

THUNDERBIRD
invitational
BALLOON RACE
GLENDALE, ARIZONA

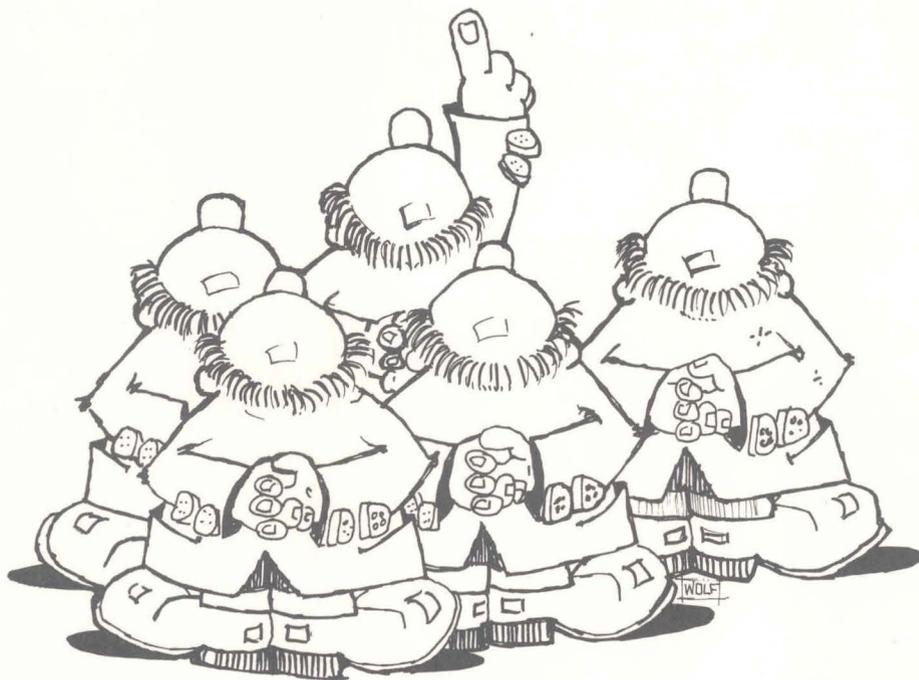
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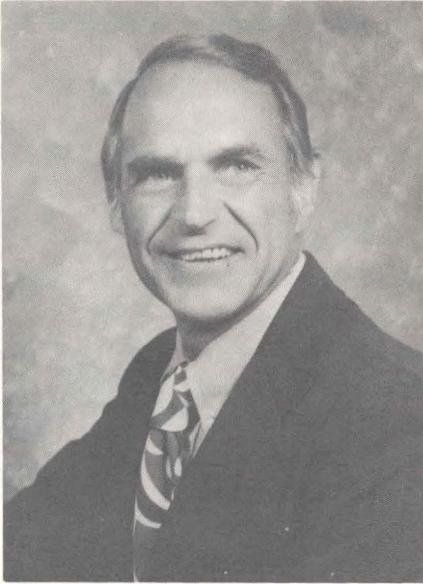
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I want to welcome all of the international, national and local participants to the 1975 Thunderbird Invitational Balloon Race November 8 and 9 on the campus of the American Graduate School of International Management.

As many of you know, this widely acclaimed international school occupies the World War II Thunderbird Field where hundreds of pilots, both American and foreign, took their flight training. The hot air balloon events will originate on the historic runways where so many fledgling pilots learned the fundamentals of flying.

I think it is fitting that once again this airfield will see the excitement of the application of man's conquest of the air.

All of us here at Thunderbird are looking forward expectantly to the fun.

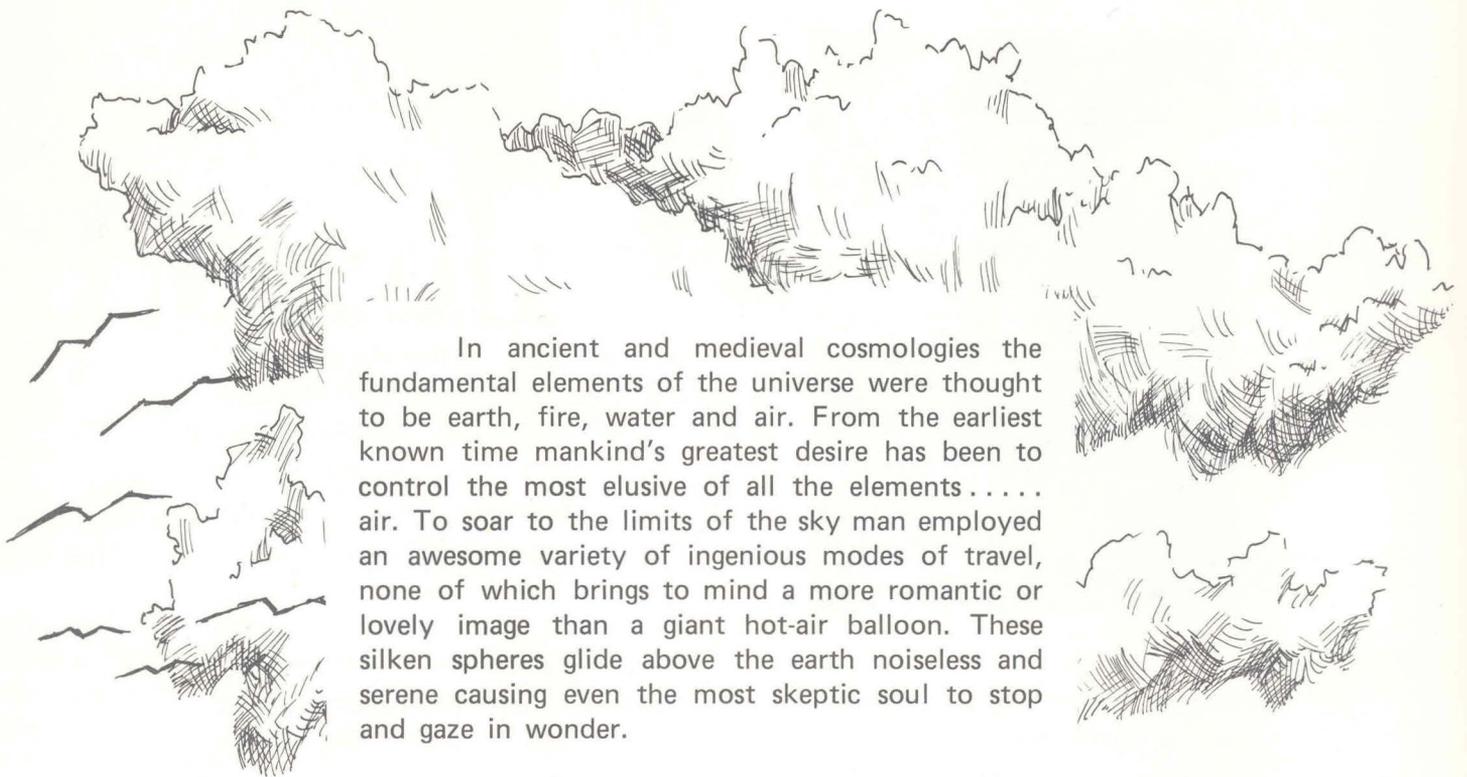
We hope you enjoy your visit here. Good luck to all of you in the competition.

