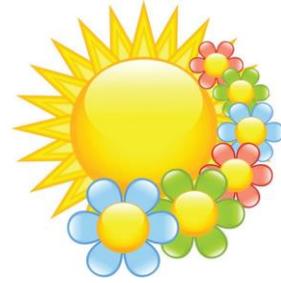


The Quick Release

MAY
2023
Issue 5



FROM THE BFA PRESIDENT....

Update on Class 2 Medicals



The BFA has had some success with the Aeromedical Branch of the FAA lately. Approximately 3 weeks ago the BFA posted a request for anyone having applied for a medical and were waiting for the FAA to respond, to communicate with Pat Cannon regarding the delay. We received 42 responses to that request and the names of those and some of their personal information was transmitted to Aeromedical and to AFS-800 rulemaking for consideration. This was done in response to the Susan Northrup's request for that information.

Prior to this call for information, the BFA once again requested consideration by rulemaking to extend the compliance period for another six months to accommodate the workload at Aeromedical and the long delays being experienced by those that are applying for a medical. Their continued response is that they will **not** extend the compliance period. However, they have committed to try to ramp up medical application from balloon pilots as long as they are *in receipt of all information that Aeromedical has requested*.

Some of the current delays at Aeromedical are based on the lack of their receipt of requested information from medical applicants. Those that had all requested information in house at Aeromedical were fast tracked and several have received their medical. This is a win for the BFA and its members, but we have a long way to go. If you are one of those that has applied for a medical and it has been deferred to Aeromedical, they will send a letter requesting more information regarding the deferred medical condition, and/or request additional testing be done in order for them to make a decision on the issuance of the medical. In order for FAA and Aeromedical to speed up the medical request, all information requested by them must have been received. Those that have just started the process are going to fall behind and even with the incredible help we have been experiencing within the top management levels at both AFS-800 and Aeromedical Branch, there may not be time to get everyone through by the late May deadline.

If you have completed all paperwork and it has been submitted, please let me know immediately. Email me at p.e.cannon@turbineair.com. Include your full legal name and birthdate. If you have received a letter from Aeromedical confirming that they have received all requested information or testing, please scan and send a copy of that letter to me.

We are working hard to get as many through as possible prior to the deadline and we will stay on this project even after the deadline to assist as much as possible.

Sincerely,

Pat Cannon, BFA President
President@bfa.net



AVAILABLE NOW!!!

Follow the link to start now!

[2023 Online Seminar - Balloon Federation of America \(bfa.net\)](https://bfa.net)

Can be viewed at your convenience.

Speakers and Topics

Shannon Rote: Flight Operations

Dr. Alan Kozarsky: Class Two Medicals

Scott Wooge: Preparing yourself or a student for a check ride.

Ed DeVore: Pilot Decision Making

Ryan Carlton: Weather

Tony Sandlin: Crew and Passenger Management

Gordon Schwontkowski: Accidents

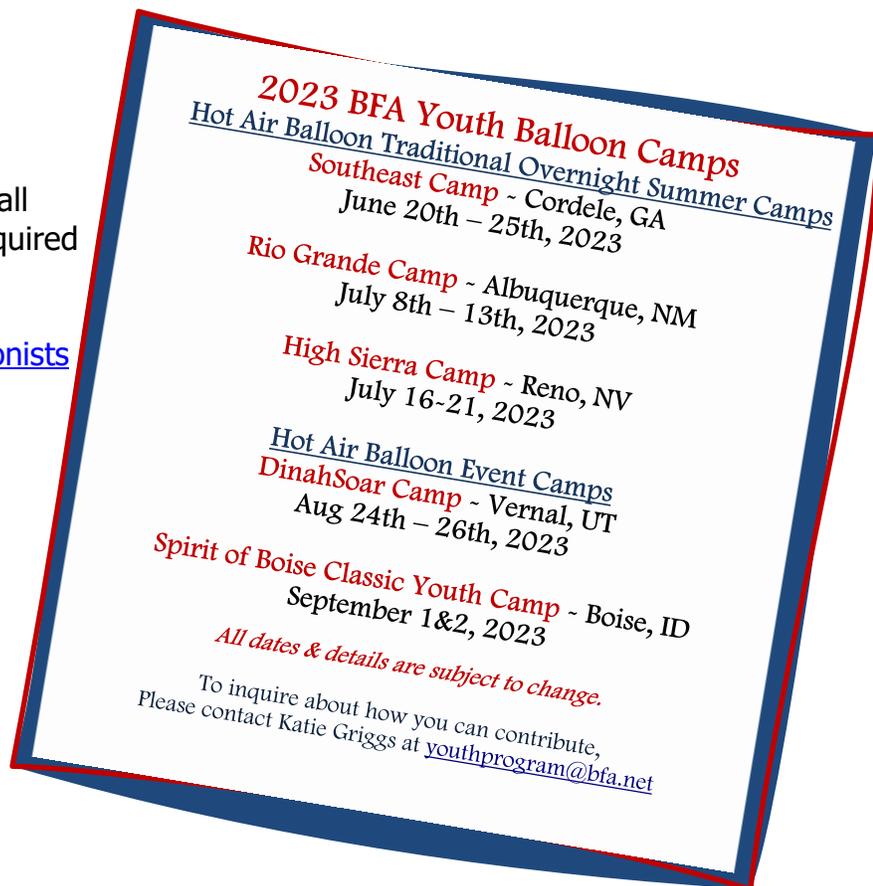


**CAMPS STILL HAVE OPEN SPOTS AVAILABLE!!
REGISTER NOW !**

Balloon Experience not required!

