

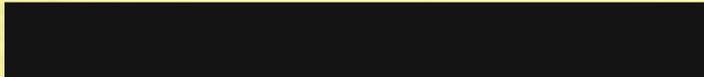
The Crownlines

The Newsletter of the National Capital Balloon Club

Cornwall Fly Day Weekend

Despite the cancellation of the Cornwall Lift-Off '98 (see inside), the NCBC is organizing a Fly Day extravaganza for the same weekend. The Fly Days will run from **Friday evening through Sunday night, August 21-23.**

There are a limited number of gratis rooms available for participants bringing their balloons. However, propane, champagne and all other expenses will be the responsibility of each participant.



Bill Whelan
Assistant Fly Day Coordinator

Attention - ALL PILOTS & CREW

The NCBC would like to turn the September 19 Fly Day into a Fly Day for CHEO. This would find NCBC pilots tethering gravely ill CHEO patients in the afternoon. The location has yet to be determined but we are trying to obtain Linden Lane, the property across the street from the hospital. As well as tethering, we will do some mini-balloon classes, demonstrating how balloons operate, etc.

We are hoping that all our NCBC pilots will be able to donate their time and propane for this worthwhile cause. As well, we are hoping to have lots of crew out to assist with the tethering and providing information.

In order to help us make arrangements with CHEO for the children, please call Stephanie at 748-9692 by August 30. We would appreciate hearing from ALL pilots even if you cannot attend. Interested crew may call Leslie at 692-6546 to sign up. Thanks to everyone for your contribution.

Leslie Manion

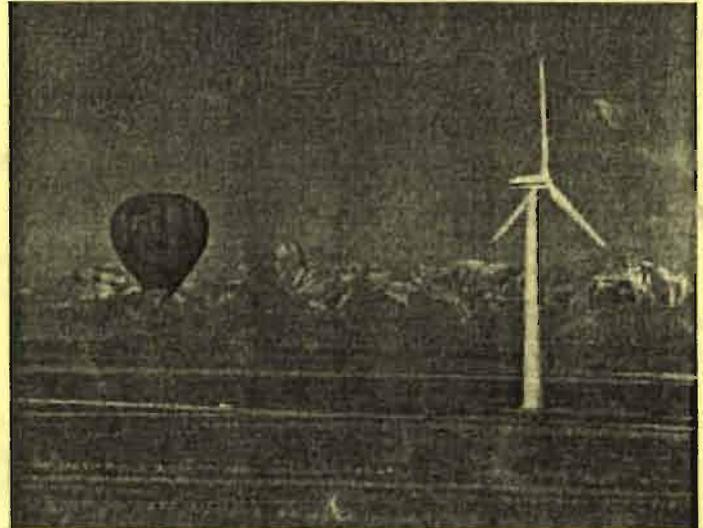


photo by Jason Edworthy of Vision Quest Windelectric Inc.

New Ballooning Sport—Dodging the Blades

This is a sport that only someone piloting in Sanity could try. Fortunately, the winds were light on May 4 when I took my hot air balloon Sanity up to try it out. The mountains are in the distance, but the balloon and wind turbine are at the same distance, so the relative size is accurate.

The wind turbine was installed to supply Environment Canada with green power in Alberta, and can generate enough electricity to power about 200 homes.

The flight was beautiful, as was the view from outside the hatch on the top of the nacelle of the turbine (wind turbines have nacelles too!), at 41 m above ground. It was a lot easier to fly up than it was to climb up inside the tower, though.

Les Welsh

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Cornwall Lift-Off '98 Doesn't Get Off the Ground

A letter to pilots registered at the Cornwall Lift-Off '98:

July 23, 1998

Dear Pilot

It is with a great deal of disappointment that Board of Directors of Cornwall Lift-Off confirms the cancellation of the 1998 annual balloon festival. As you are aware, the festival was to have been the city's 5th annual and was scheduled to take place August 20th through 23rd.

Many elements have combined to cause the cancellation. Last year's near rain-out was a blow we hadn't anticipated and forced us to carry a good number of financial obligations over to this year's event budget. Combine that with the loss of several key sponsors and the battle became truly uphill. The Board of Directors is currently mapping out plans for Lift-Off '99 including incorporation of the festival along with the acquisition of key corporate sponsors.