Sincerely,

William Voris

President

American Graduate School
of International Management



In ancient and medieval cosmologies the fundamental elements of the universe were thought to be earth, fire, water and air. From the earliest known time mankind's greatest desire has been to control the most elusive of all the elements air. To soar to the limits of the sky man employed an awesome variety of ingenious modes of travel, none of which brings to mind a more romantic or lovely image than a giant hot-air balloon. These silken spheres glide above the earth noiseless and serene causing even the most skeptic soul to stop and gaze in wonder.

The Thunderbird Invitational Balloon Race is at once a return to a more peaceful, less frantic age and a perceptive monitor of the pulse of modern day life. For the lucky ones who have joined in this high flying sport their world acquires a new perspective. For perhaps the first time they can truly distinguish the artistry of the quilted farmlands below and realize that just "getting there" can be a joy in itself.

Ballooning requires a certain commitment from all those involved. A true enthusiast arrives well before the first scheduled event to witness the skillful team work that sets the limp piles of silk into full, upright spheres dotting the airfield like gaily colored tops in a child's playroom. The magic is at once inescapable and irresistible. Everyone comes out a winner. Even you win as you join the fastest rising sport in America today at the Thunderbird Invitational Balloon Race!

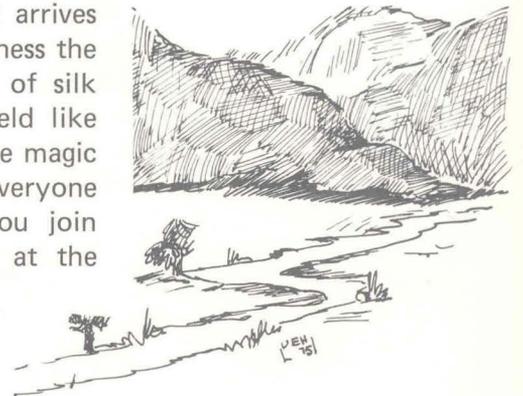
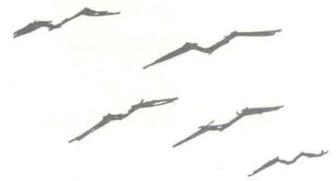


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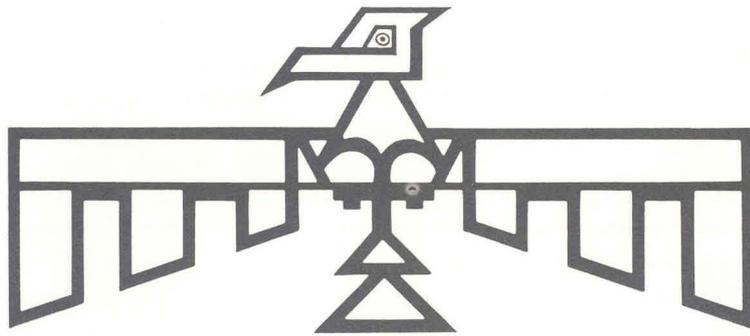
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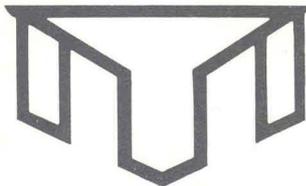
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WILLIAM G. BUSSE Las Vegas, Nevada
"LUCKY - 7"
N5217, Semco Challenger Red/white stripe with yellow around equator

Mr. Busse, an air conditioning engineer, has been flying since April of 1973 logging over 118 hours. He has competed in numerous races and rallies including the 1974 U.S. National Championships, placing 39th out of 160 balloons.



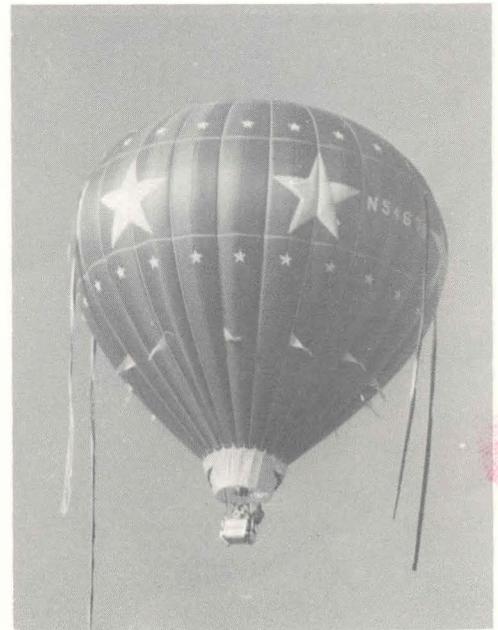
PHILIP C. MERRILL Phoenix, Arizona
"ROGUE"
N1972R, Raven S-50A Blue and white striped

Mr. Merrill, a Phoenix Chrysler-Plymouth dealer, has been flying for over a year. He flies his balloon for both relaxation and promotion.



