

Touch and Go

BALLONS OVER IOWA

November - December, 2004

BOI Halloween Party

It was a great night at the OK Corral. They cowboys & Indians got along peacefully and no one got thrown in jail. There was food a plenty & a real Saloon to get the beer from. There were a record number of entries in the Chili cookoff. The winners and some of the judges comments:

- 1st - Donna Rieck - sweet, good flavor
- 2nd - Dominic Paterno - mild spice, good flavor
- 3rd - Helen Bartholomew - meaty flavor
- 4th - Wayne Wasson - Deer meat? good flavor
- 5th - Steve Jones - nice flavor

Costume contest:

- Best Costume - Indian Family-Jeremiah, Amber and Sage Hoyt
- Most Original - Lone Ranger-Dick Drake
- Cutest - Lion Baby-Trinity Keller
- Best Kid Costume - Pumpkin - Emma Sherman (Al Appenzeller's niece)

The only pumpkin was done by Andy Sponsler.

DJ talent was provided by Terry & Joy Appenzeller with T&J Service in Indianola.

Thanks to all that put forth all the hard work on decorating - Linda Bartholomew, Michelle Craig, Georgia Oakes and Jen Nordhagen.

Photos to follow in the next newsletter - not enough space this month.

BOI New Years Eve Party

January 8, 2005 6:30 p.m.
BOI Balloonport, Carlisle, IA
Meat provided by BOI, bring side dishes, desserts, etc.



Letter from President Meika

Hello to all my friends !

Crops are in. The Halloween party was a great success, and the elections are over. I heard Dad say he hopes we can finally do some serious flying. Just when everything points to graceful flights and spacious landing sites, I wake up from my afternoon nap to discover that somehow we have lost an hour of daylight.

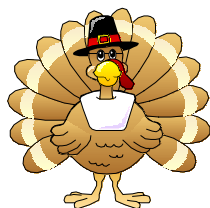
There was such a big crowd at the Halloween party we had to bring in an extra table for food. At least 11 pots of chili, 5 trays of deviled eggs, 4 pies – it just went on and on. Lots of small children, which is always great. Vice President Sandy and I really had a full evening, from greeting guests at the door to clean-up detail.

I think everyone is glad the recent elections are over. Sandy and I, being political animals, were contacted frequently these last few months. The rumor that we are investigating higher elective office is completely false. Being President and Vice President of BOI is a full time wonderful opportunity. Although we are presently unopposed, we pledge to run a campaign as clean as a floor you can eat off of. We continue to support balloonport and balloon system security, an economy with a growing keg surplus, bigger and better ground school and strong leadership in moderating insurance premiums.

I hope every member or prospective member will attend our monthly membership meeting, our New Year's Eve Party, and participate in lots of winter flights. Always remember to

Fly Safely,
Meika

Happy Thanksgiving



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

2004-2005 Balloons Over Iowa

Board Members
LeRoy Clair
Sheri Clark
Jen Nordhagen
Paul Randleman
Richard Swanson

Treasurer
Jen Nordhagen
Secretary
Tom Ricke
Editor
Carol Harris

Advertising Rates
Insert - - - - - \$30.00
Full Page - - - - - \$20.00
Half Page - - - - - \$10.00
Quarter Page - - - - - \$5.00
Business Cards - - - - - \$3.50

Please send all ads to:
Carol Harris
2305 Hillside Ave
West Des Moines, IA 50265
e-mail: hotairflyn@aol.com
Phone 515 221-3193

Touch And Go is a bi-monthly publication of the Balloons over Iowa Balloon Club. Opinions expressed and advertising appearing in this newsletter do not necessarily reflect the views or endorsements of the BOI Club or its members. The BOI Club or its members can not be held liable for the failure of any advertised product.

We authorize the reprinting of any original work in this newsletter, please credit Balloons Over Iowa Touch & Go as the source.

Letter from Vice-President Sandy

Fall has finally arrived with its beautiful colored trees, sunny warm days and cool crisp evenings. All the crops are finally out and we can relax a little and try to get some flying in on the weekends. With the time change you can fly late in the afternoon and still have the evenings free to do what ever.

The Halloween party was another success. Once again, several new faces in attendance which means BOI keeps growing. Thank you to everyone who helped organize the party, to all the great cooks, and to everyone who stayed to help clean up.

Welcome back to those who attended the 2004 Albuquerque Balloon Fiesta. From the photos Carol Harris and Chris Seymour shared at the Halloween party, it definitely looked like everyone had a great time. By the way, why does Jerry Tierman keep singing the Theme song from "Cops?" Congratulations to Brian Seymour for finishing 14th overall at Fiesta! If you would like to read more about Albuquerque be sure to check out the article and photos inside this newsletter.

If you have not had the opportunity to stop by the National Balloon Museum in Indianola, it's definitely worth a stop to look around or visit their web-site at www.nationalballoonmuseum.com. Becky Wigeland, Curator, and the volunteers are making sure the history of ballooning is being preserved. Also be sure to check out some of the items that are stocked in the Museum Gift shop, you never know - you might just find that early Christmas gift. Have you ever thought about a membership to the museum? If we didn't have the National Balloon Museum, how would we show future generations on what ballooning was like in the past?

Well as they say, a dogs work is never done. I must get back to my job of watching the bank. So long for now and see you next time.

Sandy Drake

News from the Balloon Federation of America

Pay BFA Dues Online

BFA members can renew their BFA membership directly online at the BFA web site by going to www.bfa.net and select "Join the BFA" in the upper corner of the front page.

Join BFA Online

Pilots, Student pilots and crew who wish to join the Balloon Federation of America can join on line as well, at www.bfa.net or by calling the Balloon Federation of America office, 515-961-8809.

Balloons Over Iowa Membership Meetings

Meetings are held every third Sunday of the month 6:30 p.m. at the Balloonport. Schedule of meetings:

January 16, 2005 February 20, 2005 - 5 p.m.

**Note change of date & time for
February meeting - due to Ground School**

The FireFly Tribune

November / December 2004

Member of FireFly Publishing

Incredible Deals Spark Interest in Ballooning!

This just in. In a surprise move, FireFly managers have decided to slash prices for the next two months. Sales Manager Burton Freebish was contacted by our reporters for his reaction to this startling new development and all he could say was, "I'm completely flummoxed!". We've reproduced the Price List below so you can see why. Flummoxed Freebish stated, unequivocally, that the balloon systems did include the 6 year 1000 hour envelope fabric warranty and the 10 year burner warranty. Keep tuned to the FireFly Tribune for further developments.

Complete System- Ready to Fly

	System	Envelope only
FireFly 6B	\$17,500	\$11,500
FireFly 7B	\$18,600	\$12,500
FireFly 7	\$22,500	\$14,600
FireFly 8B	\$24,500	\$15,300
FireFly 8	\$29,750	\$18,500
FireFly 9B	\$31,500	\$19,500
FireFly 9	\$34,500	\$21,000
FireFly 10	\$36,400	\$23,800
FireFly 11B	\$38,700	\$25,000
FireFly 11	\$39,900	\$25,900



It's a FireFly 45°
Check for other styles on the following page.

Flytec Promo, Trade in your Trash

Want a new Flytec but wondering what to do with your old instruments? Trade them in for a new Flytec 3040 before the end of the year for just \$1000!

Prices in effect from Nov. 1 - Dec.31, 2004

You will have the best new technology for sensing temperature, measuring altitude, rate of climb, barometric pressure - and much more! No more tapping on the glass, no more broken knobs, no more broken wires. Send the old junk to us and we will send you a shiny new Flytec 3040 as your holiday present to yourself. We will even gift wrap it for you!



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:

Site negotiations have reached a level of intensity previously unexperienced by your BOIRHPSAC representatives. Negotiation consultants from MORK (Motorcyclist Over Road Kill) who do not shave or cut their hair have easily assimilated into the BOIRHPSAC Negotiation Team. Having introduced a concept of Win-Win bargaining into our smoke filled room, MORK is influencing the conduct of site negotiations. Chief negotiator, Dick Drake, who has stopped shaving and cutting his hair, reports a flurry of proposals and counterproposals at the last meeting, culminated by hilarious laughter. Team members subsequently awoke to learn that someone had given away a perfectly good hour of daylight. Because MORK believes minutes inhibit open discussion, no record of the present status of negotiations exists. Varying recollections of our most recent bargaining positions are presently being recorded on a piece of slate in the BOIRHPSAC office.

Meanwhile, the search continues for World Renowned Architect, Phil Pash. Michelle Craig reported seeing a silhouette of the mobile control tower he designed and drives on a butte northwest of the Albuquerque Balloon Fiesta. MORK, an organization with a national communication system, has volunteered to find WRA, Phil Pash.

Site visits to common lodges continue to be planned. Some interesting site visit expenses have been submitted by Eric Brown, Bill Craig and Wayne Wasson. They are researching sites they refer to as “full service resorts”. Expenses will be submitted in the customary manner.

Our Finance sub-committee analysis of our BOI budget has revealed some disturbing trends. BOIRHPSAC expenses continue to rise as we get closer to achieving priority goals and objectives. We are, however, investigating some joint fund-raising ventures with MORK. Volunteers for commercial flights across the Mexican border are requested to contact your BOIRHPSAC.

Respectfully submitted.

Participants at the BOI membership meeting sat in reverent silence. Patti Todden requested a Ponderance. Dick Drake read something from the Book of Inponderances. Don Prine said, “Hip, Hip, Hooray”.

