



The Crownlines

The Newsletter of the / Le journal du
National Capital Balloon Club
Club de montgolfières de la Capitale nationale

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NCBC Safety Seminar & Social

The National Capital Balloon Club held a safety seminar for pilots and crew on April 16, 2011. Topics included weather, propane, and pilot decision making. Thanks to the presenters and to Mary Anne for hosting the evening social event.

For pilots who were not able to attend, you can update your recency requirements by completing the self-study questionnaire found on the Transport Canada website at:

<http://www.tc.gc.ca/eng/civilaviation/publications/tp185-4-2010-self-paced-study-5895.htm>



Mark your calendars!

2011 Canadian & Western Canadian Hot Air Balloon Championships

Camrose, Alberta

September 22 - 25, 2011

The Northern Lights Hot Air Balloon Club in conjunction with the City of Camrose and Gear Up Productions will be hosting the 2011 Canadian & Western Canadian Hot Air Balloon Championships September 22-25, 2011 in Camrose, Alberta. For more information, keep an eye on the Canadian Balloon Association website

(<http://www.canadianballoonassociation.com/eng/index.php>). If you need to renew your membership, send an email to Jamie Kinghorn for more a membership form and more details.

October 22, 2011: Year-End Social and Fly Day will be hosted by Bill Whelan

Club members are encouraged to submit their ideas for club activities to the web site

First Flight!

Sandra Rolfe

As you know from the previous newsletter – the winter flying season was spectacular with several flights accomplished! Spring on the other hand...well you needed a pontoon boat as a retrieval system. Thus, the first flight of the season had to wait until the land recovered from the multiple down pours and wind events that marked the months of April and May.

My first flight of the summer season was really “a first”. It was the first flight of my Aerostar S53A that I had purchased a few years ago. It is a beautiful system – a 69,000 cu. ft. envelope, with a stretch basket and 25-gallon laydown tank. The basket has been customized with leather trimmings, seat and back rest, along with colour-matched wicker trim. Remember that feeling you get when you drive off the lot in a new vehicle? Smells new, feels new... Well, this balloon gives me that same feeling.

With every balloon there is something new to learn. This balloon has turning vents. I have to admit, I don't have much experience with turning vents. The redline is also hooked up in a U-bridle so that you can reach it from either end of the stretch basket. This means there are many lines coming into the basket – which is a little confusing when you are used to only one or two. But – hey – that's why you bring another experienced pilot with you for the first flight, right? Bill and I fly together often – but in different balloons. For this flight, we flew together in the same basket – a rarity for us. He had been itching to get this balloon in the air as much as I had. We were both excited the opportunity was finally here.

After such a wet spring, the flight gave us a chance to see the progress of the farmers' work in the fields from the air. While many fields were seeded, many were not. The warm weather of the preceding week had enabled some cutting of hay fields. The land looked lush and green where there were woods and hay fields, or dingy brown where fields were tilled but crops had barely sprouted. We flew over one enterprising farmer who was pumping out his manure pond – phew – what a smell when you find the wind level at which the smell levels off at! Needless to say, we were not landing near that farm! We climbed a little higher to get out of the smell and have a look ahead for potential landing sites. Not wanting to pass up a good landing site, we chose a cut hay field rather than flying on. The landing was a little bumpier than I like, and I was not as efficient as I would have liked in terms of reaching for the lines, but all that is part of the first flight of the new balloon.



Postscript: On the second flight of the balloon, I flew over the bog. Emily and I had fun playing with the turning vents. She even became quite opinionated about which way she wanted the balloon to be turned so that she could get the best picture angles! I still haven't sat down on landing, and primarily use the seat as a foot rest in flight, but my passengers like the concept of sitting down!

Quiz yourself!

Reprinted from the March 2011 Aerostaz:

The Monthly Newsletter of the Willamette Aeostat Society, Volume 13, Number 3.

Answers on page 4. No peeking!

1. What causes variations in altimeter settings between weather reporting points?

- A) Variation of terrain elevation.
- B) Unequal heating of the Earth's surface.
- C) Coriolis force.

2. Clouds, fog, or dew will always form when

- A) relative humidity reaches 100 percent.
- B) water vapor condenses.
- C) water vapor is present.

3. The boundary between two different air masses is referred to as a

- A) frontogenesis.
- B) front.
- C) frontolysis.

4. What condition does a rising barometer indicate for balloon operations?

- A) Chances of thunderstorms.
- B) Decreasing clouds & wind.
- C) Approaching frontal activity.

5. What is meant by the term 'dewpoint'?

- A) The temperature to which air must be cooled to become saturated.
- B) The temperature at which dew will always form.

- C) The temperature at which condensation and evaporation are equal.

6. Moist, stable air flowing upslope can be expected to

- A) produce stratus type clouds.
- B) cause showers & thunderstorms.
- C) develop convective turbulence.

7. What measurement can be used to determine the stability of the atmosphere?

- A) Atmospheric pressure.
- B) Surface temperature.
- C) Actual lapse rate.