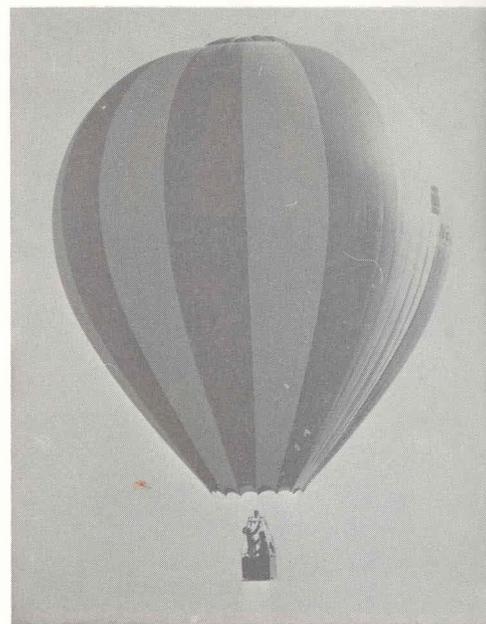
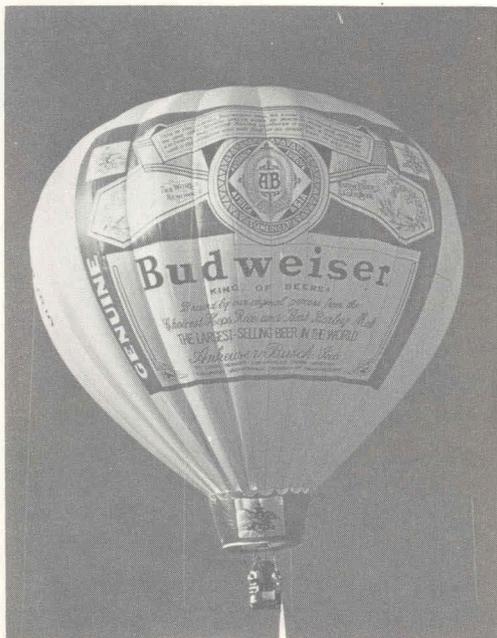
WILLIAM MILLER Phoenix, Arizona
"LIBERTY BELL"
N45675, Raven S-50A Red, white and blue

Mr. Miller, an investment counselor, has been flying for about three years. He has participated in numerous races in the southwest, recently returning from the Albuquerque Fiesta races, where he acquired his new balloon Liberty Bell.



JOE JACKSON Phoenix, Arizona
"THUNDERBIRD"
N54670, Raven S-55A Blue with white stars

Mr. Jackson, an airplane salesman for Cutter Aviation, has been flying balloons for over 4 years and has logged over 420 hours. He placed first in two races in the 1972 Riesta Races and tied for First Place in the 1973 Governor's Cup in Scottsdale.

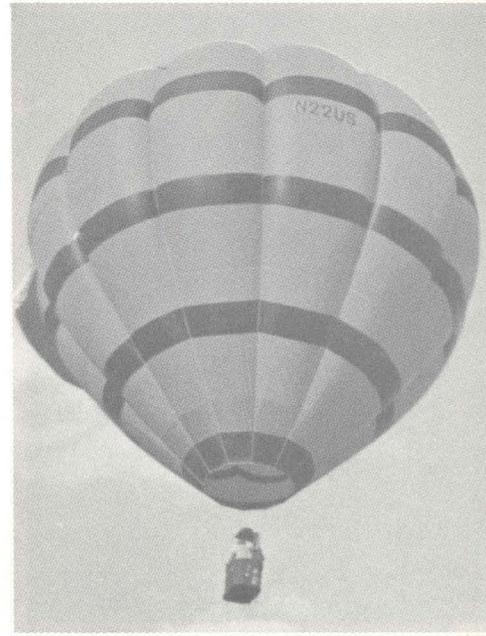
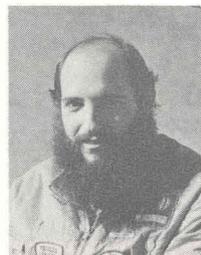


TOM RUTHERFORD Albuquerque, New Mexico
"BUD BALLOON"
N51485, Raven S-50A White with Budweiser labels

Mr. Rutherford, New Mexico State Senator, has been flying balloons since August of 1972. He is Vice-President of the World Balloon Championships, Inc. He was co-organizer of the First World Hot Air Balloon Championships. He has participated in many races in the U.S. along with the 2nd Bahamas-U.S. Balloon Classic where he took First Place.

DONALD L. OWENS Phoenix, Arizona
"WIND JAMMER"
N25019, Semco "T" Blue and yellow

Mr. Owens, an officer in the Arizona Air National Guard (Chief of Maintenance) has logged over 50 hours in balloons.



JAMES A. BALDO Albuquerque, New Mexico
"MOODY BLUE"
N8513L, Raven S-55A Light blue and dark blue striped

Mr. Baldo, a medical technologist, has logged over 175 hours. He has participated in numerous races, placing 6th in the U.S. National Championships.

BILL MURTORFF Houston, Texas
"TRADEWINDS"
N2205, Piccard AX-6 Yellow with blue bands

Mr. Murtorff has logged over 600 hours and participated in numerous events throughout the United States, including the first Governor's Cup in Scottsdale, where he took First Place.

Friends Of Thunderbird

Organized in the fall of 1973 at the instigation of Mrs. William Voris, wife of the president of the American Graduate School, FRIENDS OF THUNDERBIRD immediately drew together internationally-minded men and women from all over the Phoenix area.

FRIENDS OF THUNDERBIRD campus services include an informal reception for new students at the beginning of each semester. Dr. and Mrs. Voris have always offered their home for the event. A home hospitality program is provided for foreign students. The group has also established an emergency loan fund, providing students with short-term, no-interest loans.

The Keyman Lounge is decorated with twenty Arizona Indian photos from the Heard Museum collection. FRIENDS OF THUNDERBIRD members and the photographer, Senator Barry Goldwater, have presented these pictures to the school.

At the present time FRIENDS OF THUNDERBIRD, along with its regular projects, is directing a major effort to establish a scholarship fund. This scholarship fund will be the beneficiary of the Thunderbird Invitational Balloon Race.

Meetings held five times a year in various parts of the Phoenix area feature speakers from the faculty and student body as well as other programs. Members are also invited to special events on campus. Dues for active members are \$10 a year; inactive members, \$25. Life memberships are \$200 and all money from these memberships goes directly to the scholarship fund. If you would like to visit a meeting as a guest or become a member of FRIENDS OF THUNDERBIRD, please write Mrs. Thomas Dale, 8336 East Desert Cove, Scottsdale, Arizona 85254, or call 948-3399.



