOI History:

- ★ 1989 – First National Balloon Classic held August 4-13. Crew of the Year – Jim Pearson’s crew. #1 Rich Jaworski, #2 Don Prine, #3 Gary Lawrence, #4 Jim Christiansen, #5 Johnny Petrehn, #6 Chuck Owens, #7 Dan McConnell, #8 Dave Morris, #9 Bill Clemons, #10 Mike Bien.
- ★ A balloon piloted by Mike Reinert of Storm Lake was approaching the balloon field from the northwest when a sever wind shear struck his balloon, causing it to strike a communications tower. Passengers in the balloon were Chris Reinert and Jeremy Rubin. The envelope snagged on the tower, ripping the fabric. The Gondola swayed in the wind for about 10 minutes before coming loose and falling to the ground, landing in a corn field. Enough of the envelope remained to act as a parachute, slowing the fall. The three were treated and released for cuts and abrasions.

10 years ago in BOI History:

- ★ 7-10-1994 Jill Rubin received her Private license.
- ★ 1994 Classic: Rob Bartholomew – Balloonmeister; 80 pilots; Jim Fromm won a new truck at the Classic Key Grab; Dr. Jon Russell the Classic Champ, #2 Will LaPointe, #3 Maury Petrehn, #6 Bill Clemons, #8 Garry Miklus, #9 Dennis Shelley.

5 years ago in BOI History:

- ★ 7-1999 Bill Mooberry received his Commercial license; Barb Knoll & Bill Marhoun received Private licenses.
- ★ Christine & Benji Clemons married 7-15-99
- ★ National Balloon Classic: 80 balloons; Amazing weather - flew 14 flights; Jim Christiansen was Balloonmeister; Propane was now at the field instead of at the high school - fantastic! #1 JJ Johnson #2 Maury Petrehn #3 Jason Jones; Crew of the Year - Golden

Griffin Crew and Schick Brothers Crew; Jon Russell award - Richard & Henry Schick; 1st New Competitor of the Year - Mark Harris

- ★ 8-1999 Max Harris received his private license.
- ★ 8-99 Gerald Knoll took his first lesson – “Yeeeeee haaaa, holy cow, man-o-man WHAT A RUSH!!!!!!!!!! I haven’t been that excited since the days of back seat romancing at the drive-in theater.”
- ★ 8-1999 Paul Schneider received his Commercial license.

Event Reviews

Marshalltown Balloon Rally

June 11-13, 2004

Marshalltown, Iowa welcomed 44 Hot Air Balloon Pilots from across the Midwest and Texas on Friday Evening for the 3rd Annual Marshalltown Balloon Rally. The Marshalltown Convention and Visitors Bureau welcomed each pilot with gift bag before the pilot's meeting at the launch meeting. Huge crowd welcomed the balloon pilot as well as the 5 Sky Divers from the SKY DIVE IOWA group out of Brooklyn, Iowa. I think the sky divers are crazier then the Hot Air Balloon Pilots. I believe the winds were 15-20 mph for the sky divers landing. Bill Griffin Weatherperson stated the winds wouldn't diminish for the Friday Evening flight or the Evening Nite-Glow. Balloonmeister Bill Clemons canceled the evening activities. Bill Baker (Texas) and Ryan Kintzel (Iowa) had new balloons and wanted to see the new patterns. Everyone was dismissed to Dib's BBQ for supper and refreshments. Good BBQ.

Sat Morning brought wonderful weather, good steering and great flying by some pilots. Pilot's meeting was called at the AmericInn Hotel Swimming pool area. Bill Clemons Balloonmeister called a 4 task morning. Started with Max Distance Double Drop, Fly in Task, Fly on Task and a Watership Down. Beautiful morning for flying around Marshalltown. Max Distance had several options to the task of multiple double drops at different task. 1st - Bill Griffin, 2nd - Bill Baker, 3rd - Chris Reinert. FIT (was at the launch field) - 1st - Matt Fenster, 2nd - Maury Petrehn, 3rd - Ralph Rieck. FOT (was at another school NE part of Town) this was also another part of the MDDD. 1st - Bill Griffin, 2nd - Maury Petrehn, 3rd - Bill Baker. Next was the Watership Down which took off from the Launch Field @ 0700. The Hare balloon was John Jensen which took off at 0700. Ryan Kintzel & Scott Armstrong decided to pass the Hare Balloon a little early.