The Chair received the report and asked if there were any questions. Lynn Craig asked Michelle what she was doing in Albuquerque. Leroy Clair asked Eric Brown for the address of the “full service resort”. Phyllis Drake asked Dick Drake if he had gone crazy. There seemed to be high interest in the BOIRHPSAC report. A ponderance was called. (The deep throated rumble of a full-bore Harley could be heard approaching the Balloonport. Michelle, informal liaison to MORK, left the meeting).

Mark Weeks asked Bill Craig, “What is a full service resort?” Bill promised Mark he could go with him on the next common lodge (full service resort) visit. Cheryl Gebhart requested a ponderance. Dick and Phyllis Drake were in a caucus in a corner so Bill Griffin shared a ponderance allegedly memorized out of Dick’s book. The BOIRHPSAC retired to the refrigerator. You had to be there, maybe. The meeting was adjourned.



**Merry Christmas
&
Happy New Year**



National Balloon Museum

A Christmas open house is being held at the National Balloon Museum on December 12, 2004. The event will run from 1:00 PM to 2:00 PM. We will be offering 20% discount on total price of all purchases and an additional 10% discount for current members or new members. This will be the day of the open house only. A bake sale is also in the plans for the day.

Come and join us for the Christmas season, see what's new at the museum and do some shopping for the season. From December 1st to the 23rd, we will offer a 10% discount on total amount of purchase and an additional 10% for current museum members or those who sign up as a new member.

Any questions about the open house, call 515-961-3714 and any of the volunteers who are working that day will be more than happy to help you.

Younkers Fund Raiser:

Younkers has a Charity Day every November which is a fund raiser for non-profit organizations. The Charity Day is November 20th and is at all Younkers Stores in Des Moines. We have participated in this for the past four years and it is a good fund raiser. You do need a ticket on the day of the sale. The tickets cost \$5.00 and you get the cost of the ticket back on any purchase at Younkers the day of the sale.

The museum has tickets on sale for the event. We get to keep the entire \$5.00 you pay for the ticket. We also get a portion of the non-designated tickets sold the day of the sale. If you would like a ticket, stop in at the museum during regular museum hours or get in touch with one of the museum board members and purchase your ticket from them. Call the museum at 515-961-3714 and the volunteer on duty can let you know who has tickets for sale. It is an easy way to support the museum and you also get a benefit from the purchase."

Volunteers Needed:

The lifeblood of any organization is its volunteers. Many times they are the ones who keep the organization open and running on a daily basis. The National Balloon Museum is looking to expand our roster of volunteers. If you enjoy meeting people and can donate at least 3 hours a month, we would like to have you join us. If the meet and greet portion is not what you like but would still like to volunteer, we need people who can help with the recording of artifacts, help preserving the artifacts, word processing skills, etc. For more information, call the museum at (515)961-3714.

Ed Yost DVD / Video available

The Balloon Museum has copies of both Ed Yost's interview and his induction and speech, filmed by our beloved Randy Stone and students, which did a mighty fine job too. We have VHS tapes at \$5.00 each or DVD 's on both at \$8.00 each. Each speech is are on separate videos or disks. We will also have them at the Safety Seminar, so Ed can sign the as well as we will have the book the Magnificent Failure also on sale there for \$30.00. Thanks for your help.

Recipes Needed

Patti Todden has offered to put together a BOI Cookbook. 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

Letter from Rob & Wendie Spence

Hello to all our Iowa friends and "family" !

Just a quick note to say that we FINALLY have moved in to the point where Wendie has allowed me a ten minute break to write you. She's a pretty tough foreman.

We miss you all very much, life is different without being in closer contact.

Just wanted to give you a quick update on Spence Candies. We are up and running full speed ahead! Many of our friends and family have been asking about a website and/or order form. You can find us now at www.spencecandies.com. It's a very basic webpage, but there is an order form available to download and print (PDF file) and a link to our business email address. Best wishes for a fun-filled and stress-free holiday season!

Here is our new address:

Rob & Wendie Spence
1535 Campus Road
Elizabethtown, PA 17022-9602
phone number: (717) 361-9366

We will write more soon. Until then, take good care.

Love from R & W

NTSB Reports

The following reports were provided by Rob Bartholomew for review & educational purposes. Full reports can be found on the NTSB Web site: www.ntsb.gov under "Accident Reports". More reports to follow in the coming months.

NTSB Identification: **LAX03LA099**

On February 20, 2003, about 1000 mountain standard time, an Aerostar S-71A balloon made a precautionary landing between power lines near the intersection of Jomax Street and Scottsdale Road, Scottsdale, Arizona. After landing, while the pilot and passengers were still inside the basket, the envelope struck a power line. A volt of electricity struck the wire pyrometer and sent electricity through the envelope and basket. The basket and envelope were substantially damaged. The pilot and five passengers were not injured. At the time of the accident the pilot indicated that there were no winds and he was using more fuel than normal. He was traversing power lines at an angle when he noted an open area between power lines. He elected to make a precautionary landing in the area. After touchdown the envelope "leaned" over and struck a power line.

NTSB Identification: **LAX03LA095.**

Accident occurred Saturday, February 22, 2003 in Reno, NV

Aircraft: Aerostar RX-7

The balloon collided with power lines while descending toward a landing spot. The pilot was crossing a north-south ridge line while approaching a landing spot in a meadow. The balloon flew over the descending slope and cleared a set of power lines that ran parallel to the ridge line. A sudden wind shift occurred, blowing the balloon back towards the power lines. The pilot turned on the burner in an attempt to clear the power lines again, however, sufficient lift was not achieved. Realizing that a collision was inevitable, the burner and tanks were shut off and instruments disconnected. After the initial impact the balloon continued rising, and the pilot pulled the 'rip-cord' attached to the deflation port. A rapid decent followed, and the balloon came to rest directly under the power lines. The NTSB determines the probable cause(s) of this accident as follows: A sudden wind shift that forced the balloon to drift towards an obstruction, and the pilot's inability to perform an evasive maneuver in sufficient time to prevent a collision.

NTSB Identification: **LAX03LA097**

On February 25, 2003, a bystander fell from a Firefly 11B balloon, during departure from Yountville, California. The commercial pilot was not injured; the bystander sustained fatal injuries. The balloon was not damaged.

The pilot reported that the flight was canceled as a result of poor weather conditions. However, she was going to lift the balloon into the air so that the scheduled passengers could

take a picture of the balloon in flight. This required repositioning the balloon around a tree. The balloon was approximately 5 feet off the ground during the repositioning, with five ground crew members assisting in the repositioning. Two of the bystanders (passengers) came from behind and grabbed onto the handles at the bottom of the basket. This resulted in the balloon impacting the side of the tree. The pilot said, "Let go and hold the ropes," intending to raise the balloon back up 5 feet to clear the tree.

The ground crew chief realized the two bystanders were latched onto the balloon and said, "Let go!" The balloon ascended and one of the bystanders did not release the balloon. It continued to ascend to approximately 100 feet above ground level (agl) and the pilot realized that the bystander was hanging from the balloon. She told him to "...hold on..." but after a short time he released the balloon. The loss of weight resulted in the balloon ascending another 100 feet. The pilot landed uneventfully moments later. A toxicological test on the bystander was positive for the following: tetrahydrocannabinol & propoxyphene

NTSB Identification: **FTW03LA135**

On April 19, 2003, an Aerostar RX-8 hot-air balloon was undamaged during landing near Bossier City, Louisiana. The commercial pilot and two of the three passengers were not injured, and one passenger sustained a serious injury.

The pilot reported that approximately 5 miles southwest of Barksdale Air Force Base, he attempted to contact the tower on 128.25. After trying for four times with no response, he elected to land and avoid any problems with the base. After finding a suitable landing area, during an approach for landing he instructed the passengers to face the direction of flight, hold on tight, and do not get out of the balloon until he told them to. He set the balloon into some 12-14 foot trees to ease the impact of landing and to slow the balloon down. Just prior to contacting the ground, he shook the basket to make sure the passenger's knees were bent for impact. The pilot further reported as he was making the landing, he informed everyone what to expect again and that the basket would tip over and rebound before coming to a complete stop. When the balloon landed, the pilot's handheld radio fell to the floor of the basket and one of the passengers reached down to pick it up. As the balloon "rebounded or skidded" along the ground for approximately 6 feet, the passenger hit her face on the propane tank injuring her back and neck. The pilot stated that he assisted the passenger by holding her so she didn't move as he deflated the balloon. The pilot then radioed the balloon chase crew and informed them to call 911. He then provided

assistance to the passenger until the EMS unit arrived. The pilot further reported that the passenger underwent neck surgery the following day.

NTSB Identification: **DEN03LA081**

On May 17, 2003 an Aerostar International S66A-3060 balloon was involved in a hard landing at The Gravel Pit, near Albuquerque, New Mexico. The pilot and three passengers were not injured; however, one passenger received serious injuries and one passenger received minor injuries. The pilot stated that, at 100 feet above ground level, his global positioning system (GPS), indicated a ground speed of 15 mph. As he was getting ready to land, he noticed that the GPS was indicating a ground speed of 18 mph. He briefed his passengers and prepared them for a "high wind" landing. As the balloon hit the ground, the GPS was indicating a ground speed of 12 mph. He pulled the deflation vent and the balloon's envelope began to collapse. The balloon slid a few feet and the basket struck a 2 foot high berm. The basket tipped over and the balloon slid another 70 feet. The balloon was not damaged; however, during the impact, one passenger injured her knee and a second passenger suffered a broken ankle.

