

The Quick Release

Published Monthly

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BFA BOARD ELECTIONS

Ballot Candidates

At-Large Position

Ron Behrmann
Kerry Speicher
Mark West, Incumbent
Glen Word

Southeast Region

Peter Griswold
Jetta Schantz, Incumbent
Tom Warren

North Central Region

Jason Jones

HACD-Officials At-Large

Jack Walsh
Rob Wise, Incumbent

HACD-North Central Region

Jeremy Rubin

HACD-Southeast Region

Ken Draughn, Incumbent

GAS (vote for two)

Brenda Cowlshaw
Noah Forden, Incumbent
Sam Parks
Louis Vitanza, Incumbent

Professional Ride Operators/PRO Division Southeast Region

Write-In Candidate

Professional Ride Operators/PRO Division North Central Region

Write-In Candidate

Professional Ride Operators/PRO Division Western Region

Write-In Candidate

Professional Ride Operators/PRO Division At-Large

Write-In Candidate



ELECTION SCHEDULE

Voting process Online will be used again this year. Voting instructions will be sent to the email address listed in the Roster.

July 25, 2021: Voting Begins

August 23, 2021: Voting Ends (Paper Ballots mailed by End of Day)

September 3, 2021: Candidates notified of results no later than

September 8, 2021: Results announced to members

Vote on the 2021 BFA Art Contest!

There are 4 categories so please click each link below and vote in each category. The public vote will reduce the selections to the top 5 and the BFA Board will select the top 3. Voting for the public is open until August 1st at midnight. Winners will be announced on the BFA FB and Instagram pages as well as featured in the Sept./Oct. issue of Ballooning magazine.

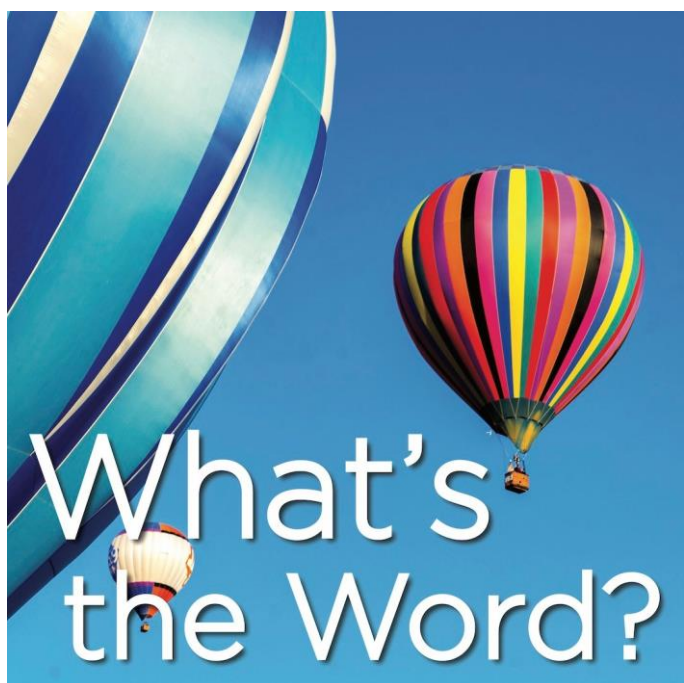
Good luck to all who entered!

Pre-K to 2nd - <https://forms.gle/iAv48NZS52NuGL619>

3rd - 6th - <https://forms.gle/5iz2Q83AA4mi9qNU7>

7th - 9th - <https://forms.gle/YpHdVUkVJPPmVvCy7>

10th - 12th - <https://forms.gle/R7EKjibDcHrA9sJ78>



WHAT'S THE WORD CONTEST TELL US AND WIN \$500!

Leaving the ground outside the basket never ends well. To that end, we're seeking a universal catchphrase to keep crew grounded! Every balloonist nationwide has a chance to create a crew safety legacy for all of us. Visit us at <fb.me/whatsthewordcontest> for more information on how to enter or click here to go directly to the entry form:

<https://forms.gle/8dFn8KZzEM9pGoEr5>

WELCOME NEW BFA MEMBERS

Alan Turner
Matt Ozvat
Amir Cohen
Neal Brady
Tom Glover
Jessica Warren
Ivy Morrison
Lorne Whittles

South Africa
Windsor, CO
Boulder, CO
Centralia, MO
Shelton, CT
Land O Lakes, FL
Santa Rosa, CA
Boise, ID

Lori Nowak
Philip Staite
Maddie Jones
Scott Mueller
David Fuller
Nicole Stuart
Michael Koonce
David Wiser