The weather decided to change the plans for the event. About 5:00 p.m. Thunderstorms decided to roll though causing gusty winds. Even though it didn't rain in Marshalltown, 8 Miles to the West they received 3/4 of inch of rain. Evening activities were canceled.

Sunday Morning balloon pilots awoke to wet pavement.

Marshalltown had been receiving sprinkles since 1:00 a.m. The event staff decided to cancel the morning task and allow the pilots that wanted to fly could. Balloonmeister Bill Clemons called for 1 Target at the Launch Field. 9 balloons flew towards the launch field. Looking at all of the yellow baggies around the X, it appeared that all of the pilots scored. Actually only 3 pilots scored for the morning flight. 1st - Jeremy Rubin, 2nd - Leroy Clair, 3rd - Fred Schoening.

I want to thank the event staff for assisting in the event. Rural Relations - Don Wiley, John Sr., Scoring - Ron & Barb Hiedman, Joyce Jensen, Tracy Jensen. Bill Griffin - Weather person, Tom Ricke - Safety Officer and Bill Clemons Balloon Meister for stepping in at the last minute. Also, our deepest thoughts go to the Jim Gebhart family for the passing of his mother.

If anyone has any comments for the betterment of the event, please forward an email to the Marshalltown Balloon Committee. mtownballoonride@aol.com

Mark your calendar for 2005 --- June 9 - 11 (4th annual Marshalltown Balloon Rally)----- See ya soon. Visit us @ <http://www.marshalltownballoonrally.com/>

Ottumwa

June 25-27, 2004

by Herb Heriford

Lancaster, Missouri: A quick check in the "What Words Actually Stand For" Reference book will undoubtedly say that Lancaster is a Scottish word meaning "Last place before entering Iowa where one can purchase fireworks". That seems to be the major industry of that particular stretch of Hwy. 63. It is apparently run by the Amish Mafia who forced through legislation in Iowa restricting fireworks sales. Now Lancaster has it sewn up! All those buggies you see the horses pulling down the side of the hwy are NOT full of baked goods, they are full of bottle rockets! Who knows what you may be able to buy "under the counter" at one of those fresh baked goods stands!

That is only the beginning of the attractions as you head north into Iowa. It is a straight shot up 63 about 3.5 hours to Ottumwa where each year on or about the 4th weekend of June you will find the Ottumwa Balloon Races. Don't let the name fool you however. There is much more to the weekend than simply pretty baubles floating around in the lower atmosphere. The City park, which serves as the balloon field, is also the place to be for carnival rides, great bbq pork sandwiches, bands of varying degrees of entertainment value, pancake breakfasts, MEGA geese patrols and the most campers you have ever seen in the least possible available space!

Arrival occurred about 3:30 and check-in at the Super 8 was first on the agenda. After registration for room (Including morning donuts and coffee) and event it seemed appropriate to contact my sponsor and crew. Sponsor Fred from

American Family Ins. said his office was right across the street from the hotel so I drove out of the parking lot and saw his sign RIGHT across from the hotel. About 50 ft. away or however wide a hwy is! Upon arrival at said office I discovered that he had left immediately after my call so instead of meeting Fred I was most fortunate to meet his lovely wife Carol and their Secretary,...whose name I have since forgotten.

This being Friday night there was not a scheduled competition flight but most joyously, there was a wedding flight from the balloon field! Now, you will have to forgive my lack of mental capacity, but if I'm not mistaken, It was a pilot (Dommer?) who was married and flew off in his balloon and 8 of his friends (Wedding Party?) that flew off after him. It may have been the wedding version of a hare and hound race. Connie, my most devoted crew member, came by to wish us luck and then scampered off to see her niece perform as one of the apostles in "Jesus Christ Superstar". She, her husband Mark, son Eric and his girlfriend...oops I forget, were there for the rest of the flights however. After they (the Wedding Party) launched, Eldon Benus (Gomer?) and I and who knows who else followed the wedding party in our aircrafts. The idea was to fly out for a short flight, return and glow. However, since this was the first ever ride for Fred and Carol, and since I passed up the early easy landing spots and had to float over many "Fields of Opportunity" (That's the Iowa Motto apparently) before finding a satisfactory landing spot with no cows, crops, or lack of roads for the completely green chase crew (I say that in a loving way) the glow field was loaded from corner to corner and side to side by the time we returned. Plus, my crew had shirked other responsibilities to go for the ride so they figured they should go to their assigned places to work. (Beer tent). So, I opted to help Eldon squeeze his balloon into an unlikely spot and watch the festivities. Only then did I find out that they were paying \$50 for glowing!

