



The Crownlines

The Newsletter of the

National Capital Balloon Club
Club de montgolfiers de la capitale nationale

Volume 11 Number 3

October 2001

End-of-season Fly Day & Social on October 20

End-of-Season Fly Day and Social!

The NCBC Annual October Fly Day and Social is being held on Saturday, October 20 in Navan.

Crew and pilots are to meet at 3:30 pm at the Navan arena. After the flight everyone is invited to Steph and Todd's house at 939 Meteor in Navan for supper and socializing. If it is not flyable, we'll meet at the house at 6:00 pm for munchies and Steph's famous chilli! The cost of supper is \$3 for members and \$5 for non-members. Bring your own beverage.

Call the NCBC Hotline [redacted] by Wednesday, October 17 to tell us who and how many are attending. And check the Hotline on Saturday for weather conditions and updates.

See you there!

Leslie Manion

NCBC Telephone Hotline



NCBC Member Wins Canadian Championship

Mary Anne Stevens won the 2001 Canadian Hot Air Ballooning Championship held as part of the Festival de Montgolfières de St-Jean-sur-Richelieu. Congratulations Mary Anne!

The Editor

NCBC Cancels Winterlude Balloon Festival

The Board of Directors decided at its September meeting to cancel the Winterlude Hot Air Balloon Festival which had been tentatively scheduled for February 2002. Lack of member interest and involvement was noted as a critical factor in the decision to not proceed.

The Board left open the possibility that a Winterlude Hot Air Balloon Festival could still proceed if one or more enthusiastic members come forward to lead the effort. Contact a Board member if you're interested in continuing this important Club tradition...

The Editor

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A Couple of Firsts

On September 14, Bill, Nicki and I were on our way to Kingston to do a flight for a young couple. It was a surprise the young man was giving this flight to his future fiancé, or so he hoped! Bill and I looked at the map going down and decided that our best bet was to fly in Gananoque.

After talking to the young man we decided to meet at the exit of the 401 in Gananoque. We were introduced to his girlfriend and his brother. She was overwhelmed and confused with everything that was going on. When we told her that she was going on a hot air balloon ride, her reply was, "I don't think so". She was in shock and so were we. It was hard to keep a straight face. We could not let the cat out of the bag but the deal was that her boyfriend was supposed to propose in the air. We talked a bit more and finally convinced her to go.

Bill and I plotted the winds and picked the most convenient area to launch from.. Now remember; the St. Lawrence River is not too far and going across into the United States was not an option.

Bill drove to the assigned area with me giving the directions. Now that is a scary thought. You have to know that map reading is not my forte. I even recommended the exact launch site location to Bill. Scary!!!

We were not to sure if we were going to launch or not. The winds were still gusting pretty strong. After getting the landowner's permission to launch, we went and rigged the balloon and, like usual, we waited.

Finally the right moment arrived and we inflated under the watchful eyes of the boyfriend and the very nervous eyes of the girlfriend. I have to say that I was stuck at the crownline with all the fresh horse patties and the gust of winds making the envelope rock on each side. Lovely. Finally all set to launch or not so; a gust of wind again... The girlfriend was getting more and more nervous. Exactly what we needed, but they launched five minutes later. Nicki, the brother and myself then jumped in the truck to follow. I knew it was going to be a fast ride and very few roads to follow, so no time to waste, other than the landowner asking lots of questions and the balloon going in the wrong direction and disappearing in the rolling hills... Oh well, we were in for a good ride. I decided to stick with the initial plan; to go near the airport. I knew that Bill would do everything to fly the flight path initially discussed. And so he did.

In the truck, we waited very impatiently for the moment of truth. It arrived about ten minutes before the end of the flight, at which point a very impatient Bill-in-the-air was wondering when the boyfriend would finally pop the question. Bill asked me how much further can he fly without getting into trouble. I told him to not cross the next road or he'd be getting to close to the River. Now, one thing that you have to know before going any further is, the girlfriend always wanted her beau to serenade her! Well guess what—this was the time. He had taken singing lessons for three months to this end. Personally, I suspect that even with no practice it would have sounded the same. I sure was glad that I was not in the basket at that precise moment to listen to him sing.

