

THE CALGARY BALLOON CLUB



CHAMPAGN-E-VENTS

May 2020

MAILING ADDRESS:
 c/o 5639 Maidstone Cres N.E.
 Calgary, Alberta,
 T2A 4C3

WEBSITE: <http://www.calgaryballoonclub.ca/>

Live PZ Map: <https://goo.gl/maps/Twu821rLYiR2>



MEETING HALL ADDRESS:
 The Hangar Flight Museum
 4629 McCall Way N.E. Calgary, Alberta,
 T2E 8A5

MEETINGS:
 Second Wednesday of each month, (except July, August & December) @ 7:30 p.m

2020 BOARD OF DIRECTORS		
President	Shane Lockyer	403-771-3002
President-Elect	Brant Leatherdale	403-478-6800
Past-President	Del Michaud	403-248-8332
Vice President	Linda Then	403-276-6507
Secretary	Debbie Sobb	403-248-4032
Treasurer	Dirk Luxen	403-992-2194
Director-At-Large	Emma Lockyer	403-968-4147

COMMITTEE CHAIRS		
Chief Pilot	Linda Then	403-276-6507
Chief Flight Instructor	Del Michaud	403-246-8332
Education	Richard Clark	403-288-2978
Merchandising	Cat Tanton	403-240-1491
Newsletter Editor	Cathy Dudgeon	403-603-8774
Rural Events Co-ordinator	Brant Leatherdale	403-475-6800

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Chief Pilot Report – May 2020

If anyone was ever wondering what his/her life would be like after retirement from ballooning, I guess we've had a taste of it for the last 2 months.

We missed the start of our season, watching some pretty decent days come and go, missing out on Drumheller, and not because of inclement weather, And then there's the future to think of...

Looking to the future of our upcoming flying activities and events, safety and security are at the top of the list. The most important is, of course, that we will still have to maintain the 2 meter separation and/ or the wearing of non-medical masks will be mandatory for an unknown duration as well. This will become our biggest obstacle to restarting our recreational flying and the social times that complete each flight. Associating with passengers, landowners and fellow crew members will be quite a challenge.

Recreational flying is not recommended as stated last week by Marc Garneau, Minister of Transport:

“Canadians should continue to follow public health advice and stay at home if possible. However, if you need to travel, wearing a face covering is an additional measure you can take to protect others around you, especially in situations where physical distancing guidelines cannot be maintained. Transport Canada will continue to ensure various transportation systems adapt to the most effective, preventive measures to protect Canadians.”

Medicals:

Civil Aviation Medical Examiners are still restricted from conducting any medical examinations and although that might be opened up with the upcoming changes to our lockdown, the restriction is still in place until further notice. This is of course a federal decision while re-opening dental and hair salons is a provincial jurisdiction. This means that if you have an aviation medical due during this time period, it will be on hold for a couple more months at which time it will be necessary to have it completed by the end of August. That's based on the information that we have at this time.