NTSB Identification: **CHI03LA147**

On June 2, 2003, an Aerostar S-77A, N52461 experienced a hard landing after a steep approach to a field near Cottage Grove, Minnesota. The pilot and seven passengers reported no injuries, and one passenger reported serious injuries. The pilot reported that he attempted to land in a hay field. A line was dropped to the chase crew, who were unsuccessful in slowing the balloon down. The crew released the line allowing the balloon to climb over obstacles. The pilot stated he deployed the parachute top vent to descend onto a baseball field. He deployed the aero chute vent to flare the balloon before touching down. The balloon bounced "three or four times" before coming to a stop in the upright position. A passenger sustained a broken rib. The balloon was undamaged.

NTSB Identification: **DEN03LA105.**

June 15, 2003 in Albuquerque, NM
Aircraft: Adams Balloon A55 Injuries: 1 Serious

According to the pilot he was approaching a vacant field for landing. The balloon crossed over a hot, paved parking lot, began to rotate and descended onto a live power line at the edge of the lot. The pilot attempted to recover; however, the balloon continued to sink, and the basket struck the top power line. The pilot stated "the speed at which the balloon was traveling forward was so slow that the wire brought the basket to a halt instead of snapping [the wire] in half." Subsequently, the basket slid down towards the ground. The power line came in contact with the suspension cable,

"allowing electricity to run up the side of the balloon through the digital temperature wire." A fire ignited at the top when the electricity reached the sensor. The pilot stated the "pressure inside the balloon" rose, causing "a blast in the balloon that blew the top out,...draping the envelope over the live wire." Another fire erupted under the basket. The pilot and ground crew extinguished both fires. The NTSB determines the probable cause of this accident as follows: the pilot's improper planned approach for a landing and obstacle clearance not maintained. A contributing factor was the power lines.

NTSB Identification: **CHI03LA173.**

Accident occurred Friday, June 20, 2003 in Monroe, WI
Aircraft: Aerostar S-55A Injuries: 1 Serious.

The pilot received serious injuries when he exited his balloon while attempting to land. The pilot stated that as he made his approach he saw he was below power transmission lines. According to the pilot he made an attempt to go over the lines but was unable to, at which time the pilot decided to exit the balloon. The pilot reported that he jumped from the basket at approximately 8 to 10 feet above the ground. The pilot stated that upon landing he broke his ankle. The NTSB determines the probable cause(s) of this accident as follows: The pilot's failure to maintain clearance from the transmission wires during landing and his decision to jump from the balloon. A factor to the accident was the power transmission lines.

NTSB Identification: **NYC03LA143**

On June 21, 2003, an Aerostar International Inc. RX 8 balloon was not damaged while landing in a field near Grove City, Ohio. The certificated private pilot and a passenger were not injured; however, a second passenger was seriously injured. According to the pilot, he was participating in the Big Bear Balloon Festival competition called, "Hare and Hound." As the balloon was setting down, the basket "wobbled a little," and a passenger slipped on the floor, breaking her ankle. The pilot reported that the winds were calm at the time of the accident.

NTSB Identification: **DEN03LA119.**

Accident occurred July 01, 2003 in Rio Rancho, NM
Aircraft: Eagle Balloons Corp. C-7 Injuries: 1 Serious

The pilot reported that when the balloon took off, the winds were calm. He reported on landing they were approximately 10 knots. The pilot said he made a stand-up landing on hilly terrain. The pilot reported that the landing was a hard landing, but was not one of the hardest landings he'd experienced. During the landing, the passenger suffered a compound fracture in her lower left leg. The NTSB determines the probable cause of this accident as follows: a hard landing for undetermined reasons. Factors relating to the accident were the unfavorable winds and landing on hilly terrain.

Calendar of Events

November 21 6:30 p.m. **BOI membership meeting**, Balloonport, Carlisle, IA

December 9, 2004 7pm **Pilot Relations Meeting**, Balloon Museum (No meeting in January)

January 8, 2005 6:30 p.m. **BOI New Years Eve Party** Balloonport, Carlisle, IA

January 16, 2005 6:30 p.m. **BOI membership meeting**, Balloonport, Carlisle, IA

February 12, 2005 **Puttin' on the Ritz**

February 18-20, 2005 **BOI Ground School** Balloonport, Carlisle, IA

February 20, 2005 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.

March 12, 2005 **BOI St. Patrick's Day Party** Balloonport, Carlisle, IA

March 19, 2005 **IBA Continuing Education Seminar**, Des Moines (See page 20 for details)

March 20, 2005 6:30 p.m. **BOI membership meeting**, Balloonport, Carlisle, IA

April 17, 2005 6:30 p.m. **BOI membership meeting**, Balloonport, Carlisle, IA

April 30, 2005 **BOI Ode to Spring** Balloonport, Carlisle, IA

May 15, 2005 6:30 p.m. **BOI membership meeting**, Balloonport, Carlisle, IA

June 10-12, 2005 **Marshalltown Balloon Rally** Marshalltown, IA Contact John Jensen 515-961-3154 or email mtownballoonride@aol.com

June 19, 2005 6:30 p.m. **BOI membership meeting**, Balloonport, Carlisle, IA

July 17, 2005 6:30 p.m. **BOI membership meeting**, Balloonport, Carlisle, IA

July 29 - August 6, 2005 **National Balloon Classic** Contact Hilleary Lockard at: 1-800-FLYIOWA or www.nationalballoonclassic.com

August 21, 2005 6:30 p.m. **BOI membership meeting**, Balloonport, Carlisle, IA

September 18, 2005 6:30 p.m. **BOI membership meeting**, Balloonport, Carlisle, IA

October 16, 2005 6:30 p.m. **BOI membership meeting**, Balloonport, Carlisle, IA

October 29, 2005 **BOI Halloween Party** Balloonport, Carlisle, IA

November 20, 2005 6:30 p.m. **BOI membership meeting**, Balloonport, Carlisle, IA

Race organizers - please send your dates, etc for 2005 to Carol - hotairflyn@aol.com

Happy Birthday

Al Wilste	12-1	Corey Knowlton	1-2
Mike Oberman	12-2	Brad Allen	1-3
Kim Bridgewater	12-2	Jason Anderson	1-4
Paul Randleman	12-3	Norm Fee	1-4
George Wilson	12-3	Wendie Spence	1-4
Jackson Garrett	12-4	Ryan Kintzel	1-5
Grant Pfeifer	12-4	Robert Aubuchon	1-6
Merrie Fouche	12-5	LuAnn Randleman	1-7
Mary Conklen	12-7	Mel Appenzeller	1-7
Mandy Keller	12-8	Connie Thompson	1-8
Randy Conklen	12-9	John Reynolds	1-8
Mary Idso	12-9	Henry Borts	1-9
Steve Knapp	12-10	Barbara Fiehn	1-10
Carolanne Norris	12-10	Chris Pedersen	1-10
Steph Lawrence	12-11	Lisa Eastin	1-11
Terry Montague	12-11	Ross Green	1-12
Alexander Paul	12-11	Pete Hamlin	1-14
Bob Green	12-12	Mike Lesmeister	1-18
Josh Swallow	12-13	Kathy McCoy	1-19
Travis Hogan-	12-14	Stevan Ryan	1-20
Alexander		Jane Winkenwerder	1-20
Reid Conklen	12-15	Irene Bertsch	1-21
Richard Techau	12-15	Bill Clemons	1-21
Allison Kochheiser	12-16	Allison Garrett	1-21
Madison Williams	12-17	David Holmes	1-21
Luke Cesnik	12-18	Wyman Borts	1-21
Christine Bertsch	12-21	Theresa Macdonald	1-22
Gerald Knoll	12-21	Clint Schmidt	1-22
Judy Ong	12-21	Dij Champion	1-24
Wayne Mohring	12-22	Shawn Erger	1-26
Derek Nordhagan	12-22	Jennifer Pfeifer	1-27
Tony Hudnutt	12-23	Jocelyn Marhoun	1-28
Deb Macdonald	12-24	Fran Mildebrath	1-29
Ashley Hogan-	12-26	Josie Lin Nordhagen	1-29
Alexander		Alan Paul	1-30
Randy Schmidt	12-26	Bill Griffin	1-31
Joseph Carrier	12-27	Josie Scott	1-31
Morgan Clark	12-28		
Taylor Hogan-	12-28		
Alexander			
Beverly Wilson	12-28		
Sally Terry	12-29		
Red Allsup	12-30		
Rochelle Kochheiser	12-30		
Bob Pieper	12-30		
Cheryl Gebhart	12-31		



The Way It Was

25 years ago in BOI History:

- ★ 12-29-79 Don Prine received his Commercial license.

20 years ago in BOI History:

- ★ 11-11-84 Gary Ford received his Commercial license.
- ★ 12-8-84 Richard Schick received his Private license.

15 years ago in BOI History:

- ★ 11-27-89 Japan Balloon Trip – Bartholomews, Thompsons, Wayne Wasson
- ★ P.H.A.R.T. update – Don Prine, while in a descent in his balloon, caused the Sonic Booms heard over Central Iowa
- ★ Membership list – 85 members
- ★ 12-16-89 BOI Christmas party at the BOI Balloonport.