My ears were slightly spared. We could hear him through the two-way radio, and the volume button sure came handy. Finally after three verses with a chorus, he stopped singing and finally popped the question.

At that time, we were waiting for him on the so-called road. I was hoping that Bill would talk to me (small technical problem—the so-called two-way radios were working more like one-way radios), since the landing site that I knew he would take had horses and cows. To my astonishment, he did call and he decided to land on the other side of the road. Ok I said, I will go and ask permission. I go to the farm that I thought was the right one. I was welcomed by two young boys. I asked for their parents and they told me that they were not there. "Oh great" I say... that is all I need now. I told them where the balloon would land and they said that they would contact their parents to have permission. Yes, I guess I am in luck after all... not! Bill lands the balloon in a slightly fast landing and rips out. One of the boys now tells me that they don't own that land. There we go again. When will all the bad luck end? With no luck finding a gate that would open for that field, I let Nicki and the brother jump the barbed wire fence and out to go pack the balloon.

Now to find the landowner. I asked someone travelling on the road and they tell me they live the next road south. I thanked them. To go south you had to take a very long and narrow dirt road going down hill. Nice... It is now getting dark. I finally get to that south road. Great—three potential farms. I go to the one that I think is the right one, but I'm welcomed with an abandoned farm with a "For Sale" sign. Ok, I guess it is not that one or if it is there is nobody to ask. I try the second one. Ah!!! A welcoming party two huge very mean barking dogs (don't forget I am afraid of dogs). I let myself out of the truck very slowly and talked to the dogs. They are glued to me. I cannot move an inch without them at my side. I knocked at the door but no answer; no surprise there. If nobody came rushing out to see why the dogs were barking, why should someone answer the door for me? I go back to the truck. I don't even go to the third farm since there weren't any lights. I said, forget landowner permission, let's go back to the balloon—and the people, of course.

Bill and I finally locate a gate in an adjacent field and open it. The field is so bumpy and gullied that it is not funny.

After trying to drive the truck in the field and after many minutes of discussion Bill and I decided that it would probably be best to walk the balloon out. A first for me with Bill after four years of chasing for him! What else can go wrong? Well the only other thing is that Bill landed far from the road because of a pond in the field. He was afraid that the land around it would be damp. Oh well, we're in for a good time. Oh, by the way—it is pitch black by now. There are no street lights where we are and also no truck; remember, we decided not to bring the truck in the field. We have a very small flashlight to light the way. Bill empties the rest of the tank to make the basket lighter. We then proceed to roll the envelope to the road. Bill decides to retrieve the truck from the adjacent field while we go back and retrieve the basket.

After retrieving the balloon and the truck, we celebrated the flight with the newly engaged couple. They loved their adventure and the fiancé in particular loved every moment of it!



Other News from the Board

Commercial Balloon List

The NCBC Telephone Hotline often receives requests for information on commercial balloon flights. Until now, we have generally provided some brief information and referred people to the phone book. Since that doesn't seem suitable, we want to create a list of pilots and companies who provide flights to the public. The list would be sent out in answer to inquiries, included in our information brochure, and available on our Web site when it is completed.

If you are an NCBC member in good standing (meaning your 2001 membership has been paid) and would like to have your name and company included on such a list, please forward the following information to Leslie at skyman@travel-net.com by November 1.

Company Name:

Pilot's Name:

Phone:

E-mail:

Description: (25 words max)

Leslie Manion
skyman@travel-net.com

Raffle Wrap-up

Congratulations to the winners of the NCBC raffle at the Gatineau Balloon Festival. Lorraine Lafrance was the grand-prize winner of a lovely framed balloon tapestry while . Barry Weighall of New York State and Mark Schilling of New Jersey were each the winner of a balloon pillow and an NCBC souvenir.

The Club raised almost \$500 over the course of the weekend. Thanks to Leslie Manion and David Lopushinsky for selling the tickets at briefings and on the field throughout the festival.