THUNDERBIRD INVITATIONAL BALLOON RACE COMMITTEE

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ASSISTANT CHAIRMAN
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BALLOONMEISTER
Steve Merrill

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Carl Barron

When You See One You'll Smile. . . . But Will You Understand?

The Thunderbird Invitational Balloon Race will bring many moments of delight to those of a romantic state of mind. For those less romantically inclined, the following will explain what's up (or coming down).

Hopefully by now you would have noticed the festival atmosphere of the campus with the internationally flavored food and souvenir booths (those are the ones that do not look like Coke machines)? And, by the way, the pretty girl behind the Brazil Club booth IS NOT for sale!

Now that you are comfortable, join us in the festivities. A parade of flags will set the stage with students from the many foreign nations represented on the campus bearing their homeland flags and dressed in colorful native costumes. There are three separate tactical maneuvers planned during the two day event.

The "Hare and Hound" is first on Saturday morning. A non-competitive balloon (Hare) is launched. Five to fifteen minutes later, the competitive balloons (Hounds) are launched. The object is for the Hare to fly no longer than one hour and land, with the Hounds trying to land as close as possible to the Hare. The Hare will try to outmaneuver the Hounds by varying his altitude to catch the drift of different wind currents. The hound landing nearest to the Hare receives the most points. The

remaining Hounds score accordingly.

Saturday afternoon, the competition takes on a different approach with the Convergent Navigation Trajectory Event (CNTE). A large "X" is positioned on the airfield. Balloonists are then required to launch their balloons outside of a three mile radius from the mark. Balloon pilots use their skill in judging wind current and speed to position themselves as close to the "X" as is possible. A marker is released from the balloons high overhead and the one landing nearest to the bull's eye scores the most points.

Sunday morning's competition will feature another Hare and Hound chase with an added test of ability. The balloonists will ascend in pairs carrying colored streamers between them. They will not be judged solely on maintaining the connecting streamer, but rather on the basis of the Hare and Hound rules.

Please be advised that these are the planned events and are quite subject to the whims of Mother Nature and we therefore reserve the right to substitute and/or delete events. So just sit back and enjoy the aesthetic beauty and don't molest the Balloonmeister. #

By the way, thanks for buying this program.
(You did - didn't you?)

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SCHEDULE OF EVENTS



SATURDAY, NOVEMBER 8, 1975

- | | |
|------------------------|---|
| 8:00 a.m. | OPENING CEREMONIES — HARE AND HOUND RACE BEGINS |
| 8:00 — 9:00 a.m. | BALLOONS LAUNCH |
| 10:00 — 11:00 a.m. | BALLOONISTS RETURN TO THE FIELD |
| 11:30 a.m. | GRADE SCHOOL POSTER CONTEST AWARDS |
| 11:30 a.m. — 1:30 p.m. | A.G.S.I.M. SOCCER TEAM EXHIBITION GAME |
| 2:00 — 5:00 p.m. | CONVERGENT NAVIGATION TRAJECTORY EVENT (C.N.T.E.) |

SUNDAY, NOVEMBER 9, 1975

- | | |
|--------------------|--|
| 8:00 a.m. | HARE AND HOUND RACE BEGINS |
| 8:00 — 9:00 a.m. | BALLOONS LAUNCH CARRYING SPECIAL COMPETITIVE STREAMERS |
| 10:00 — 11:00 a.m. | BALLOONISTS RETURN TO THE FIELD |
| 12 Noon | BALLOON LANDING LOTTERY |

BALLOONING FROM

Watching a hot air balloon race requires spectator skills which are a bit out of the ordinary. For one thing this is the only sport where the competitor sits still and the spectator does all the running. Making the most of viewing a balloon race is an art in itself. To facilitate your success we offer the following bits of advice from the World Hot Air Balloon Championship just held in



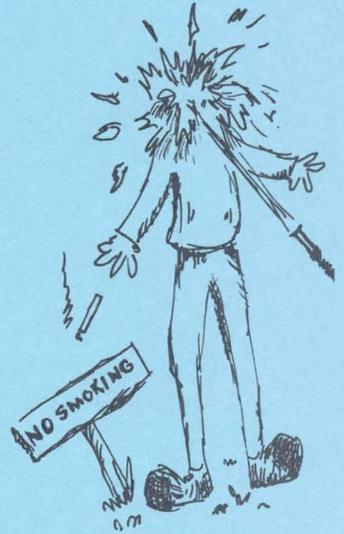
1. Keep your feet off the balloons.
2. Buy a program for your friend so you can keep your own.
3. Bring lots of extra film.
4. Don't forget the camera.
5. Wear old warm clothes.
6. Wear comfortable "broken in" shoes or boots.
7. Keep your big feet off the balloons.
8. Work out before hand so you're in good shape.
9. Assist only when asked LOUDLY by the pilot.
10. Get a full tank of gas before the race.
11. Keep one eye on the road and the other on the balloon.
12. And keep your grubby feet off the balloons.
13. Bring lots of money to buy the souvenirs.
14. When running after balloons, keep a sharp lookout for arroyos and rattlesnakes.