We have five camps this year, offering plenty of opportunity for children 13-17 years old to learn all aspects of ballooning safely, including what is required to become a pilot!

Please go to <https://bfa.net/divisions/juniorballoonists> for more information and to register.



Aeronautical Decision Making

By Troy Bradley

"Aviation in itself is not inherently dangerous. But to an even greater degree than the sea, it is terribly unforgiving of any carelessness, incapacity or neglect."

I'm sure we've all seen this quote on posters or memes, typically with a vintage airplane crashed into a tree. The pilot credited with the quote received his British pilot certificate in 1913, a mere 10 years after the Wright Brothers' first successful flight. From the beginning aviators have understood the importance of their role in flight safety, even though the term Aeronautical Decision Making (ADM) is historically recent.

In my span of over 40 years of piloting, I have witnessed the results of both good and bad ADM. These observations have come from others piloting actions as well as my own. Many of my flights which have pushed the limits may seem, from the outside looking in, as dangerous or foolhardy. I've had more than my fair share of exciting flights but have always taken a very calculated and analytical approach to risk taking. ADM begins long before any flight ever leaves the ground. On any flight, from a morning paid ride to record breaking attempt, I play a lot of "what if's" trying to imagine as many scenarios as possible given my equipment, weather, skill level, and goals of the flight. Attempting to remove any carelessness or negligent actions, and not allowing outside influences to distort my decisions.

Outside influences seldom help you make sound aeronautical decisions; whether it's an event, sponsors, or that passenger you don't want to disappoint. When the wheels are in motion, commonly your own pride can be that influence that leads to an incredibly bad decision.

In the winter of 2007 - 2008, I sat in Saga, Japan waiting for a weather pattern to fly a helium balloon across the Pacific. There was a lot of time, effort, and money that had been invested by many people and we were ready to fly. That same winter a very accomplished Japanese balloonist, Michio Kanda, was also ready to make a Pacific crossing in an enormous hot air balloon. His launch site was closer to Tokyo, and his flight profile required a very fast crossing due to his projected flight duration capability. While we were on stand down for lack of a proper weather system, I received word that Michio was intending to takeoff. I was baffled and had lengthy discussions with my meteorologists as to how Michio had a window of opportunity, and we were still grounded. They assured me, this was not the time to launch for a Trans-Pacific attempt. Although there was a very strong zonal flow with great speeds, there was also a very high likelihood of large areas of convection midway across the ocean. I arrived at the launch site, after the preparations had begun, and through an interpreter tried to share my and my meteorologist's views of the weather system. Michio, undeterred was showing me a trajectory print out that had him making landfall in less than two days. What I tried to impress upon him was the trajectory model didn't overlay that actual weather that he may encounter. Politely thanking me for the conversation, he proceeded with his inflation.

I was in awe as I watched Michio take to the pre-dawn sky in this mammoth balloon. I was also very fearful for what he may encounter but was hoping my warnings would be incorrect. As he gained altitude, he was inserted into the forecasted strong winds that the trajectory model accurately predicted. Well on his way as he crossed the International Date Line, traveling at 100+ kts, he transmitted his last call, "Mayday!" This is when he entered the area of predicted convection with towering thunderstorms. This would be the last time he would be heard from, and an extensive search on the ocean proved to be unsuccessful.

Everyone was in shock, and left asking 'what happened, this is not an inexperienced pilot?' As with most fatal aircraft accidents, ADM played a key role in Michio's tragic death. I believe his pride got in the way of making the difficult, but correct choice to not fly that night. As with our proposed flight, Michio had a lot of time, effort, and money in his flight. He said that he was going to fly and didn't want to disappoint anyone including himself. He was a sensible pilot that got caught up in the moment, failed to clearly see the whole picture, and paid with his life.

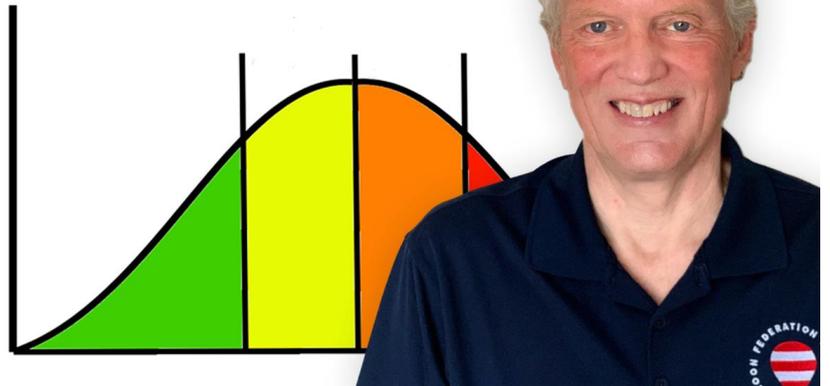
Getting caught up in the moment can happen to any of us at any time. As a pilot it is your responsibility to look at all of the "what if's" and make sure you're not betting lives on the outcomes. The weather patterns didn't improve that winter for an ocean crossing. As for us, we swallowed our pride, packed up our equipment, put it in storage, and returned years later when Mother Nature provided us with a wonderful weather system to successfully cross this massively unforgiving body of water.