Then the inevitable happened. We had to refuel. Now, most places that is not a problem, but that is the main complaint about the Ottumwa race. They have one truck with one hose to refuel 39 balloons. If you figure 5 minutes per balloon x 39 that is one hour and 45 min to refuel. They couldn't start til the glow was done at 10:15 or so which means that the last were done at midnight ...and had to be back at the field by 5 for the pilot briefing.

Speaking of complaints...That's the only one! It is a wonderful place to fly and wonderful folks to visit! The weather was perfect if cloudier than forecast Sat. p.m. and Sunday a.m. but other wise great!

Sunday morning Jim Christiansen, the Balloonmeister, gave us multi judge declared goals...a rectangle that each corner was a target. Choose whichever one you want. Closest to any corner without going outside of the circle is the winner.

Now, many of you are familiar with balloon flights but for those not so, a brief description of the "typical" morning flight

may be in order for both this flight and the Sunday flight. "Typical" morning winds are from X direction at the surface and as you move higher off the ground they tend to turn to the right. Sometimes a little and sometimes drastically. When you see us send that little helium test balloon (Pibal or Pilot Balloon) off and watch it with our compass we are basically checking the direction it is going at the required flight altitude so we can see where to set up to launch so we can fly to the right of the target slightly, descend into to lower winds to turn left into the target. The evening winds are usually not quite as cooperative. They tend to go in a straight line at all altitudes so one is required to line up assuming no turn at the surface. Strange as it may sound, that is actually more difficult than winds that change at different levels. That is also why that at most events the morning flights are the competition flights and the evening flights are fun flights. ...Most events.

Sat. was a "Typical" morning flight. Craig, my other sponsor, was riding along with me and got to see something very unique. WE SCORED! One of many teams that scored however. Our toss of 46 ft. from the SW corner was close enough to land us in 10th place. There were several landing spots available close to the field so we decided to...fly on! After all, It was a beautiful morning, the propane was free and we still had lots of it. We went back up to legal altitude and began to float down the Des Moines River which cuts the town in half as it meanders thru curves newly created by the floods of 93. As we rounded one of those curves we passed over a processing plant that "Processes" 10,000 hogs a day I think he said. It had a water treatment plant larger than most small cities need. I'll let you imagine why. After crossing the river again and sailing past a row of cabins built right next to the water for better flood control I guess, we floated slowly over more of those Opportunity Fields til we found a strip between the fields large enough for the crew to walk us out to the road for deflation. As I watched the crew, now soaked to the hips from wading through waist high fescue as they towed me to safety, I couldn't help but say "Gee, It's good to be the pilot!"

Return to the field and refueling then ensued after which a quick nap and a trip to play 18 holes of frisbee golf seemed in order. I was told by a fellow disc golfer on the course that Iowa is second to only one state in the number of disc golf courses. Ottumwa has two. Marshalltown, the race in IA I attended 2 weeks ago, had one that was very small and seemed to be mainly a mosquito hatchery but after applying much repellent containing DEET was fun anyway. This particular course was great! However, I will spare you the gruesome details. This is a "Flight Log" after all. Mark and Connie along with Joel and Connie's sister(?) Margaret were kind enough to take me to an early dinner or late lunch at a Wonderful Mexican Restaurant...Siesta something? before we headed back to the field for the 5:30 Pilot briefing. Turns out it's Margaret's B-Day so she became my passenger/victim for the flight!

The evening flight was assigned the task of...fly in to the field, drop a baggie in the rectangle. Unfortunately, for me at least, only 6 balloons got close enough to score. My passenger, Margaret, and I got a wonderful view of the target as we flew down the river again about ½ mile away. The forecast winds of 3 knots had somehow turned into considerably more than that so we flew past several smaller landing spots searching for a field capable of sustaining a rather lengthy drag upon landing. Our patience paid off as we spotted a large uncut fescue field on top of a hill behind a BP gas station east of town. Herman and another balloon were already residing there so we figured it must be ok. Unfortunately, the "road" into this field was quite hidden behind the BP and it took the crew a while to find us. It all worked out in the end, however. We returned to the field to refuel and once again to the hotel to sleep on the solid planks they always furnish in hotels and refer to as mattresses. They had great donuts though!