Leslie Manion

Board of Directors Meetings

The Board of Directors of the NCBC meets monthly. Members are welcome to attend and should contact a Board member for meeting particulars if interested.

Board of Directors of the NCBC

President: Stephanie Glover

Vice-President: Leslie Manion

Secretary: Diane Casault

Treasurer: King Glover

Directors: Tina Daniels, Alexis Hum, Dave Johns, Paul Porter, Bill Whelan, Debbie Wright

Leadership by Board Members

Fly-Days: Diane Casault and Paul Porter

Socials: Alexis Hum and Tina Daniels

Landowner Relations: Bill Whelan

Membership: Debbie Wright

Web Site: Diane Casault and Tina Daniels

n.b.: NCBC members are welcome to contribute to Club activities and organization whether or not they are on the Board... contact a Board member for details!

Minutes of the Annual General Meeting

The minutes of the January 10, 2001 Annual General Meeting of the NCBC will be published in The Crownlines in the December issue.

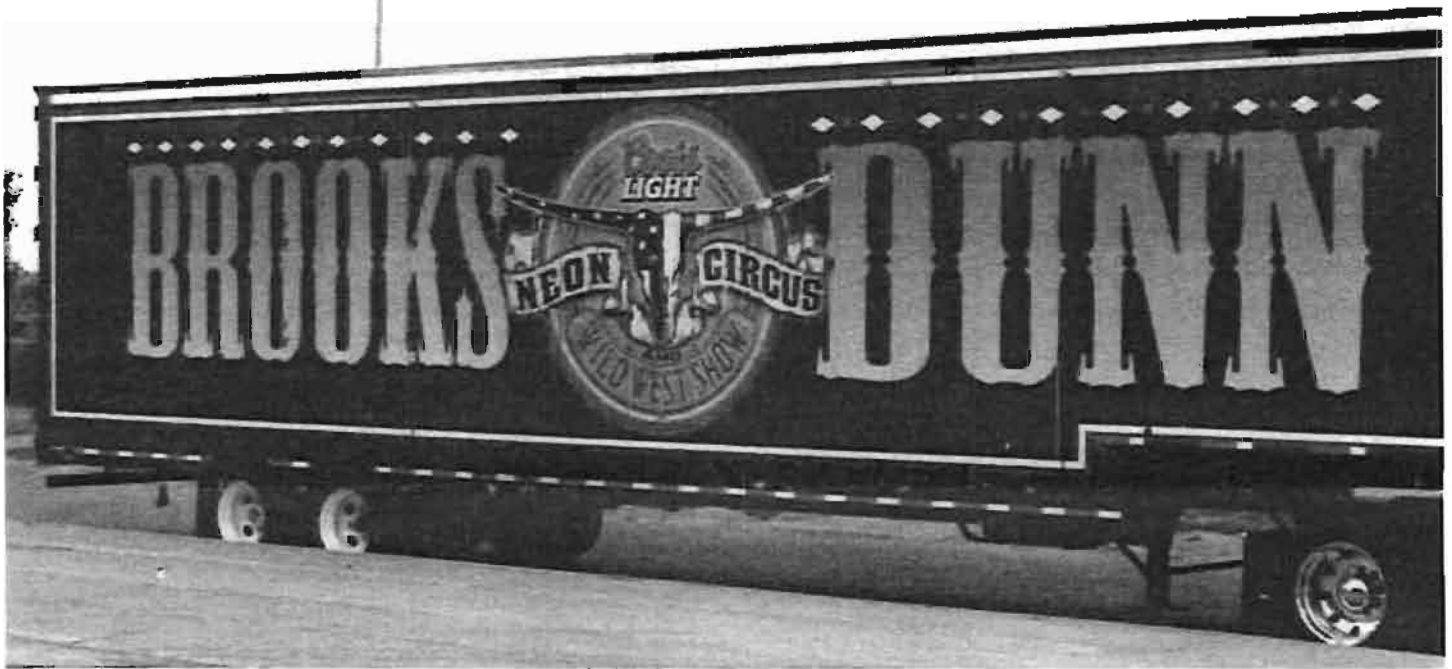
The Editor

Other News

Dragon Boating Balloonists

Congratulations to the *Singapore Slings* dragon boat team which placed 36th of 168 teams in the 2001 edition of the National Capital Dragon Boat Festival. If you are wondering why dragon boat news makes *The Crownlines*, almost half of the 22-person team consists of NCBC members: Todd Boucher, Alexis Hum, Dave Johns, Stephanie Glover, David Lopushinsky, Leslie Manion, Paul Porter, Angela Thomsom, and Debbie Wright. The Slings also come with an unofficial NCBC cheering team of Gary Moreau and Laurie Manion. Sadly, they were conspicuous in their absence this year, but the team looks forward to their, and everyone else's, support in 2002. Way to go, Slingsers!

Leslie Manion



Yeeh Haa! Ride 'em Cowboy!

The Brooks & Dunn *Neon Circus and Wild West Show* blew into town on July 21, and we were on board. We—me, husband David, and friends Lina Vermette and Brian Kirk (novice balloonists but veteran country music fans)—turned up to help pilot Joe Shevenell fly the Brooks & Dunn *High Plains Drifter* over the Corel Centre.

After a gorgeous week of ideal flying weather, Saturday came with overcast sky and showers. President Stephanie had suggested I hook Joe up with John Davidson for his opinion and, as we stood looking up at a fast-moving pibal, I introduced Joe to John via cell phone and let them do their pilot-weather thing. Skyview had already called the flight due to thunderstorm cells in the vicinity and, because Joe actually wanted to fly a bit earlier, he bowed to John's