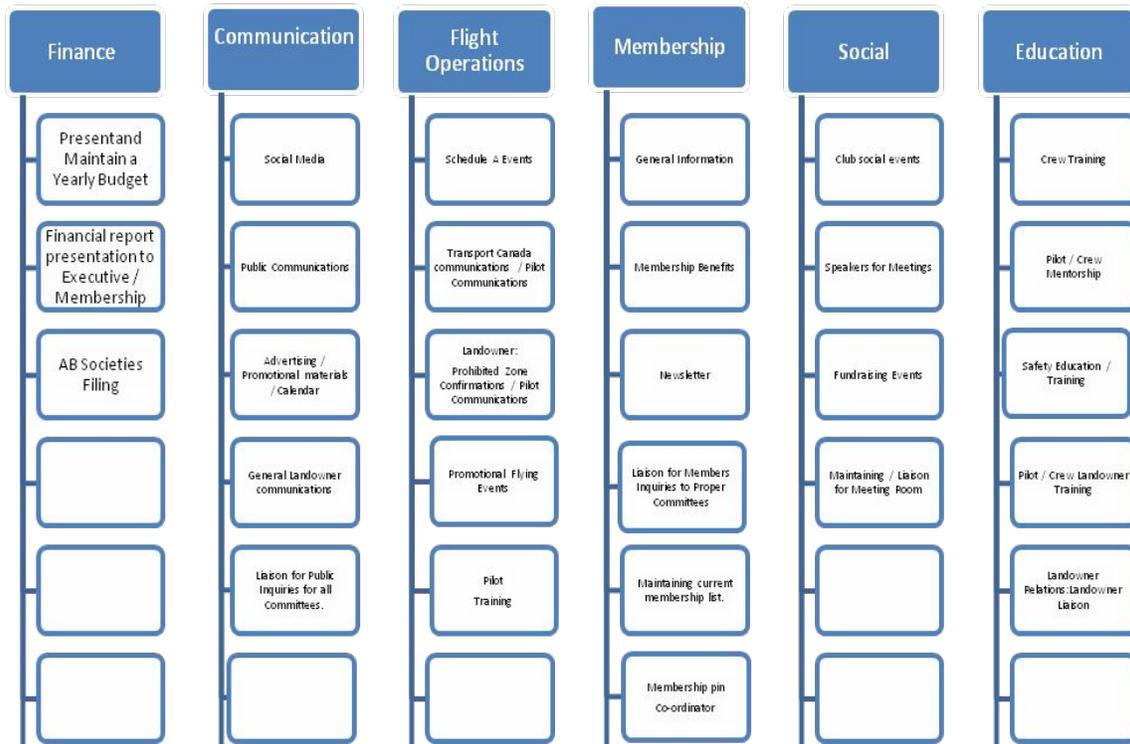
Balloons

Suggestions that we work on our equipment in the meantime is a good one, unless of course you spent the winter months doing that! We recently cleaned up our trailer and gave it a new paint job, did some minor housekeeping to the basket and are now more than ready to go.

What now?

A strong suggestion during this time of lull is to consider how you can help your balloon club in future endeavors. Here are the committees as defined in the bylaws and many of the duties that fall under each category. Please spend some “spare” time looking it over and picking areas that might be of interest to you. We will be following up with this in the upcoming months and are trusting that club members will rise to this challenge and get us back up in the air and having more fun than ever with other club activities.

Till then... Linda



Background to A Record Flight

By Richard and Heather Clark

At about 1:30 in the afternoon, February 7th, 2020, the AX4 class hot air balloon touched down in a farmer's field near Mazeppa, Alberta. On board piloting the balloon was Alicia Hempleman Adams. During the flight, she had exceeded the criteria for altitude and duration for a female in the AX4 class. Subject to homologation (accreditation or certification), she had set a world record for altitude and three British records.

The story begins in 2004 and 2007 when David Hempleman Adams, Alicia's father, came to the Calgary area to attempt setting some hot air balloon records. At that time, through Dennis Myrthu and Jennifer Lowndes, members of the Calgary Balloon Club assisted him. Heather and I were introduced to David at that time. Fast forward to 2018, David is noted to be the guest speaker at the BFA convention in Philadelphia. That was the final incentive, for the two of us, to go along with Cliff and Sheri Skocdopole to the convention. The event was a great education experience. We had the opportunity to reconnect with David. In conversation, he casually said he was planning something for ballooning in Calgary. He would be in touch.

In late 2019, the word is that a group would like to drive from Tuktoyaktuk to Calgary and then do some ballooning. The great experience and adventure begins. What an opportunity to learn and participate in a ballooning activity.

As the February date approached, equipment was assembled in our garage. The balloon arrived from Italy. It was an EcoMagic balloon made with a unique insulation balloon fabric aerofabrix®. This fabric is only available in hot air balloons designed and manufactured by Ultramagic. The EcoMagic balloon has a lightweight insulation layer of aerofabrix® inside in addition to special aluminized fabric on the outside. The balloon is more efficient thus using less fuel. In combination with the Powerplus burner and light-weight basket it is quite the system.

Flying requires fuel and being winter in Canada, a nitrogen pressure system was needed. Shane Lockyer was able to see to it that we had propane tanks and a nitrogen supply all set up and ready to go.

The altitude flight may go up to 4,800 metres. Thus, an oxygen system is required. David had arranged for Bert Padelt, in Bally, Pennsylvania, to send along an oxygen cylinder and cannula. Bert is a great resource and builder of specialized balloons used in many hot air and gas balloon challenges.



*Alicia Hempleman-Adams with her father,
Sir David Hempleman-Adams, doing equipment checks*



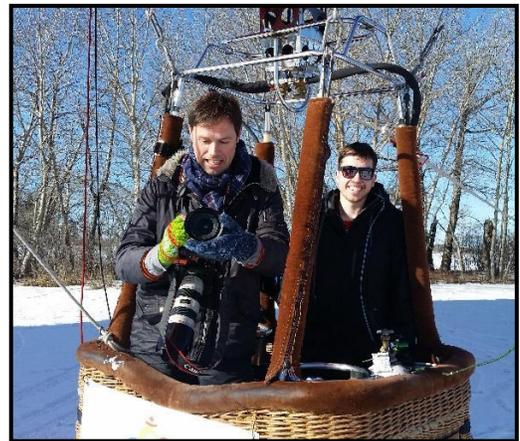
David, Ros, Martin and JJ - The Tuk to Calgary travelers

The tank needed recertification – enter Brant Leatherdale with his contacts and we have an oxygen system. Of note, there are three usage classes for oxygen- medical, aviation, and welding (industrial). Of note, the oxygen used in all three classes is the same (another story). We started with medical and found a paperwork challenge. The aviation route was easier.

