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2013-14**

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2015 Events

Puttin' On The Ritz--for The National Balloon Classic--February 14, 2015-- Kent Center, Simpson College Campus, Indianola, IA Contact Staci or Becky at the Classic Office (515) 961-8415 or becky@nationalballoonclassic.com .

IBA Continuing Education Seminar--March 14, 2015--St. Thomas Aquinas Center. West Hwy 92 Indianola, IA contact any committee member listed to the left for more information.

Spirit of the West--BFA Convention 2015--April 16-19, 2015--Reno, Nevada--Visit www.bfaconvention.com for details and registration information.

My Waterloo Days--June 12-14, 2015--Waterloo, IA-- Contact Benji Clemons at cuatdx@aol.com This will be for the BFA Iowa State Championships.

Lake Red Rock Balloon Fest--July 10-12, 2015--Knoxville/Pella, IA-- Contact Jill at the Pella Chamber at jill@pella.org or Al Appenzeller at al.appenzeller@gmail.com

National Balloon Classic--July 24-Aug 1, 2015--Indianola, IA-- Contact Staci or Becky at (515) 961-8415 or Becky@nationalballoonclassic.com

DATE CHANGE-Ottumwa Pro Balloon Race--Aug. 28-30, 2015--Ottumwa, Iowa--Contact Dale and Holly Dommer at (641) 684-8999 or email ottumwaproballoonrace@yahoo.com

Great Pershing Balloon Derby--Sept. 4-7, 2015-- Brookfield, MO-- contact Sherry Techau at rstechau@classicnet.net

Fields of Flight--Sept. 11-13, 2015--Council Bluffs, IA--contact Matt Fenster at mwfenster@aol.com

The Sky's The Limit Balloon Spectacular--Sept.11-13, 2015--Gainesville, Tx--Contact Maury Petrehn at (913) 744-7170 or mpetrehn@gmail.com visit the website at www.theskysthelimit.org

SW Iowa Balloon Race--Sept. 18-20, 2015--Creston, IA--contact Jim Gebhart at (515) 729-2238

Wakefield Balloon Days-- October 16-18, 2015--Wakefield, NE-- contact Barb at habwake@gmail.com

If you have an event you would like listed here, drop me an email. I will be glad to include it in this list.



You are cordially invited to join us for an evening of cocktails, dinner, dancing and fundraising at the 28th annual **Puttin' On the Ritz** event for the National Balloon Classic.

When: Saturday February 14th, 2015 5:30 pm

Where: Kent Center on the beautiful Simpson College Campus

Your tax-deductible ticket purchase of either single tickets and/or tables of eight can be purchased two ways:

by contacting Becky at the National Balloon Classic office--(515) 961-8415 or online at www.tikly.co/theritz

Please purchase your tickets early, we plan to sell out. Hope to see you all there.



**Iowa Balloonist Association
Continuing Education and Safety Seminar**

March 14, 2015

St. Thomas Aquinas Pastoral Center
210 R63 Hwy & Hwy 92 West
Indianola, Iowa

Hotel rooms are available at a rate of \$79.00 per night (plus taxes) at the Quality Inn, 1701 N. Jefferson Way, Indianola, Iowa. For reservations call (515) 961-0058. Mention Iowa Balloonist Association to receive this rate. Reservations must be made by February 28, 2015. Rooms at this rate are limited, so don't delay.

Seminar registration starts at 7 AM. Seminar starts at 8 Am.

Look for more information in this newsletter. You may also contact any officer listed on page 2 of this newsletter.

\$20 IBA MEMBERSHIP DUES ARE DUE!!! \$20



Remember, If you are NOT attending the IBA Continuing Education Seminar March 14, 2015, Then your IBA membership dues are due. You may send your dues (\$20) to;

Janice Shelton
IBA Membership
11411 160th
Indianola, IA 50125

An “A May Zing” Weekend

By Benji Clemons



Most of us who have Facebook have many friends we have never met that are from the ballooning world. Though we may never meet many of them we follow their adventures around the globe and see pictures of amazing places to fly. Every once in a while we may get an open invitation to go fly with them but we are almost always unable to make the trip to wherever it is we see them flying. Mother's Day weekend I was fortunate enough to have the opportunity to go fly what I consider to be the coolest place I have ever flown.

A couple of months ago I saw some pictures and video posted by Joe Zvada of flying in an old copper mine down in Arizona when he went to visit Bob Romaneschi and the guys at

Zing Aerosports. After seeing these pictures I received an invitation from Bob to come down and fly his new balloon, I instantly started checking my calendar for weekends free from Cori and Casey's sports. After working out a few details I booked my plane tickets and flew down to Phoenix.