expertise and also cancelled. Joe generally tethers the steer-horned balloon near the pre-show circus or flies over it as the concert begins. Since the stage show started at 6:30, most of his main audience would already be well inside before a regular summer flight is set to go. Although the balloon is one of the show's many "gags"—the shtick that accompanies the show—Joe is never compelled to fly though he does prefer it to being grounded.

So what to do? We came to work as crew with four concert tickets as the reward. Though the work was non-existent, the reward came in spades as not only did Joe give us the tickets (Row 21), but also pins and shirts.



And, while he could have simply said, "thanks for coming; enjoy the show," he offered to take us on a backstage tour. It started in the huge trailer that carries the 105 Aerostar S- 60A and a stretch basket as well as some of the excess tour merchandise. As soon as he opened the trailer to show us, we became an attraction in our own right as people started to line up thinking this was just another part of the circus. We didn't disappoint totally, and balloon postcards were handed out as we shooed them away and barricaded ourselves in.

The tour continued to the back of the Corel Centre where the fleet of trucks and buses sat waiting for the show to be transported to Darien Lake. Through the back door and past the dressing rooms, to an up-close and personal view of the backstage where we met Hud, the stage manager, and other crew, and into the Neon Lounge, the VIP area for sponsors and special guests. Joe explained that setting up the lounge was another of his duties. He had transformed a sterile hockey locker room into a cosy

southwestern-style lounge complete with carpet, couch & high bar stools, entertainment centre playing Brooks & Dunn videos, mood lighting, wall hangings, antlers, and barrels of salted peanuts and Coors beer. We were privileged enough to be able to enjoy the room later when Joe invited us back part way through the evening. It would be nice to be able to say Kix and Ronnie joined us but, alas, I can't.