Sunday morning pilot briefing was at 5:30 so we got an extra 30 min. of sleep and headed for the field. Cloud cover was heavy but high and rain that showed up on the radar was just "Virga" which never makes it to the ground so a fly in task to an X was called.

Now, back to those "Typical" morning winds. Remember those? These weren't. Pibals that were sent up went out from 260 and stayed at 260. Sorta like evening winds. So, we went to a spot that was about that direction from the field and joined several other balloonists to launch from a grassy strip between the hwy and the trailer court (Nicknamed "Little Havana" for some reason) and proceeded to fly THE WRONG DIRECTION. Instead of east, we were headed south east. Not having anything better to do I decided to try going up high to see if the winds turned to the north further up. At 850 we turned east but by this point we were needing to go severely NE so we continued to climb.

Then I could feel it. Even before the GPS said we were we could feel the balloon start to turn to the north. In a few seconds the GPS started to agree. We now had a heading of 46 degrees at 2300 ft. That would take us just north of the target so we could descend into the right headed surface winds and sail in for a good score! The winds, being very slow that morning, took their time getting us to the right point to start our descent but our patience once again paid off. Now we begin to go down at 500 ft. per minute...and DON'T TURN RIGHT!!! Once again the wind gods decided to give me a ride down the river as I watched the target disappear in my rear view mirror. One thing for certain about winds in Ottumwa...There's nothing for certain about the winds in Ottumwa!

The slower winds this morning allowed Dan (My passenger) and I to land in an empty parking lot downtown which is a great place to land on the last flight at an event because your balloon remains dry! The crew was there to help with a quick pack-up and Mark Chauffeured us back to the propane line.

Tales of woe were being spread around the field as thick as the sludge at the pig processing plant! Turns out that only 2 or 3 pilots found a breeze to bring them into the field.

And one of them was Eldon! I haven't spoken with him about this grand achievement yet but I bet you'll hear about it next time you see him! If I'm not mistaken, this was his first score on a target! Congratulations Eldon! I think Jerry Tierman did great too for the whole event. He was one of only a very few to score on more than one target.

Since the awards banquet didn't start til 11 I opted to start home as soon as I checked out of the hotel and started my trek back south. I first had to fill my power steering fluid reservoir since it has somehow developed a leak. (Cars don't burn power steering fluid do they?) Upon arrival home I was greeted by my loving family who had just completed baking turkey and all the fixin's so it was worth it to miss the banquet!

A long tale, yes, but it was, after all, a long weekend. 4 out of 4 flights and a humongous glow. Lots of local fun and folks, lots of pilots and crews from all over Iowa and adjoining states and especially, LOTS OF FLYING. It just doesn't get any better than this!

Love You All
Herb

Ottumwa
June 25-27, 2004
by Eldon Benus

A pilot story from the Ottumwa, Iowa 27th annual hot air balloon race.

Fri p.m. after finding the "little" field I happen to noticed a group of festive looking people preparing for what appeared to be some sort of a wedding. All the normal things; people, flowers, vehicles, preacher, legal papers, and of course balloons; some with helium and about 10 pilots with lots of hot air, including Herb and I.

Well in case you are not good at reading between the lines, there was a wedding about to happen and there was going to be an after ceremony of flying. Kind of a modified Hare and Hound. The new couple flew off into the sunset in some S.E. corn. Yes, this is the #1 ethanol producing state.

Not a typical happening, but who ever said balloon pilots was NORMAL.....smile...

It was a beautiful ceremony that evening. The new couple: Mr. and Mrs. Dale Dommer were wed and now the really fun part of inflating and lift off.....wow what a beautiful sight as they ascended toward the s.e. Iowa countryside. No cans to be banging, however many colorful streamers to Mark the event. Then following the wedding party was a series of white helium balloons to with tails to follow the newly weds. It looked like one of those sex-training videos from 7th grade with the "tadpoles" that cause pregnancy. ?