8. The suffix "nimbus," used in naming clouds, means

- A) a cloud with extensive vertical development.
- B) a middle cloud containing ice pellets.
- C) a rain cloud.

9. One of the most easily recognized discontinuities across a front is

- A) a change in temperature.
- B) an increase in cloud coverage.
- C) an increase in relative humidity.

10. In which situation is advection fog most likely to form?

- A) A warm, moist air mass on the windward side of mountains.
- B) An air mass moving inland from the coast in winter.
- C) A light breeze blowing colder air out to sea

11. What conditions are necessary for the formation of thunderstorms?

- A) High humidity, high temperature, and cumulus clouds.
- B) Lifting force, moist air, and extensive cloud cover.
- C) High humidity, lifting force, and unstable conditions.

12. Thunderstorms reach their greatest intensity during the

- A) mature stage.
- B) downdraft stage.
- C) cumulus stage.

13. The wind at 5,000 feet AGL is southwesterly while the surface wind is southerly. This difference in direction is primarily due to

- A) friction between the wind and the surface.
- B) stronger pressure gradient at higher altitudes.
- C) stronger Coriolis force at the surface.

Eco-Canada 2013

Sandra Rolfe

Pierrick Duvoisin and co-pilot Nicolas Tièche are planning a record-breaking trans-Canada flight in 2013. Pierre Gariépy, a Montreal-area pilot, is a member of the Canadian-based team who will be assisting in the logistics involving propane supply.

Pierrick and his family will also be attending the festival at St-Jean-sur-Richelieu in August, with a prototype of his eco-friendly balloon.

From the project documents, here is the description of the project:

The Balloon Team Concept was born of two passions. The balloon flights and the innovation technology.

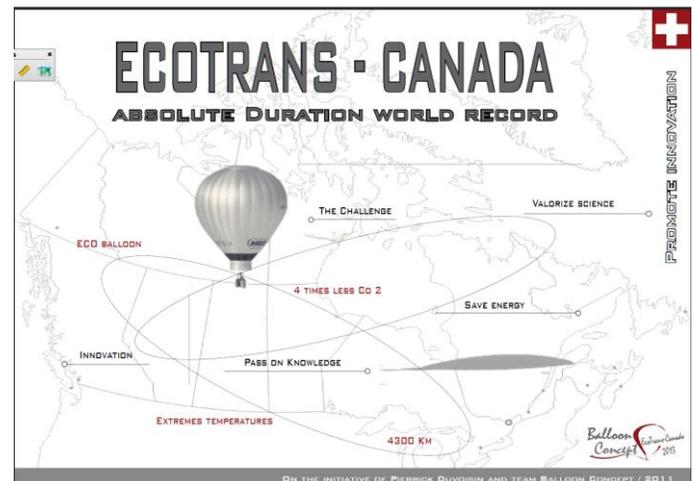
The developments that have been brought by the team, open a new era for ballooning and the perspectives of flights that were not imaginable a few years ago.

Such a challenge to gravity, changes made will help to keep a balloon in the air with 4 times less energy than a conventional balloon. If you compare it with a car of today, this means it consumes 1 liter of petrol for 100 km. This project perfectly reflects the challenge that humanity will face to reduce its environmental impact. It goes way beyond the discussions and thinking of today and demonstrates that it is possible to combine leisure with a minimum carbon footprint. On the other hand, the adventure of a balloon journey, pushed only by the force of the winds, the history and the old tradition of ballooning. On the other, the latest technologies and reflexions on the evolution of their planet.

For more information on the project, check out <http://www.balloonconcept.ch/> and search on YouTube for some footage as well.



Pilot: Pierrick Duvoisin



EcoTrans-Canada project



Proposed flight path from Whitehorse

The Lorraine Mondial

Leslie Manion

When we were in Albuquerque last year, we met Gertjan Veldman, a Dutch fellow who had come out to crew for *Pondemonium*, our Colorado friend Alan Lusik's balloon. Gertjan (aka Mark) is quite the balloon fiend - he even has a balloon museum in his apartment attic. When he heard we were going to the Lorraine Mondial this summer, he asked if he could join us as crew. We were happy to have his youth, strength, and humour, and you will see why he was a welcome addition to our group. It is a pleasure to share our hobby with someone so keen and enthusiastic. Here are excerpts from his journal:

Monday, July 25

This day was my 28th birthday David gave me the permission to step aboard his borrowed basket for the morning flight. It turned out to be a flight which I will never forget and which was very remarkable and unbelievable. There was not much wind so all the balloons stayed very close together. We left the festival area and, at one point, the wind turned 180 degrees, so we went back to the launch field. Here were more balloons taking off so it was very cool to see. We flew over the launch field and then turned 180 degrees again. Isn't that strange? So we just landed almost on the spot where we started. FANTASTIC! Thank you soooo much for this experience. I have pictures and videos of this moment, so feel free to visit

www.facebook.com/gertjan.veldman or www.ballongek.hyves.nl to see it with your own eyes. You won't believe it until you have seen it.

