

Flying in Albuquerque

The Ten Commandments

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Objective

Identify principles to aid your safe flying in unfamiliar areas.

Along the way we will use Albuquerque's uniqueness to provide examples.

There will be a mix of flight and ground ideas and a mix of pilot and crew material.

Introduction

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The First Three Commandments

- I Develop a general overview of the flying area
- II Understand typical flight patterns
- III Get a feel for unique circumstances

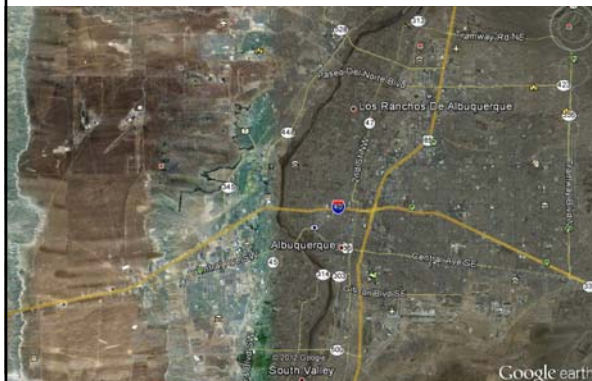
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North Overview of the Area



South Overview of the area

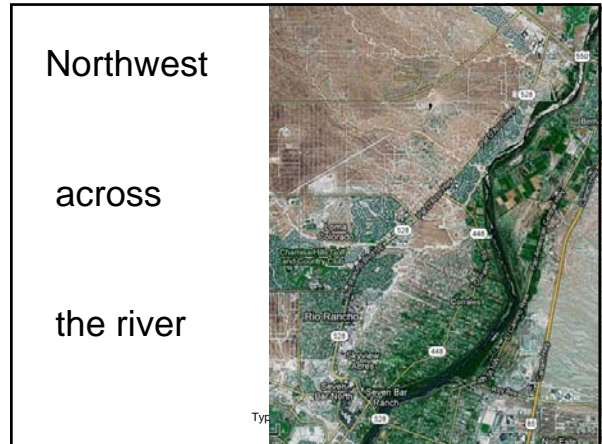


Overflying a 'Boundary'

- Can have consequences and certainly will have varying results
 - West of the Rio Puerco
 - North of US550 highway
 - East of the Sandias
 - South of Isleta Pueblo

Flying Area Overview

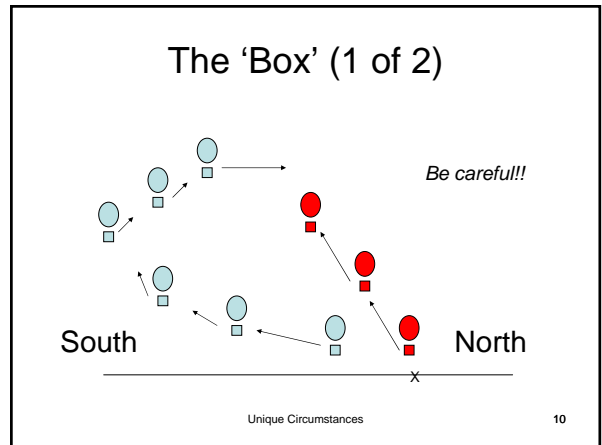
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Orographic Winds

- Winds caused or influenced by terrain
- For us it is the Sandia Mountains and the long Rio Grande Valley

Unique Circumstances 9



The 'Box' (2 of 2)

- It can be fun
- You may end up back at the field
- But...
 - You may go to the Sandia Reservation
 - You may end up in the Edith, 2nd and 4th street corridor

Unique Circumstances

The Middling Commandments

- IV Understand field access routes (early and post-flight)
- V Understand the culture for launching and leaving the field
- VI Develop an overall sense for the landing spots
- VII Take seriously the Prohibited and Sensitive areas

Introduction 12

Advance Look

- Drive the expected access route the day before
- But...there could be differences the next morning
 - Traffic
 - Creative orange barrel designs
 - You're lost

Field Access

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Access Routes

1) North Edith

2) Alameda



Getting on the Field (1 of 2)

- North Edith
 - A little longer distance, may be faster
 - Only balloon vehicles and crew traffic
 - On to Edith at Osuna or further south
 - Or from north 2nd across 'little Alameda'
 - Leave your flags and other noise makers secured
 - Watch the speed limit

Field Access

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Getting on the Field (2 of 2)

- Alameda Blvd.
 - Shortest route
 - Approach from the WEST
 - Left lane on Alameda
 - Westbound Alameda is closed from I25
 - Mixed with other traffic
 - Requires a measure of patience

Field Access

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At your square, it is crowded



At your Square

- Keep you entire vehicle within the markers
- Meet your cell mates
 - Actually remember their names!!
- Talk through small issues
 - Before they become BIG issues
- The safety officers can help if necessary
 - They wear white hats, not black ones

Field Culture

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Getting Ready

- Go/no-go decision is yours
 - ... Make it right for you
- Preparation is different
 - ... It is crowded, and 'synchronized'
- Second wave?
 - ... Relax, there's plenty of time
- Don't stand up too early
 - ... It costs fuel

Field Culture

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Once you are launched...

