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1.0 INTRODUCTION

The Elephant Butte Balloon Regatta© (EBBR) provides an opportunity for balloonists, skippers and sponsors to get together and have fun at Elephant Butte Lake New Mexico. Additionally, it provides the communities of Elephant Butte, Truth or Consequences and Williamsburg an opportunity to see balloons flying in their area.

The EBBR traces its history back to the 1970's when balloonists would come to Elephant Butte for the Mother's Day weekend, or in some years, the Easter weekend. The timing of the rally was generally dependent on when the balloonists decided that spring had arrived and it was time to go to "The Lake" and fly. The "Cloudbouncer" The official monthly publication of the Albuquerque Aerostat Ascension Association (AAAA or Quad A) March 1980 issue Announced "The Elephant Butte Mothers day Campout" to be held May 10 and 11. The March 1981 issue of the "Cloudbouncer" announced "The Greater Mesilla Valley Aerostat Ascension Association Annual Easter Fly-in" would be held April 18 and 19. In 1989 Oppenheimer industries donated $500 for prize money if the balloonists would fly over the lake to the Champagne Hills subdivision. The Coast Guard Auxiliary became concerned that balloons flying over the lake might get into trouble and provided five chase boats to ensure safety. This concern for safety lead to the formation of the EBBR and the Balloon Boat Relay Race© (BBRR). The BBRR provided a chase boat for each balloon forming a racing team. The skipper carried the drop marker, baton, for the balloon race out onto the lake. The balloonists then do a water landing, known as a "Splash and Dash", to receive the baton and carry it to the designated drop area. Prizes and/or prize money is then awarded to both the winning pilots and skippers. The Flying and boating has continued this tradition over the years. On July 1st 1998 the city of Elephant Butte was incorporated as the 101st city in the State of New Mexico. The new city chartered their own Chamber of Commerce in September 1999 and one of their first acts was to purchase the rights and copyrights to the Elephant Butte Balloon Regatta by unanimous vote. In 2007, the Chamber decided to stop running the rally, and the rights were transferred to Kevin Cloney and Al Lowenstein.

The objective of this manual is to provide the operational procedures and policies to ensure the spirit, fun, and safety of this event are preserved.

2.0 ORGANIZATION and RESPONSIBILITIES

2.1 REGATTA CHAIRMAN

The Regatta Chairperson is responsible for ensuring the goals of the Regatta are met. The Regatta Chairperson coordinates with New Mexico State Parks and other official entities in the Elephant Butte Area. The Regatta Chairperson directs and assists the Regatta Committee.

The Regatta Chairperson is responsible for the coordination of the activities of the Regatta Committee, finding locations for meetings, and presiding over those meetings.

The Regatta Chairperson must provide a projected budget for the upcoming Regatta to the Regatta Committee for approval.

The Regatta Chairperson has veto authority over the Regatta Committee and acts as the deciding vote in the case of a tie vote by the Regatta Committee.

2.2 REGATTAMEISTER

The Regattameister is the primary interface between the Regatta participants and the Regatta Committee and must be involved with the ballooning community or have extensive knowledge of ballooning operations. The Regattameister in conjunction with the Safety Officer has final authority over all operational aspects of the Regatta and has the authority to disqualify and/or eject entrants from the Regatta or it's events. Responsibilities include the following:

1. Conducts Regatta Committee meetings in the absence of the Regatta Chairperson.

2. Makes final Go-No Go decisions for all sanctioned/organized competitions and Glows. In all matters regarding balloon operations, including but not necessarily limited to layout, inflation, flight and refueling, the decisions of the Regattameister are final.

3. Coordinates and selects the Field Officer, Weather/Airspace Officer, Propane Officer and other operational staff as required.

4. Conducts all briefings.

5. Formulates race rules and operations documents. (Race rules subject to approval of the Regatta Committee.)

2.3 SAFETY OFFICER

The Safety Officer is responsible for ensuring that all Regatta safety guidelines are followed and that the Regatta is conducted in a safe manner. Responsibilities include the following:

1. Identification of hazards to balloonists and boaters during Regatta operations.

2. Ensuring all Regatta operations procedures are as hazard free as possible.

3. Monitoring pilot/skipper check in and organizing/coordinating search and rescue as required.

4. Coordination with Regattameister and Weather Officer in making competition Go-No Go decisions.

5. Monitoring entrants and organizers to ensure operational safety rules are being followed.

6. Coordination with local fire departments, police and ambulance services as needed.

7. Coordination of refueling officials.

2.4 REGATTA COMMITTEE

The Regatta Committee is responsible for the implementation and coordination of all activities comprising the Elephant Butte Balloon Regatta©.

The Regatta Committee may implement new procedures/policies and/or change existing procedures/policies with a simple majority vote.

The Regatta Committee may override vetoes by the Regatta Chairperson with a 2/3 majority vote.

In the event there is a vacancy, the Regatta Chairperson shall act in that position until a replacement can be selected.