Anyone who has ever flown in Arizona knows that towards the end of May the only flights that are possible are morning flights due to thermals in the evenings. We looked at the weather for the weekend and Saturday morning looked perfect for a flight into the mine and Sunday morning looked good for a faster flight North of Phoenix where we would be able to play with the racer.

Saturday morning we got up at 4:00 and made the little over an hour drive from Peoria to Casa Grande. When we got to Casa Grande we met up with Daniel Liberti and Jason Buckner who had made the trip over to fly the mine with us. After watching a pibal we determined the best launch spot was in an area they have launched from many times that is a couple miles south of the mine.

As we pulled up to the launch area I noticed that it was at a very nice but very abandoned home. They explained how the Phoenix housing market was affected by the recession and pointed out the larger shell of a house to the west that had been abandoned during construction. It was a shame to see these very nice homes going to waste.

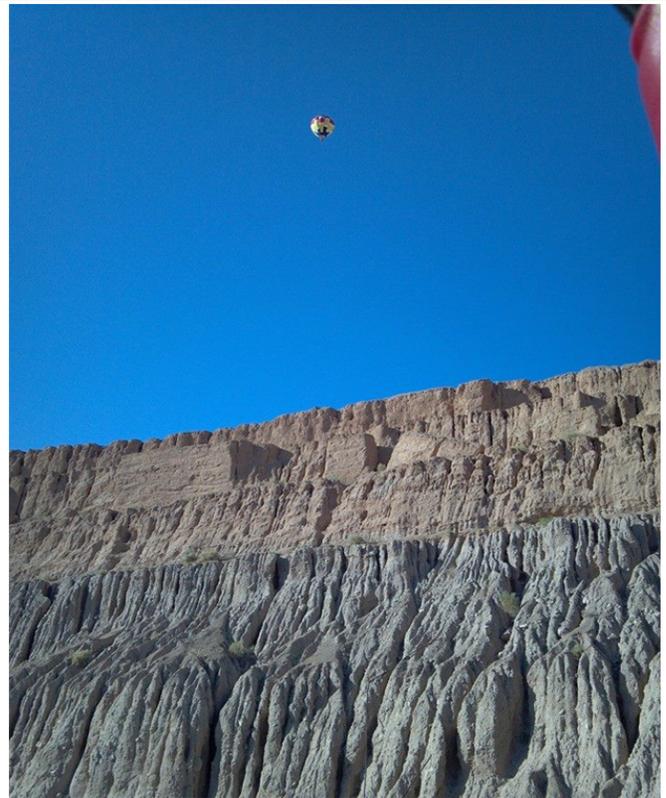
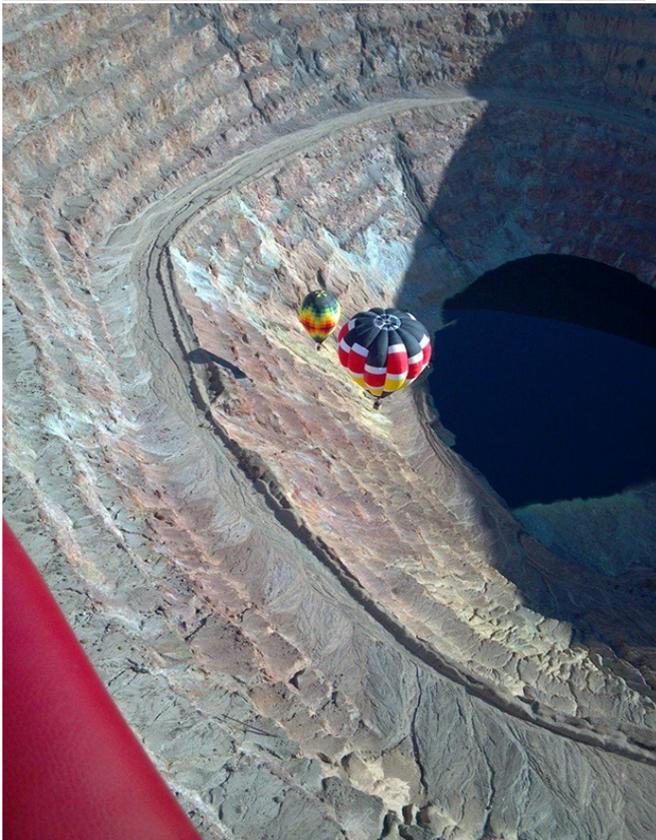
Once we launched it took about 30-40 minutes to work the winds to get to the mine. As we got closer to the mine I couldn't believe how massive this hole out in the desert was. The mine is 700 feet deep and has water in the bottom that is another 200 feet deep. I would estimate that it is a half mile wide at the surface and is a couple hundred feet wide at the water.