The pilots who have flown in Cornwall Lift-Off in the past have been very good ambassadors for the sport of hot air ballooning. The area residents have very much enjoyed watching the balloons fly in this region and annually look forward to your visit to the greater Cornwall Area.

It is our understanding that the National Capital Balloon Club is working to assemble balloonists who will fly in Cornwall in a non-festival type setting during that weekend in August. If interested in flying or would like more information please feel free to contact Chris Savard at [REDACTED]

We thank you for your continued support of Cornwall Lift-off and look forward to seeing you again next year.

Sincerely,

Chris Savard
Chairman

Nicole Leger
Director - Pilot Services

It'll be helpful to sustain future ballooning events in Cornwall for NCBC members to come out and have fun in the Cornwall Fly Days from August 21-23. We all hope for better luck next year in Cornwall.

The well-funded and promoted Newfoundland Festival of Flight was also cancelled this year, apparently due to lack of balloon pilots willing to participate. The Canadian Ballooning Championship was also at risk of cancellation until a sufficient number of intrepid souls came forward to compete at the "last minute". The Winterlude Balloon Festival has been a financial drain on the NCBC for the last three years, and only a strong fund-raising effort or sponsorship for the coming event will enable the Club to continue it as in the past. It's obvious that a many factors combine to help make for success in the business of balloon festivals. We can only hope that a trend hasn't started...

Les Welsh

More on the NCBC Pin

Guess what... another obscure and little-read portion of the Corporate By-Laws requires that Affiliate Members, as well as Active Members, be entitled to a free pin each year. So, those who have Family Memberships (which actually comprise one Active Membership and one Affiliate Membership) get another pin! Yours should be enclosed if you have a Family Membership.



All Active Members received their official NCBC pin with the last Crownlines, except for new members who are getting them with this issue. For balloon enthusiasts who want more pins, they are available at a cost of \$4 to NCBC members, and to non-members for \$5. Please call Leslie Manion to place your order.

Fly Day Update!

The Fly Days for the NCBC have been well attended and the weather has been cooperative this year. We have launched from Pineview, Navan, Manotick, Shawville, and Marionville. Here is a summary of our flydays to date:

May 23—Flight from Pineview Golf Course.

Kathy Buck, our international member, honored us with her presence. And, we were able to see the patriotic balloon trio of the Canada Flag, Maple Leaf and the RCMP Musical Ride. After flight entertainment was very interesting!

June 6—Planned launch from Sarsfield

Cancelled due to unfavorable weather. We gathered at Chez Stephanie's instead, to get out of the cold.

June 20—Flight from Navan

A beautiful evening with apres-flight entertainment at the street party in honor of the 100th anniversary of Navan's corner store. This was very well attended by both pilots and crew.

June 27—Shawville

Shawville again hosted our members for an evening of tethers.

July 1—Canada Day

July 12—Flight from Manotick along the river.

July 25—Wonderful flight from Marionville eastwards with 3 of 4 balloons landing in the same field. Wonderful landings and landowner relations.

Future NCBC Fly Days are:

September 19—Fly Day and CHEO Tether.

Following the scheduled morning Fly Day, we plan a balloon school for the kids first and then will attempt a tether and maybe even a balloon glow at Lynden Lane for the Sick Kids at CHEO. Rain date will be September 20th. Come and help the NCBC give back to the community. Organizer: Ron Eades of Shawville.

October 4—Carleton University
Meet at 7:00 am

October 24—Navan, 4:00 pm
Fly Day Closing Ceremonies Chez Stephanie with Oktoberfest Sausages around the big camp fire.

Pilots are encouraged to use the NCBC members list for enlisting crew for Fly Days, and crew members should feel free to call pilots (or Sandra and Bill) in order to hook up with pilot/balloon team. Pilots please remember to introduce your crew to other member to make them feel at home and so that we may give them a package on becoming a member of this great club.

As per the policy previously published in The Crownlines, one NCBC pilot will receive reimbursement of up to \$25 for propane per Fly Day flight. The winners of these prestigious awards are as follows:

Allan MacDonald	Gilles Tremblay
Ron Eades	Allan MacDonald
Carolyn Connolly	

Pilots are encouraged to submit receipts for propane to King Glover, the Treasurer..

Thanks to all those participants!

Sandra Shannon, Your Friendly Fly Day Coordinator!