10 years ago in BOI History:

- ★ 12-94 BOI Meeting: Welcome new student pilot - Julie Frueh; Attempts are being made to find a Juke Box for the Balloonport – Mark Weeks appointed Record Meister; Motion made for BOI to purchase Inflatable Beer Hats - \$5.95 + S&H.
- ★ Rare BOI Historical Event: One of the rarest of all sightings took place December 31, 1994 at Jim and Georgia Oakes' in Indianola. During their New Years Eve celebration all 5 Founding Fathers showed up. This is the first time in several years this group has been together. Besides looking well-fed and successful, this merry band reminisced about the “good old days”. We learned that Jerry Riley may be starting a family soon, and that Bill Griffin has some latent artistic talents. Terry Boettcher was his usual “quiet” self, as was Rob Bartholomew. Dr. Don Prine was busy drinking some clear brew and cackling about most comments.

5 years ago in BOI History:

- ★ Brad Craig received new balloon.
- ★ Mike & Beth Oberman have purchased a farm in Missouri
- ★ Amy Williams & family of Indianola have purchased Charlie & Judy Ong's balloon.
- ★ NY Eve Party: Good food, good company; Paul Randleman was the big winner in the Quarters game; The weather did not cooperate for a flight New Years eve, but 4 pilots flew New Years Day morning.

Balloon Checks Available

This is not an ad, just an FYI - balloon checks are available from Styles Check Company www.styleschecks.com - there are 4 different scenes of actual hot air balloons in flight.

Happy Anniversary

Doug & Teresa Purdy	12-10
Derek & Jen Nordhagen	12-10
Richard & Sherry Techau	12-15
Tom & Kim Hemmingsen	12-21
Gary & Dixie Ruble	12-22
Dan & Irene Bertsch	12-26
Charles & Jane Winkenwerder	12-26
Jim & Connie Thompson	12-28
Jason & Kimberly Jones	12-30
Bill & Louise Clemons	1-21



Clouds

Where does the moisture go when wisps of clouds disappear in front of your eyes?

A few facts about clouds will help answer this question.

1. Warm air at saturation will hold more water vapor than the same volume of cold air.
2. Therefore, when air cools, its relative humidity increases until it reaches 100% relative humidity. This point is the dew point
3. When air at dew point cools even more, a visible cloud results.
4. Therefore, the disappearance of a cloud is caused by the opposite of cooling air. As a volume of air warms, it becomes drier with lower relative humidity. This causes the cloud to evaporate. When a cloud encounters drier air, the droplets evaporate into the drier air.

From Dick Drake's "Book of Imponderables"

Balloon For Sale

1981 Firefly/Balloon Works 4.5 basket with 1997 Custom Nine Designs 100,000 cubic foot replacement envelope installed 1997. Envelope gross lift 1650 pounds. Great for pilot and three passengers in most conditions. 211:00 TT. Includes pulley-assist Parachute top, plus full Nomex Scoop and 5 feet of Nomex throat. Stainless steel envelope cables.

Full system includes 1981 Firefly Balloon Works 4.5 basket with 560 hours TT on lower end, tall uprights. (3) 10-gallon tanks with insulated tank covers/heat tapes, Mirage Burner, instruments included & quick fueler.

8 hp fan included \$7,500 --Will sell with new annual

John Jensen-- Iowa IFDDMFD59@aol.com

I have purchased a smaller balloon.

Balloons Over Iowa Membership Meeting

Sunday, September 19, 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, Bill Griffin, Patti Todden, Evelyn Todden, Todd Isley, Leroy Clair, Celsey Clair, Al Appenzeller, Paul & LuAnn Randleman, Brad Craig, Michelle Craig, Bill Craig, Max & Carol Harris, Gerald and Mary Conklin, Dick, Phyllis, and Sandy Drake, Mary Eagan & Rick McCubbin. Guest: Bob & Penny Pieper
Meeting called to order by Founding Founder Chair Bill Griffin at 6:38:38.

Secretary's report: Minutes from 8-15-04 presented. Jim Gebhart moved to accept the Secretary's report, Don Prine seconded. Minutes approved.

Treasurer's report: We have 57 Kegs based on the SKC factor in the treasury. This is down 14 Kegs from June inventory. Max Harris moved to accept Treasurer's report, Patti Todden seconded. All approved.

Old Business:

- ★ Old Business #1 was present along with Older Business and Older Esteem Business. Older Business was recognized by salutations of Happy Birthday for celebrating his 80th Birthday on 9-21. (Conk in case you haven't figured it out) Old Business was sitting up taking nourishment.
- ★ Motioned made by Don Prine to recognize Dick Drake for all of his work in dealing with the Retirement Home project. Tom Ricke moved to approve the motion and Bill Griffin seconded. Motion approved.
- ★ Dick Drake gave an update on the Retirement Home project. He brought up his investigation and recommendation to purchase some land in Hawaii. He also mentioned that the request for a down payment back from BOI for \$500,000 fell upon death ears. Work will continue at a furious pace as the list of eligible retirees continues to grow.

Jen Nordhagen arrived @ 6:53:53 to assume chair duties from Bill Griffin.

New Business:

- ★ 2005 NBC update....Jim Gebhart gave an update of events regarding the 2005 event. The 2005 Balloonmeister will be Jason Jones with his assistant to be Matt Fenster. The next Pilot's relation meeting will be October 14th @ 7:00 @ the Balloon Museum.
- ★ A list of upcoming events was reviewed and approved:
 - ▶ October 23, 2004 Halloween Party....theme

“Western attire” Motioned approve to have Jen Nordhagen look into having a DJ hired for the party. In addition Jen will be in charge of determining the judges for the event.

- ▶ January 8, 2005 New Year's Eve Party
 - ▶ February 19 -20, 2005 - Ground School
 - ▶ March 12, 2005 St. Patrick's Day Party
 - ▶ April 30, 2005 “Ode to Spring”
 - ▶ October, 29, 2005 Halloween Party
- ★ Joel Worthington announced that he would donate a “bull horn” to be used by BOI as they saw fit.
 - ★ Leroy Clair was given authority to spend up to \$200 for new speakers for BOI. Bill Griffin made the motion and Jim Gebhart seconded. Motion carried.
 - ★ 7:23:14 A “Ponderance” was called by “Old Business at which time Dick Drake read a weather briefing on moisture density from the book of “Imponderables”

Meeting became completely out of control as several conversations were going on at the same time

- ★ Mary Conklin thanked BOI on behalf of the Balloon Museum for all of BOI's support and financial contributions made in 2004.
- ★ Rob Bartholomew brought to the attention of those in attendance information on accidents that occurred in 2004 with regard to ballooning. He gave the information to Carol Harris for publishing in the newsletter.

Tom Ricke moved to adjourn the meeting. Brad Craig seconded. After 3 tries, motion carried.

Meeting adjourned @ 7:39:02

Respectfully submitted,
Tom Ricke, Secretary

Balloons Over Iowa Membership Meeting

BOI Balloonport; Carlisle, IA
October 17, 2004

Present: Derek & Jen Nordhagen, Riley & Josie Nordhagen, Don Prine, Linda Bartholomew, Meika Bartholomew, Ellie Bartholomew, Joel & Karen Worthington, Charlie Worthington, Bill Griffin, Todd Isley, Paul Randleman, Michelle Craig, Max & Carol Harris, Bob & Penny Pieper, Dick & Phyllis Drake, Sandy Drake, John & Tracy Jensen, Ashley Jensen, Allison Jensen, Abigail Jensen, Guests - Todd & Erin Patterson

Meeting called to order at 6:51:02 by Chair Paul Randleman

Secretary's report: Minutes from September 19, 2004 meeting presented.

- ★ Correction from Joel Worthington – Maggie Worthington present, not on the list.
- ★ Guests introduced – Todd & Erin Patterson. They received a new balloon – no name yet

Bill Griffin arrived. Let the minutes reflect that he was 4 ½ minutes late

- ★ Bob & Penny Peiper have returned for their second meeting. They are now BOI members. They were given a round of applause.
- ★ Don Prine moved to accept Secretary's report, Phyllis 2nd. All approved

Treasurer's report: We have 52 kegs. Members mumbling about the possibility of the treasurer purchasing baby food with club money. She denied. Joel moved to approve Treasurer's report, Max 2nd. All approved. Don fears that the Treasury is perilously low – especially with all of the Retirement home activities.

Old Business:

- ★ He's here.
- ★ Don reports on the Retirement home – negotiations continue. The landowner is being difficult. Dick Drake is working nightly. Site visits are continuing in case of need for alternate site. Don is amazed at the dedication of this group. Michelle Craig has returned.

Rob Bartholomew arrived briefly (8 ½ minutes late), then back to work

- ★ Jen reports on Halloween party:
 - ▶ She needs judges for chili cookoff & for costumes.
 - ▶ Al Appenzeller's Dad will be the DJ – for free.
 - ▶ Discussion on # of kegs to buy.
- ★ Joel donated a bull horn

Bill is talking smut – can't be printed. He gave the definition of "recuse".

Don called for a Ponderance. Dick read from the book of Imponderables – where did the expression "Boot Hill" come from. Discussion on the need for a boot hill next to the Retirement home. "Crew Boot Hill".

New Business:

- ★ Discussion on a cell phone blocker during meetings and Halloween party. Cell Phone blockers cost \$2000. Discussion tabled.
- ★ Jen announced that the kegmeister was run over by a car. He is home recuperating. She is requesting \$ for medical expenses. No broken bones, stitches in leg. Members questioned if this was an on-the-job injury or not. He gets the cone off his head Friday – in time for the Halloween party (*this brought about a whole round of discussion – you had to be there*).

Meeting is out of control.