Daniel was the first one into the mine. He made a couple corrections on final approach and dropped right down in the center of the mine about 50 feet above the water. Where he sat not moving for quite a while. We dropped in on the western side and probably got around halfway down. Jason dropped in as we were about to fly out and got down to about 100 feet above water level. As we flew out of the mine bob explained that the road to the North is as far North as you want to fly in that area as you are unable to retrieve the balloons beyond that as the terrain gets pretty rugged.

Saturday evening we started checking weather and Sunday morning was looking more and more marginal. When we woke up on Sunday morning and checked weather again the wind was already 12 knots and was forecast to be 15-25 knots by 8:00 so we were forced to cancel the morning flight.

Over the weekend I became good friends with Bob and his sons, also with Daniel and Jason. After having made an incredible trip down to fly with my Facebook friends that are now my good friends outside of Facebook I have to recommend that if you ever have the opportunity to go fly with your Facebook friends you should take that opportunity if at all possible. I look forward to many more flights in the future with my new friends and possibly some flights with some of my Facebook Friends.

If you would like to see the video I put together of the weekend check out <https://vimeo.com/95286970>



Crew Chief's Corner

With Gordon Schwontkowski

PREVENTING AND MANAGING POWER LINE STRIKES



Power line strikes are a balloonist's worst nightmare for good reason. A review of NTSB and FAA accident reports over the last 38 years reveals that power line strikes accounts for nearly 60% of ballooning fatalities yet represent a much smaller fraction of all accidents. Pilots who've survived "getting current" report everything happens FAST, and if reflexive training doesn't kick in, you'll never think your way out in real-time. Smoke, sparks, fire, and screams flash the situation from casual flight to critical emergency. If the horrific spectacle doesn't paralyze crew below, most don't know how to take command or even protect themselves. The lesson is simple: quit fussing over that GPS until your entire crew has mastered the basics of surviving a line strike.

No crew is ever truly prepared for a power line strike. Most seasoned crew who have experienced multi-fatality line strikes can't even begin to describe the experience in words. The sobering reality is that you must be prepared for instead of scared of what you hope never happens. Hundreds of crew nationwide have acknowledged they have no line strike plan in place much less know how they'd respond. They're not alone. The good news is you can fix that, once and for all, right now.

Learning line strike prevention and management will clearly guard the safety of pilots and passengers. More importantly, though, it protects crew from becoming secondary casualties in many senses. Crew need not even be in or near a basket that's touched lines to suffer potentially fatal injuries. Physical safety aside, crew often suffer "survivor's guilt" after a line strike. Regretting unpreparedness or second-guessing your actions – or more likely your inactions – can haunt and debilitate you for years. "If I'd have only... maybe they could have landed short or climbed earlier, and maybe this wouldn't have happened." Therapy and time may help, but there is no known cure. Crew have left ballooning and suffered nervous breakdowns after power line strikes. For your own peace of mind, thoroughly train yourself and your crew to avoid power line strikes on every single flight.

Pilots and crew have only one goal regarding power line incidents: protecting the safety of everyone (including and especially themselves) and preventing the situation from worsening. What follows are brief facts and guidelines to help start pilot-crew training, dialog, and respect for lines. Why crew? An injured or unconscious pilot can't "command" this situation, and crew action – or inaction – can save or cost lives. You'll respond in one of two ways: become hysterically ineffective or immediately act to safeguard life and prevent further risks and injuries. You'll need both prevention and management strategies to do this.

Having no plan or incomplete knowledge can spiral a manageable mishap into a tragic ending. Every line strike is different and requires crew to make assessments, judgments, and decisions on their own. Safety comes before fun, and nothing else matters unless you know how to protect yourself and others.

EVERY LINE STRIKE IS SERIOUS

Every line strike is potentially fatal to those onboard and on the ground, and knowledge provides your first line of defense. Both power lines and your equipment behave in highly predictable ways. Downed or sagging lines may produce fire, sparks, smoke, and loud noises. They may also appear “dead” yet still carry a lethal current. If contact trips the line’s circuit breakers, they reset automatically in 1-60 seconds (depending on your utility’s equipment), usually 3-4X before locking open. What was once a “dead” line may thus reset and be “live” again. That current will travel through anything in direct contact with the line like fences, vehicles, signs, standing water, or you and can result in electrocution.