"Bucky" and the Balloons

In the June issue of the Crownlines Sandra Shannon makes reference to our German member Kathy Buck's splinted finger. That was a result of a miscalculation of the size of a ditch she tried to jump while trying to recover Alan's balloon. I am getting used to visiting clinics with members of the Buck family. The last three visits from various family members have resulted in visits to walk in clinics and all nighters at the emergency ward. I now tell them "what is a visit from a Buck without a visit to a medical facility?"

Kathy's finger did lead to a lot of conversation, but the one that lead to a lot of laughter was not on a scheduled fly day, but on one of the evenings Sandra had called and said "let's go flying".

We met Sandra, Bill and the others at Pineview. Sandra's friend Vaughn was crewing also, and it was the first time either Kathy or I had met him. After checking the winds Bill decided that Navan was the spot to launch from.

Sandra invited me to fly with her and as usual I was in the basket in a flash. We had a wonderful flight and Sandra decided to be safe and land in a field well before Mer Bleue rather than chance it. A bit of a bumpy landing, but we landed safe and sound in a field surrounded by a barbed wire fence. The chase vehicle arrived as we landed and Vaughn and Kathy jumped out of the truck ready to work. Vaughn vaulted the fence with ease and ran over to us.

Kathy, though, was another story. We weren't paying a lot of attention to her as we were facing the other direction, but as Vaughn held the basket down we looked over as Kathy climbed the fence, got her right leg just about over the fence and stopped. I thought maybe it was just a bit of a stretch for her, but she just stayed there, not moving - one leg on the other side of the fence and one stretched straight out level with the top. Then we realized what had happened. Somewhere on the inseam of her jeans she was snagged on a barb of wire on the top of the fence!

Until the balloon had cooled down enough to spare Vaughn we could only laugh and tell her to stay there (as if she could move!). Vaughn was elected to be the one to rescue her and ran over the fence. Watchin Vaughn try to pry Kathy's leg off the barbed wire was one of the funniest things we have seen in a long, long time. Remember, Sandra and I had no idea where on her leg she was snagged. As we said "That's a new way to get to know your fellow crew member" we were laughing so hard we were crying.

We got the envelope packed up in record time, and everything carded over to the fence. The next challenge was getting it all over the fence. Sandra remembered a sleeping bag in the back of the truck so that was thrown over the top of the fence so not to snag anything (or anybody!) else. With Kathy and Vaughn on the road side of the fence and Sandra and I in the field we first got the basket over, then the envelope. The next challenge was me. I have these short legs and am not the most coordinated person. Kathy took one hand, Vaughn the other and Sandra was my step. Not knowing their own strength, they vaulted me over face first onto the bag with the envelope. Again, we erupted into laughter.

So, this visit resulted in a couple of unplanned souvenirs for Kathy, a splinted finger, and a pair of jeans ripped just below the knee. I am not sure her family will want her visiting me and the NCBC in the near future! She is still hooked on balloons and ballooning though, and was at a fest this past weekend that included the Bitburger Balloon and Bitburger beer. To quote Kathy, what a perfect combination

Debbie Wright

Shawville Fair

The Shawville Fair Board is inviting NCBC pilots to fly at the Shawville Fair with the RCMP balloon on the afternoon/evening of Sunday, September 6. The launch site expected to be the Shawville Fair Grounds or Hospital Grounds. Also, the RCMP Musical Ride will be at the fair in the afternoon. Call Ron Eades at 647-2176 for more information.

Winterlude '99

Volunteers are still needed for the 1999 Winterlude Balloon Festival. Anyone interested should contact Dave Ryan by E-mail at [REDACTED] or contact Liz Dowd, and leave a name and number.

Dave Ryan
Chairman
1999 Winterlude Balloon Festival Committee

Ballooning With Sandra -C101

I got the call Thursday afternoon. Would you like to go ballooning this weekend in Trois Rivieres, leave the kids behind? You bet, was my answer.

We left at 10:35 am. Before we hit Anderson Road we were hit with a huge downpour. Hard enough that everyone was pulled over on the side of the road. After the rainstorm Sandra noticed her oil pressure was way up. We pulled off at the next exit. We made a few phone calls to Wild Bill and our husbands. No problem they assured us, Carry on. Due to the rain, we checked the envelope, it was a little wet, so we moved the envelope to the back of the Bismark (Sandra's Suburban). Before we got going again, the same weather system dumped another load of rain on us. We continued on. About ten minutes later we went over a joint on a bridge (I go over speed bumps bigger than this bump) and heard a thump. We looked back and saw the trailer weaving side to side. Nobody was beside us and Sandra brought it under control (Highway Driving C101).