110 years ago, a new pilot understood aviation is dangerous if you're careless about not getting enough information or are negligent in not properly utilizing that information. We've had over a century to adhere to and build on the concept of good ADM.

Do you know?

The BFA website has videos, from past seminars? Follow this link to see what there is:
[BFA Video Library - Balloon Federation of America](#)

PILOT DECISIONS TO STAY SAFE



BFA TO RENEW RADIO FREQUENCIES

The BFA has been approved by the FCC to renew the nationwide radio license granted to the Federation back in 2013, for another ten years now good until May 9, 2033.

The first of its kind for the BFA, a nationwide business band radio license for members was granted in 2013. The license approved six frequencies for our use: 3 in the Very High Frequency (VHF) band, and 3 in the Ultra High Frequency (UHF) band. The frequencies awarded were:

Freq1 151.5050000 MHz

Freq2 151.6250000 MHz

Freq3 158.4000000 MHz

Freq4 451.8000000 MHz

Freq5 456.8000000 MHz

Freq6 456.8125000 MHz



These frequencies are approved for use nationwide. The cost of an individual radio license (required by law though many ignore this) can run as high as \$500 or more so this is quite a return on the investment of your membership dues. By law, anyone who operates your radios, i.e., your crew members, are also required to be licensed by the FCC. If your crew members are BFA members (a good reason to invest in our crew membership) then they too may operate your radios legally.

The new license will be posted to the website where BFA members will be able to download a pdf copy to carry when ballooning. The license is a form that you are required to complete with certain personal information, and it should be kept in the balloon or chase vehicle for presentation to any FCC official on demand should that occasion arise. (will be on www.bfa.net very soon). While enforcement action for radio licensing violations are rare they do happen and fines can be significant. As a BFA member (pilot or crew) you are licensed to use these frequencies anywhere within the continental US.

It should be noted this license applies only to communications by BFA members for ballooning purposes.

WELCOME new members



● Robert Watkins	Clarksville, AR	Joseph Hart	Hot Springs, SD
● Ethan Stroup	Lake Havasu, AZ	Ryan Heaton	Denver, CO
● Clint Ellerbee	Thomaston, GA	Marland Thomas	Albuquerque, NM
● Noel Keyes	Florida	David Wisner	Kent, WA
● Charlie Holt	Natchitoches, LA	Brandon Halleck	Terre Haute, IN
● Lily Myrick	Elko, NV	Johathan Lee	Portland, OR
● Charles Willard	Mocksville, NC	Michael Duplak	Moab, UT
● Rip Stell	Tulsa, OK	Terry Dorshorst	West Salem, WI
● Aniruddha Kulkarni	Edison, NJ	Haylee Eldridge	Rio Rancho, NM
● Avery Clark	Lexington, OK	Erica Ayala	Yountville, CA

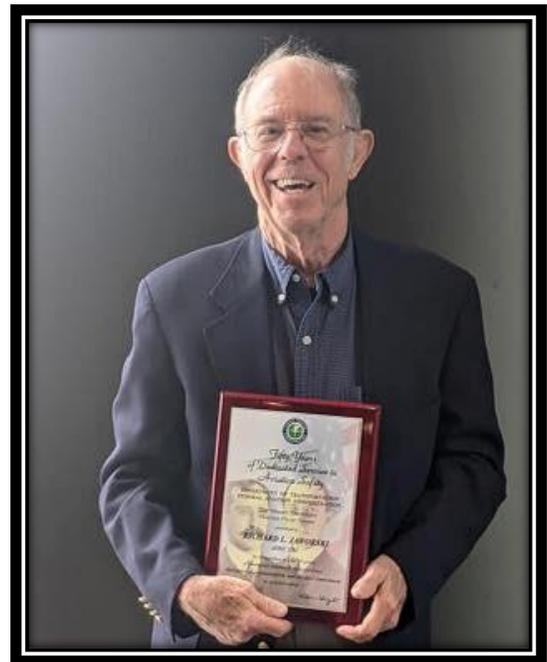
Remember BRING A BUDDY!!!!



Crew Achievement Award

Anthony Petitti Senior Crew

Tom Rumph Senior Crew



Congratulations to Richard Jaworski

For more information in participating in the PAAP or the CAAP please go to: www.bfa.net under the education tab.

Recipient of the Wright Brothers Master Pilot Award! This award is given to a pilot who has 50 years of safe flying. Learn more about the award here:

<https://www.faasafety.gov/content/masterpilot/Default.aspx>



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