Your balloon will conduct electricity as well. Depending on the nature of the strike, various components may be set on fire. Fuel system failures (hoses often burst from friction or internal/external pressure) are fairly common and especially serious. When lines contact a basket, 12,000°F current can superheat fuel until tanks fail from extreme pressure and explode with bomb-like force. Aluminum tanks pressure relief valves release at 375psi, and the relatively low rupture pressure and resulting propane fire will complicate matters. Seams on stainless steel tanks begin swelling at 1100psi before failing. Titanium tanks fare little better. Each will produce a different kind of fire depending on exactly how they fail. Any metal, however, can be punctured or will liquefy, vaporize, or otherwise fail when in contact with current – period. Don’t be a hero fighting fires – many will turn catastrophic in 20 seconds. If you don’t know when it started, assume it’s going to go and stay back.

You’ll need back-up. At a minimum, you’ll need the local utility to shut off power to the affected line(s). Worst case, you’ll need a whole team: police/sheriff, fire department, ambulance, etc. Expect injuries to occur. In many areas, a single call to 911 will dispatch everyone. In others, separate calls may be needed. Keep a list of all the professionals such an accident might require in your truck where all crew can locate them quickly. Write these down; out-of-town crew won’t know who to call while local crew won’t remember numbers under stress. Store them in cell phones only as back-up. When flying or competing out of town, write down local numbers before your first flight.

SO WHO’S IN CHARGE?

The normal flying chain of command may apply or be entirely discarded depending on the nature of any given line strike. If your balloon is touching wires with the basket on the ground and everyone safely inside it, the pilot is still in command. Your pilot will most likely instruct crew and passengers what to do, but be prepared to assume this responsibility at any time. Your crew chief will coordinate crew and activities outside the basket. Many line strikes of this nature occur, and the traditional authority hierarchy applies. If your pilot is incapacitated – disabled, unconscious, or otherwise unable to command the balloon and/or situation – the crew chief must assess the situation and take charge of the scene. A skilled and knowledgeable crew chief can offer the redundancy needed for safety.

Are the situations where a conscious and able-bodied pilot in command or crew chief is no longer in command of the balloon or line strike scene? Absolutely. If your balloon touches a power line, bounces off, and resumes flying normally, your pilot is still in command. If your balloon is no longer in a flight configuration – deflated, snared in lines, components on fire, etc. – the flight is legally over and the pilot is no longer in command. The crew chief and crew will then need to call for help, manage passengers and/or crowds, and even provide first aid. Once emergency services arrive, first responders such as a fire chief or scene commander take charge until they deem the scene stable and safe for others such as utility workers to come in. As a crew chief, you still have a role to play although there is little you can do. If your pilot is incapacitated, inform the scene commander how many people are onboard, that they’re dealing with a pressurized fuel system, and how to shut it down. Stay back from the balloon but available to answer any questions they have. Defer to their command – resisting this can land you in the back of a police car. Knowing who has authority at each stage of a line strike is essential to maximize safety and prevent expanding the problem.

THREATS AND “POTENTIAL” DANGERS

They're not what you think. Blunt trauma – severed baskets falling from any height, passengers being thrown or jumping – cause most injuries and fatalities in line strikes. Burns from fuel system failures trail far behind. Electrocution occurs in less than 1% of line strikes, but this risk can threaten even those outside the basket, far away from the line, and not even touching the balloon.

Any type of line strike creates two invisible yet very real “potential” dangers: touch potential and step potential. Touch potential is the risk of current reaching you via anything in contact with the power line: your envelope, a fuel tank, a fence, or even a passenger exiting the basket. Avoiding this risk is easy. Anything touching the power line becomes the power line in its ability to injure you. To protect yourself, never touch anything that contacts the line! In a best case scenario where the envelope is draped over wires, the basket is upright on the ground, and there is no fire or injury, those onboard should stand in the center of the basket and do nothing! Wait for help to arrive. If you reach out to touch a tank, the basket top rail, uprights, or instruments, you risk completing the circuit and electrocution.

If you decide to exit the basket, step potential becomes the hazard. Electrical current enters the ground from a downed line or through the basket beneath fabric suspended on lines. From that point (where it's strongest), it radiates outward in concentric circles of decreasing strength or “steps.” On dry ground, these circles fan out 20-25 yards, but wet ground extends this range to 40-50 yards. Step on two areas of varying voltages and again, you close the circuit: shock or electrocution can follow.

Minimize this risk with these guidelines when within 40 yards of the basket or downed lines. Do not touch the basket and the ground simultaneously. If anyone exits the basket, they must NOT fall on their hands or take a wide stance/stride – they'll bridge the gap between two different voltages. Instruct them to land on their feet and keep them together the moment they touch the ground. Walking or running can be fatal. Hopping or shuffling with both feet close together and always contacting the ground helps eliminate step potential risk. Even when moving this way, however, you may feel a tingling sensation from the voltage traveling through your body. Don't resume walking or running until you're 20-50 yards away from the basket or line.