We figured the trailer was tongue light. The only damage we could see was that it ripped about two feet of the wires off the trailer lights. We thought that was the end of our road trip. We moved the envelope back into the trailer. We went to the next exit which was Cassleman.

We phoned Wild Bill and my husband. Wild Bill said no problem, come ahead, we'll re-wire it when you get here. We are thinking ... no lights, Ontario plates and driving through Montreal in rush hour. We're going home... Girl power comes alive, we say we can get around this.

We ask a trucker to take a look. He came over, then he left. He pointed us towards the Home Hardware across the bridge. (Sandra's trailer is wired with seven wires (not the usual three). We buy the necessary supplies (pliers, 25 feet of 3-wire, two other colors of wire, electrical tape, and a circuit tester). On our way out the door, we are soaked by the same weather system. There we are, steaming up the Bismark, embarking on electrical wiring C101, in the same rainstorm for the third time. So we diced and spliced 21 different wires to make the connection whole again. We check our handywork, we had one running light. So we then re-diced and spliced to find which connection was which.

Finally after about 2 1/2 hours in the parking lot of the Home Hardware in Cassleman, someone asked if we needed help! We followed him to a garage, and he did a little bit of work and got us a left signal light. He showed us which three connections were the right ones (electrical wiring C102). We were finally on our way. We crossed into Quebec at 4 pm. We took the long way, going around Montreal—way north of the city. We arrive at Trois Rivieres at 6:30 pm. We missed the briefing. Oops.

We did not fly on Saturday (cause we missed the briefing the night before). We crewed for Bill. Saturday afternoon brought electrical wiring C201, as Gilles checked out the overall wiring. It was decided a complete re-wiring was necessary when Sandra got home. We flew on Saturday night, and amazingly the crew found us. We had got what we came for ... a good flight. Sunday morning brought high winds, so at about 9 am we were on our way back home to Ottawa with Gilles and Bill. It was a three balloon convoy, (oh yeah, don't forget the motorcycle who followed so close behind Sandra for about an hour that all we could see was the shadow of his mirror. Boy, if he only knew the trailer came off on the trip up...

Overall the weekend was a great learning experience, besides all the car stuff, I learned about propane tanks and how they are filled, diplomacy C101 (can I borrow your trailer for my balloon?), cloud formations, how to follow a French conversation about ballooning, all about wind socks, Price Club Power shopping, and mapmaking. All of this is not for naught, as Sandra and I have entered Competition this weekend at Saint Jean Sur Richeleau. Our goal is to finish on the positive point side!

Stay tuned for Ballooning with Sandra—C201 next issue.

Carolyn Spence

I understand that Carolyn was doing the navigating for Sandra during the Canadian Championship. Maybe Sandra will also have a story, about ballooning with Carolyn, in the next issue of The Crownlines! *The Editor*

A Red Head in Egypt: Part 3

or "Why the trip ended early..."

It started out as your typical fly day, motoring across the Nile at 5 a.m, feeling like pure hell. Because after two months, I still can't sleep.

We launch from a spot right in front of this big, big temple. There is a light wind that blow us up to the temple's front door. We climb to around 400 feet and blow out to where we took off from. Perfect, since I had a hop to do. Which means do the flight, land change passengers and fuel tanks and do it all over again. We flew for 45 minutes, so we could do the change. During the flight, we pasted over the temple twice; it was real slow. We landed as the first couple of tour buses pulled in.

The owner wanted to do the hop in the 180 balloon, instead of doing the temple thing. He just flew out to the sugar cane and played. We did the usual songs and dances with the passengers, and went back to the boat for a slow cruise down to the hotel for breakfast.

A couple of hours later, as I was walking back to my hotel, there where sirens, and army personnel all over the place.

To cut to the chase of the story, there was a terrorist attack at the temple where we had flown 2 hours before. The stories, and coverage that was shown, didn't cover the whole thing. It was a planned attack, it was bad, it was B----- brutal. The officials said the terrorist had chickened out. We were sitting ducks... cool.