- Slow ascents
 - ... but keep it positive
- Don't be distracted!
- Watch the folks under you
 - ... right-of-way considerations
- Nearly always depart to the south
- If there is a box
 - ... Watch for higher balloons coming back to the north

Field Culture

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South to the Airport

- Watch your fuel...don't doddle
- Tower frequency 120.30
- Good spots, not-so-good spots
- Crew enter the airport property at Gate F15 (East from University and George)
- The Gate is staffed 24/7

Landing

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Albuquerque International Airport



Landing

Chase crew, Airport Access



Landing

Landing at Fiesta Field

- Don't try it too early! The field is closed for landing until 10:00 a.m.
 - Exceptions will be announced at briefing
- There are a lot of obstacles
- There are a lot of people
- Generally you will be assisted by safety or launch officials

Landing

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More on Landing

- Generally don't need landowner permission in the Albuquerque area
- Other places...not so much!
- Going south?
 - Don't succumb to landing anxiety

Landing

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Even More on Landing

- Albuquerque can be a breezy place
- You may abort landings
 - Think about what is downwind
- An adage – The more you drink, the prettier she gets
- A corollary – The lower the fuel, the better landing sites look

Landing

Prohibited and Sensitive Areas

- There are several of each
 - . . . Some have special requirements
- Keep your cool
 - . . . Keep your crew as calm as you
- New PZs are slow in coming
 - . . . Your help is crucial

PZs and SAs

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The Final Three Commandments

- VIII Know your balloon performance
- IX Focus on propane safety
- X Control your attitude

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Flying at Albuquerque's Altitude

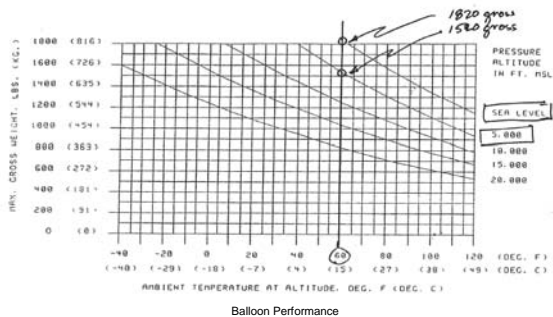
- Reaction time of the balloon is noticeably slower
- Burner efficiency is markedly lower
- Fly with one fewer passenger than what you are used to

*Fly a bit less aggressively
Spend some time with your load chart*

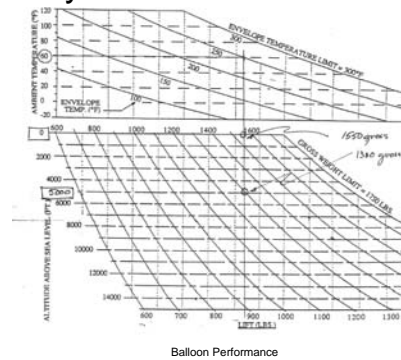
Balloon Performance

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Cameron 90 Performance Chart



Firefly 77 Performance Chart



Propane (1 of 2)

- Check your burner requirements for required pressure

- Do you need to heat or pressurize?

| TEMP (*F) | PROPANE |
|-----------|---------|
| -10 | 20 |
| 0 | 28 |
| 10 | 37 |
| 20 | 47 |
| 30 | 58 |
| 40 | 72 |
| 50 | 86 |
| 60 | 102 |
| 70 | 120 |
| 80 | 147 |
| 90 | 165 |
| 100 | 190 |
| 110 | 220 |

Propane Safety

Propane (2 of 2)

- NO VENTING OF RAW PROPANE!!
- Refueling . . . Follow the simple rules
 - Must enter from the launch field
 - But no direct u-turns as you enter
 - Watch your speed on the field
 - There is a 'traffic light' at the propane entrance
 - There's plenty of time
 - Relax, enjoy the experience

Propane Safety

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Control your attitude as well as you altitude

- Stay in the 'marketing mode'
- Stay positive, sell the rally
- Be polite to
 - Officials
 - The crowd
 - Landowners
 - Each Other

Attitude

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Summary

- We've talked about the ten commandments
- We've provided examples for the Albuquerque area
- We have focused on your safety
- We have provided hints for a more enjoyable experience
- Fly safe . . . Have a happy time!

Summary

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