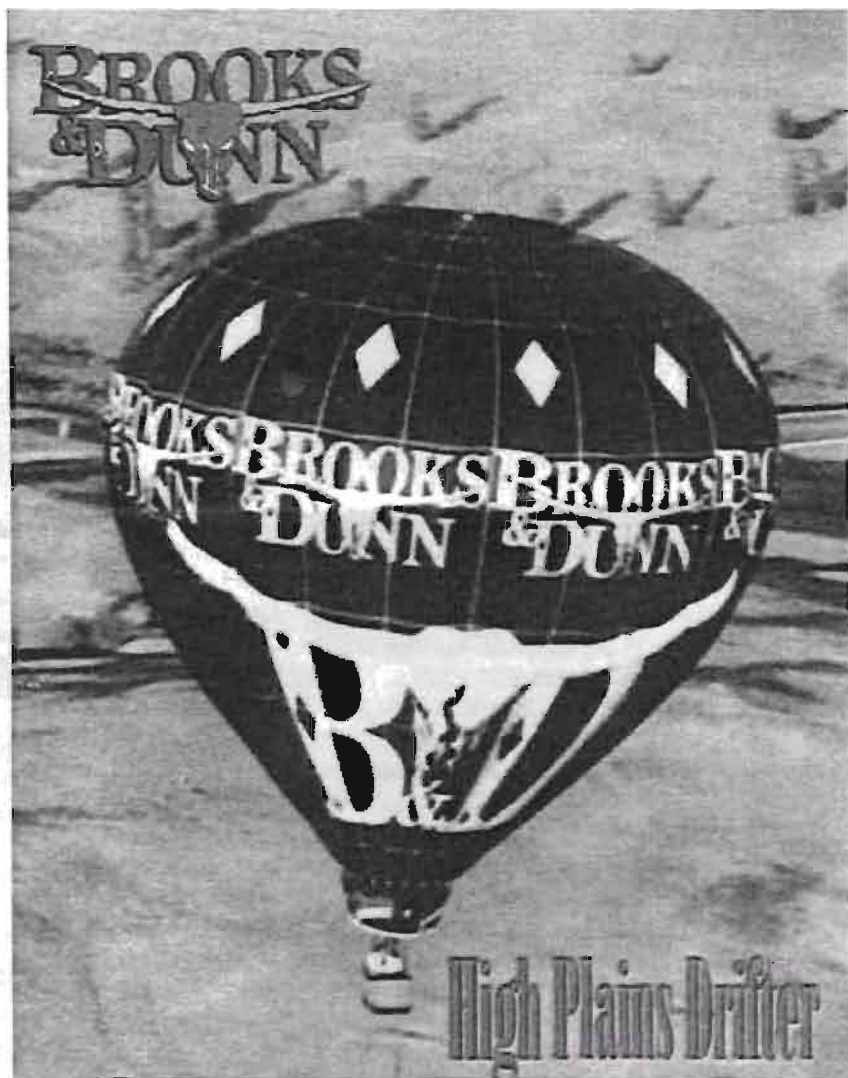
Based out of Portland, Maine, Joe is a former sailboat racer as well as a fixed-wing pilot. Among his wealth of stories is the one about first meeting Kix Brooks 15 years ago when Brooks was playing the bar circuit. Ten years later, Brooks called him about flying a Brooks & Dunn balloon as promotion of the duo and their tours. Touring now has Joe on the road from Thursdays to Mondays when he flies home and runs Hot Fun Balloons.

As well as flying *High Plains Drifter* as part of the regular Brooks & Dunn tour, Joe promotes the show by flying it over towns and cities, outdoor country music fests, and state fairs. Despite his numerous visits to Canada, he has yet to fly it here, but he keeps hoping.