- ★ Dick reported on Pilot Relations meetings – ideas needed for Pilot Gift.

Don still discussing Cone head – you had to be there

- ★ Bill initiated discussion on having a Portalet at the Classic field for April through October. Possibly BOI, IBA & NBC could split the cost. Pilot Relations members will bring this up at the next meeting.
- ★ Max & Carol gave a report on Albuquerque. A good time was had by all. Brian Seymour placed #14.
- ★ Don made motion to give \$50 to Mr. Appenzeller to show our appreciation for volunteering his services as DJ. Jen 2nd. All approved.
- ★ Jen moved that the club pay for the kegmeister's vet bill. Don 2nd. Motion not passed.
- ★ Carol moved to have the club pay for a trip to Hawaii for her & Max – to do site visits for Retirement home. Max 2nd. Motion carried. (*I think one end of the table wasn't paying attention!*)

Bill moved to adjourn. Max 2nd. Motion tied. Chair called for a show of hands to approve & a show of feet if opposed. Meeting adjourned 7:44:39.

Respectfully submitted,
Carol Harris, Temporary secretary.

Event Reviews

The Lighter Than Air Balloon Affair

Iowa Western Community College
Council Bluffs, Iowa
August 20 – 22, 2004

I don't know why I try because I messed up on this last year. It seems that we get back from Council Bluffs and have to get the kids in school. So, this year was no exception as I didn't get the race written-up right away.

A big sorry to all of you who are on the waiting list for this race. It is a keeper! Registration begins at the Ameristar Hotel! Go Ameristar! A little chilly in the hallways, perhaps, but it's exquisite. The hotel reminds me of the set-up we had back in the old days at Battle Creek.

Anyway, the weekend as was follows:

- 1) Check in at the Ameristar.
- 2) Eat free food while visiting with everyone who is checking in for the race.
- 3) I had to sneak in a beer because the event takes place on the Iowa Western Community College campus and there is a "no-drinkie- policy" as my dad would say. I just can't wait that long folks! Yet another reason why I'm not a pilot I guess.
- 4) Friday night we had a glow. I thought it was even more beautiful than usual because we were all lined up in a straight line of mowed grass in the middle of a forest. You could hear the wild turkeys gobble in response to the burners.

5) We found out from Tom McCoy that our neighbors, Nate & Amy Smith who have crewed for Kathy and Tom at Indianola, purchased a balloon sight unseen from New York. The moral of the story is not to tell Tom McCoy your deepest darkest secret.

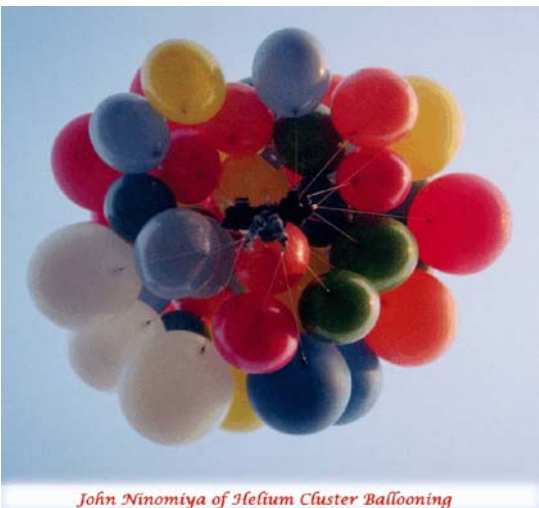
6) The event pays out for the glow which is nice for everyone.

7) Saturday AM, we flew the Hoola Hoop Race which is something along the line of the Dickie Drake Duck Drop event. Cute Rich! The team of Bill Smith and Kim Roozeboom won by moving two hoops to the other gondola on police tape in the shortest time. Terry McGonegle and Tom Ricke were second. Kathy McCoy and Gordon Emery placed third.

8) There was a Fly on Task at acreage outside of town. I've been there before and was still glad to have a GPS in the vehicle. Watching the flight was spectacular because the balloons were making 90 degree turns to get to the target. Now, I know you find this hard to believe but I try very hard not to tell my husband, Tom, how to fly his balloon. I couldn't help it this time. If you came down too early and too high you just couldn't correct the huge left. Needless to say he kept trying to come down. What's a crew chief to do? There was a lot of steerage because others would come down at a lower altitude, again you had to be right on, and they almost hovered over the target. Good old Rich decided that two markers should be dropped and the worst drop was scored. Whatever! Jim Thompson placed first. Jim Gephardt second and Chris Reinert was third.

9) Winds for the third task were still moving at a nice clip. This fly on task was set-up very nicely in a yard. If you were one of the pilots who came down too early on the previous drop you were in a little better position than the hoverers. It was quick. They were either on or off. Gordon Emery finished first. Bill Clemons was second and John Kolba placed third.

10) Saturday evening it was still a little windy. The task was cancelled and a few pilots flew. It would be a little easier to call if it weren't for the nearby Air Force Base. Instead the crew chiefs had a baggie throw contest. We stood in a basket, which was loaded on the back of a truck, and threw three markers. I think I was second or third from the last and "nailed it" as they say until that darn Paula Roozeboom came along and got inside of me. Dang it anyway! Eric Olson placed third and Ben Smith fourth.



11) There was also a Show and Tell Glow Contest which Kathy and Tom McCoy won.

We also were entertained Saturday morning by John Ninomiya of Helium Cluster Ballooning. I've attached a picture that hopefully can be reproduced for the newsletter. It was quite interesting to see the seat like contraption on which he sat. Some of the balloons had valves to help release the helium in a controlled manner. He also had sand/or water filled bags for ballast. Draped around his neck he had scissors, radios, GPS and a camera. I heard that he also flew with a parachute. It was very cool.

The awards banquet as usual was the ultimate. Good friends, good food, fast paced and of course Don Fester was the MC. Don is the President of the Balloon Crew Federation of America. By the way Don

Why did you and Matt marry smart women?
.....Opposites attract.

How do men define a "50/50" relationship?
.....We cook -- they eat; we clean -- they dirty; we iron -- they wrinkle.

How do you get Don to stop biting his nails?
.....Make him wear shoes.

What did God say after creating man?
.....I can do so much better.

Until next time. Julie Ricke with Pastime.

Ft. Dodge - Skydiving Boogie Weekend

September 4, 2004

by Patti Todden

We had decided to get up at 4 a.m. to go to Ft. Dodge as John Jensen and Joel Worthington were going to take some skydivers up for their jump. We got there and talked to John on the tele, and they were on their way to find a take off spot. So Richard and I set in the car for a bit at the airport, then I went to the bleachers as the campers started to come to life out on the tarmac. Some were washing the windshields of the planes to be used.

I decided to walk out away from the buildings to see if any balloons were coming up and low only to turn around at the road and see John WAY up in the sky almost over the runway. How did I miss that????? Soon the chutes opened and we could see the skydivers on their way down. Both landed safely but out of sight from where we were sitting. John continued on to the north, so we decided to follow, imagine that...the sight of a dust cloud up the gravel road, we knew it was the crew. Not being sure whether John was on our side of the river or not, we caught up with them and we

got to put our new Iowa GPS atlas to work. Found out he was across the river and had his coordinates, so all drove on to find him. We went north though Humboldt and around. It was a pretty drive. Down along the river we came upon a group of wild turkeys and some old buildings wearing away with the years and weather.

Around the bend was John's team taking Joel's basket OUT of his truck, to head into the field after John. Needed the 4-wheel drive to get there. HAHA.. About half the way, the front end went deep into the edge of a marshy area. No landowner was available at that time. Well!! Soon a guy showed up at the nearby house and came to the rescue. It was the owner's son. He came out with the bobcat loader and unstuck the truck and led them around to John's balloon.

In the meantime, Joel's crew found out their camera was locked in the truck and keys that they thought were to the truck, were not... Just so happens a relative that lives there is an UPS driver and was on his way to Humboldt, AND had a key to the truck. Talk about luck...

By now the kids are getting restless in the van, so all are coming to the road to stretch and run off some energy. It was a gorgeous morning and the bugs were still sleeping, so was quite nice visiting and watching the "action" way out in the field and listening to the Des Moines river flow south.

We can now see the truck with balloon on board and the bobcat following, coming back to us. One guy walked out to the road instead of the bumpy way around. Good thing the corn hadn't been harvested as was needed at least 2 times..

All gathered together as the landowner did come home. He had seen John out there as he left earlier, but thought he was just taking off, so he went on into town on business. The UPS guy showed up and all is well with the world...

A big thanks to Gary Erickson for coming along, using the bobcat and taking the guys out to get John. Also thanks to landowner Myron Erickson for his friendly welcome and use of hi land for a nice landing and haul out.

We all headed back to Ft. Dodge. Richard & I enjoyed the Fort museum, the apple orchard and then 2 hours of watching the skydivers. Was something to watch the planes coming and going at a constant pace. You could see the plane and follow it only to look back and see the colorful chutes opening all along the plane's path, many, many, sometimes. I wondered if any of those out there could be John or Joel trying a different form of floating through the air. One time I did see the group all together (counted 30) in the ring, just before they let go and all went different ways for chutes to open. Quite a sight. I did hear Sunday that they set a record for the most to jump together in formation. Can't remember how many - 60 or 62 or close.... forgot to write that in my notes.

It was a nice day and I am sure I still prefer ballooning to skydiving.

Albuquerque Diary

October 2004

By Jerry A. Tierman

I was the newbie!