Dayton, OH
Peyton, CO
Overland Park, KS
Troy, MO
St. Augustine, FL
Griffin, GA
Berkeley, CA
Kent, WA



reminder

NEW PILOTS receive a **FREE** BFA Electronic 1-year Membership! Contact Jill at bfaoffice@bfa.net or (515) 961-8809

Fans and Other Whirling Things

By Pat Cannon

I know what you are thinking....so before you click off this article and/or scroll down.....**STOP!!**

I had the same ho hum reaction to the request that I write this piece, so let's get your attention with this:

The fan is the most neglected, mistreated, ignored, but continues to be the most dangerous, piece of equipment we have in our inventory of ballooning equipment. It's a love-hate relationship at best. We love it when we give it one pull and it starts right up, we hate it when it isn't working, runs out of gas, or falls apart in the truck from abuse or lack of maintenance.

A few years ago, my fan was sitting there on the ground, cranking away, filling my envelope. I gave the signal to cut the fan as I pulled the blast valve. Out of the corner of my eye, I see the fan collapse into a heap of broken tubing. To my shock and surprise, here were at least four, count 'em, four complete breaks in support tubing on the fan. The only thing holding the entire thing together was the fan cage. My fan is a 30-inch wood blade, 8HP Honda, Sid Cutter frame (that tells you how old the frame is) fan. One pull and away it goes....every time..... Two pulls and there is something amiss. I could not believe my eyes when I got back on the ground and inspected the damage. Several of the breaks in the structure had been there for some time. I just never noticed. I never looked! If its running, we never give it a close inspection. In the end, as my crew chief (read wife) was trying to drag the fan back to the truck, it looked like a loose bunch of tinker toys all dragging together. It was sort of comical to say the least, but the safety implications came to mind almost immediately. What if the fan had collapsed while it was running at warp 8. There could have been some serious safety issues to bystanders, the crewperson manning the fan, and based on where my fan sits during inflation, to me, crouching in between the uprights.

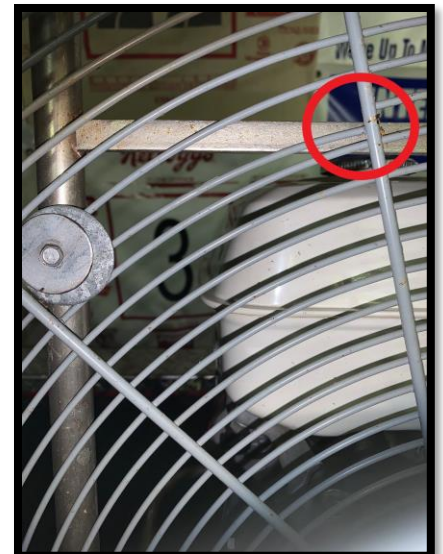
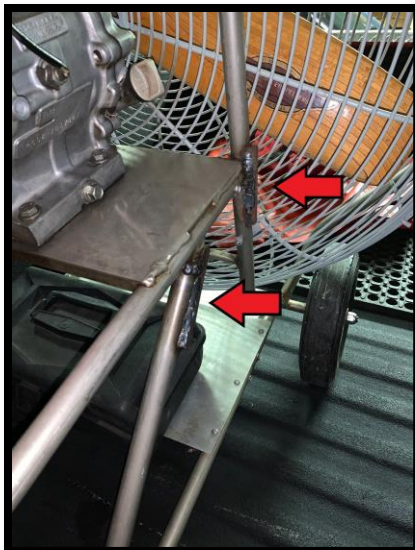
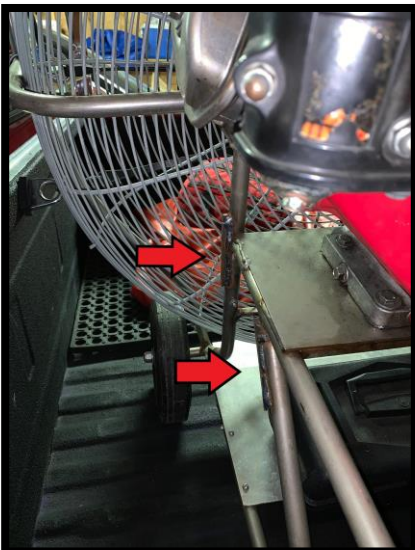
Have you ever seen a blade explode on one of these things? If not, then you have something to behold. I don't care if you have wood or nylon blades. Once they contact the frame or cage housing, you will have high speed shrapnel everywhere. Been there, done that, got the T-shirt. My incident could have been much worse in that the frame was collapsing into mush. The blade would likely have broken into several high-speed projectiles and if you think the fan cage is going to stop them, think again.