I luckily found a passenger willing to fly with me. "Thanks for Joel not coming till later", armed with his camera & we were aloft. It was a beautiful flight with a soft landing in a freshly mowed yard. I picked up a local farmer who had no issue with driving a suburban and pulling my trailer. After an efficient pack up it was back for some glowing at the field, only to find out we had to wait for many ducks that refused to remove themselves from the entrance road. A quick loading of the shotgun = oops did I say that; I found out from the locals there was a 50.00 fine for hurting one of them. I am thinking one shot would cost many \$\$\$\$ so we waited but not as long as propane. "My only complaint for the w/e" There were many people on the grounds that came for a show and boy did they get it. The park has about 40 acres and many opportunities for campers. There was also a carnival going on to keep the activities alive and the beer garden that kept the festivities going. After the glow it was time to set up the bbq and wait for propane. We got to watch Joel Worthington glow for a loooooooong time, as there was no rush to get thru the line at propane. After getting thru propane at 11:40 it was time for a drive thru at the local "non-healthy place". Thanks to Bill Clemons I did get a large for the price of a small. Then on to bed for a 4:00 wake-up. At 1:00 my crew chief "Ellis my son and future pilot" arrived from Columbia. After a quick checking of my lids for holes it was time to go.....anticipation was high.

Sat am found conditions to be very good for a competitive flight and I was pumped and ready for action. Crew, G.P.S., Radios, etc. were off and running. A huge rectangle was placed on the field at the park and readied for a very active bagging throwing time. We found a nice place to the west of the field and it was time to go. A wonderful lady from the Ottumwa newspaper got the opportunity to fly with me. She was packing with a bag big enough to be a suitcase for most normal people and we were off. The surface was calm however upstairs was a different story. I navigated to the field along with others. The steering was super and there I was in my second competition finding myself over the target.

I was in such high anticipation for a good toss at the target. I dropped and my yellow baggie was heading right for one of the corners. I was at about 1200 feet watching and hoping.



Mr. & Mrs. Dommer float away - followed by ????

The cameras were clicking. OOOOOOOOOOSSSSSS HHHHH_____.

What happened: my baggie seemed to have a mind of its own and decided it would be best not to land within the scoring area and you guessed it = no score. I have not learned the fine art of baggie angle of decent. Yes, I did calculate the 100-foot in 2 seconds rule, however I was just going too

fast and too high. Depression has now set in as I realized that this was by no means as easy as it looked just a few years ago. After a nice flight, other than being down wind of the red sewer processing plant, we landed in a nice field outside of town. This was a valuable lesson learned and will not be forgotten. Brad Craig “my training instructor” really had an exceptional toss of 1’9”, yes, one foot and nine inches. He took us all to school that morning.

After a “big mans” breakfast at the local kitchen with Friends “and Joel” it was off the not so hot tub and a nap. For some of the pilots and crew they found it necessary to be busy playing at the local links and not to sleep. I had to make up for the last several nights of no sleep. Ahhhh that was just the ticket even though someone snuck into my room and short sheeted my bed... Payback is coming in the future.

Saturday pm was another beautiful night with a Judge declared goal, same as the morning with a big box to throw at and the corners were the place to be. After picking up Don, the camera lady’s father for his first flight was off again looking for that target. After flying for about 2 miles we realized there was NO left turn and yes you guessed it. I was about 50 yards or is those yards South of the scoring area. Well I thought since I had this yellow baggie in hand and crew standing by I would give it a toss at MY target. A fork in the road was the place and I placed it right where I had planned.

Less than 10 scored that night, however Mark Harris (not be confused with Max) did find the right winds and he and a select few others found the place to be in the sky.

We floated over the city looking for a nice place to land. After a brief time over the water park I found a nice parking lot, however the surface winds were now at 10 to 12 and the only thing we got was some derbies off of a thorny locust tree. I had prepared my passenger for a brush with the tree and he was not worried in the least being an X officer and diver. So we are floating over the countryside and looking for that nice soft field. I found this nice soft tall grass field and we put her down. Don and I were happier than a gopher in soft dirt. After a few Kodak moments and a celebratory “beer, replaced by Champagne, on the head” we packed up and low and behold who was coming up from behind the Famous Jefferson City pilot “and friend” Herb Heriford. We quickly got our vehicle moved and waited for him, unfortunately for us he decided to go another direction and end up in another field with a couple of others. After tall grass pack up in gods’ country, somewhere behind a BP in the middle of nowhere, it was off to the field to glow.