The next day, Luxor be came a ghost town. I stayed for 5 days after. Then was asked to go home.

It didn't bother me till I was home. You know that " what if?" feeling. It hit hard; I always thought I was invincible. I look at things in a different light now; in a big way.

Would I go back? Yes.
To fly ? To visit? Yes.
I made some special friends there.

It's a time I'll never forget, in more ways then one.

Dave Ryan

Balloon Insurance

Our idea for a bulk buy balloon insurance policy didn't work out this year as our agent made promises that could not be kept. However there is GOOD NEWS!

We have found an agent in Toronto who is willing to do the ground work for us and he knows what he is talking about!!!!

If you are interested in obtaining a quote, please complete the

following survey and fax it to Mr. James Bond of Hugh Woods Insurance @ [REDACTED]

A big thanks to member, Mr. Steve Turner, for finding this contact for the club.

Stephanie Glover

**BALLOON INSURANCE
UNDERWRITING SURVEY**

OWNER'S NAME:

ADDRESS:

PHONE #: FAX #: E-MAIL #:

DESCRIPTION OF BALLOON(S): YEAR, MAKE, MODEL,
REGISTRATION, VALUE, PASSENGER CARRYING
CAPACITY:

USE OF BALLOON(S):
PRIVATE PLEASURE ONLY?
COMMERCIAL? IF YES, DESCRIBE FULLY:

AREA OF OPERATION:

ANTICIPATED FLYING HOURS PER YEAR (PER
BALLOON):

FOR EACH PILOT, PROVIDE:

NAME:

ADDRESS:

AGE:

TYPE OF LICENSES AND RATINGS:

TOTAL BALLOON TIME:

BALLOON TIME IN LAST 12 MONTHS:

ACCIDENT AND/OR CONVICTION RECORD:

TYPE OF COVERAGE REQUIRED:

HULL: _____

LIABILITY LIMIT REQUIRED:
INCLUDING PASSENGERS: _____ OR,
EXCLUDING PASSENGERS: _____

ANY SPECIAL REQUIREMENTS:

RETURN TO: J. W. BOND, FAX # [REDACTED]

Sun	Mon	Tues	Wed	Thur	Fri	Sat
<h1>August 1998</h1>						1 London Balloon Festival (cont.) Festivent (cont.) Nfld. Festival of Flight (cancelled)
2 London Balloon Festival (cont.) Festivent (cont.) Nfld. Festival of Flight (cancelled)	3	4	5	6	7	8 Festival de Montgolfiers de St-Jean-sur-Richelieu
9 Festival de Montgolfiers de St-Jean-sur-Richelieu (cont.)						
10 1998 Canadian Hot Air Balloon Championships St-Jean-sur-Richelieu						
16 Festival de Montgolfiers de St-Jean-sur-Richelieu (cont.)	17	18	19 6:30 PM NCBC Board meeting (tentative—confirm with a Board member)	20 Cornwall Lift Off '98 (cancelled)		22 NCBC Fly Days Cornwall, Ontario 
23 NCBC Fly Days (cont.)	24	25	26	27	28	29
30	31					

Sun	Mon	Tues	Wed	Thur	Fri	Sat
		1	2	3	4 11th Festival de Montgolfiers de Gatineau	5
6 th World Hot Air Airship Championship						
6 Festival de Montgolfiers de Gatineau (cont.) World Hot Air Airship Championship (cont.) Shawville Fair (invitation to fly)	7	8	9	10 13 th Annual Atlantic Balloon Fiesta, Sussex, New Brunswick	11	12
13 Atlantic Balloon Fiesta (cont.)	14	15	16	17	18 	19 NCBC Fly Day (Pineview Golf Course; meet 7:00 AM) Plus... CHEO tether
20 CHEO tether (alternate day in case of rain)	21	22	23	24	25	26
27	28	29	30	<h1>September 1998</h1>		

Sun	Mon	Tues	Wed	Thur	Fri	Sat
<h1>October</h1> <p>1998</p>				1	2	3
				4 NCBC Fly Day (Carle- ton Uni- versity; meet 7:00 AM)	5 	6
11	12	13	14	15	16	17
18	19	20	21	22	23 	24 NCBC Fly Day and Social (Navan arena; meet at time TBD)
25	26	27	28	29	30	31

NCBC Hotline: 247-6111

NCBC Fly Day Details

August 21-23—Cornwall Fly Day Weekend

The NCBC is organizing a Fly Day extravaganza for the same weekend. The Fly Days will run from Friday evening through Sunday night. There are a limited number of gratis rooms available for participants bringing their balloons. However, propane, champagne and all other expenses will be the responsibility of each participant. Chris Savard will be our host. Call Bill Whelan to register (cell phone [REDACTED]).