At the beginning of February, a group of four (David and three friends) flew into Calgary and then on to Inuvik to begin a four day drive from Tuktoyaktuk back to Calgary. Driving this 3,600kms in the middle of winter, is a challenge in itself. The group

arrived in Calgary on a Thursday evening. That same evening, Alicia and two other members of the team arrived from Europe. The next morning it was “let’s go flying”. Off we went to the balloon port in High River where we had good access to a field and a bit of shelter from trees.

The Friday flight was a great success for Alicia with her achieving results to establish records. That evening was the start of the paperwork to homologate the records. Her flight was well described in the last newsletter. Shane and Luka also flew their balloons that morning, with Shane taking up the official photographer. On Saturday, with overcast conditions, the group was able to do a bit of sightseeing.



Johnny Green and Shane Lockyer

On Sunday, it was David’s turn with the balloon, so back to the balloon port in High River. The goal was to set British records. As the chase started heading south east, we wanted to

be close in case something made for an early landing. The roads were mostly paved, with a few gravel sections. Using visual sightings, Glympse, and radios, to track the balloon, we zig-zagged along the roads of southern Alberta. Northwest winds took David to Lethbridge in over three hours putting him in contention for British duration and distance records in the AX-4.



Sir David Hempleman-Adams, Richard Clark, and JJ after Monday’s flight

Monday was a day for recreational flying. One of David’s objectives was to ensure that the members of his group that were ‘first time flyers’ were able to get a flight. With the help of Shane,



Martin, JJ and Archie - First Flight Ceremony

Walt, and Jenn, all the first timers got in the air and were 'toasted' after the flight. I can say that when it is a perfect winter day, and you get to go flying, things are about as best as can be had. Fantastic!

Over the weekend, we had assistance from many people - Shane, Brant, Walt, Linda, Dennis, Luka, Jamie, Brian, Rick, Jenn, Cathy and others who came out to watch and assist with the launch.

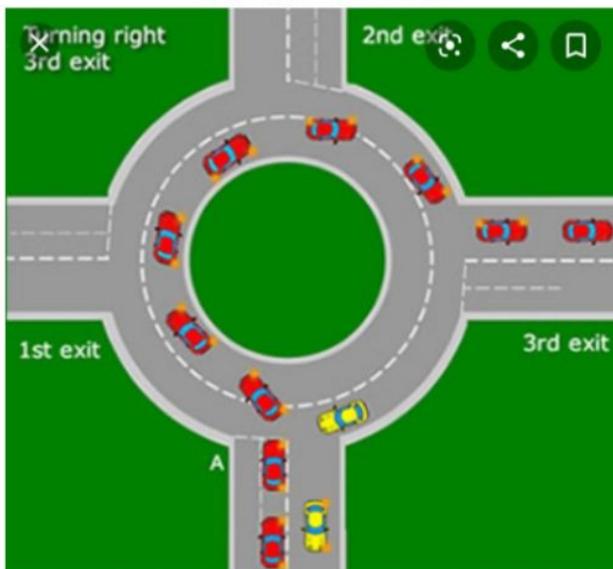
Having the British group here, was an opportunity for some learning. It was a great occasion to practice the skills needed for arranging the logistics for such a challenge, from equipment to snacks. We also learned things like: 'homologation' is a big word, beer is a staple, there is much humour in a group, Highland Park is tasty, there is a box of horseshoes stored somewhere, it is amazing to see a group come and work together.

David and Alicia are most appreciative of the support and friendship of the Calgary Balloon Club members. There is some serious talk of returning next year for new adventures.

Photos by Johnny Green and Heather Clark



U.K. Roundabout



Balloonist Roundabout



QNH – What is QNH?

At most 'official' briefings for hot air balloon events, a value is given for QNH. I often wondered what the story was behind the code.

The Q-code was originally instituted at the Radiotelegraph Convention held in London in 1912. The Q codes came from the days when voice radio was often difficult to receive, and communication was done by Morse code. "Q" stands for 'question' or 'query'. Thus it is a short way of asking questions. QNH is one of

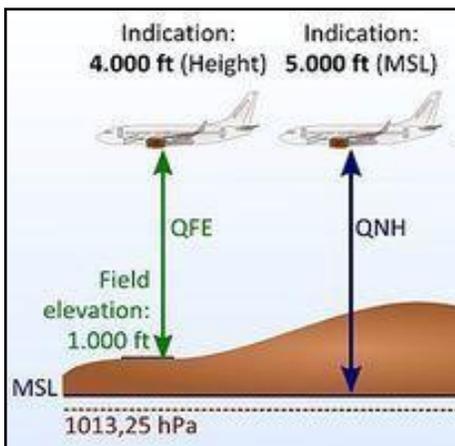
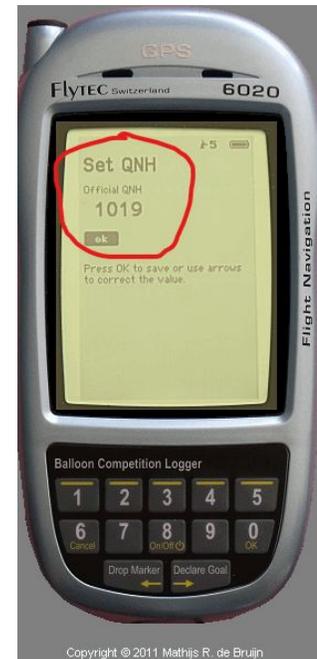
hundreds of Q codes. The codes from QAA to QNZ are assigned by ICAO (International Civil Aviation Organization).