After arriving there the surface winds were strong and no glowing was going on tonight. There was the carnival and many other activities happening. “Beer Tent was Open”

However, Ellis and I decided for some food and the opportunity to catch up. He just turned 20 on the 20th and I

will be 29 on the 29th. And if you believe that.....

Well we got lucky with the weather as the big storm that was forming in the west did not transpire and we were off. Ellis had given me specific instruction that WE were going to hit the target this am as this was the first time he and I had gotten to fly together. Thanks for Don and family we had crew to allow for this to happen. This time our task was an “X” in the field. Well I finally had started to figure out the terrain and my G.P.S., Ellis and I were off. The winds were really strange and that right turn we had so planned on was gone. Balloonists were all over the skies trying to find the direction, however it was not looking good. There was one balloon on top of me, then under, then behind. I was just trying to hold steady and attempt to give my son and myself a memory. I was flying over the houses from 1200 to 600 feet. We were actually looking pretty good after seeing many others going to the south. The time just seemed to stop. After a quick glance I realized we were going at a blistering .8 mph. However we were looking pretty good.

I just kept flanking Aaron F. and preparing that yellow baggie for a drop. After finally reaching the pond to the west of the target it was time to bail out of the sky and hope and pray that I was at least close enough for a throw.

Oh my, with son there coaching we were finally going to be in good shape for a throw. After a quick wind up, and a short chat with my baggie, it was off. I instantly stated to Ellis, “TOO HARD”, it went past the center - 17’1” from the center, just outside of Aaron’s toss. Thanks Aaron for providing a good tracking for us.

After a brief moment of clapping and the biggest adrenalin rush I had had in some time, it was time for a splash and go with the ducks. *(Editor’s note - I was at the field when Eldon scored - I thought he was going to jump right out of the basket!)*

If Benji could do it without a fishing license then we should be able to also. After all the balloon and I were thirsty. Well you guessed it, the winds decided to go to the North East and we were over the campground having a nice chat with the locals. After about 5 more gallons of propane we were in the ditch about 200 yards from the campers.

Ellis did not mind as this one we could just drive up and load up; unlike the time when I ended up in a big Keokuk ditch only a couple of weeks ago. After a Kodak moment with crew, kids and the flying fish, we packed and headed back to propane. Since we were late getting back in it was a relative short wait so a congratulatory Bloody Mary was in order.

It was a real good weekend for flying in a new place. The people, “except for the sheriff who handcuffed me in the propane line”, story and photos to follow in the B.O.I. newsletter will follow I am sure. *(Editors note - see page 11 for full photos!)* Having friends like Joel who needs enemies??? p.s. at least I got the rubber band off my

baggie.....ouch that had to hurt.....?

All in good fun in case you are actually taking this seriously.

I would be remiss if I did not Thank Brad, Johnny, Rob and even Herb just to name a few and sooooo many other's for helping to get me to this point in my ballooning career.

This is truly a family in every sense of the word.

Hope you enjoyed this as much as I did writing it, which is assuming you did not hit that little "Delete" key.

1st place: Mark Harris (not to be confused with Max-his father)

2nd place: Aaron Folskey

3rd place: Brian Bennett

I ended up somewhere close under the top 15.....with an education I won't forget. I am not sure if Indianola is ready for me or not.

A special thank to my sponsor, Bowling R.V. on 163

Please keep in touch and happy flying,

Eldon "Hottie" Hot Air Balloon Team

Eldon R. Benus, Pilot

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Balloons Over Iowa Membership Meeting

Sunday, May 16, 2004

BOI Balloonport, Carlisle, IA

Present: Patti Todden, Richard Swanson, Don Prine, Derek & Jen Nordhagen, Riley Nordhagen, Josie Nordhagen, Brad Craig, Bill Craig, Eric Brown, Rob & Linda Bartholomew, Michelle Craig, Max & Carol Harris, Dick & Phyllis & Sandy Drake, Paul Randelman, Sherri Clark, Bill Griffin, Tom Ricke, Meika Bartholomew, Ellie Bartholomew, Elmo Nordhagen

Meeting called to order by Chair Jen Nordhagen at 6:47:38

Secretary's report: Based on previous minutes read Bill Griffin approved of the March minutes (no one really knows why..but he did anyway). Minutes of the April meeting presented. Paul R moved to approve, Carol H 2nd. Question still remains as whether a meeting can be official without Bill Griffin present. And what would happen if Bill assumed room temperature (passed away)?