September 19—Fly Day CHEO Tether.

Following the scheduled morning Fly Day, we plan a balloon school for the kids first and then will attempt a tether and maybe even a balloon glow at Lynden Lane for the Sick Kids at CHEO. Rain date will be September 20th. Come and help the NCBC give back to the community.

Organizer: Ron Eades of Shawville.

October 4—Carleton University, Meet 7:00 am

October 24—Navan, 4:00 pm

Fly Day Closing Ceremonies Chez Stephanie with Oktoberfest Sausages around the big camp fire.

Other local happenings

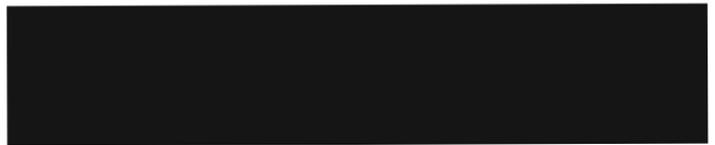
September 6—Shawville Fair

NCBC members have been invited to fly at the Shawville Fair with the RCMP balloon on Sunday, September 6. The Musical Ride will be at the fair in the afternoon. Call Ron Eades for more information.

Gatineau'98

URGENT URGENT

Crew teams are urgently required for the airship teams from Europe to participate in the 1998 World Hot Air Airship Championship Competition. Crew teams are needed from 7 August 31st to September 7th. The pilots will be arriving early and want to begin practice flights on August 31st. Experience with driving a truck with a trailer is an asset. Bilingualism is also an asset. Neither are a requirement but both would be appreciated.



(This article is repeated from the June issue; I haven't heard anything about progress on organizing the volunteers, but I suspect that Jean Droin can still use more help. *The Editor*)

OF LIFTED INDICES—
TRIGGER TEMPERATURES—
CABBAGES AND KINGS

Recently, I did a short weather presentation at a Canadian Balloon Association meeting in Ottawa. I asked if pilots needed any more information added to the briefing form I use at festivals. Indications were that some form of index would be nice. I knew of a few but research has shown that there exists at least 17 of these little beauties out there in some shape or other.

I will key on the one most mentioned at the meeting, the Lifted Index (LI). This index represents the temperature of a parcel of air lifted from the earth's surface adiabatically to 500 millibars (roughly 18,000 feet) then subtracted from the actual 500 millibar temperature of the day.

$$LI = T_{500mb} - P_{sfc}$$

where T_{500mb} = 500 mb temperature
 P_{sfc} = surface parcel lifted to 500 mb level