A common mistake here is trying to jump as far away from the basket as possible. For most people, jumping farther increases their chances of falling on landing. Even athletic long jumpers will fall forward or backward on landing and use their hands for support. You merely need to clear the basket and then move away. The object is to simply stay vertical, get clear of the basket, and then shuffle or bunny-hop your way to safety.

FIRST AID

Among the first “first responders” to a line strike, crew may need to provide first aid – but not the kind most expect. The numbers tell the story. Ninety percent of trauma comes from falls, being thrown, or jumping. Only 9% of victims suffer either electrical burns or those from fuel/collateral fires. Less than 1% of injuries deaths result from electrocution. Falls from below 15' result in bruising, sprains, or fractures. Falls from 15-30' lead to additional life-threatening internal and head/neck/spinal injuries. Falls from 30-60' will result in massive internal or fatal injuries. Electricity's temperature has been estimated at 10-12,000°F. It travels at the speed of light (186,000 miles per second), so you'll never see it coming. It enters and leaves your body in less than a nanosecond. Your body contains 98% water, making YOU the perfect conductor.

If a person has been shocked, do not touch them or try to move them. Call 911 immediately. If the victim's heart or breathing has stopped, be absolutely sure they're no longer connected to the shock's source before beginning mouth-to-mouth resuscitation or CPR if you're qualified.

Do not move anyone who's jumped or fallen from a basket unless they face more imminent dangers like fire. Learn CPR and enroll in a certified first aid course with these facts in mind to learn how to treat each type you'll likely encounter.

No matter how current enters your body, it travels through your nervous system: up your spine to your brain and then back down to exit through your feet. Along the way, it literally cooks your body from within. Muscles contract with enough force to break bones and prevent dropping a live wire should you pick one up. Loss of consciousness, convulsions, and heart/breathing stoppage often occur. Skin grafts, loss of limbs, and life-threatening infections may all follow as well. Be prepared to face all these injuries.

PREVENTION

Preventing line strikes is the first and often only (when done effectively) step you'll need. Simple precautions for both pilot and crew can reduce your risk of ever encountering lines to near zero:

- 1. Apply the 100:1 rule at your launch site:** inflate 100' upwind of any line/obstacle for every mph of wind speed. For example, lay out 800' upwind of lines or trees when launching in 8mph. Use this guideline only as a minimum distance. Use extreme caution in moderate, marginal, or squirrely conditions – wind speed contributes more to line strike risk than pilot experience, logged flight time, or any other factor.
- 2. Always use a tie-off when inflating upwind of lines** – a single gust can change everything. In moderate or strong conditions, have crew “weight on” while your pilot adds enough heat to prevent false lift after releasing the tie-off. Watch your pilot clear lines when climbing out of the launch field – many mishaps occur here.
- 3. Brief and encourage passengers to watch for power lines** and point them out during the flight. This isn't back-seat flying or second-guessing a pilot; this is a form of redundancy and for everyone's benefit.
- 4. Assume lines parallel every road and run to every building** – they often do! The sun and trees often hide lines, so look for poles or supporting structures. Transmission lines run 60-125' above the ground; smaller service lines between poles often stand 25-35' high. However, these can drop below 10' when connecting with buildings or near higher ground. While poles may be 150-300' apart, they're perfectly straight, vertical, roughly 1' wide, often very light or dark in color, and often out in the open. Finding poles allows you see harder-to-find lines. Locate 2 or more poles, then play “connect the dots” to find lines that run between them.
- 5. Apply the 100' rule during your flight.** Radio your pilot with line locations any time the balloon is within 100' of the ground: shallow-angle launches, contour flying, or approaching a landing. Do not expect a reply. Do NOT use a cell phone for this; your pilot's already busy and must fumble to answer a call rather than simply monitor a message. “Lines along the road” or “upwind on the field” will get your pilot looking. This can never come too soon. A pilot needs 3-5 seconds to assess a risk and plan a response; several seconds to execute it, and another 4-6 seconds before the balloon responds to heat/venting. At 10mph (that's 15feet/second), your balloon will cover 50 yards – plenty of room for an accident.

Don't underestimate the power of early warning; this single tip and crew action alone could prevent most power line strikes. Nearly every line strike occurs below 100 feet. Pilots have two choices – land short or climb over them – and little time to decide. But many pilots don't see the lines until it's too late or a strike is imminent. Most times, the balloon simply can't respond quick enough to avoid contact. Those extra seconds a crew warning offers may be what gets your pilot looking, action taken, and lives saved.

- 6. Beware that crown lines or drop lines don't snag on power lines** when deployed. NEVER touch a handling line that has contacted a power line. Drop any line you are holding if your balloon is about to

contact power lines.