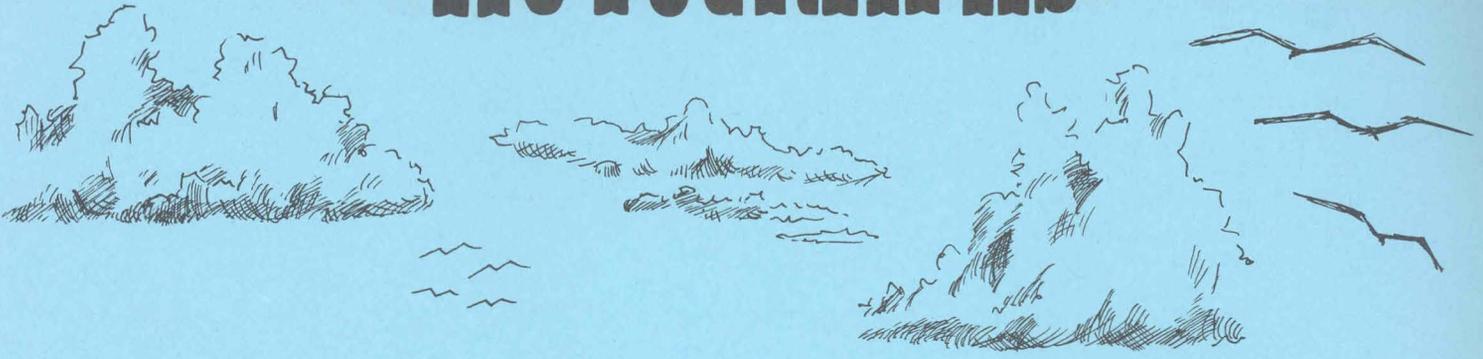
THE SPECTATOR'S VIEW

Albuquerque, New Mexico on October 3 through 12. On the final day of the competition, 198 balloons were floating in the sky at once. That's a world record. With such success you know the organizers must have done something right, STILL we thought we'd add a few revisions:

15. Look out for cactus, they hurt.
16. Don't get caught speeding; you may spend the race in jail.
17. Please give the balloons the right of way.
18. Keep your pinkies off the balloons.
19. Borrow more money from your friend to buy goodies.
20. Please don't Drive through the farmer's field.
21. Please don't knock down the fences.
22. Don't smoke around the balloons, especially when they're refueling.
23. Make sure your auto is insured. If you should have a wreck don't sue the balloon pilot (he's broke) (so are we).
24. Bring your own champagne.
25. The trash cans are for trash, not for those souvenirs you just bought.
26. KEEP YOUR FEET OFF THE BEAUTIFUL BALLOONS!



AUTOGRAPHS



Questions & Answers

How do they inflate them?

This is where it becomes a group sport. A balloon is quite unwieldy on the ground, especially in gusty winds; much like a great sail. You should have at least five people and the more the merrier. A fan is most commonly used to fill the envelope with ambient air. Then as it is heated with the burners, the balloon rises to the erect position — more heat and you are flying. Some balloonists flap the throat of the balloon, trapping a bubble of air which is then heated.

How do they steer the thing?

Generally speaking, you don't. It goes where the wind goes. The trick is to pick the altitude that has the wind direction you want. Surface winds are usually always blowing 90 degrees opposed to the winds at 3,000 feet above the ground; sometimes even 180 degrees and are reasonably predictable.

How fast do they go?

As fast as the wind blows. But if it is higher than 8 miles per hour at ground level, they normally are not going to inflate, as the probability of being dragged through fences (and cactus) increases with landing velocity (which can be hard on body and equipment). (ouch!)

How high can they go?

Flight in this type of balloon of over 36,000 feet has been recorded, but is rare. The sport of ballooning is most rewarding at 200-500 feet floating over the countryside.

How do you get them back?

Yea! again for group participation. Your loving wife (or friend) follows you in a pickup or with a trailer. She (or he) is called the Chase Crew and are very thoughtful to always bring a bottle of champagne so the beautiful flight can be toasted in the ceremonious custom of ballooning.

How big are they?

Diameter of the average bag is 50 feet, height is 70 feet. Its volume is 57,000 cu. ft. Balloons run from about 40 feet diameter and 32,000 cu. ft. volume, to 90 feet diameter and 140,000 cu. ft. for the really big ones.

How long can they stay up?

Normally about 2½ hours depending upon the ambient (outside) air temperature, and on weight carried. On a cold day with only one person flying, a 3½ hour flight would not be uncommon. Some are

Continued on page 17

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Where Did It All Begin ?

Popular myth has it that the art of ballooning was first conceived when two French brothers, Joseph and Etienne Montgolfier decided that the same principle which caused chimney ash to float skyward would propel a vehicle carrying a man.

In truth, the flirtation with ballooning began long before...Leonardo Da Vinci and Roger Bacon both left behind primitive sketches and whimsical descriptions predicting man's conquest of the air.

Of course it is said that the reason man stood upright on his hind legs was to see the sky, so surely man's first dreams of flying were before recorded history. In the fifth century B.C. a model balloon may have been the flying dove of Archytas of Tarentum and in about 250 B.C. Archimedes' Principle was recorded. Hot-air toy balloons made of paper lanterns were believed to be flown in China about 200 B.C. And the old Chinese flying-egg trick, in which an empty eggshell rose momentarily by heating it, could have been the first "hot-air balloon."

Modern day ballooning however began with the

pioneer efforts of the Montgolfier brothers. Those original aeronauts sent aloft the first balloon in 1782 from Annonay. That maiden flight lasted only ten minutes, but the move upward had been made. Victory was in the air. That initial flight marked the beginning of a lengthy series of experiments and trial runs by a variety of daring young men on the European continent.

In July 1783 the first passenger flight was made with a duck, rooster and a sheep. That occasion also marked the very first ballooning casualty....the rooster suffered a broken wing when landing against the sheep.

Not to be swayed by such an unfortunate mishap, the first human passenger, Francois de Rozier, was airborne two months later riding the Montgolfier creation.

The first major design problem to overcome was the application of heat to maintain altitude, for there was constant danger of fire. If the on-board burning systems could be placed under control, it would be possible to maneuver the balloon by catching the drift of the different wind currents, depending on the altitude of the giant envelope. Once the problem had been solved, ballooning became a truly feasible pastime for it then had practical applications, as opposed to the elusive image of uncontrolled flight.

Ballooning attracted not only those of a scientific bent, but the wealthy adventurer as well, and quickly became known throughout the civilized world. With the advent and evolution of the aeroplane, ballooning was relegated to an almost forgotten place in air history and branded with such demeaning terms as "impractical" and "obsolete."

Ballooning once again ascended into popularity in the late 1950's, when the U.S. Navy commissioned Raven Industries, Inc. of Sioux Falls, South Dakota to develop a small balloon to be used for balloon-pilot training and low altitude research. With the research done here in the United States, ballooning became a workable sport/pastime. It continues ever on the rise today with four major balloon manufacturers and numerous schools throughout the United States where a person can train and become a licensed balloon pilot.

