

Waikato Whispers



Waikato Hot Air Balloon Club: www.waikatoballoonclub.co.nz Tel:07 856 0060

CLUB NIGHT Wednesday 4th July

Woodworkers Guild Hall Storey Ave 7:30pm. Wintering over our balloons and ballooning equipment

CLUB DAY Sunday 8th July

Club Day. Time and location to be advised. Tethering if fine.

NEWS IN BRIEF

Club Night: Mark will cover off storing balloons and equipment for the winter period.

Club Day: To be advised once we know what the weather is doing.

Pilot Training:

Our next pilot training day will be Saturday 7th July. We will be doing Human Factors which will run over Saturday 7th July and Saturday 4th August. You will need a copy of the book Aviation Medicine and other Human Factors for Pilots by Dr Ross Ewing. 9am starts.

Shop around to find the best deal. The Pilot Shop has it for \$40.00 (5th edition)

Check also Waikato Aero Club.



Safety & Training

Exercise 1: Driver fatigue quiz

While we're focusing on engineer fatigue, most of us drive to and from the hangar. How much do you know about driver fatigue? Test yourself with the quiz below.

Statements	True or false?
1. Coffee overcomes the effects of drowsiness while driving.	
2. I can tell when I'm going to go to sleep.	
3. Rolling down my window or singing along with the radio will keep me awake.	
4. I'm a safe driver, so it doesn't matter if I'm sleepy.	
5. You can stockpile sleep on the weekends.	
6. Most adults need at least seven hours of sleep each night.	
7. Being sleepy makes you misperceive things.	
8. Young people need less sleep.	
9. Wandering, disconnected thoughts are a warning sign of driver fatigue.	
10. Little green men in the middle of the road may mean the driver is too tired to drive.	
11. On a long trip, the driver should never take a break, but try to arrive at the destination as quickly as possible.	
12. A 'microsleep' lasts 3-5 seconds.	

Aviation Medicine and other
Human Factors for Pilots
(6th Ed'n 2008) - GST Excl —
\$50.44

Answers to the quiz:

1	F	7	T
2	F	8	F
3	F	9	T
4	F	10	T
5	F	11	F
6	T	12	T

Mycoplasma Bovis

This disease has the potential to restrict our ballooning to within the city limits. At present there are only 2 confirmed farms where the disease is present. These are out Cambridge way so don't affect us.

HOWEVER, farmers are going into voluntary lock-down meaning they will not want us landing on their farms concerned at the risk of our bringing the disease onto their property. There are some basic bio-security processes that we can adopt as part of our ballooning. Being prepared and understanding the concerns of the farmers will go a long way to being allowed to enter a farm to retrieve our balloons. We are putting together a Bio-security Policy and MPI have issued some instructions on Clean and Disinfect procedures and which cleaner/disinfectant to use.

Our recommendation to all balloon owners is to be prepared to disinfect and have your own resources in the chase vehicle.

MPI **WILL NOT** inform us of the affected farms so the first we might know is coming across signs placed somewhere on the farm access road.

CREW – maintaining our good landowner relations is important to our being able to continue flying so PLEASE be understanding of farmers concerns and the stress they are under.

The mycoplasma bovis pathogen does not have a cell wall which is why antibiotics have no affect. It requires warm damp conditions. Heating the envelope kills off the pathogen. Once discharged from stock the pathogen generally has a short life span. In effect this means that transmission by vehicle/footware and balloon basket is unlikely but we do need to follow 'best practice'. (see attached from MPI)

From the Archives

This cartoon appeared in a local paper during the Fiesta when the Humpty Dumpty balloon was out here some 18 years ago.



How many remember when the cow balloon was out here. Back some time in the late 1990's. From memory it had an unintended landing in some blackberry/gorse just off Kahikatea Drive and it took a number of people prepared to clamber through the blackberry to **carefully** rescue the balloon.

Window on Crewing

You are out crewing one morning and one of your fellow crew suddenly complains of chest pain – what would YOU do?

So, what can cause chest pain?

- The Stitch
- Indigestion
- Heartburn
- Angina
- Heart Attack

The Stitch

- A side stitch classically manifests as an aching, stabbing, or sharp pain your abdomen, just below your ribs.
- It may be accompanied by pain at the tip of your shoulder on the same side.

Indigestion

- Burning sensation in the chest, just behind the breastbone or the upper central abdomen. The pain often rises in the chest and may radiate to the neck, throat, or angle of the jaw.
- Heartburn is usually associated with regurgitation of gastric acid into the oesophagus

Heartburn

- Pain or a feeling of discomfort in your upper abdomen (dyspepsia). People often experience the associated feeling of burning behind the breastbone (heartburn), but this may occur on its own.

Angina

- Discomfort, heaviness or tightness of the chest which may spread to the back, shoulders, neck or jaw.
- Some may describe it as a dull ache
- Certainly different to the Stitch, Indigestion or Heartburn

Heart Attack

- Also known as Myocardial Infarction
- The earliest warning may be recurrent chest pain (angina) that's triggered by exertion and relieved by rest.
- Pressure, tightness, pain, or a squeezing or aching sensation in your chest or arms that may spread to your neck, jaw or back.

Often, people struggle to tell the difference between angina and a heart attack as the symptoms can be the same. With angina, the symptoms will ease after a few minutes of resting. In both situations though – call for an ambulance!

If you are unsure what it might be – CALL THE AMBULANCE

Age – fitness – gender - is not a discriminating factor as to which of the above categories the pain fits in to.

What can be a critical factor is making the wrong decision and not calling for an ambulance should your fellow crew member be experiencing an angina or heart attack.