Treasurer's report: we have 77 ½ Kegs based on the SKC factor, in the treasury. It was discussed what the SKC factor was but agreed on that BOI members must be present at BOI meetings to know the SKC factor.

Old Business:

- ◆ Again He's here again!!!..when asked about his condition he stated he was sitting up and taking nourishment.
- ◆ Don P gave an update on the retirement home project after Rob B brought up that he has been approached by out of state pilots about their interest in living at the location. Don P understood the importance of getting land purchased and announced that the Retirement committee is close to a special announcement. Also there has been interest in other pilots from other states requiring about the retirement community.
- ◆ Discussion was held regarding the previous meeting which discussed the BOI to have a representative review the status of the BFA having the National Championship at the National Balloon Classic. Discussion was tabled based on other issues raised...see new business.

New Business:

- ◆ Serious discussion was held regarding the upcoming National Balloon Classic (NBC). The issue revolves around communication with the NBC and pilots represented by groups such as BOI. A motion was made by Don P to have Dick Drake and Rob Bartholomew meet with Hillary Lockard the new director of the NBC and visit about the upcoming NBC event. Every one agrees that BOI will support the NBC to its success and will offer to provide assistance if requested. To be brought back to the next BOI meeting will be results from the meeting between the BOI representatives and those from the NBC. Motioned seconded by Paul Randelman and motioned carried.
- ◆ On a lighter note...Don P asked for a "ponderance"..the room fell silent (sort of) and Dick Drake read aloud from a book entitled "A World of Ponderables". Nobody knew why Dick picked the passage he did...but let's just say it had a lot to do with "hot" air...
- ◆ A reminder for those pilots interested there will be a pilot's relation meeting regarding the NBC on June 3rd @ the balloon museum - 7:00 pm.

Jen asked for a motion to adjourn meeting. Tom R. made motion with a second from Bill G., motioned carried.

Meeting adjourned at 7:47:07

Confusion erupted as several people were perplexed that meeting adjourned.

Motion was made by Don P and seconded by Dick D to reopen meeting...Motioned carried and meeting was reopened @ 7:48:09.

Meeting lost total control and meeting was then adjourned again this time Max H. made motion and Bill G. second..motion carried.

Meeting adjourned @ 7:49:07

Respectfully submitted, Tom Ricke Secretary

Balloons Over Iowa Membership Meeting

Sunday, June 20, 2004

BOI Balloonport; Carlisle, IA

Present: Derek & Jen Nordhagen, Riley Nordhagen, Josie Nordhagen, Jim Gebhart, Don Prine, Rob & Linda Bartholomew, Meika Bartholomew, Ellie Bartholomew, Joel Worthington, Maggie Worthington, Adena Worthington, Bill Griffin, Patti Todden, Richard Swanson, Todd Isley, Leroy Clair, Caitlyn & Celsey Clair, Cory Bloom, Terry Garrett, Al Appenzeller, Paul Randleman, Scott Moon, Eric Brown, Brad Craig, Michelle Craig, Bill Craig, Max & Carol Harris, Becky & Gil Wigeland, Mary Eagan & Rick McCubbin.

Meeting called to order by Chair Leroy Clair at 6:33:49.

Secretary's report: Minutes from 5-16-04 presented. Jim moved to accept the Secretary's report, Max seconded. Minutes approved.

Treasurer's report: We have 72 Kegs based on the SKC factor in the treasury. Max moved to accept Treasurer's report, Patti seconded. All approved.

Old Business:

- ◆ Old Business #1 & Old Business #2 are here!
- ◆ At the May meeting there was discussion about the National Balloon Classic (NBC) & BFA. Rob & Dick were to talk with Hilleary about sanctioned flights & North Central Regional Championship (NCRC). Rob reported that there will be sanctions at the Classic, but the Classic will not hold the NCRC. Al Appenzeller, who is a member of the Classic Board spoke to this issue. The cost to NBC for the NCRC is \$750 and for the Iowa Championship - \$250. The board felt these could be cut, but did pay \$50 for Open sanctions. Discussion, discussion, discussion.