QNH – asks or queries the 'nautical height'. It may be

remembered as, Query: Newlyn Harbour. Newlyn Harbour in Cornwall, UK is the home of the National Tidal and Sea Level Facility. QNH provides the atmospheric pressure at reference point. When set on an aircraft's

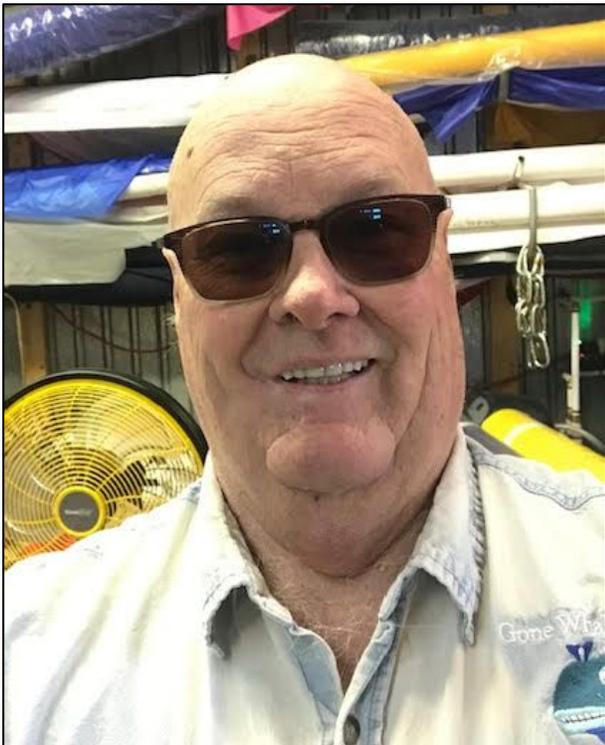
altimeter, it will cause the altimeter to read altitude above mean sea level within a certain defined region.

QNH, asks the full question, "What should I set on the subscale of my altimeter so that the instrument would indicate its elevation if my aircraft were on the ground at your station?"



Richard





Sandra used the good shears to give Bill her version of the “covid clip”. A little off one side, then the other, then oops!



CBC Annual Calendar 2021

Send your photos to Dirk at luxen@shaw.ca by July 31, 2020



Once you have flown, you will walk the earth with your eyes turned skyward,
for there you have been, and there you long to return.
~ Leonardo da Vinci



A sneak peak at
Richard's brand
new balloon, all
ready to fly.

Blast From The Past

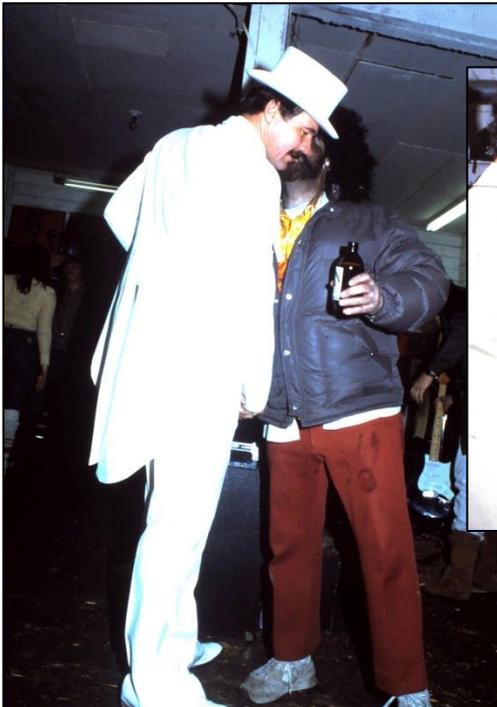
By Del Michaud. Photos courtesy of Ralph Dowson

In the November 2019 club newsletter Cathy Dudgeon, Newsletter Editor, titled a story from Ralph Dowson, "Blast From The Past". Little did Ralph know, he started something that I am sure will continue for some time to come. I am also confident there will be many contributions to "Blast From The Past " and many recent pilots and crew members who weren't around in the 70's, 80's, 90's and on from there, will be surprised at some of the things that happened or were witnessed along the way involving our sport.