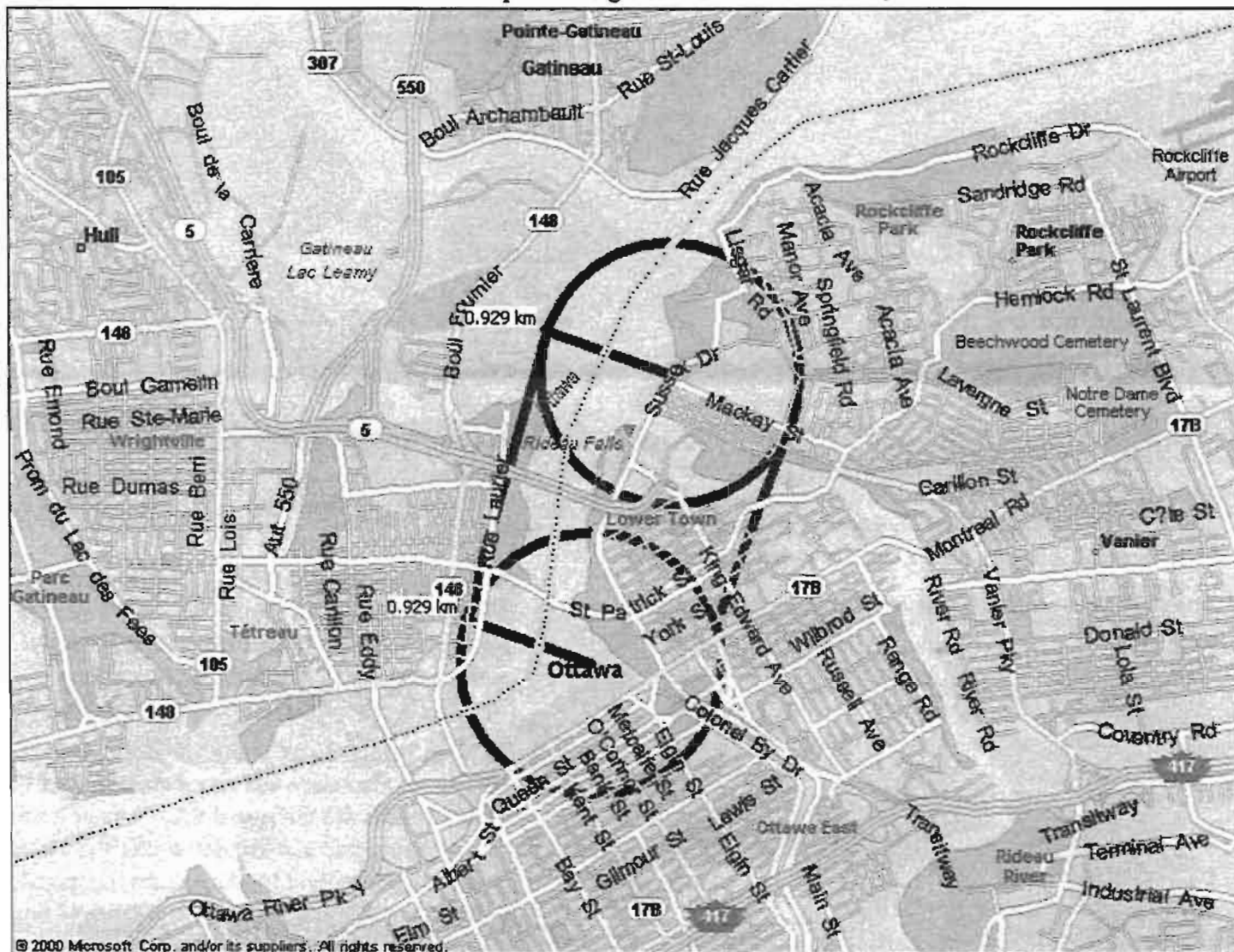
And, as for the concert, it was a marathon of country music. Beginning at 6:15, the audience was treated to guitarist Australian Keith Urban, duo Montgomery Gentry, and singer Toby Keith before the headliners who came out in a blaze of red, white, and blue stars and stripes which then morphed into Canadian red and white maple leaves. Other show gags included streamers out of a cannon, several cold-air inflatables, and a confetti shower that should have the Corel staff cleaning until hockey season.

All in all, it was a great night. Disappointing not to have been able to be part of the show by assisting with the balloon, but a great evening nonetheless. Got a view not seen by your average concert goer, enjoyed four great shows, and got to meet Joe Shevenell, a treat in itself.