PILOT TRAINING AND PROCEDURES

Knowing how pilots are trained to avoid and manage line strikes helps crew predict pilot decisions and actions. Your pilot should have learned early and well that avoidance through vigilance, tie-offs, safe overfly margins, and passenger participation is best. Holding a level flight or climbing when crossing lines is safest. Descending over lines – even on final approach – poses risks.

“When in doubt, rip it out!” Actual and measurable lift lags well behind adding heat; venting takes effect much more quickly. If a pilot’s unsure he can clear lines, it’s far safer to rip out and land short than attempt to climb over them. Adding heat to climb over lines will likely result in contact with the basket, fuel, and passengers – the worst scenario possible. Erring on the side of caution and safety is always the right bet. The least hazardous wire contact is one where upper envelope fabric drapes over wires. If a strike is imminent, your pilot should try to make contact above the equator which forces the line upward and the balloon toward the ground. With contact below the equator, forward motion forces the basket into or toward the lines, increasing the risk of a fuel fire and serious passenger injuries.

Unless incapacitated or unconscious, your pilot will direct the situation. Instructing passengers what to do (and what not to do) and shutting down the fuel system to minimize fuel fire risk are top priorities. The envelope will start to cool if not deflate depending on wind conditions and other factors. This may complicate matters or create other issues. But this isn’t a one-man show. Crew still need to monitor events and perform their tasks outside the basket – separate and distinct from yet in conjunction with and simultaneous to the pilot’s. And the crew chief must be prepared to assume total control at any moment if told or required to.

IS BALLOON FABRIC CONDUCTIVE OR NOT?

A balloon is touching or draped over a live power line – will the fabric conduct or not? This question creates confusion and disagreement at safety seminars nationwide. Power company officials insist anything – even kite string - touching a live line and forming a path to the ground will conduct (dirt and moisture on the items make it conductive). They advise staying clear of anything touching wires. Many pilots and manufacturers believe fabric is nonconductive and that only metal thermistor or pyrometer cables transmit current. In the great indoors, it’s safe to debate such a question.

In your flight environment, the question has little meaning. Safety requires looking at other factors in a much broader perspective. Burner flames ionize or electrically charge the air in your envelope. Propane combustion produces water vapor which goes into your envelope, and air drawn through your envelope also carries ambient vapor with it. This dampness begins condensing on fabric as soon as the fuel system is shut down. Both of these aid arcing.

Whether fabric is conductive or not doesn’t matter – charged air and water vapor are! Moral of the story: assume your entire envelope and every balloon component will conduct electricity. Don’t touch anything – load tapes, suspension cables (steel, Kevlar, or any other) and crown lines – that touches wires!

IN ANY LINE STRIKE...

There are must-do steps every crew must take:

- 1. Realize that YOU and the crew are the “first responders.”** Protect yourselves first! Assume every line – intact, downed, sagging – is LIVE until power officials tell you otherwise. Set up a perimeter – keep your truck, crew, and spectators at least 100’ away from the balloon. Know exactly where you are. Have a crew member write down the street you’re on, cross streets or intersections, power pole ID numbers, or visible landmarks.

2. **Determine who's in charge.** A conscious pilot will instruct passengers and crew. Otherwise, the calmest clearest-thinking person will direct crew and events outside the basket – and inside as well if your pilot is unconscious or disabled. Pre-assign crew tasks for each crew member: crowd control, calling 911, etc.
3. **Keep cool but do not freeze.** If you simply can't handle yourself, the situation, or the scene, tell someone that you're "out" and remove yourself to a safe place. If you're not part of the solution, you'll become and expand the problem.
4. **Quickly assess the situation from a safe distance:** 25 yards on dry ground, 50 yards if wet. Check for line contact, sparks, smoke, fire, fuel leaks, and injuries. Report your findings to your pilot or crew chief.
5. **Inform your pilot and passengers you're calling for help.** Listen to and follow your pilot's and crew chief's instructions. Reassure them with clear directions in a calm even voice.
6. **Leave the balloon and all handling lines alone.** Never try to pull the balloon off the line(s) yourself.
7. **Keep everyone in the basket unless a greater risk like fire exists.** Watch for passengers trying to exit on their own and be ready to instruct them to stay in the basket.
8. **Call 911 and/or the power company,** police, fire department, ambulance, and any services you need. Give your location, situation, and number of injuries. Many power poles have ID numbers on them – check for and report these. Make sure to tell emergency responders there's a pressurized fuel system involved. Stay on the line until you're told to hang up. If you don't have a cell phone, leave crew with first aid kits, fire extinguishers, and other needed items at the scene; send a crew member for help, and return as soon as possible.
9. **Only move your balloon or let passengers exit the basket after power company officials have confirmed the power is OFF.**
10. **If the balloon and basket are hanging from a line,** too high to jump, but staying in the basket threatens life or safety, wait as long as possible for help to arrive before choosing this option. **Deploy a line from the basket short of the ground.** No one from the ground may touch this line – you risk completing the circuit. Anyone climbing down this line must drop clear of the line BEFORE touching the ground; holding it will complete the electrical circuit and risk electrocution.
11. **Handle or disturb the scene as little as possible** to preserve evidence for investigations. Sketch, photograph, or video the positions of people or things as found when possible. Tell first responders to treat this as a crime scene – chances are they've never faced this combination of equipment, injuries, and risks.

