

The Quick Release

Issue No. 7
July/Aug
2022



Online voting has begun!

Paper ballots have been mailed to members without an email address. Voting will end on **August 22, 2022, at 5:00pm.**

If you have not received an email with directions and the link to vote, please contact the BFA office (515) 961-8809 or via email bfaoffice@bfa.net

To learn more about the candidates, follow the link and click on their names to learn more about them.

[Election 2022 Candidates - Balloon Federation of America \(bfa.net\)](https://www.bfa.net/election-2022-candidates)



Beyond Visual Line of Sight Committee Advisory Rulemaking Committee (BVLOS ARC)

The Beyond Visual Line of Sight Committee (BVLOS ARC), which will be petitioning the FAA to change the right of way regulations of 91.113 to allow UAV's to have the right of way of balloons, allowed additional comments to be made through August 2, 2022. We hope you replied with your comments.

Our work is not done. This is not the end of action being taken, even after the end of the comment period. BFA is working with several other organizations to form a coalition that will continue to oppose this ridiculous proposal to change the right of way rules. We will keep you informed as we go forward.

To read the BFA follow up response can be read here:

<https://bfa.net/88888979-news/1864-follow-up-letter-to-bvlos-arc-committee>

To read the BFA Response on our website, click this link:

https://www.bfa.net/images/2022_bfa/BFA%20Response%20to%20BVLOS.pdf

Comments from Pat Cannon, BFA President from meeting with BVLOS:

<https://www.bfa.net/88888979-news/1863-bvlos-arc-verbal-comments>

To read the notice for public meeting, click link:

<https://www.federalregister.gov/documents/2022/07/01/2022-14128/unmanned-aircraft-systems-beyond-visual-line-of-sight-aviation-rulemaking-committee-final-report>

Other forms of aviation activities, such as powered parachutes, agricultural aviation, experimental aircraft, light sport, and others also sent letters of objection to the ARC.

DIRECTOR'S CORNER

The Southeast Balloon Camp was held in Cordele, Georgia and was a great success!

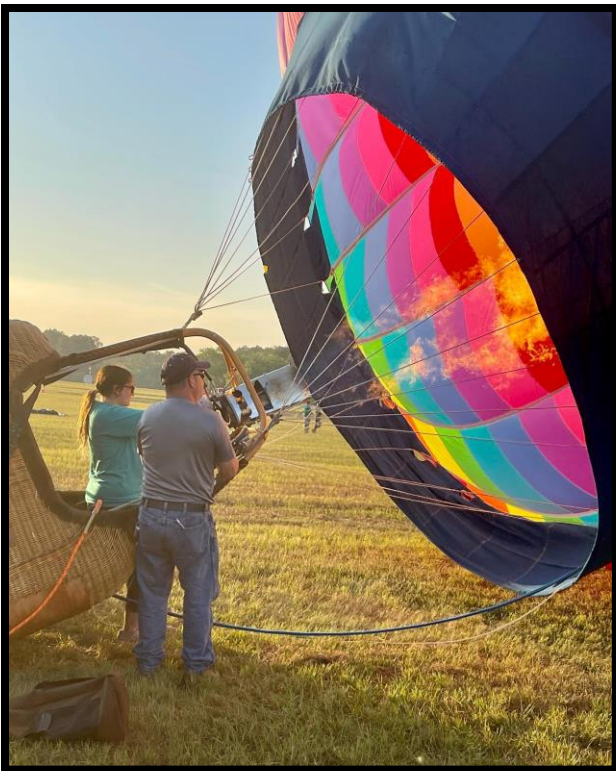
Seventeen campers and (depending on the day) between 12-20 volunteers participated.

During the 5-day sleepover camp, every camper was able to tether and free fly twice. Days were split between learning and some fun thrown in.

We had campers and volunteers from all over the USA. The camp featured daily teaching as well as fresh home-cooked food (which was a huge hit). Pilots, all volunteered their time and resources. We could not have asked for a better camp.

A huge thank you to all the sponsors, local businesses, the city of Cordele and all those involved, you are all apart of helping the sport live on.

Tom Warren



Landowner Relations Reminder

A reminder from Kent Barnes, BFA Western Region Director. In the midst of our busy flying season please take care of the landowners in the areas in which you are flying regardless of if it is your home flying area, or you are a guest attending an event.