Leslie Manion



Ottawa Class F Airspace Designated until December 27, 2001



Class F Airspace Approximate Perimeter Map by Les Welsh

CYOW - OTTAWA CYND - GATINEAU
 THE DESIGNATED AIRSPACE HANDBOOK IS AMENDED AS FOLLOWS:

CYR540 CLASS F RESTRICTED AIRSPACE IS ESTABLISHED WITHIN THE AREA BOUNDED BY A LINE BEGINNING AT N45 25 42 W75 42 43 TO N45 26 49 W75 42 16 THENCE CLOCK WISE ALONG THE ARC OF A CIRCLE OF 0.5 NM CENTRED ON N45 26 37 W75 41 42 (24 SUSSEX) TO N45 26 32 W75 40 54 TO N45 25 23 W75 41 21 THENCE CLOCK WISE ALONG THE ARC OF A CIRCLE OF 0.5 NM CENTRED N45 25 33 W75 42 14 (PARLIAMENT HILL) TO THE POINT OF BEGINNING, SURFACE TO 3000' ASL. EXCEPT FOR AIR AMBULANCE, MILITARY, POLICE OR IFR ARRIVALS AND DEPARTURES AT CYOW AND CYND, NO PERSON SHALL OPERATE AN AIRCRAFT WITHIN THE AREA DESCRIBED UNLESS THE FLIGHT HAS BEEN AUTHORIZED BY THE RCMP AT (613-993-0529).

TIL APPROX 0112270901Z"

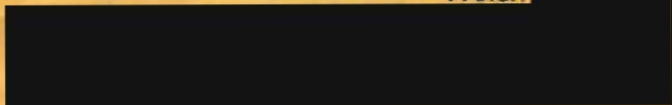
CYR540, UN ESPACE AERIEN RESTREINT DE CLASSE F EST ETABLI DANS LA ZONE DELIMITEE PAR UNE LIGNE ALLANT DU POINT N45 25 42 W75 42 43 AU POINT N45 26 49 W75 42 16, DE LA, EN SENS HORAIRE, LE LONG DE L'ARC D'UN CERCLE D'UN RAYON DE 0,5 MILLE MARIN, DONT LE CENTRE EST SITUÉ AUX COORDONNEES SUIVANTES : N45 26 37 W75 41 42 (24 SUSSEX), AU POINT N 45 26 32 W75 40 54 AU POINT N45 25 23 W75 41 21, DE LA, EN SENS HORAIRE, LE LONG DE L'ARC D'UN CERCLE D'UN RAYON DE 0,5 MILLE MARIN, DONT LE CENTRE EST SITUÉ AUX COORDONNEES SUIVANTES : N45 25 33 W75 42 14 (COLLINE DU PARLEMENT), JUSQU'AU POINT DE DEPART, DEPUIS LA SURFACE JUSQU'A 3 000' ASL, A L'EXCEPTION DES AMBULANCES AERIENNES, DES AERONEFS MILITAIRES, DES AERONEFS DE POLICE ET DES ARRIVEES ET DEPARTS IFR A CYOW ET CYND, PERSONNE NE DOIT EXPLOITER UN AERONEF DANS L'ESPACE DECRIT SANS L'AUTORISATION DE LA GRC (613-993-0529). JUSQU'A 0112270901Z ENVIRON

Submissions to The Crownlines



The last deadline for submissions to The Crownlines for this year will be Saturday, **December 8, 2001.**

Items can be submitted to Les Welsh



It's easier to write your articles now, while you're thinking about it! Write about a Fly Day or social (with pictures that'd be great!). Or an old "memorable flight". Or anything you'd like to write or photograph to do with ballooning? (I'll scan photographs or take stills from videos if you'll loan me an original.)

Editor of The Crownlines

Les Welsh

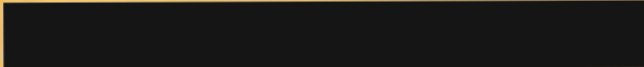
Advertising Rates for The Crownlines

The Crownlines accepts advertisements at the following rates, for fully-prepared advertising copy:

Full Page	\$25
Half Page	\$15
Quarter Page	\$10
Business Card	\$5

Please send a hard copy of your ad with full payment to:

National Capital Balloon Club
P.O. Box 78081
1547 Merivale Road
Nepean, Ontario
K2G 5W2



NCBC Telephone Hotline



National Capital Balloon Club Membership (as of October 2001)