New Business:

- ◆ Jim Gebhart (2004 NBC Race Director) gave a schedule of events that he needs assistance with:
 - ▶ July 9 - Glow at Prairie Meadows. Meet at 6:30 in the North Parking. Family Night sponsored by Community State Bank to promote the Classic. Propane is on your own. Contact Jim if interested (371-1457)
 - ▶ July 15 - Balloons & Toons on the Indianola Square. 6 pm Pilots Meeting. Balloons will either fly off or over the square.
 - ▶ July 28 - Crew Training 6pm, Classic Field
 - ▶ July 26 or 27 need 10-14 Commercial Pilots to fly a group of people visiting Indianola. \$100 per passenger will be paid. Call Jim if interested.
- ◆ Jim announced the recent death of Classic scorer Ray Edgington.
- ◆ Jim thanked BOI & Rob & Linda for the plant sent

when his mother passed away.

- ◆ Terry Garrett requested photos of ballooning - especially weather related - pibals, etc. Send to tjagarrett@mchsi.com or 804 West First Ave., Indianola, IA 50125 Phone - 961-2835. He is completing his Masters Degree & needs this for a presentation.
- ◆ Don P asked for a "Ponderance". When asked what we were pondering, Don replied "It's an all purpose Ponderance".
- ◆ Becky Wigeland (National Balloon Museum Director) requested monetary help from BOI for Brochures to promote the Museum as well as brochures to promote a statewide Sports Museum Tour. Bill G. moved to donate \$500 to the Museum, Todd seconded. We give \$500 yearly - this goes to the Building Fund. Discussion on what the keg factor is for \$500. Motion approved.
- ◆ Becky announced that the first Sunday of the Classic (Aug 1) will be Ed Yost day at the museum. Ed Yost is regarded as the Father of Modern Ballooning. He developed the burner that is now used. Everyone encouraged to attend a reception at the Museum 1-3 p.m.
- ◆ Bill G. opened a discussion on the Sound System used at Ground School & the idea of using it for BOI Functions such as Ode, St. Pat's party, etc. Bill moved that Leroy Clair investigate improving the sound system, ie more speakers & report to the next BOI meeting. Patti seconded. Motion approved.
- ◆ Bill introduced Maggie Worthington as possible candidate for BOI president. Since our current President assumed the presidency only on the death of her predecessor, discussion opened on the possibility of having an election for President. BOI has never elected a president. Gretchen was appointed by the Board, as was Meika upon Gretchen's death.

Motions were made by Paul, Terry & Cory, but the meeting became completely out of control, so the secretary was unable to document the motions. The motions were later withdrawn. Let the minutes reflect that the chair has lost total control of the meeting.

- ◆ Don P called for a Ponderance.
- ◆ Becky asked for the donation of a balloon bag to hold an AX 7 balloon. She had a donation of a balloon, but it has no bag.
- ◆ Carol requested event reviews for the newsletter - Waterloo, Clinton, Galena, etc.

Rob moved to adjourn, Max second. Motioned carried.

Meeting adjourned at 7:39:01

Respectfully submitted,
Carol Harris, Temporary Secretary

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Thanks to the following for their contributions to this newsletter: BJ Anderson, Al Appenzeller, Meika Bartholomew, Eldon Benus, Betty Crawford, Sandy Drake, Jim Fromm, Bill Griffin, Brent Hardin, Herb Heriford, John Jensen, Rick McGubbin, Gerry & Don Prine, Tom Ricke, Mark Weeks & Becky Wigeland

Touch and Go
Balloons Over Iowa
Carol Harris - Editor
2305 Hillside Ave.
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Newsletter Deadline
September 10
Send articles, pictures, birthdays, anniversaries, announcements, events, funny balloon stories, etc. to:
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Balloons Over Iowa Membership Meetings
Meetings are held every third Sunday of the month 6:30 p.m. at the Balloonport. Schedule of meetings:
August 15
September 19
October 17
November 21

Changes in the Skies



Al Appenzeller



Scott Armstrong



Brian Bennett



Cory Bloom



Leroy Clair



Bret Christian



Bill Clemons



Mark Harris



Todd Isley



Gary Lawrence



Rob Nutting



Holly Pfiefer



Ralph Rieck



Jerry Tierman



Patti Todden



Joel Worthington

Photos not available for Jeff Bridgwater, Gary Haynes & Tim McConnell