After the flight, my family called to sing me a birthday song. Very nice. Also received a lot of text messages. In the afternoon we went to a market to buy chicken from the famous chickenman. These chickens are so delicious...I even ate my plateno even better...I also ate the whole dinner table. Time for dessert. Time for the birthday cakes - 1) I have time, 2) I am on a holiday, 3) it is my birthday sooo I went all the way...mmmmmm

Tuesday, July 26

The normal ritual like each morning was no different as the other mornings. It was a sunny morning so the airspace was a very colourful, spectacular sight. I cannot get used to that many balloons. Let's talk about the gas-refuelling. Let's see....there are 4 entrances with 150 points to refuel, unbelievable - many gas tanks and 1 King of France who signs your gas pass. It must be the French way (again). Have you ever seen a stampede at Walgreens in the discount aisle?

Saturday, July 30

Aaahhh, there it is again...the 5 o'clock alarm. But today it was WAY worth it. After half an hour flight, David landed his balloon to change the pilot (Joel) and passengers for a 20-minute flight. Guess who was the new passenger?....yes indeed, it was me! Just terrific! Wonderful and fantastic! Now I know why I love ballooning. After the flight we brought back the basket to the organisation and drove to the group's new hotel, and I helped them with the luggage. In the evening we had a goodbye dinner. You would not believe it, but I saw it with my own eyes...one of the customers in the restaurant was really the twin sister of Cruella da Ville of 101 Dalmations. After the dinner and the goodbye hugs, they gave me a pilot pass, 3 full champagne bottles, and a full box of mirabelles (a local fruit like an apricot/plum). From Kathy (a German crew member), I got a lot of balloon stamps for my museum, and from Mike and Tammie (also known as mom and dad), I got the edge of the basketThank you so much.

Sunday, July 31

The last day of the festival - David and Leslie were already en route to Canada so I helped Mike and Tammie out so they could have a very nice and long 2 hour fight. Milked the balloon and, for my help, they gave me the top of their crownline and a beautiful mug. Suddenly I had it very warm, and I could hardly hold the tears down. I planned the trip back to home for Monday morning but I thought why not now? So I packed everything, took a nice warm shower, and hit the road.

Summary

It was a vacation which I will never forget. I made a lot of friends and had 2 beautiful flights. It was really fantastic and more fun than I ever could imagine. My balloon museum has some collectors items I could only dream of. I really want to thank the whole group for making this a holiday of a lifetime. PRICELESS!!!!



The Author - Gertjan Veldman

Fall Festivals

2011 INTERNATIONAL CHALLENGE / PRE-WORLD CHAMPIONSHIP

Battle Creek, Michigan
August 22 – 27, 2011

The event will be held in conjunction with the 2011 U.S. National Hot Air Balloon Championship. The Challenge is open to all non-U.S. pilots and U.S. pilots qualified to compete in the 2011 U.S. National Hot Air Balloon Championship. There will be 25 entry slots available to non-U.S. pilots. For more information, contact Davidnlevin@gmail.com.

Festival de montgolfieres de Gatineau

September 2 - 5, 2011

Website :

www.montgolfieresgatineau.com/anglais/accueil2010_en.htm

Atlantic International Balloon Festival

September 7 – 11, 2011

Website:

www.atlanticballoonfiesta.ca/

Adirondack Balloon Festival

Glens Falls

September 22 – 25, 2011

Website :

<http://www.adirondackballoonfestival.com/>

If you attend any festivals or have an amazing flight - drop us a line and share the experience!

Answers to Quick Quiz (page 3):

1B, 2B, 3B, 4B, 5A, 6A, 7C, 8C, 9A, 10B, 11C, 12A,
13A

Website

Dave Lopushinsky stated that the site is now available but requires work on specific pages. Posting options will be examined along with possible privacy of information issues and a process will be established for public and member access. Suggestions and help are always appreciated. Please contact your board members with suggestions or offers of assistance.



Membership Renewal

Your 2011 NCBC membership fees are now due. Rates remain the same:

- Crew - \$20
- Pilot - \$30
- Family - \$40
- Corporate - \$100

Please fill out the enclosed membership form in **full** (i.e. don't write "same" for all the info) and mail to:

National Capital Balloon Club

For membership inquiries, please contact Laurie Manion



Reminders

Please check your e-mail system or junk mail folder to ensure that e-mails from the board are getting through.

The club address receives several bounce backs on group e-mails and QuickReleases, so it is possible your spam filters or e-mail providers are blocking these legitimate e-mails from reaching you.

Also, please read the messages in full as several ask that you **do not reply** to the e-mail but send an answer elsewhere.

Th  nk you!

Publishing Information

The Crownlines is published on an ad-hoc basis as determined by volunteer effort, spirit and content contributions. If you want it published more often – submit content! Submissions for *The Crownlines* are preferred by email to Sandra at rolfe_blue_sky@hotmail.com. Photos, articles, and ideas are always welcome. Information may be mailed to the NCBC address (see membership info), or can be given to any member of the Board or directly to Sandra.

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