OPQRST is a good pneumonic to use to help clarify

O = Onset – what were they doing at the time

P= Provoking – what makes the pain worse or better

Q = Quality – what does it feel like

R = Region – where is the pain and where does it radiate

S = Severity – on a scale of 0-10 how bad is the pain

T = Timing - when the pain started

Relate the symptoms (what the person tells you) to you own experience of having the Stitch, indigestion or Heartburn and the pain score to determine the urgency of having medical help on its way.

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The wind is starting to blow stronger, and when you're riding in a basket under a hot air balloon, just 400 feet above ground, that's not necessarily a good thing. Keith Rodriguez looks to the horizon and squints. He had planned to take off from Scioto Downs, a horse racetrack south of Columbus, Ohio, fly a few miles north, and land his balloon in a barren cornfield next to his pickup truck.

Then the wind changed. Instead of a light breeze from the south, now Rodriguez's bright red balloon is getting hit by stronger, colder winds from the west. He has plenty of propane fuel in his tank—he probably could ride the wind halfway to Pennsylvania. But that would

be dangerous. Rodriguez's choice of landing sites just became very limited. As the balloon switches direction and floats east, everything below becomes a wide carpet of suburban sprawl—big-box stores, major highways, strip malls. Beyond the stores lie forests.

The only factor in Rodriguez's favor is that it's early, just after 7 a.m. The highways are filling up with people driving to work, but otherwise the morning is quiet and still.

"Oh boy," Rodriguez thinks. "If I don't land, like now, this could get bad."

The balloon has no propeller or engine, so Rodriguez can't change direction on his own—he's entirely dependent on the wind. The only thing he controls is altitude. He does this by changing the properties of two invisible gases: air and propane. Sitting on the floor of the wicker gondola are three tanks of propane, compressed to its liquid form. The tanks are connected via black rubber hoses to two burners overhead. Each burner is nearly as big as Rodriguez's head. Rodriguez turns a knob on one side of the burners. This releases propane from a tank into the heating coil, where it is ignited by a pilot light. This heats the propane from a liquid into a gas. The gas catches fire, and flames leap two feet high into the balloon.

The balloon rises. Rodriguez has a plan in mind. The flame heats the air inside the nylon balloon. This works on a simple principle: hot air is lighter than cold air. One cubic foot of air weighs about an ounce. If you heat that air by 100 degrees, its weight drops by about 7 grams. So every foot of heated air inside Rodriguez's balloon can lift about 7 grams. Just by himself, Rodriguez weighs 170 pounds, which equals 77,110 grams. That means he needs about 11,015 cubic feet of hot air just to raise his own body off the ground. This is why hot air balloons are so big—they must trap tremendous amounts of heated air. Rodriguez's balloon is a common size, trapping about 100,000 square feet of air. The balloon is 90 feet tall and 65 feet wide.

As Rodriguez gives his short burst of flame, the air inside swirls in complicated, invisible patterns. Little of it escapes out the hole in the bottom—instead, it cools off gradually by coming into contact with the surrounding air outside the balloon's thin nylon wall. As this happens, the balloon gradually sinks. To drop altitude more quickly, Rodriguez can pull a cord attached to a parachute valve at the very top of the balloon. Since the hottest air sits at the top, this releases the balloon's most buoyant air and increases the speed of descent.

Rodriguez gives the cord a short pull, and the gondola drops.

"I don't have an altimeter, and I can't really see anything happening inside the balloon," Rodriguez thinks. "I have to pilot by feel."

Pushed by the wind, the balloon is flying quickly now. It's floating over the back wall of a Wal-Mart when Rodriguez grabs hold of the parachute valve cord and gives it a long, hard tug. The balloon drops. Quickly. The hot air balloon is sinking, but still flying forward.

It looks as though it's about to slam into the edge of Wal-Mart's roof but it sails over it, with only about 15 feet to spare. Still, Rodriguez does not let go of the cord. He drops and drops, right between the light poles

of the nearly empty parking lot. Just a few feet above the ground, Rodriguez releases the parachute cord, turns the knob above his head and fires both burners. The steep descent slows. The gondola touches lightly against the asphalt, and then drags to a stop. There are only two people in the parking lot, standing near the entrance to the store. They look toward the balloon, their eyes and mouths open wide in shock.

“That was a little closer than I expected,” Rodriguez says to himself, laughing. “I really needed to land quick.”

http://www.covington.kyschools.us/userfiles/15/My%20Files/5th%20gr%20add%20chg/5-PS1-1%20pdf%20upload/950_adventure_on_a_hot_air_balloon.pdf?id=3067

PROTECT YOUR FARM FROM DISEASE

Separate

Does it need to come on farm? – if not keep it off

- Limit visitors
- No used equipment unless cleaned and disinfected
- Boots, overalls, protective clothing must be clean
- Provide a rubbish bin for dirty gloves, disposable overalls and other rubbish
- Keep stock trucks away from animal areas – have loading facilities close to the tanker track



Clean

Things have to be clean before they can be disinfected – disinfectants don't work through dirt

- Provide a place to wash boots and other equipment, and scrubbing brush for visitors
- Have somewhere to wash hands, provide soap
- Wear gloves to keep hands clean
- Clean farm clothing regularly
- Keep the tanker track clean – no-go zone for stock



Disinfect

Disinfect to destroy or inactivate the "bugs"

- Provide ready to use disinfectant
- Leave to soak so it works
- Change disinfectant regularly



Recommended disinfectants:

1% **Virkon** – 50g in 5 litres water

0.2% **Citric acid** – 1 teaspoon in 1 litre water

Trigene

Any other approved disinfectant used according to label instructions.