The FAA's Balloon Flying Handbook - FAA-H-8083-11, page. 87-11 provides the expectations the FAA has of us. https://www.faa.gov/sites/aa.gov/files/regulations_policies/handbooks_manuals/aviation/FAA-H-8083-11.pdf

In an older FAA publication, they listed the following guidance:

Landowner Relations Information Sheet

Overview

These procedures, for use by balloon pilots, students, and crews, were developed over many years and are standard operating procedures for many balloon operators. While you can control the launch site, you cannot always control the flight path and landing site. Many times, a balloon pilot is an uninvited guest. Sometimes the pilot, crew, or balloon is unwelcome. Each pilot should develop the attitude, techniques, and skills, which minimize or eliminate negative landowner relations. A balloon pilot should not use lack of experience, bad luck, or the weather, as an excuse for creating poor landowner relations.

Flight Elements

Skill and Experience — Pilots should practice flying skills to allow selection of appropriate landing sites. A skilled pilot is able to choose correct landing sites. Good landings (*at appropriate sites*) are the result of good skills and good decisions.

Knowledge of Area — Pilot and crew must know where balloons are welcomed and where they are not. Pilot and crew must know what crops grow when and where and what animals to avoid. When flying in a new area, the pilot should consult a local person, preferably a balloonist, for area information.

Purpose of Flight — Avoid flight in marginal conditions even if the flight is made for compensation or prizes. Resist peer pressure to fly at public events if conditions do not suit the pilot's skill and experience level. All operations, whether for fun or profit, must be considerate, legal, and safe.

Permission to Use Launch/Landing Site — Do not assume a launch or landing site is available because another balloonist uses it, or it is public property. If permission is required, obtain it, and renew permission on a regular basis. When flying at any airport, know the rules (*both on the ground and in the air*) and obey them.

Crew Briefing — The crew is the pilot's representative on the ground and should be properly instructed.

Flight — Low flying can annoy persons on the ground and frighten animals. Know the minimum altitude rules and obey them. If necessary, increase your altitude over sensitive areas. The CFRs are only the minimum; animals, for instance, may require more clearance. While the balloon is in flight, the chase crew should not drive too fast, make dust, block traffic, anger motorists, or create a feeling of emergency. Crews should be polite on the road and pilots considerate in the air. Do not do anything that could be offensive to the landowner, whether verbal or nonverbal.

Common Sense — Landowners must be treated with respect. Costumes and strange clothing interfere with landowner relations. The best attire to wear is what residents of the area wear. Thank the landowners for the use of their property and let them know you are grateful.

General Behavior — Do not litter. Clean up launch and landing sites. Do not raise dust or disturb animals. Do not pick crops or remove anything. Obey NO TRESPASSING signs. Be pleasant to everyone; treat them with respect. Wave to drivers of other vehicles. When you meet a landowner, representative, farmer, or worker, always introduce yourself. Offer your hand, give your name, and say "Thank you."

Emergency Landing — In a real emergency, land as soon as it is safe. Do not abuse the emergency excuse. Do not claim an emergency when it is not. Use the term emergency carefully; an FAA/NTSB report may be required.

FAA Concerns — The FAA is seldom concerned over where a balloon launches or lands, unless there is a complaint, reported accident, or possibility of pilot negligence. Know the regulations and obey them.



Second Class Medicals

By: Josh Sneed

BFA Vice-President

Southwestern Regional Director

I, like many of you, have been thinking about the new second class medical requirement that is coming from the FAA. I, like some of you, have a medical condition that I knew was going to take extra time to get through the process. I decided to start early.

I started doing research on my medical condition and what was required of me in October of 2021. The FAA had several general guidelines that I had to fall under to meet the medical requirements. Besides seeing the local AME, I had to visit three different specialists and obtain extra documentation from each one stating that I was healthy. I then had to provide six months' worth of recorded data, in-flight time and outside of flight time, for the FAA to evaluate.

I started gathering the information that was needed by the FAA. I then started researching different AMEs that have helped others with my same medical condition through the FAA medical process. After trying to work through the FAA website with not much luck, another pilot friend pointed me to Dr. Randall Cross. Dr. Cross's office is 645 miles from where I live in Austin, TX. I reached out to Dr. Cross, and he was extremely helpful in telling me the process. Dr. Cross even suggested that I look at other AME's in my area that might be able to help with the process. After calling several Austin area AME's who have experience with my medical condition, I was met with several excuses of why they could not help. Others were not going to talk to you unless you paid a minimum \$150 just to get started.