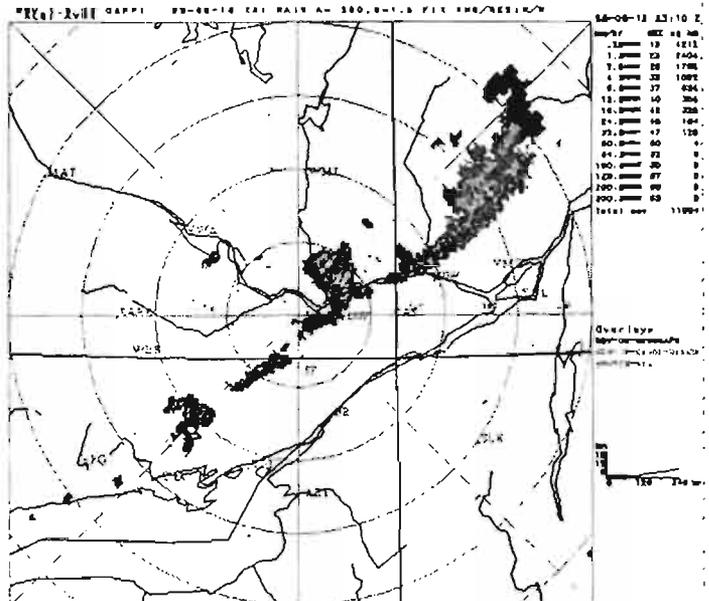
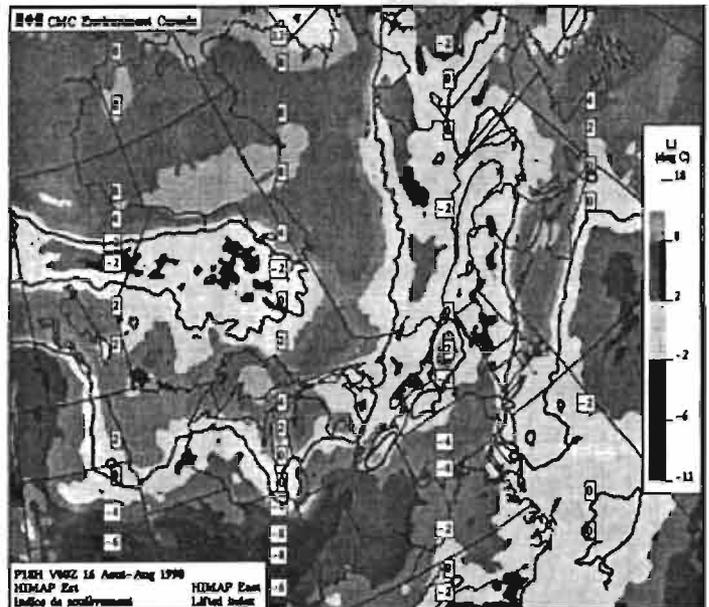
This index is an indicator of the thermal development possible that day. If the LI is:
> 3, then the air is stable and no convection is expected.
3 to 0, there is slight instability and showers possible
0 to -2, the air is unstable and thunderstorms are likely
< -2, the air is very unstable and severe thunderstorms probable

Of more interest to a pilot would probably be the time the weather people expect this instability factor to kick in or when its trigger temperature (T_c) will occur. Although the T_c will vary from air mass to air mass or even through daily local changes the basic rule-of-thumb most pilots seem to use is do not be in the air after 9:30 am if at all possible. During the summer months, it's a good thing.

Nick Nickerson

This above article was also independently submitted to and published in the June edition of The Journal of the Canadian Balloon Association.

Below is a forecast map of the Lifted Index that Nick describes. Note the region of 2 to -2 values over eastern Ontario, with a few splotches of -2 to -4, indicating according to Nick's scale that the airmass is unstable and thunderstorms are probable. If you remember Saturday, August 15, a few showers did occur in and around Ottawa—as you can see on the radar image from the Carp weather radar at 23Z, an hour before the forecast time of the LI map, and from the listed hourly weather observations at McDonald-Cartier Airport. Down through the U.S. midwest the LI values were even lower and much more widespread—with even more extensive thunderstorms.



These forecast maps are available in real time from a public web site, <http://iweb.cmc.doe.ca/cmc/htmls/forecasts.html>

The Editor

CYOW 71628	OTTAWA INTL (CON)	UTC	Sky Condition	VIS	WH	MSL/ALT	TT	TD	DDPP	Cloud Type
Saturday August 15 1998 (UT)										
2100	SCT050			20.00		1009.2	28.1	16.0	2113G19	CU3
2200	PRW050 SCT230			20.00		1009.4	27.7	16.8	2111G17	CU1C12
2246	SCT050 BKN100			12.00	VCSH				2011G16	CU3AC2C10
2300	BKN044TCU BKN100			6.00	-SHRA	1009.7	24.4	16.4	3120G29	TCU5AC2C10
2303	OVC021			1.00	+SHRA				3220G31	RA6SC2
2311	BKN024 BKN100			4.00	-SHRA				3112	SC6AC1
2320	BKN054 OVC100			8.00	VCSH				3006	SC6AC2
2328	BKN054 OVC100			8.00	-SHRA				2202	SC6AC2
Date change from Saturday August 15 1998 to Sunday August 16 1998										
0000	BKN055 BKN080			5.00	BR	1011.2	19.8	17.8	2402	SC5AC2
0100	SCT050 BKN080			8.00		1012.4	19.5	18.0	2902	SC3AC1
0200	BKN060			8.00		1012.9	19.5	18.0	2503	SC4

Balloon Humour

A man is flying in a hot air balloon and realizes he is lost. He reduces height and spots a man down below. He lowers the balloon further and shouts:

"Excuse me, can you tell me where I am?"