The Thunderbird Invitational Balloon Race marks the beginning of another chapter in ballooning history. Arizona's contribution to the sport, along with the sponsorship of the American Graduate School of International Management and the Friends of Thunderbird, provides the perfect backdrop for this worldwide and universally loved fantasy of man's conquest of the heavens. #

the Smoke Tree 

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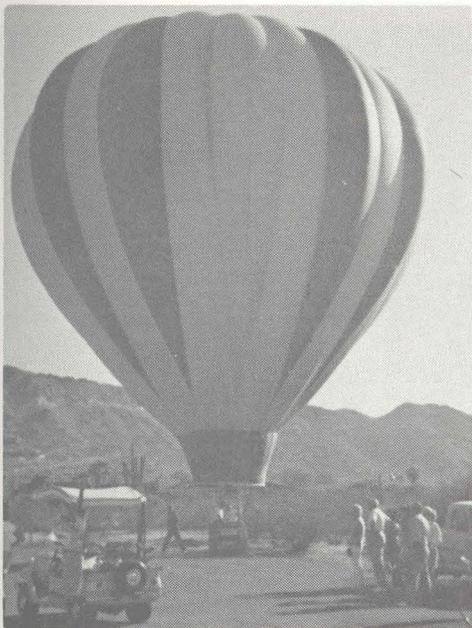
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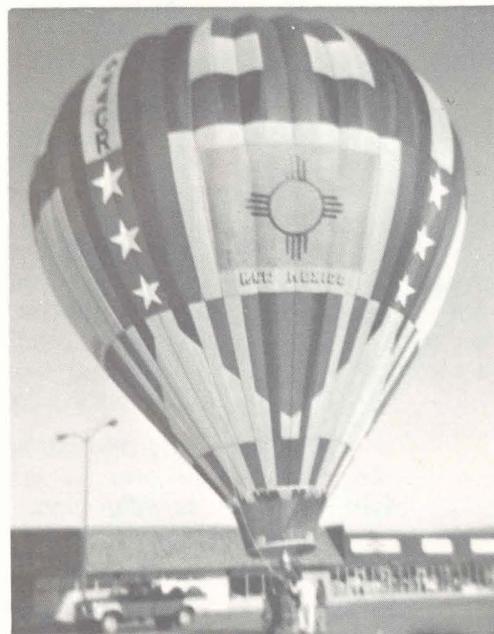
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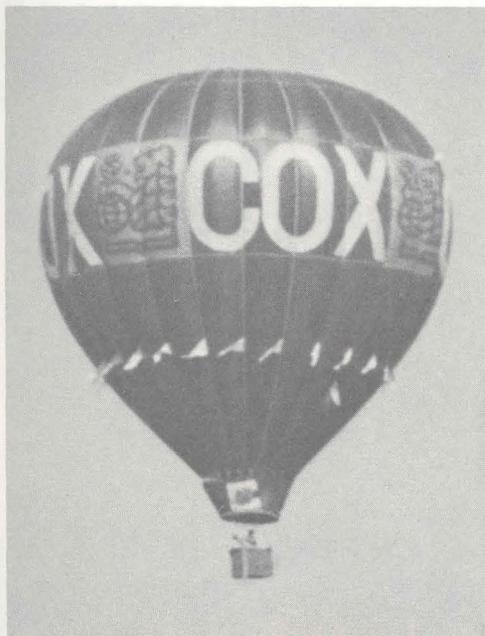
WALLACE PERRY Phoenix, Arizona
"SUNDANCE"
N8621L, Raven Rally RX-6 Gold and brown

Mr. Perry, an insurance agent, has been flying for about two years and is presently the Commander (President) of the Phoenix Balloon Club.



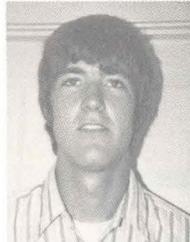
CLAIR E. BENNETT Farmington, New Mexico
"4 CORNERS OF THE WORLD II"
N44CR, Thunder AX-7 Red, white and blue Centennial

Mr. Bennett, a real estate appraiser, is a race organizer himself. He has been flying for about a year and has both his private and commercial license. He has participated in numerous races, recently placing second overall in the Great Plains Hot Air Balloon Race.



EUGENE E. COX Phoenix, Arizona
"THE PHOENIX"
N1982R, Raven S-55A Red and yellow with COX and Lions

Mr. Cox, a home builder, has been flying for about 3 years. He is a member of the Mile High Club, placed 2nd in the 1972 Governor's Cup Race and participated in the 1972 World Championships.



ROBERT M. WILLIAMS Los Angeles, California
"HARE I"
N270T, Williams AX-6 Navy blue, royal blue, green, orange and red striped Homemade

Mr. Williams, with the help of his wife Susan, built their own balloon after months of planning and researching. In September the Association of Balloon and Airship Constructors awarded the Williams with a plaque in recognition of completing and flying their balloon.



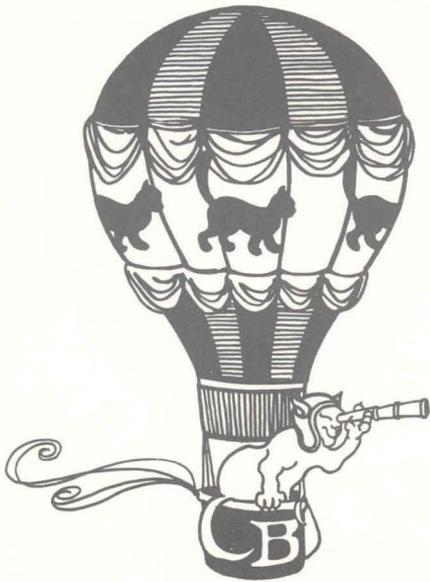
PATRICIA ANN PARMETER Los Angeles, California
"SUNNY LADY"
N35US, Piccard AX-6 Yellow with red and green

Ms. Parmeter, a vacation specialist for American Airlines, has been flying a little over a year. She has participated in such events as the 1975 U.S. National Championships, in free flights.