Sound overwhelming? It really isn't. Many of these steps only take a moment – assessing a situation, asking who is hurt, keeping people back – and in no time, you're on the phone with the power company and handling the accident scene. Knowing what to do replaces fear and chaos with knowledge, respect, and guidelines.

Power line strikes of any nature can prove fatal. Clear and calm thinking before and during these situations can mean life or death. Line strikes are survivable if pilots and crew know what steps to take. Planning and training will determine the outcome. Make your line strike plans – who does what when – before you need them. Start developing, upgrading, or rehearsing your strategies today!

Based on the book "Hot Air Balloon Crewing Essentials" available through the author



Flight Update by Tim Cloyd

Just an update on the 3rd annual Extreme Flight to Find a Cure. The jet stream has not been in a position that would allow proper flow of High and Low pressure systems which will provide strong wind speeds at altitude. The flight will take place between now and the end of March on one single day. I carry a live tracking device so you can follow the flight in real time as it happens. Click on www.tecvisions.org/Extreme_Flight.html and then click on Track Tim's Flight to follow the flight.

Also on that same page you can donate to a cancer organization of your choice. If you have donated, THANK YOU very much. If you haven't donated, you can honor someone you have known who has dealt with cancer through Lifting Up a Loved One. For a minimum \$10 donation to a cancer organization of your choice, I will fly the name of your Loved One on this winter's flight. Donations and names can be submitted on our website at the link above, or directly mailed to our address at Tecvisions 8725 SE13th Ave Runnells, IA 50237. You can also be a sponsor and with sponsorship you will receive special benefits. More information about sponsorship is located on the same link above to our website. I will continue to keep you updated on the flight.



This flight is to raise donations and awareness for cancer research. Each winter I will fly a hot air balloon at a high altitude over a long distance, and will be aloft for a long duration.

The flight will take me to altitudes where oxygen is required to survive and I will experience very cold temperatures, but what I go through is insignificant compared to what cancer patients endure. I fly the flight for them.

Iowa Balloonist Association Continuing Education Seminar

March 14, 2015

St. Thomas Aquinas Pastoral Center
210 R63 Hwy & Hwy 92 West
Indianola, Iowa

The basis for this one day seminar will be to satisfy the basic requirements by the Balloon Federation of America and qualify pilots for a possible insurance discount.

Speakers and Topics;

Mike Heenan--Federal Aviation Administration	FAR's and Power Lines
Andy Baird--Cameron Balloons	Pilot Decision Making & Accidents
Des Moines Air Traffic Control	Flight Communications
Brad Temeyer and Jim Lee--National Weather Service	Weather
Scott Wooge--Balloon Repair Station	First Aid & Knots
Mark Ziino	

(Speakers and topics subject to change)**

Seminar Information;

Registration:	7:00 a.m. to 7:55 a.m.
Seminar:	8:00 a.m. to 12:00 p.m.
Lunch / IBA Meeting:	12:00 p.m. to 1:00 p.m.
Seminar:	1:00 p.m. to 6:00 p.m.

Drawings for prizes will be held throughout the day.

(Note: Times subject to change)**

Registration **postmarked on or before** March 7, 2015

Pilot \$70.00; Crew \$40.00

Registration **postmarked after** March 7, 2015

Pilot \$90.00; Crew \$50.00

For non-attendees joining us for lunch there will be a \$15 fee.

(All fees are Non-refundable)

Includes: Safety Seminar, snacks, lunch, certification of completion filing with the BFA and your insurance provider, IBA membership, including newsletter, IBA Championship eligibility & more.