The man below says, "Yes, you're in a hot air balloon, hovering 30 feet above this field."

"You must work in information technology" says the balloonist.

"I do," replies the man. "How did you know?"

"Well," says the balloonist, "everything you have told me is technically correct, but it's no use to anyone."

The man below says, "You must be a corporate manager."

"I am," replies the balloonist, "but how did you know?"

"Well", says the man, "you don't know where you are, or where you're going, but you expect me to be able to help".
"You're in the same position you were before we met, but now it's my fault."

Submitted by Rick Wagner

Remember the New NCBC Web Site and e-mail

Allan MacDonald is the webmaster of the new National Capital Balloon Club website, but he needs contributions to the website to make it worthwhile, so please suggest/send appropriate materials! Allan can format it into html format needed for the site, but you have to do the editing and writing. The new website will be available shortly at the following address:

Submissions to The Crowlines

Deadlines will be:

Friday, September 25, 1998

Friday, December 18, 1998

Start now thinking about doing an article for September. How about one on the SkyHigh Balloon Festival? The Canadian Ballooning Championship? Or on 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.)

The Editor

Advertising Rates for The Crowlines

The Crowlines 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:



Steve Fossett at the pre-launch press conference



Solo-Spirit at launch time

Press Release August 16 1998 (August 17 09:00 UTC):
Fossett Awaits Rescuers, Maintains Communication

Mission Control at Washington University in St. Louis reports that Steve Fossett continues to maintain communication with the Australian C-130 aircraft that is circling his position until rescue vessels arrive. Fossett, though reportedly cold, is uninjured and in good spirits.

Overnight reports from Australian Search and Rescue (AusSAR) indicate that Fossett continues to wait aboard the 15-man life raft dropped by a French Maritime patrol aircraft yesterday.

Fossett was spotted yesterday floating in his Solo Spirit capsule in the Pacific Ocean by the French rescue aircraft from New Caledonia. The aircraft dropped a life raft and supplies to him. A rescue ship is expected to reach Fossett within the next hour. Fossett is on a protected reef and relatively safe.

Weather conditions at the scene are reported to be fair with slight seas and a low swell. Though one of three rescue ships heading toward Fossett's location should reach him within an hour, rescue may be delayed until daylight hours, depending on the location of the raft in relation to navigational dangers from the Chesterfields Reefs. Sunrise will be at 02:48 p.m. CDT (19:48 UTC).

Fossett appears to have sealed the capsule in order to preserve the video and other contents pending retrieval of the capsule by an Australian naval vessel. The airplane reported that Fossett waved at them when first sighted.

Three vessels are proceeding to the distress position, the ketch Atlanta, the container ship Papuan Chief and the New Zealand navy tanker Endeavor. The ketch is expected to be first on scene.

Fossett was located by tracking an emergency EPIRB rescue beacon signal, indicating his location some 500 nautical miles off the coast of Australia. He had traveled more than 15,200 miles "along the route," 63 percent longitudinally, since launching from Mendoza, Argentina on August 7.

Fossett's balloon, Solo Spirit, stopped reporting its position and its emergency locator beacon sounded twice, first at 9:23 a.m. CDT, and

then a second signal an hour and a half later at 11:02 a.m. The locator beacon, called an EPIRB, is either activated manually or by immersion.

As early as five hours before the locator beacon sounded, meteorologist Bob Rice cautioned Fossett that he would be approaching some thunderstorms, and that they were virtually impossible to avoid. "It's hard to say how strong they were," said Rice. "There is a good chance that there might have been a lightning hit on the capsule. But these balloons are very strong. It's just too early to know what happened."

Data as of 1998-08-16 T13:25:33 UTC

Location (lat, lon)	Altitude (m)	Distance (km)	Elapsed Time	Speed (km/h)	Heading (deg)
21° 25.55' S 158° 19.41' E	9218.0	24466.0	8 days 13:58:32	134.2	66.2



Path of the Solo Spirit to Splash Down in the Coral Sea



Inspection of propane cylinders prior to launch

All photos from the official Solo Spirit website: <http://Solospirit.wustl.edu>

The Editor