Thursday September 30th

- ◆ At 6:50 p.m. the phone rang. It was Denny Anderson and he was leaving Indianola so I threw my bag in the car and head out to Kansas City, Mo. to meet the caravan. Destination: ALBUQUERQUE, NEW MEXICO.
- ◆ What a drive! Kansas was flat and fast. Oklahoma was.... Interesting. The time there was short but quite rewarding. (Bad boys, bad boys, what you gonna do when they come for you. Bad boys, bad boys).

Friday October 1st

- ◆ Before you know it you are in New Mexico. Running a little late and missing breakfast with Donna and Ralphie.
- ◆ Found the motel, checked in and headed to the balloon field for registration. YES!!!! We are at FIESTA!!
- ◆ A roadrunner – coyote race will be taking place tonight. Calm winds surrounded us. Only problem... direction is towards Indian country where we are not able to land or fly over, until Monday a.m. due to a ceremony being held by the residents of Sandia Indian Reservation (by the way SANDIA means WATERMELON in Spanish).

Saturday October 2nd

- ◆ Morning.... OOPS!!! Time changes when you are in Albuquerque. Got up a little earlier than we should have.
- ◆ Headed to the balloon field. What a sight! Coming over the hill at propane at 5:15 am (Albq time), all the launch sites have blue lights on the corners and the avenues or hills are marked with green lights. What a sight!
- ◆ Our LOCAL crew shows up as Pilot Denny had requested. However, a very distinguishing characteristic makes them unique.... A British accent! We are trying to figure out if they may be from LOCAL, England or LOCAL, New Mexico.
- ◆ The launch began with a mass ascension, which was quite intimidating to me as balloons are going North, South, West & East, almost at the same time. We were 2nd wave of 750 balloons. WOW! You had to be there!
- ◆ Afternoon... watched the GAS BALLOONS inflate from about 2:00 p.m. until 7:00 p.m. Talked to Jim and Connie Thompson who were crewing for one of the teams. It was pretty amazing. The pilots drew for positions to set flight order. For the launch, the balloons are "walked" to a stage or platform. Music is playing in the background and the balloons lift off. The crowd was cheering and clapping. The first balloon threw off

sparkling glitter, which looked amazing in the dark against the flashing of the cameras.

Sunday October 3rd

- ◆ Mass ascension for a short flight but 700 balloons in the sky.
- ◆ The chase however, was a little longer. Did not leave the field until Denny had landed. I had found out that getting out of the field is not that simple when you can't make a left turn or go straight ahead for half a mile from it. Traffic was unreal.
- ◆ The balloon glow was blown and rained out so we stayed for the fire works scheduled for 8:00 p.m. which did not happen.

Monday October 4th

- ◆ I was at the field when during pilot briefing, the task was being canceled due to upper winds.
- ◆ Our motel had a pool party for us. The food was catered by a Brazilian restaurant from downtown Albuquerque.
- ◆ That afternoon drove with Brian Seymour to the airport to drop off half of his crew as they were heading home. Master crew chief Joey said to dad: "buck up dad, I know you can do it". And he did.
- ◆ Went to the winery for some tasting and consumption of adult beverages. Coincidentally the winery is named ANDERSON WINERY. No relation to pilot Denny.

Tuesday October 5th

- ◆ It started last night. Rain and then it turned to hail. The hail was pea and marble size at our hotel but some parts of Albuquerque got golf ball size hail.
- ◆ Went to the movies (Ladder 49).

Wednesday October 6th

- ◆ The sky has cleared and it is time for ballooning!
- ◆ It started with dawn patrol and then the fiesta balloons. We were in the 2nd. Wave and got to touch the sky with Denny. The winds picked up and it became "sporty" during take off and landing. Saw 2 of the 3 targets but no score. It was the first time I have ever had to pack out a balloon since I have been in ballooning. Just lucky I guess. Welcome to Albuquerque.
- ◆ Went to the zoo party. After a couple of drinks got to see the real animals (just joking).
- ◆ At night attended the special shapes party at the field.

Thursday October 7th

- ◆ While we were at briefing the dawn patrol lifted off. It was slow. They hung out & headed west. There were 10.
- ◆ At sunrise the Wells Fargo balloons launched with the American flag draped below their gondolas. What a sight and what a feeling while the Star Spangled Banner is being sung around us.
- ◆ Then the ride balloons started their flight.

- ◆ Task for fiesta is fly into the field for 5 poles and a double minimum distance drop. After the special shapes left the field we watched the fiesta balloons launch one mile out and come into field. NO I did not have my camera.

- ◆ Jim Gebhart asked: "You want to fly this morning with me?" Of course I said yes and we headed to Indian country (the reservation) where only 250 balloons are allowed at one time in their land.

- ◆ Special shapes glowed tonight. They call it "GLODEO"

Friday October 8th

- ◆ Briefing at 6:15 a.m. at the tower. Dawn patrol took off, only one balloon, up and out of there. Just a little too fast. Flight was on hold until 8:00 a.m. and then canceled. However some balloon put up including some special shapes.
- ◆ The tail gate got started. Brian and I were baptized. Brian for amazing 14th place in competition and me for having my first flight and visit to Albuquerque. Spent all Friday at the field waiting for special shapes glow and fireworks.

Saturday October 9th

- ◆ Attended briefing and as every morning the names for pilots of the day were mentioned with announcements of their prices. The UHHH, AHHH, OHHH from the crowd made it's noise.
- ◆ Dawn patrol took off and then we were on 1st wave to fly. It was GREAT!
- ◆ Packed up at the hotel after our last flight at Fiesta for 2004 and headed to the awards banquet because one of our own had earned recognition ending in 14th place of 750 participants. Way to go Brian Seymour! He was recognized with a colored GPS which was great since he was part of the caravan and we knew then that he would guide us back to the great state of Iowa, though they kicked me out in Kansas City, Mo.

I had a wonderful time and I am looking forward to the opportunity of going back in 2005.

P.S. Please Denny. Can you take me?

Creston

It doesn't take much space to write about Creston '04. The wind was blowing when we arrived in town and it was blowing when we left. There were some fun times in between - the Crappy beer contest (won by Dan & Irene Bertsch with beer brought from Michigan), the parade & the awards banquet. Chris Reinert won the only task called all weekend - throwing baggies into a bucket. Thanks to all the organizers & sponsors & thanks to Blair Brody for keeping the crowd entertained & informed.

Due to space limitations, photos will follow in a future issue.

Finding the Balloon The Real America's Challenge

By Jim Thompson

As many know, Connie and I have been involved chasing gas balloons since 1990 when we first observed for the World Gas and Rosier Championships held in Tyndall, South Dakota. Our experiences have taken both of us all over Europe and to many different places in the United States. Many times we have encountered difficult situations, but none as difficult as our chase this year during the America's Challenge Race out of Albuquerque.

A year ago in a conversation with Ruth Lind, she indicated a desire to fly in the 2004 America's Challenge gas balloon race and asked if Connie and I would participate as crew. I immediately agreed without even checking with Connie. Observers were replaced with GPS trackers several years ago for distance gas balloon events. We both missed being involved with gas balloons. Our excitement increased when we learned that Carol Rymer Davis was going to be the co-pilot. Carol previously had much success in both the America's Challenge and Gordon Bennett distance balloon races. Additionally Dave Sheldon from Norwich, New York, who I met last year at Albuquerque, was going to be on the crew and I knew that he, along with Connie and I would be a very compatible crew on what was expected to be a long chase.

Connie and I drove to Albuquerque on Wednesday, September 30, where I was to attend the Balloon Federation of America Board of Director's meeting on Thursday and Friday and the Annual General Meeting on Saturday afternoon. On Thursday morning, while Ruth and I were attending the BFA Board meeting, Connie went shopping for supplies and equipment for the balloon. Ruth had compiled a long list of things that would be needed including items needed for filling sandbags, etc. Connie went to a nearby Lowe's store, went to the Customer Assistance Desk and asked for the manager. After explaining what she needed and why, he spent about two hours with her locating everything on the list. Next she enlisted the assistance of Joel Blankers from Sioux Falls, South Dakota to help in taking the balloon basket to SuperiAire, a local repair station, where Ruth had ordered a rain shield to be constructed. Carol had suggested the need for a rain shield having just flown in rain for about 30 hours in the Gordon Bennett race. She and Richard Abruzzo won the event flying from Thionville, France to Vannas, Sweden, a distance of 1802 kilometers. Connie was surprised when she found out that Dick Butterfield, a long time ballooning friend, was going to be doing the sewing on the shield (Ruth had ordered pink material and it was really pink).

The first pilot briefing for the gas balloon event was on

Friday afternoon, with the launch scheduled on Saturday evening. At the briefing, each of the pilots and co-pilots were introduced and we were glad to see a number of European pilots that we had observed for in attendance as well as many pilots from the United States. Eighteen balloons were entered in the event. The initial weather report indicated a Saturday launch with a three-day flight possible. That would mean a long flight for the balloon and an even longer chase for the crew. Ruth and Carol drew number eleven in the launch sequence, about the middle of the pack. Our excitement began to increase.

On Saturday morning Ruth checked with her meteorologist who indicated there were some changes in the weather pattern. Moisture was beginning to move north from the Gulf of Mexico and Sunday afternoon thunderstorms were a real possibility. The secret was to try and get as far north as possible to get out of the Texas and Oklahoma panhandles and into Kansas. We spent Saturday morning filling about 80 twenty-five pound sandbags and running errands to obtain additional supplies and materials for the flight. Saturday afternoon, after the BFA Annual General Meeting, time was spent in outfitting the balloon basket with all the supplies, survival equipment, electronic and radio gear, drag rope and other items needed for a long distance balloon flight. Next, was preparation of the balloon with the installation of the gas fill hose and the important task of securing the deflation port and attaching the rip line.