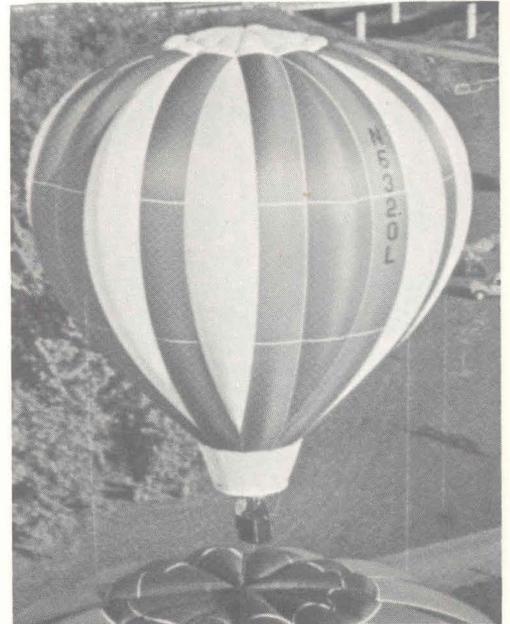
CHRISTOPHER E. MULLIN Tucson, Arizona
"UNITED STATES"
N2US, Piccard AX-6 Red, White and blue

Mr. Mullin has been flying balloons for over 4 years, having logged over 300 hours. He has raced both in the United States and in numerous countries in Europe. Diane Hersey, his copilot has joined him in many of his balloon flights.



JAMES D. KITCHEL Phoenix, Arizona
"CAT BALLOON"
N51546, Raven S-50A Blue and yellow

Mr. Kitchel, an attorney for the Phoenix airport, is also an owner of Cat Balloon Corporation in Phoenix. He has logged over 250 hours and participated in numerous events in the U.S. Cat Balloon recently won the Four Corners Balloon Race.



FRED GORRELL Phoenix, Arizona
"TURQUOISE BANDIT"
N5617L, Raven Rally AX-6 Turquoise and blue

Mr. Gorrell, a flight instructor for the German Airlines, has been flying balloons for 3 years, logging over 200 hours. He is a partner in Cat Balloon Corporation of Phoenix and has participated in many races including the 1974 National Championships.



SID SWANSON

Richardson, Texas

"LINCOLN THRIFT"

N51530, Raven S55-A

Yellow with red stripes

Mr. Swanson, a consulting engineer and commercial aeronaut, has been flying for over 4 years and has logged over 500 hours. He has participated in numerous races throughout the U.S., placing 3rd in the 1974 U.S. National Championship Hare and Hound. He will be flying as the "Hare" in this competition.

QUESTIONS & ANSWERS (from page 13)

equipped with enough fuel to stay up for over 20 hours to establish distance and duration records.

What are they made of?

The envelope (bag) is made of about 1,000 sq. yds. of reinforced nylon fabric called rip-stop nylon. It is very light (1.3 oz. per sq. yard) but very strong (25 lbs. per sq. inch). The fabric is chosen particularly because it will not support a flame and retains its strength in such a way that any tears will not propagate. Some holes may be seen around the bottom where the flame touched during inflation and melted the fabric. These are readily patched between flights and don't affect a balloon's performance noticeably.

What happens if the balloon gets a hole in it?

Little holes up to one square foot are of no consequence. An accumulation will definitely slow the rate at which it will rise, and increases its rate of descent, but not appreciably.

How much does the balloon cost?

The average balloon costs from \$5,000 to \$6,000, which includes the envelope, gondola, fuel tanks and instruments, but does not include any ground support

Continued on page 18

PROGRAM

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QUESTIONS & ANSWERS (from page 17)

equipment. Some cost as low as \$3,500 and some in excess of \$10,000 depending on the size and choice of ornamental color schemes and optional equipment. At present all balloons are custom built.

What do you fill it with?

These balloons use Air only; Hot Air of course makes it rise; as it cools, it will descend. Gases such as helium and hydrogen are rarely used in this country because of expense and volatility, respectively.

What kind of fuel is used?

Common propane is used which can be purchased almost anywhere. Each balloon carries at least 20 gallons and some much more. It is a very stable and predictable fuel, but is highly volatile. It is carried in liquid form, under pressure, in the tanks, and routed to the burners in flexible hoses. There it is atomized from the heat and ignited as it is directed upwards into the balloon. The flame may shoot out as far as six to eight feet in the wide open blast that the pilot controls.

How can I get a ride?

Many areas have balloon clubs that would love to have you join them in this beautiful sport or you can get a few friends together and buy a balloon, and then all this exciting experience and romance is yours to share. #

(With thanks to the 3rd Annual Albuquerque International Balloon Fiesta)

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New York, New York

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Albuquerque International Balloon Fiesta