For those that have a story to tell and don't have the time, or don't want to sit in front of a computer and type it up, please call Cathy and tell her your story and she will do her best to write it down and put it in the newsletter. Also, we know there are many pictures that were taken along the way. Please spend some time to dig up one or more for the newsletter and also to accompany your story if you have one.

My first story is about an invitational event called "**Harvest Crunch**". The host was Brian Smith. Brian and I met at Mount Royal College and became best buds. We travelled the world together, mostly attending world balloon championship events and he was my best man when Wendy and I were married.

For those who knew Brian, everything he did had to have a high level, or should I say a very high level of fun and enjoyment. Brian eventually bought a farm



Brian Smith

near the hamlet of Brownfield, which is located 50 km north of Coronation, Alberta. A number of years after I became involved in ballooning, Brian purchased his own balloon at a time when you could fly without a license and get away with it. The balloon was black with white lightning bolts on two or three sides.



Things were going good on the farm and Brian enjoyed the time he spent with his ballooning friends. With a little consultation over a few beers with a few of his friends, Brian decided to have a fun event at his farm. But this event wouldn't be just any event. It would be a major fun-filled, action-packed party and Brian would sponsor

the whole weekend. The entry fee was two cases of beer per person that went into a horse trough full of ice. I don't think the ice had a chance to melt before the beer was finished.

There was a pilots' briefing to make sure you understood the rules. The #1 rule was: There are no rules. The # 2 rule was: Refer to rule #1. Pilots, sometimes with the help of crew, competed for a prize, which was a silver belt buckle. The buckle was designed and made by a silversmith in High River that made buckles for the Calgary Stampede.



The competition events were: ballooning (flying to targets, a roll of toilet paper was your marker), ballooning (flying for \$500 taped to a blade on the windmill), trap shooting, steer wrestling and costumes. The safest events were the ballooning ones. You will find out why from future stories.



Points were accumulated. If there were 15 competitors, for each event first place would receive 15 names to be entered for a draw and last place received one name. The Crunch was held for 5 years, from 1980 to 1984. At the last Crunch in 1984, the pilots got together and had the same belt buckle made and presented it to Brian. On the back these words were engraved, "In Appreciation for 5 Great Years of Flights and Steers and Beers, From the Bunch at Harvest Crunch. Halloween 1984". I only have the names of three winners: myself for 1981, Debbie McCormick (Sobb) for 1982 and Wendy Corbett (Michaud) for 1983.

The food was top drawer. Of course, one of the choices for breakfast was Quakers Harvest Crunch. Don't know if anybody ate it but it was there. For the main meals there was roast pig in a pit, lamb on a spit, elk steak and no end of buffalo burgers from buffalos raised next farm over.



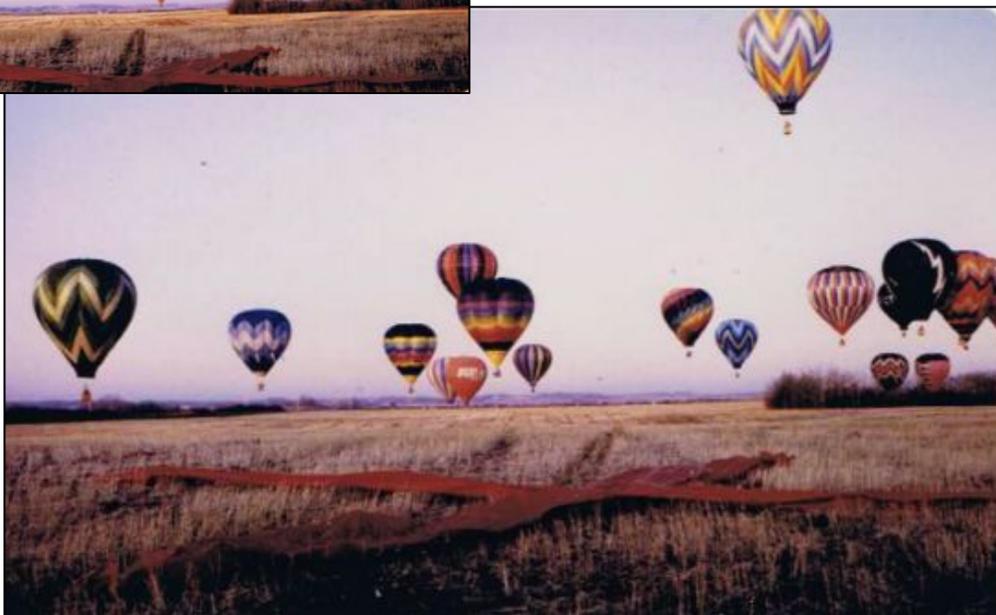


For entertainment, Brian hired a band for the weekend. They performed Friday night, Saturday night for the costume dress up and dance, and again Sunday for a farewell performance.