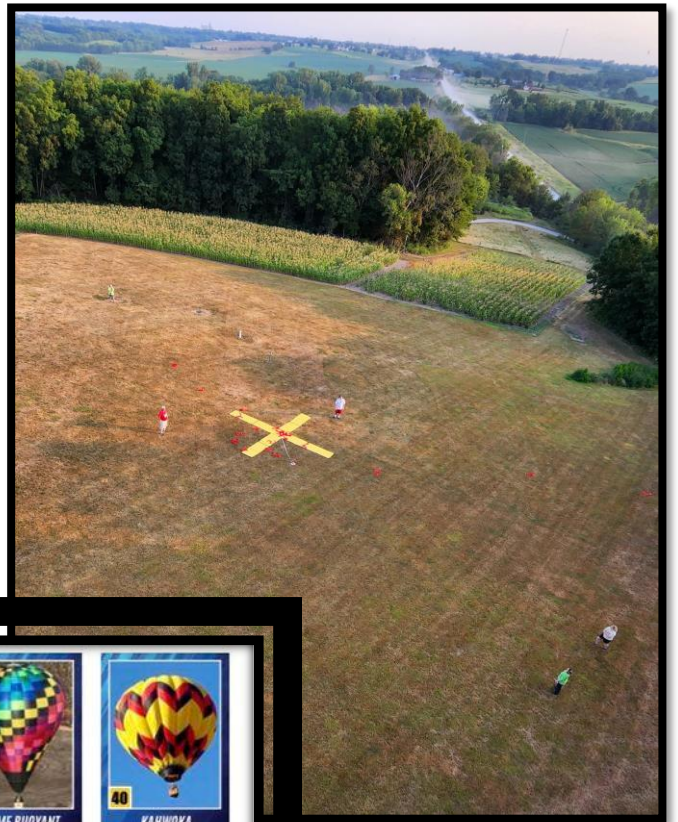
All the AME's I called were at least a three-hour drive. And you would need to wait a couple of weeks to talk to them. None of the AME's besides Dr. Cross would even talk to me on the phone. They all required I drive at least three hours and pay the money to speak with them. I found this to be quite ridiculous. So, I decided to use Dr. Cross and make the 10-hour, 645-mile drive to see him. Dr. Cross spent several hours on the phone with me to help make sure I had everything in place before I arrived at his location. Dr. Cross and I sent several emails back and forth so he could see my medical condition and advise if I should wait or change something before my arrival so I could pass my medical.

So, I started my search in October and my appointment was March 3, 2022. The appointment was about an hour long and I had to do all the standard items as a first class medical even though I was only getting a second class medical. After my appointment with Dr. Cross, he stated he thought I had a good chance of receiving my medical from the FAA. Dr. Cross stated he thought the whole process should take about six months to complete.

After following up with the FAA Medical branch in Washington, DC (because that is who has to sign off on my medical) several times, I finally received a denial letter in late June. The denial letter stated I did not meet the standard the FAA had for my medical condition. The FAA gave several exact standards that needed to be met. These standards were nowhere to be found on any website or documentation that is provided by the FAA. So, after several months of gathering information and waiting for my medical to come, and everyone thinking I was going to receive it, I did not.

In the FAA letter, they did give me six months to get my medical condition under the control that the FAA thought it should be. There is still hope that I might get one. My advice to everyone is to ask the FAA medical branch for the exact standard you are going to have to meet. It might take several phone calls and emails to get it, and you still might not get it. Also, I would suggest you start early trying to get your medical if you are looking to keep flying commercially.

I wish all of you the best luck and hope you have better luck than I did.



2022 National Balloon Classic & US Women's National Championship Pilots				
 17 CHAOS Maddie Jones Overland Park, KS	 32 CHAMPAGNE SUPERNOVA Christine Bertsch Indianola, IA	 34 FLAME BUOYANT Kimberly Whiteman Kamas, UT	 40 KAHWOKA Pam Clemons Boone, IA	
 51 KC Kelli Keller Box Elder, SD	 53 SUNSATONAL Kathy Reineke Mahomet, IL	 57 CODE RED Cheri White Austin, TX	 74 SKY JUMPER Kellie Rocha Ottumwa, IA	 83 CHERRY BOMB Holly Pfeifer Norwalk, IA
 101 IN A WINK OF AN EYE Angelica Haus Ankeny, IA	 110 MAHARANI Meg Skelton Castle Rock, CO	 112 RACE ROBBER Natacha Stanke Albuquerque, NM	 113 PEPPERS Elisa Talbert Albuquerque, NM	 115 HAPPYANUROIT Carolanne Walter Bellevue, WA



2022 National Balloon Classic and US Women's National Championship
 July 29 – August 6, 2022
 Indianola, Iowa
 Photos: Kathy Reineke



Recognizing BFA members!

