

# 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.*

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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

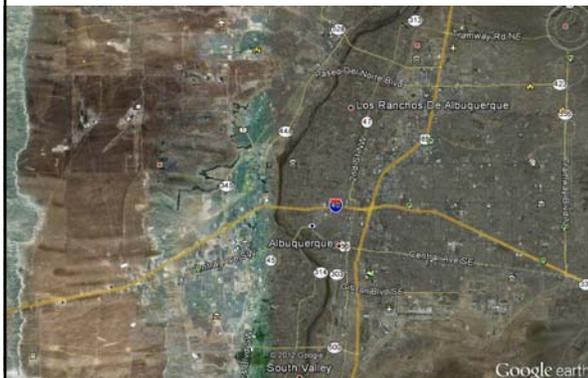
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## North Overview of the Area



## South Overview of the area

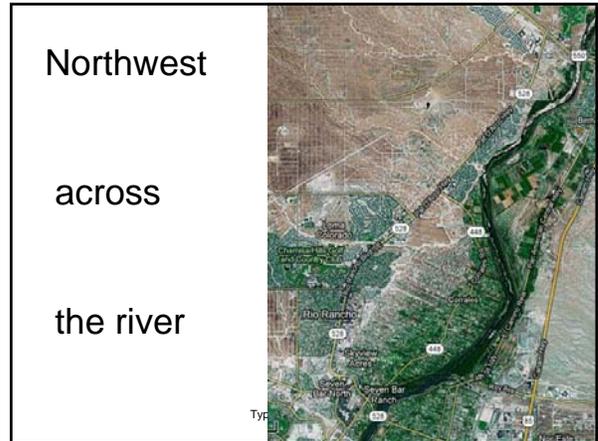
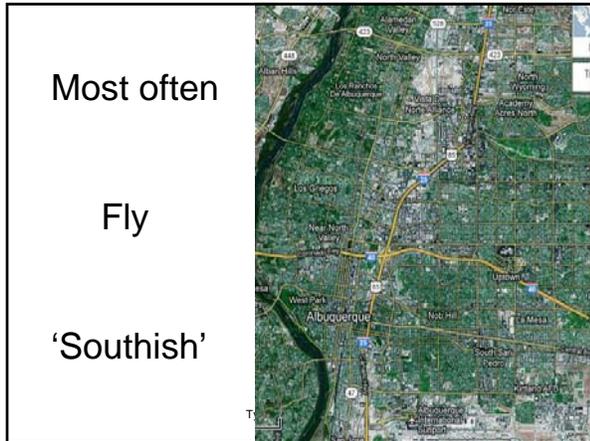


## Overflying a 'Boundary'

- 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

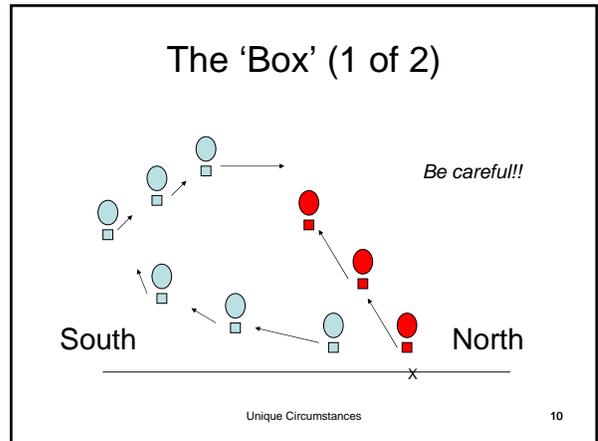
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### Orographic Winds

- 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, 2<sup>nd</sup> and 4<sup>th</sup> 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

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## 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



Field

## 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 2<sup>nd</sup> 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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## 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

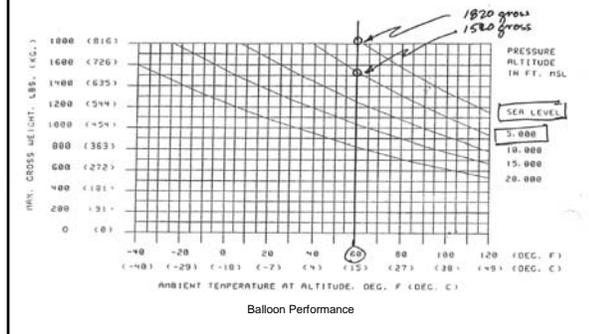
- Reaction time of the balloon is noticeably slower
- Burner efficiency is markedly lower
- Fly with one fewer passenger than what you are used to

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

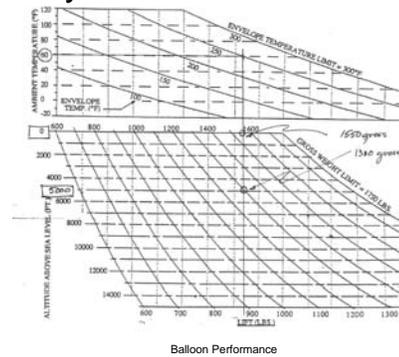
Balloon Performance

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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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