Brian provided accommodation in various buildings on his farm. Some brought trailers. The schedule was busy and fun filled to say the least. Most people needed an afternoon nap in order to make it through the evening flight and activities. I remember well, getting up from my nap and making my way to the meeting building to socialize when I noticed a small single axle trailer parked next to the building. I am sure you have heard the saying: "If you see the trailer rockin, don't bother knockin." Well it was rockin BIG TIME. A number of people had gathered to humour themselves and I joined them. The trailer had been brought by 2 pilots for their use. One of the pilots was having a nap on the top bunk, covered in blankets as it was cold in the trailer. The other pilot and a guest entered the trailer, turned the burner on the stove on to warm up and proceeded to engage in a little exercise to help warm up as well. The heat went to the top of the trailer in more ways than one and the pilot having a nap soon woke from the heat and rhythm of the trailer. He then decided to leave the trailer and was met with a mighty applause from those watching. Little did they know he wasn't part of the exercise, but he got the credit at the time. It's hard to keep it a secret but after this many years most of us that were there can't remember who the rockers were?

As submitted by Del Michaud



OLD AND NEW GENERATIONS

By Dennis Myrthu

Let me begin by addressing the New Generation. I and a few others belong to the Old Generation.

If I were to say Fire Stick, Cremation Charlie, English Inflation or Running Launch, the New Generation would have no idea what I was talking about. How in the world does this relate to the sport of ballooning?

Before the age of powerful burners, modern inflation fans and more than enough crew, there was a sport called hot air ballooning.

Fire Stick

After cold air inflation, a crew member would enter the partially inflated envelope, walk around the interior with a fire stick (a burner unit mounted at the end of a wooden stick with a hose connected to a propane tank). This was to preheat the air inside the envelope before inflating with the main burner. You may call it a forerunner of the double burner, one inside and one out.



Cremation Charlie

During cold air inflation and with little help from the fan, the sides near the mouth would tend to cave in. To solve this problem and to expand the opening, two volunteers would be needed. Being one of the fledgling crew and with most likely Stan on the burner, I was volunteered as one of the 'Cremation Charlies'. I had second thoughts but followed orders. The orders were to have crew, one at each side, holding up the fabric a few feet from the mouth. This would create a larger bubble of air inside the envelope before beginning the hot air inflation.

Now came the exciting part. The main burner would be fired while the crew was still inside. Instructions were such: If you get too hot, lower your arms and I will stop burning and let you out. Somehow, in the heat of the moment so to speak, those instructions were lost and the burner stayed on. I lowered my arms. My face felt like it was on fire and I all but stopped breathing. I fell to the floor. Only then did the burner stop and I crawled to the exit for some fresh air. That was my first and last time as Cremation Charlie.

English Inflation

This method can be used to re-inflate the balloon when stranded in the middle of a field with no inflation fan. It can also be used by macho pilots to prove it can be done. The envelope is stretched flat on the ground. Two volunteers are needed, one on each side at the mouth of the envelope. Flapping the material up and down in unison will drive a small amount of air into the mouth of the envelope. Short bursts from the burner will gradually expand the bubble and continue to do so until the envelope has been fully inflated. It would be advisable to have a repair station at the ready after using this procedure.

Running Launch

As an alternative to the quick release and tie off in windy conditions, another method can be used to get the balloon airborne. During inflation several crew members will hold on to the basket. When it is almost buoyant, they run along behind the basket, steadying it until it finally becomes airborne. Distance to run until the balloon is airborne would be determined by the strength of the wind, how fast you could run and length of the runway.

From the first generation to the next has seen tremendous changes in both equipment and nature of the sport. The three main components in a hot air balloon have always been basket, burner and envelope. Changes to baskets have been minor but improvements to both burner and envelope have been remarkable. New materials together with modern technology have done much to improve both.

The nature of the sport has also seen dramatic changes over the years. The core of ballooning centered mainly around the Club with some balloons owned by the Club and others subsidized by sponsors. Balloons could be seen flying almost daily over the city displaying advertisements. All that changed with city growth and more stringent air and ground regulations. City flying is now prohibited and commercial advertising has all but dried up.

Most balloons are now privately owned. The Club previously owned three balloons and now owns none. Interest has still been maintained in the ballooning community but it is now largely a social group. The Club newsletter does much to keep the interest going and all those past and present who have been involved in producing it should be showered with kudos.

The Club in the past has been instrumental in training many new pilots. Now those interested in achieving their balloon pilot license must find an instructor (of which there are few) and make arrangements for equipment in order to obtain their license. This results in a much more difficult task than in the past.

In many ways first generation ballooning, being relatively new, was a more venturesome and fun filled activity in its day. It still remains a very fascinating adventure for those interested in a very unique sport.