The tension began to mount at about 5:00 PM when the gas inflation of Ruth and Carol's balloon began. The launch of the first balloon was scheduled at 7:00 PM, just two hours away, and with each successive launch scheduled every five minutes, it was less than three hours until Ruth and Carol would be in the air. One of my jobs was to help hold the valve and top of the balloon down until there was sufficient helium in the envelope to let it go. The process of filling the quick-fill balloon took place like clockwork. When the balloon was let to rise to its full height to complete the gas inflation, there were no tangles in the many lines attaching it to the basket. Ruth and Carol were on board and completely ready just minutes before they were scheduled to mount the launch platform for their ascent into the dark night sky. The crew weighed them off to make sure they had the proper number of sandbags on board for a safe launch and then added one bag for the move to the launch platform. The Launch Master, Tomas Hora, removed one sandbag from the side of the basket and as the Star Spangled Banner was playing, they lifted slowly off the platform and into the darkness to join the still visible blinking marker lights of the ten other balloons.

Ruth and Carol's plan was to work their way northward during the night to the gap through the mountains near Santa Fe. Their speed would be relatively slow during the night with the hope they could pick up speed to the east and north in the morning. I had talked with Ruth and Carol about the flight path and after discussing the situation with Connie and Dave, we decided that we could get some supper and then get a good night's sleep at our hotel in Albuquerque before beginning the chase early the next morning. We anticipated on being on the road for at least three days. The crew secured the remaining equipment in the trailer for the chase and loaded the unused sandbags in a pickup truck to unload back at the sand pile. After all the cleanup work was done, Dave, Connie and I decided to finally get some supper. By this time it was about 10:30 PM. Our 5:30 AM departure time on Sunday morning would come early.

During the night, Dave received two calls from the balloon giving him their position, direction of travel and speed. It was the plan to make contact about every two hours. By the time we got on the road in the morning, they were only about 100 miles ahead of us. Our plan was to take I-25 to Santa Fe and then continue on the interstate to Las Vegas, New Mexico. By that time we would be close to them, have additional information on their track and could make the decision on the direction of our chase. The chase vehicle was equipped with GPS and map system and I had my laptop with the Delorme map program, so we had all the necessary tools to track the position of the balloon and to coordinate our chase. Dave made the comment that if we ever got lost, we would not admit it to anyone. At 6:16 AM we received another radio transmission from the balloon.

Their location was near Wagon Mound, about 45 miles north of Las Vegas and they were heading at 65 degrees at about ten knots. Our chase plan was right on track and we decided to head north of Wagon Mound to Springer and take US 56 toward Clayton, located right at the New Mexico, Texas and Oklahoma borders. Based on their reported track, we expected to see the balloon somewhere near US 56 between Springer and Clayton. They appeared to be on line to get into the Oklahoma panhandle and on into Kansas. We felt real comfortable with the flight path and with our chase route.

As we turned off I-25 to US 56 at the Springer interchange, Connie mentioned to Dave that we might want to get some gas. Dave checked the gas gauge, looked at the map screen on the dash and said that we would stop at the next town, Abbott, which was about 20 miles east. Soon we came upon the Abbott town name sign and a road intersection with about six trees, not even one building. The next town, Gladstone was 18 miles further and Clayton was 48 miles beyond. Dave looked at the gas gauge. It indicated that we had enough gas for 24 miles. He looked at me and knowing what he was thinking I simply nodded my head. He immediately did a

U-turn and headed back to Springer. Dave did not question Connie's judgment the rest of the trip.

At 8:45 AM we received another position report. Ruth and Carol had turned slightly to the southeast and were East of I-25 southeast of Levy. They had climbed to 14,500 feet and had returned to a 62 degree track at 15 knots. We were still on course to intercept them near Clayton. At 10:45 AM their location was about 26 miles south of our position on US 56. Arriving in Clayton at about 11:00 AM we decided to have lunch. Signs directed us to a small city park where we enjoyed the picnic lunch that Connie had purchased (but we did not have time to eat) the previous afternoon. After lunch we headed south out of Clayton to try and intercept Ruth and Carol. Shortly thereafter, at 11:50 AM they reported their position near Stead, New Mexico at 14,900 feet traveling at a heading of 65 degrees at 18.5 knots. We were heading the right direction. At 12:40 PM we were on Highway 202, about 4 miles east of Sedan, New Mexico when we spotted the balloon for the first time since early that morning. By that time a few afternoon cumulus clouds had started to develop and Dave took a good picture of the balloon floating between two of the clouds. Nothing seemed ominous to us as the clouds seemed to be dissipating. Ruth reported later that they had an updated weather report from the Command Center indicating no immediate thunderstorm development in the area.

We decided to continue on Highway 202 to US 87 and into Dalhart, Texas to refuel, thinking that we would proceed on US 54 to the northeast where we could again determine where we would intercept the path of the balloon. As I was refueling, Dave and Connie went into a Dairy Queen to pick up some ice cream. Before getting back into the vehicle, Connie walked to a location where she could see to the northwest. She immediately called for Dave and I to come and observe what she saw. We could see a balloon, at altitude in the distance, silhouetted by an extremely large thunderstorm developing behind it. We immediately changed our chase plans and headed northwest out of Dalhart back toward Highway 202. At 1:35 PM we received a radio transmission from Carol telling us that they were in the thunderstorm with hail in the basket and were descending. By about 2:00 PM we arrived back at the junction of US 87 and Highway 202 and we could see that the balloon that we had been watching was yellow, a Warsteiner balloon piloted by Mark Sullivan and Sherry White. It was located on the south face of the thunderstorm and appeared to be descending. Reports that were received later indicated that the level five thunderstorm had developed very rapidly, in less than an hour, and was towering over the balloons with tops at 35,000 feet.

We were continuing north on US 87 when we spotted another balloon low to the ground. We pulled off on a dirt side road

to continue to observe and decide what course of action to take. By the time we turned the vehicle and trailer around and got out, the balloon was making an extremely rapid ascent and seemed out of control. My first thought was that Ruth and Carol had been forced down by a downdraft and had to ballast everything to stop from hitting the ground and then got caught in an updraft. The balloon leveled out at what I estimated to be about 3,000 feet above ground level. I thought that Ruth and Carol had regained control of the balloon and would begin another decent for landing. In a couple of minutes, with the balloon directly over our position, it started going up again and disappeared into the clouds of the thunderstorm. The three of us were completely speechless and couldn't believe what we had just witnessed. Dave walked away silently by himself down the dirt road, while Connie and I kept looking at the clouds expecting the balloon to reappear. It didn't reappear.

When it started raining Dave returned to the chase vehicle and we decided to head back toward Dalhart to get a view from the south side of the storm. Nearing Dalhart where we turned around, we looked to the East and saw the Warsteiner balloon making a landing. We continued to search the sky to the north looking for our balloon to no avail. At 2:45 PM Dave called the Command Center to get an updated position report. We were given the last known position of the balloon which plotted out to be where we saw the balloon in the rapid ascent and were also told that the Command Center had no further tracking data. Soon thereafter we were contacted by the Command Center who told us that they had received a call from Ruth and they were on the ground and OK. Their location was reported to be at Premium Standard Farms, which was less than a half-mile north of our location. Upon arriving at the farms, we found out that it was a hog production farm with very tight security. Dave was allowed to take the chase vehicle in to the office complex where Ruth and Carol were, but Connie and I were required to stay at the guardhouse at the entrance to the farms.

By this time it was raining hard and we noticed another balloon north of our location flying to the west fast at a low level and obviously trying to make a landing. We found out later that it was Peter Cuneo and Barbara Fricke. They were able to land successfully. We questioned the security guard about the hog production operation. She was reluctant to give us much information, however she indicated that they shipped approximately 10,000 hogs a week from the facility and had over 200 employees that worked to keep the confinement buildings clean. She further indicated that everyone that worked at the facility had to check with security every time they entered or left the farm. When Dave finally returned to the guardhouse with Ruth and Carol, we all breathed a sigh of relief and the hugs were abundant. Dave, Connie and I

were anxious to hear Ruth and Carol's story to find out what happened.

As we started back to Dalhart, they related their story. As we knew the thunderstorm developed quickly and they found themselves in the middle of it. When they called to let us know about the hail, lightning was all around them and everything they touched in the basket gave them a shock. We assumed lightning disabled the electronic tracker since there was no further communication with the Command Center. They descended very quickly in rain. After ballasting most of their remaining ballast, they made a normal approach to a landing in an irrigated cornfield. Dragging through the corn, they had to use their remaining ballast to go over the irrigation pipes. They cut loose the drag rope and pulled the rip line to open the deflation port at the top of the balloon to let out the helium. The line and Velcro came loose as it was supposed to however, the deflation port did not open. They were fast approaching a large set of power lines and made the last minute decision to abandon the balloon. Having discussed the importance of leaving the basket at the same time, they timed their jumps perfectly and jumped into the cornfield. The corn, eight to ten feet tall, broke their fall, however it was so thick that they had trouble locating each other even though they were only several rows apart. All their communication gear, cell phones, and identification were left in the balloon when they jumped. They walked about a mile out of the corn, Carol with only one shoe, before a truck driver, returning to the guard gate after unloading a load of feed, picked them up and took them to the office building. They used his cell phone to call the Command Center to report their location, that they were OK and that the balloon was flying with no one on board.