AUGUST 15 DEADLINE!

It is time to consider submitting your fellow members of the BFA to recognize them for their efforts and accomplishments to our sport. Here is a quick summary of the nominations you can submit:

National Crew Person of the Year – We made a slight change with this award. Now not only are we choosing the *National Crew Person*, but we will also be choosing the Regional Crew Person of the Year for each of our 6 regions of the country. From those individuals, the National award will be chosen. This award can be given to individuals that are *not* members of the BFA.

Nomination must be received by August 15th of each year to be considered.

Shields Trauger Award – This award may be given to as many as 3 individuals each year. It is based upon the following criteria:

- Notable flight
- Significant contribution(s) to the technology or science of ballooning
- Important long-standing contributions to safety in ballooning
- Exemplary long-term service to the BFA

Nomination must be received by August 15th of each year to be considered.

Bill Murtorff Spirit of Ballooning Award – This award is given to a BFA member who has contributed to youth programs or education in the sport of ballooning. The Award is open to all BFA members, pilots, crew, and others.

Nomination must be received by August 15th of each year to be considered.

Ed Yost Master Pilot Award – This nomination may be made any time during the year and may be awarded at any time that consideration has been completed. This award is similar to the FAA Wright Brothers Master Pilot Award but specifically for LTA. Candidates must:

- Have 40 years of LTA piloting experience
- Have been active in the sport of ballooning during most of those 40 years.
- The award may be presented to a nominee up to 2 years posthumously if the nominee has acquired 40 years of LTA piloting experience prior to passing away.

U.S. Ballooning Hall of Fame – This is our most prestigious award recognizing those who have dedicated much of their lives to promoting and contributing to the sport of ballooning. Nominations are currently being held for consideration next year.

This is an abbreviation of the actual criteria, for all the specifics on the criteria please follow this link:

[Awards - Balloon Federation of America \(bfa.net\)](http://bfa.net)

There are many deserving people in our sport that will only be recognized if you make the effort. Also, please ensure that when you submit a nomination, you include your contact information to allow us to follow up with you during the selection process.



WELCOME

new members

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June & July 2022

• Tyler Davis	Montrose, CO	• Luke Van Camp	Tallahassee, FL
• David O'Donnell	West Palm Beach, FL	• Adrian Medley	Cleveland, GA
• Luke Thompson	Pella, IA	• Rod Van Wyngeeren	Albert Lea, MN
• Ryan Duff	Hallsville, MO	• Kimberly Beale	Graham, NC
• Phred McAllaster	Albuquerque, NM	• Lichele Peete	Albuquerque, NM
• Andrea Deyling	Coventry Township, OH	• Alisa Metzler	Newmanstown, PA
• Jeff Conklin	Gilbert, PA	• Stephen Parezo	Sioux Falls, SD
• Tessah McKee	Tridell, UT	• William Brosius	Cross Plains, WI
• Katsura Endo	Moriya City, Japan	• John Rippinger	Scottsdale, AZ
• Barbarick	Napa, CA	• Nicol Hunter	Florida
• Ryan Bean	Fort Wayne, IN	• Donna Green	Greenwell Springs, LA
• Alicia Montgomery	Princeton, LA	• Sophia Eakin	Tomah, W
• Carter Rippetoe	Howell, MI	• Stacey Rivas	Sanford, NC
• Charles Annis	Morristown, NJ	• Isabel Gison	Azalea, OR
• Mark Volk	Dalton, PA	• Isabelle Cooke	Salt Lake City, UT
• Jonathan Lubango	Keswick, VA	• James Harrington	Lynchburg, VA
• Peggy Butler	Cross Plains, WI	• Ken Butler	Cross Plains, WI
• Johanna Friedericks	Mazomanie, WI	• Michelle Webb	Hudson, WI
• Julie Esser	Middleton, WI	• Ethan Brodsky	Madison, WI
• Luiz Assis	Sao Paulo, Brazil	• Lasier Franca	Passo de Torres, Brazil
• Nils Roemeling	Augsburg, Germany		

****Members please log into bfa.net and verify your contact information**

A FAR-OFF Question

Question: Where do you find Current & Correct verbiage for endorsements?

HINT: FAA AC 61-65G

Answer for June 2022 Question:

Q: What FAA aircraft documents are required to be onboard the aircraft during flight?

A: 91.203 Registration certificate and Airworthiness



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