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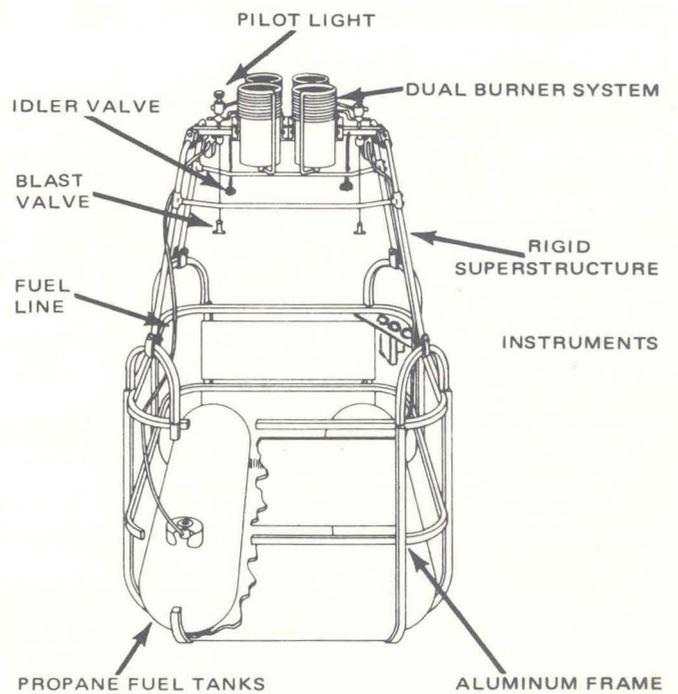
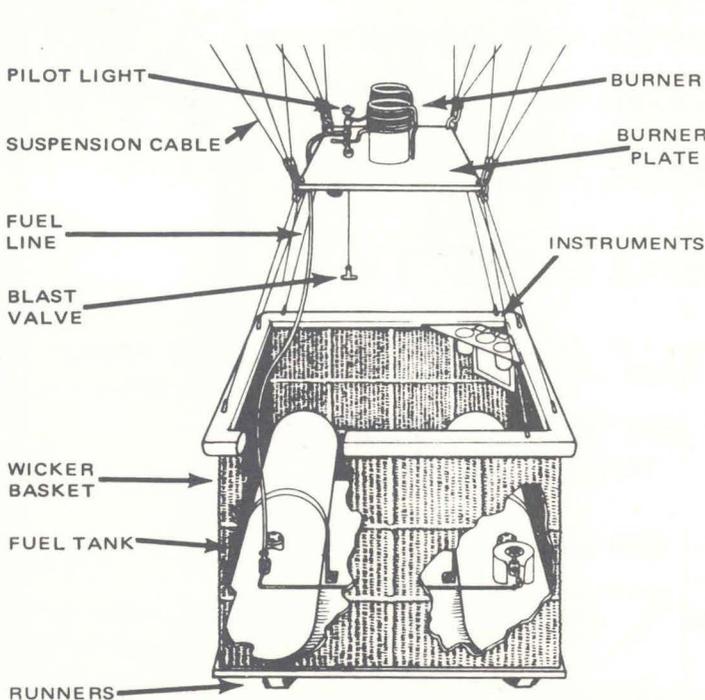
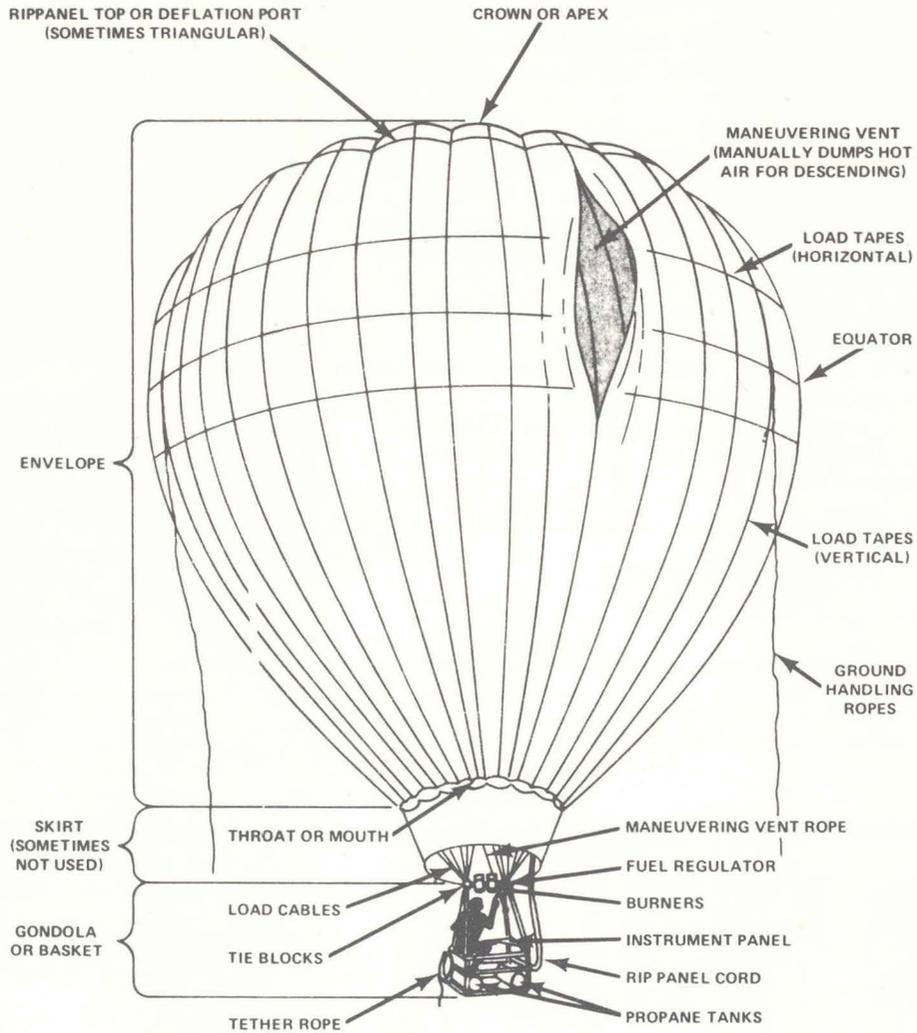
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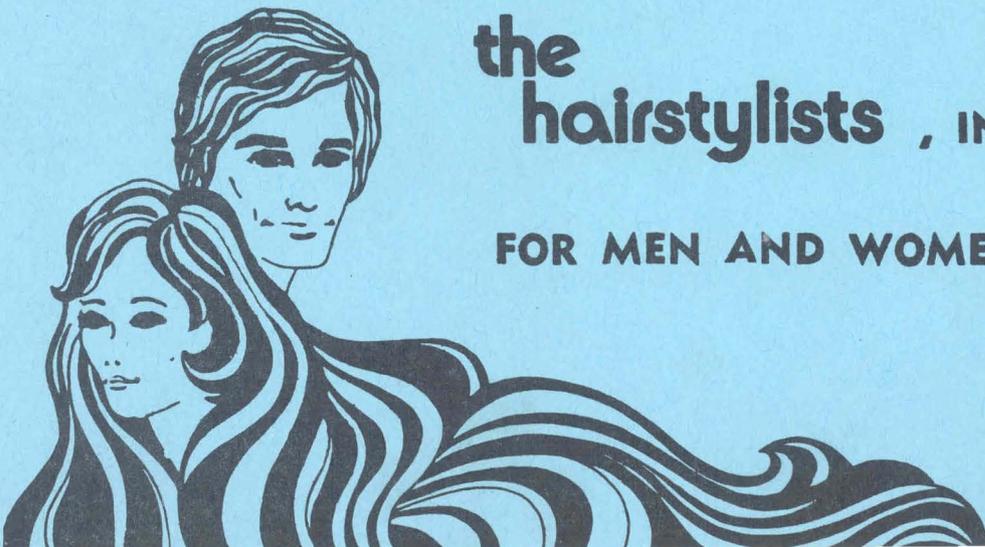
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