When we arrived in Dalhart, the streets were flooded with rain and the gutters and grassy areas were covered with hail. In some locations around the motel where we stopped the piles of hail looked like snow drifts. One car in the parking lot had come from the east, driven through heavy hail and was severely damaged. We were able to get the last three rooms at the Holiday Inn Express motel. Dave and I went to find the local police or sheriff's department to file a report on the balloon. No one was at the Dalhart Police Department. We had passed the city fire station previously and noted that one of the doors was open so returned to ask directions to the Sheriff's office. After wandering around the station and finding no one, Dave let out a yell to see if he could raise someone. He finally got a response and the person was able to direct us to the Sheriff. We found the Dallam County Jail and rang the bell to gain entrance. When we told the female jailer that came to the door that we wanted to report a run away balloon, she looked at us in disbelief and said that she would contact a deputy to come to the Jail and talk with us.

In about 15 minutes a deputy arrived and when we started to tell her the story about the run away balloon, she sat down on a bench and took a deep breath. When we explained that the pilot and co-pilot were OK and not with the balloon she looked relieved. Apparently she was assigned to a missing persons case, a 15-year-old run away juvenile, and did not want to be involved with any other missing people. She took our information and called the Sheriff Department in the County adjacent and to the south. Dalhart is on the County line between the two counties, Dallum and Hartley. When the Deputy from Hartley County arrived we repeated the story for him and indicated that the balloon could land anywhere to the east or south of Dalhart within a couple of hundred miles depending how long it was caught in the thunderstorm.

Returning to the motel, we cleaned up and went to the only restaurant in town that was open on Sunday night. The Sands was obviously a very local place and even had entertainment, a cowboy strumming on a guitar and singing country western songs. We all were so relieved, tired and hungry that the quality of the food didn't matter. We ate it all.

The next morning we were pleased to see Mark Sullivan and Sherry White at breakfast at the motel. We listened to their story about trying to outrun the thunderstorm and deciding that they couldn't. They were caught in hail and rain as they landed and couldn't pack up the balloon because of the water standing on it. They were going out that morning to retrieve the envelope and then head back to Albuquerque. The Dallum County Sheriff, Bruce Scott, came to the motel to talk with us and get an update. We shared some potential tracks, received from Lou Billones, that the balloon might have taken depending on various scenarios regarding the thunderstorm. Sheriff Scott was going to alert all the Sheriffs in the affected counties.

After breakfast, we headed to the Dalhart Airport to see if there was any possibility of getting a pilot to take us out to look for the balloon. Even though Dave has his fixed wing license he turned down one offer to fly with a student pilot in an old tail dragger. We then went to another hanger where Bob Bailey of Bailey's Flying Service offered to take us up in his 261 Cessna for the cost of gas. Dave, Carol and I immediately agreed to go with Bob and we flew the area from where the balloon was last spotted about 15 miles north of Dalhart to Dumas, about 30 miles southeast of Dalhart and an area about 15 miles wide. We had a good view of the landing track through the circular cornfield. The track ended within a hundred yards of the power lines. I estimated we covered about 500 square miles in about one and a half hours without spotting anything that looked like a balloon on the ground. Bob agreed to alert the pilots at the areas airports as well as the other flying services to be on the lookout for the balloon when they were flying in the area.

After the flight Bob and I were talking and he asked where I was from. When I told him Des Moines, Iowa he said that he knew the owner of a crop duster operation in a small town just south of Des Moines. I immediately mentioned Lavery Field at Indianola and he responded yes; he served on the Board of Directors of a national organization with the current owner of that operation. While in the office of Bailey's Flying service, Connie happened to see a stack of photographs on a shelf in the waiting room. In looking through the pictures, she found some taken in Indianola and the Amana Colonies in Iowa. Some of the pictures taken in Indianola were taken during the National Balloon Classic and one even contained our hot air balloon. What a small world.

We left Dalhart knowing that we had done everything possible to locate the balloon within the time frame that was available to us. We arrived back in Albuquerque on Monday afternoon hoping to hear news on the whereabouts of the balloon. Sheriff Scott called Dave on Tuesday to tell us that he had an unconfirmed report of the sighting of a balloon flying about 15 miles east of Dalhart on Sunday after the thunderstorm. Unfortunately, the weather in that area of Texas was stormy and raining for almost the next two weeks. Pilots were not flying and farmers were not in their fields. As of the date of finalizing this report, a month later on November 4, 2004, the balloon still had not been found. The real America's Challenge remaining is to find the balloon. Hopefully that will occur. I will write an epilogue when that happens.

By the way, on Wednesday when Dave, Connie and I were at the VIP compound at the Fiesta, we sat with a pilot from Houston. We told him of our story about the lost gas balloon near Dalhart. He commented facetiously that was his favorite area in Texas; Dalhart, Dumas and Dimmitt. If the truth were to be known, the balloon has probably disappeared in the "Dalhart, Dumas, Dimmitt triangle", never to be found again.

Press Release - Marshalltown Balloon Rally

Marshalltown Balloon Rally Canceling event.

After three years of success, The Marshalltown Balloon Rally has canceled the 2005 and future events due to lack of involvement from the Marshalltown community for organization/planning of the event.

Jeanne Wiley and John Jensen would like to thank the balloon community for their support of the Marshalltown Balloon Rally.

If any changes happen, we will let you know,

Again, Thank you,
John Jensen
Jeanne Wiley

Balloons Over Iowa Ground School 2005

February 18-20, 2005

Want to know more about flying a Hot Air Balloon? Attend Balloons Over Iowa Ground School this winter and learn how. Our Ground School is FAA certified. We teach you how to take the FAA written tests and give you valuable instructions on how to be a safe and competent Hot Air Balloon Pilot. We will be giving up to 20 hours of instruction in Private and Commercial Operations.

Where: BOI Balloonport, 18999 Blue Place, Carlisle, IA 50047

When: Registration: Friday, February 18, 7:00 P.M.

Class: Saturday, February 19, 8:00 A.M. - 6:00 P.M.

Class: Sunday, February 20, 8:00A.M. - 4:00 P.M.

Fees: Individual Enrollment Fee: \$175.00 which includes one set of books and a one year membership to BOI

Family Enrollment Fee: \$175.00 for 1st family member and \$65.00 per person for any other family member, includes one set of books and a one year membership to BOI for each student.

Refresher Fee: \$65.00 - a one year membership to BOI, no books included.

NOTE: Food and snacks will be provided for all sessions as well as any handout materials and sample tests.

Please complete the following application form if you would like to attend:

Name: _____

Address: _____

City: _____ State/Zip: _____

Phone: Daytime (_____) _____ Evening:(_____) _____

Email: _____

Which section are you interested in? Private _____ Commercial _____

Please make checks payable to Balloons Over Iowa and mail to: BOI, 18999 Blue Place Carlisle, IA 50047

For more information contact Rob Bartholomew at (515) 989-3708, email: balloonsoveriowa@msn.com or Barb Knoll (515) 961-5807, email: barb@baker-elkin.com

For motel info & maps, call or email Jen Nordhagen 515 989-3708, balloonsoveriowa@msn.com or Carol Harris 515 221-3193, email: hotairflyn@aol.com

Table of Contents

BOI Halloween Party	1	The Way It Was	9
BOI New Years Eve Party	1	Happy Anniversary	9
Letter from President Meika	1	Balloon For Sale	9
Letter from Vice-President Sandy	2	BOI Membership Meeting Minutes	10
News from the Balloon Federation of America	2	Event Reviews	11
Retirement Center Update	4	The Lighter Than Air Balloon Affair	11
National Balloon Museum	5	Ft. Dodge - Skydiving Boogie Weekend	12
Recipes Needed	5	Albuquerque Diary	13
Letter from Rob & Wendie Spence	5	Creston	14
NTSB Reports	6	Finding the Balloon	15
Calendar of Events	8	Press Release - Marshalltown Balloon Rally	18
Happy Birthday	8	Balloons Over Iowa Ground School 2005	19

Thanks to the following for their contributions to this newsletter: Meika Bartholomew, Rob Bartholomew, Betty Crawford, Dick Drake, Sandy Drake, Max Harris, John Jensen, Jen Nordhagen, Don Prine, Julie Ricke, Tom Ricke, Rob & Wendie Spence, Jim Thompson, Jerry Tierman, Patti Todden, Mark Weeks and Becky Wigeland.

***Touch and Go
Balloons Over Iowa***

Carol Harris - Editor
2305 Hillside Ave.
West Des Moines, IA 50265

IBA Continuing Education Seminar

The Iowa Balloonist Association will be hosting their annual Continuing Education Seminar on Saturday, March 19, 2005. We are planning on a very excellent line-up of speakers that will present a variety of topics.

Joe Kittinger – Balloon History
Ed Yost – The Father of modern day ballooning
Orv Olivier – BFA updates, balloon accidents
Andy Baird – Pilot decision making
Josh Bein – Weather

FAA representatives – Balloon accidents, Regulation changes, Jeopardy game
Larry Arenholz
Chris Manthe
Roger Clark

(Other speakers and topics yet to be announced)

This year's seminar will be at the Four Points Sheraton Hotel on Army Post Road in Des Moines, (Book your rooms early as this falls during basketball tournaments)

We hope to see everybody there. So mark your calenders for March 19, 2005.

Watch your mail for more information.