Dennis Myrhu



FUN FLASHBACKS



Richard & Ali - A rainy Club BBQ 2008



Brant's Initiation - Chestermere 2008



Dennis celebrates 2000 PIC hours with friends - Rimbey 2012



Cliff & Sheri as
'Tacky Tourists' Raven 2009



'The Hat Ladies'
Hespero 2012

Photos from the cameras of Ralph Dowson & Heather Clark

Hot Air Balloon Pilot “Genealogy”

by Ken Tuley aka Art Lloyd Jr.

At some point in most everyone’s life, a curiosity about one’s ancestors arises. Many times this curiosity is satisfied by asking questions of relatives, sometimes by getting involved in determining family ancestry.

For years now, the topic of balloon pilot lineage has surfaced around the tailgate. A few years ago, the talk turned a little more serious. Balloon Fiesta began to tackle the topic by asking those registering for the annual event who their instructor was. An initial attempt to organize this information met with mixed results. Mostly due to the limited sample of pilot information gathered.

Now, a lot more pilot information has been gathered. Names of pilots have been taken from all the Balloon Fiesta programs. They have been entered into a family tree database. And with great effort, all the family connections known have been made. However the tree is still missing a lot of limbs, leaves and in many cases even the trunk and roots.

This is where you come in. The Hot Air Pilot Family Tree is live on the Internet. We’d like to invite every hot air balloon pilot and crew member to check it out and help us flesh out the missing information.

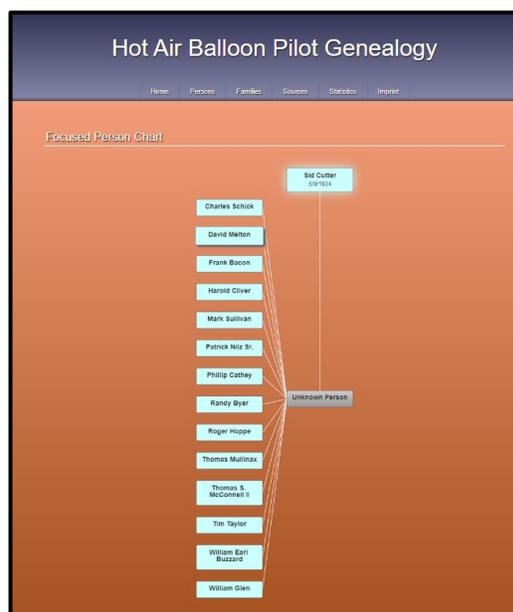
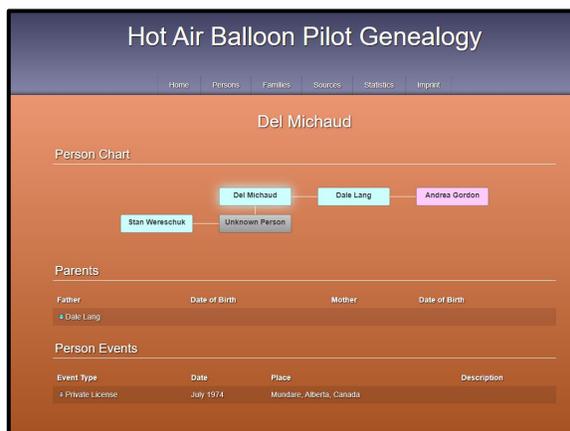
1. Go to <http://bit.ly/pilotgen> (Consider bookmarking this site.)
2. Search for your name by clicking on persons, then use the letters along the top to find and click on your name.
3. Did you find it?
4. Is it spelled correctly?
5. Is your instructor of record listed as your parent? For purposes of this database, we’re defining instructor of record as the person who signed off on your private pilot INSTRUCTION, allowing you to take your check-ride. NOT the examiner, but the person who certified you had received instruction and were ready for the check-ride.
6. If you’re a commercial pilot, are the students you have taught listed as your children? (Again, you should only list the ones you certified as being ready for a private check-ride.)
7. Is there a date and location listed for where and when you received your private certificate? Commercial certificate?
8. Is the examiner listed in the notes field?

If there are any changes that need to be made, and it is anticipated that everyone will have something to add to the database, please send that information to Ken (Art Lloyd Jr.) Tuley (ktuley@mac.com). I'll enter the information and let you know that it's done, so you can recheck it. To make things more convenient, I've set up a Google form you can use to enter the information. <http://bit.ly/pilotgenUpdate> (case sensitive)

The inclusion of pilot photos is also being considered. If you'd like to submit a photo to be posted along your entry, send it along as well. Best shots will be head shots, although a nice close-up of your balloon would also work. Only one picture can be uploaded per pilot, so choose wisely.

While you're in the family tree, check out some of your friends and colleagues to see how they are connected. And feel free to submit any corrections, additions, etc. for updating as well.

Thanks in advance for your help!



Ballooning “Fix”

All over the world, balloonists are coming up with creative ways to get a little taste of ballooning, even when the skies are empty.