Having experienced most of the nasty habits that fans have, I have gained a new respect for them and follow a pretty rigid protocol for fan inspection and maintenance. After all, it may not be me that is injured, but the very person that is tending the fan for me during inflation. Or it could be an innocent bystander....heaven forbid.

My SOPs now include a weekly, if not a per flight inspection of the fan for the following:

1. Overall integrity and security of the fan cage, especially the cage areas where it is attached to the frame.
2. General condition of the frame itself. Looking for cracks or obvious breaks in the frame. These are identifiable by rust or discoloration around the cracks.
3. Tightness of the motor mounts.
4. Erosion of the blade or cracks in the wood or composite materials.
5. Leaking fuel or oil. I had this happen sitting in the garage during this last winter.
6. Conditions and quantity of oil. (when is the last time you checked the oil in your fan??).

If you find flaws or any of the items mentioned here in regard to your fan, get them fixed right away. It's just not worth ruining an otherwise perfect day for flying by having your fan become unserviceable while you are trying to inflate, or worse, cause an injury to crew, passengers, or yourself.





Crew Achievement Award Program

Dale Axtell Sioux Falls, SD Level 1
Mike Asmussen Salt Lake City, UT Level 1

Pilot Achievement Award Program

Michael DePew New Hampshire Level 3



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



It is time to nominate people for several awards and we are excited to read all your nomination letters!

Shields-Trauger Award

The Shields-Trauger Award is the highest special award given by the Balloon Federation of America and second only to entrance in the Hall of Fame. This award does not have to be awarded annually, however up to three (3) Shields-Trauger awards may be made in the same year. BFA Shields-Trauger Award is for an active member of the BFA for special contribution to Aerostatics including:

- 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

National Crew Person

The National Crew Person of the Year Award, an award presented recognizing an outstanding crew person who is diligent, reliable, organized, responsible and always puts safety first.

Bill Murtorff Spirit of Ballooning

The Bill Murtorff Spirit of Ballooning Award is given to a BFA member who has contributed to youth programs or education in the sport of ballooning.

Click here for more information on each of these awards:

<https://bfa.net/information/awards> and send nominations to Jill at the office at bfaoffice@bfa.net no later than **August 15th!**

HACD members, we are also seeking nominations for the **Kinnie Gibson award**.

Click here for more information: <https://bfa.net/kinnie-gibson-fellowship-award> and submit your nominations to Kinnie Gibson Fellowship Award coordinator Gary Heavin at gheavin@cj.com prior to the start of Nationals.

August Events



7/30-8/7	National Balloon Classic	Indianola, IA
7/31-8/7	Warren County Farmers Fair/Annual Hot Air Balloon Festival	Phillipsburg, NJ
8/1	US Ballooning Hall Of Fame, National Balloon Museum	Indianola, IA
8/7	Eagle Mountain Shop Fest	Eagle Mountain, UT
8/8-8/15	2021 BFA US National Hot Air Balloon Championship	Mitchell, NE
8/13-8/15	Flag City Balloon Fest	Findlay, OH
8/13-8/15	Quad Cities Balloon Festival	Davenport, IA
8/13-8/14	Sandy City Balloon Festival	Sandy City, UT
8/27-8/29	Kalamazoo Balloon Fest	Richland, MI
8/27-8/29	Vernal Dinah Days Balloon Festival	Vernal, UT
8/27-8/29	Fall River Hot Air Balloon Festival	Hot Springs, SD

A FAR Question

When do you need to turn on your Position and anticollision lights?

Hint: 91.209 and 61.57(b)

(Look for answer in August 2021 issue)

LAST MONTHS QUIZ & ANSWER: 61.15(e-f)

Question: ANY certificate holder has how long to report a motor vehicle action that resulted in a conviction or administrative action to the FAA in Oklahoma City, OK?

Answer: *Each person holding any certificate this part shall provide written report of each motor vehicle action to the FAA, Civil Aviation Security Division (AMC-700), not later than 60 days. (Refer to FAR 61.15(e) for all details)*

Failure to comply with above stated question, is grounds for what disciplinary action?

Answer: *Denial of an application for any certificate, rating or authorization issued under this part for a period of up to 1 year after the date of the motor vehicle action; or
Suspension or revocation of any certification, rating or authorization issued under this part.*



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