Hotel Information;

Hotel rooms are available at a rate of \$79.00 per night (plus taxes). **Reservations must be made by February 28, 2015** and **you must mention the Iowa Balloonist Association** for the guaranteed room rate. The block of rooms at this price is limited. Reservations may be made by calling:

Quality Inn
1701 N. Jefferson Way
Indianola, Iowa 50125
(515) 961-0058

For more information please contact;

Grant Pfeifer at (515) 229-2669 or Grantpfeifer@gmail.com

Or

Jim From at (515) 208-7604 or jimf.fromm@gmail.com



**IOWA BALLOONIST ASSOCIATION
MEMBERSHIP FORM**

Dues \$20

March 1, 2015 to March 1, 2016

(Please fill out completely and print clearly and legibly)

Date: _____

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone Number: () _____ circle one: (H) (W) (C)

E-mail address: _____

BFA (Balloon Federation of America): Yes No

Commercial Pilot Private Pilot Student Pilot

Observer Balloon Crew Balloon Enthusiast

Amount Enclosed: \$ _____

Please make checks payable to: Iowa Balloonist Association

Mail to: Janice Shelton
 1411 160th Ave.
 Indianola, IA 50125

**All Pilots must be members of IBA to be eligible for the title of ALL IOWA CHAMPION.



Sunrise / Sunset Chart

This is the Sunrise & Sunset times for January, February & March 2015. They are accurate to within 1 minute. You can find these times for your local area at www.sunrisesunset.com



Remember “Spring Ahead” set clocks ahead 1 hour on Saturday March 7

Jan 1-31, 2015				Feb 1-28, 2015				March 1-31,2015			
Date	Day	Sunrise	Sunset	Date	Day	Sunrise	Sunset	Date	Day	Sunrise	Sunset
1	Thurs	7:41	4:54	1	Sun	7:27	5:29	1	Sun	6:50	6:04
2	Fri	7:41	4:55	2	Mon	7:26	5:30	2	Mon	6:49	6:05
3	Sat	7:41	4:56	3	Tues	7:25	5:31	3	Tues	6:47	6:06
4	Sun	7:41	4:57	4	Wed	7:24	5:33	4	Wed	6:46	6:07
5	Mon	7:41	4:58	5	Thurs	7:23	5:34	5	Thurs	6:44	6:08
6	Tues	7:41	4:59	6	Fri	7:22	5:35	6	Fri	6:42	6:09
7	Wed	7:41	5:00	7	Sat	7:21	5:36	7	Sat	6:41	6:11
8	Thurs	7:41	5:01	8	Sun	7:19	5:38	8	Sun	7:39	7:12
9	Fri	7:41	5:02	9	Mon	7:18	5:39	9	Mon	7:37	7:13
10	Sat	7:41	5:03	10	Tues	7:17	5:40	10	Tues	7:36	7:14
11	Sun	7:40	5:04	11	Wed	7:16	5:42	11	Wed	7:34	7:15
12	Mon	7:40	5:05	12	Thurs	7:15	5:43	12	Thurs	7:33	7:16
13	Tues	7:40	5:06	13	Fri	7:13	5:44	13	Fri	7:31	7:17
14	Wed	7:40	5:07	14	Sat	7:12	5:45	14	Sat	7:29	7:19
15	Thurs	7:39	5:18	15	Sun	7:11	5:47	15	Sun	7:27	7:20
16	Fri	7:39	5:09	16	Mon	7:09	5:48	16	Mon	7:26	7:21
17	Sat	7:38	5:10	17	Tues	7:08	5:49	17	Tues	7:24	7:22
18	Sun	7:38	5:12	18	Wed	7:07	5:50	18	Wed	7:22	7:23
19	Mon	7:37	5:13	19	Thurs	7:05	5:52	19	Thurs	7:21	7:24
20	Tues	7:37	5:14	20	Fri	7:04	5:53	20	Fri	7:19	7:25
21	Wed	7:36	5:15	21	Sat	7:02	5:54	21	Sat	7:17	7:26
22	Thurs	7:35	5:16	22	Sun	7:01	5:55	22	Sun	7:16	7:28
23	Fri	7:35	5:18	23	Mon	6:59	5:56	23	Mon	7:14	7:29
24	Sat	7:34	5:19	24	Tues	6:58	5:58	24	Tues	7:12	7:30
25	Sun	7:33	5:20	25	Wed	6:56	5:59	25	Wed	7:11	7:31
26	Mon	7:32	5:21	26	Thurs	6:55	6:00	26	Thurs	7:09	7:32
27	Tues	7:32	5:23	27	Fri	6:53	6:01	27	Fri	7:07	7:33
28	Wed	7:31	5:24	28	Sat	6:52	6:02	28	Sat	7:05	7:34
29	Thurs	7:30	5:25	29				29	Sun	7:04	7:35
30	Fri	7:29	5:26	30				30	Mon	7:02	7:36
31	Sat	7:28	5:28	31				31	Tues	7:00	7:37