The **Balloon Federation of America** has a series of webinars available online. Log onto www.bfa.net and go to EDUCATION, then VIDEO SEMINAR LIBRARY to view the new videos any time. Videos include:

Don Day - Weather
Gordon Schwontkowski - Accident Review
Mark West - Aeronautical Decision Making
Bill Zangs - Airspace
Kim Magee - Flight Planning
Caleb Melton - First Aid
Dean Carlton - Crew Training

Hot Air Balloon Advanced Training and Safety is hosting a weekly “Fireside Chat” with a panel of experienced aeronauts. You can either register with the BFA to watch them live through a Zoom meeting, or watch the recorded meetings on the BFA site.



The fabric for Jamie Kinghorn’s new balloon is waiting for him in Ontario, but he’s been playing with the colours for months.



Shane Lockyer added a light-up balloon on the side of his trailer.



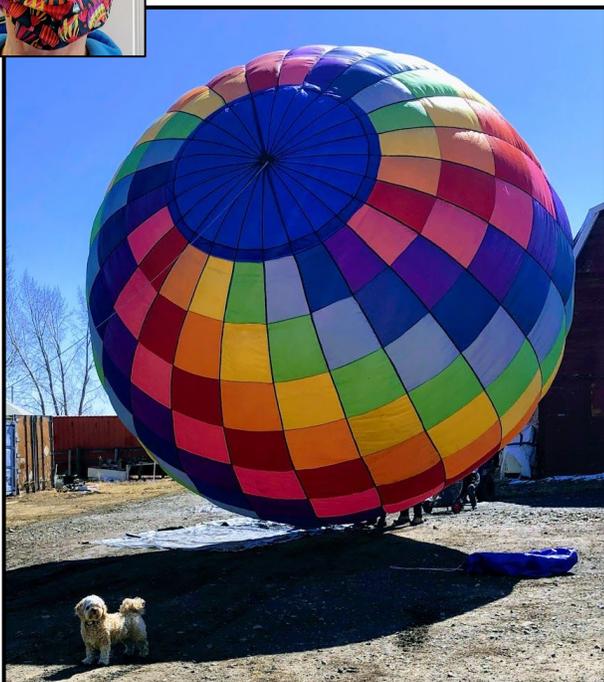


Shane Lockyer and Luka Drganc adapted Cameron's pattern for a 24-gore mini balloon to build a 12-gore envelope with a working parachute!

More Mini's!



Cathy Dudgeon finished building "The Next One", then made a matching face mask. (But not with balloon fabric!)



RECENT FLIGHTS



Photo by Emma Lockyer

Shane Lockyer, Linda Then, Jenn Podruski, and Cliff Skocdopole flew in Sylvan Lake on February 16.



Photo by Cathy Dudgeon



Photo by Heather Clark



Photo by Sheri Skocdopole



Photo by Cathy Dudgeon



March 8 - Luka Drganc and Shane Lockyer flew from High River on a very refreshing -20C morning. Luka managed to land on the road, but Shane and Cathy had a more adventurous landing.

March 15 - After waiting hours for the clouds to clear, Luka Drganc and Shane Lockyer were able to get in one last flight before the pandemic changed the world, ascending to 13,500'.



Lawson Walker, dedicated crew and future pilot. Photo by Cathy



Suave Dave and Luka Drganc insisted that -20C was too cold to watch a pibal from outside a heated vehicle. Photo by Cathy Dudgeon



Photo by Luka Drganc



Photo by Shane Lockyer



2020 CALENDAR OF UPCOMING EVENTS



Dates and locations will be confirmed by email.

DATES	EVENT	LOCATION
May 13	CBC Monthly Meeting	To be announced
June 10	CBC General Meeting	To be announced
June 13	Saturday After Meeting Flight	
July 25-27	Big Sky	Billings, Montana
Aug 6	CBC Annual Summer BBQ	To be announced
Aug 8	Justin's Choteau Thing	Choteau, Montana
Aug 11-16	Canadian Nationals	Scottsbluff, Nebraska
Sept 4-7	Hespero Annual Balloon Race	Hespero, Alberta
Sept 9	CBC General Meeting	Hangar Flight Museum, Calgary
Sept 12	Saturday After Meeting Flight	
Sept 18-20	Fall Drumheller Happening	Drumheller, Alberta
Sept 23-27	Heritage Inn International Balloon Festival	High River, Alberta
Oct 3-11	Albuquerque Balloon Fiesta	Albuquerque, New Mexico
Oct 14	CBC Monthly Meeting	Hangar Flight Museum, Calgary
Oct 17	Saturday After Meeting Flight	
Oct 23-25	Raven Rally	Raven, Alberta
Nov 21	Montgolfier Day	Everywhere
Dec 3	CBC Christmas Party	

Please send submissions for the August newsletter to Sharon sjelliott@sasktel.net or Cathy cathycdn@gmail.com by August 4th.