2.4.1 MEDIA/DESIGN COORDINATOR

The Media/Design Coordinator is the primary interface between the media, artists, pin/shirt/poster manufacturers and the like and the Regatta Committee. Responsibilities include the following:

1. Procuring artists/artwork for pins, shirts, posters, banners, etc. for submission to the Regatta Committee.

2. Coordinating production and procuring the above items.

3. Generating and distributing press releases.

4. Coordinating advertising.

5. Coordinating sales.

2.4.2 SPONSOR COORDINATOR

The Sponsor Coordinator is the primary interface between all Regatta sponsors and the Regatta. The Sponsor Coordinator should be a resident of the Elephant Butte/Truth or Consequences community. Responsibilities include the following:

1. Soliciting team sponsors.

2. Working with the Regatta Chairperson to solicit major sponsors.

3. Collecting money and/or products from sponsors.

4. Providing sponsor registration data to the Registrar.

5. Bringing sponsor concerns and ideas to the Regatta Committee.

2.4.3 REGISTRAR/SECRETARY

The Registrar/Secretary is responsible for ensuring all teams and sponsors are paired up properly and acts as secretary for Regatta Committee meetings. Responsibilities include the following:

1. Coordination and selection of the Registration Team.

2. Coordination and selection of Database Clerk (if required).

3. Taking and publishing minutes of Regatta Committee meetings.

4. Development and distribution of mailings and forms. (Mailings and forms are subject to Regatta Committee approval.)

2.4.4 PROCUREMENT COORDINATOR

The Procurement Coordinator is responsible for tracking of all Regatta real property and coordination of facilities and venues for the Regatta. The Procurement Coordinator should be a resident of the Elephant Butte/Truth or Consequences community. The Procurement Coordinator shall also act as liaison between landowners and the Regatta as required. Responsibilities include the following:

1. Maintaining a listing of Regatta property to include location and approximate value.

2. Procurement or coordination of procurement of property/items needed to conduct the Regatta.

3. Procurement/coordination of lodging, propane, launch areas as required, glow areas as required, door prizes, awards, plaques, entertainment venues, beer, soft drinks, and food.

4. Collection of materials for goody bags and generation of goody bags.

2.4.6 TREASURER

The Treasurer is responsible for maintenance of all Regatta accounts and must be prepared to report status of those accounts to the Regatta Chairperson and/or the Regatta Committee as requested. The Treasurer is responsible for maintaining the non-profit status of the organization. Responsibilities include the following:

1. Collection and deposit of moneys received by the Regatta.

2. Collection and accounting, on a real time basis, of moneys received during the Regatta event period.

3.0 AREA of OPERATIONS

3.1 AIRSPACE

At their discretion, the EBBR will secure a waiver of FAR 91.119(c), Minimum Safe Altitudes - Other Than Congested Areas. See Appendix C.

Due to the nature of the EBBR competitions, the operations area for the Elephant Butte Balloon Regatta is not limited by the EBBR organization. There is a Restricted Airspace, R-5111C, which begins over the center of the lake and extends East-ward to the East side of Engle NM. This area is only active by NOTAM and is generally not active on the weekend. Continuing further East is the main Restricted Airspace for White Sands Missile Range, R-5111A, R-5111B and R-5107B. These areas must be avoided.

3.2 TERRAIN

The terrain in the Elephant Butte Lake area is rough and often inaccessible. This fact must be impressed upon the pilots and the EBBR must present all available terrain information to the pilots. If a balloon is flying across the lake from Southwest to Northeast it is highly recommended that the pilot land as close to the lake shore as possible. The balloon can then be recovered by boat.

3.3 POWERLINE LAYOUT

Powerlines in the Elephant Butte Lake and Truth or Consequences Area quite often do not run in the standard grid pattern most balloonists are familiar with. Additionally, there are places where powerlines cross coves on the lake.

3.3.1 POWERLINE HAZARD - WEST TARGET AREA

East of the Western target there is a canyon with a powerline running North and South at the bottom. Pilots may be greatly tempted to drop into this canyon to alter their track. There is also a powerline on the road immediately West of the target area.

3.3.2 POWERLINE HAZARD - EAST TARGET AREA

Some distance East of the Eastern target area is a powerline running North and South. While this powerline is some distance away from the target, most pilots will be looking to land as soon as they make their toss.

3.3.3 POWERLINE HAZARD - ELEPHANT BUTTE DAM

Elephant Butte Dam contains a hydroelectric plant. There are some significant powerlines coming up out of the canyon at the base of the dam and radiating outward.

3.4 WIND SPEED TOWERS

Wind speed towers have been erected at Long Point, Mitchell Point and Rattle Snake Island to provide wind speed warnings to boaters on the lake. Some of these towers are as tall as 30 feet. The strobe lights on these towers flash any time the wind speed is **15 MPH or more**.

4.0 ENTRANT QUALIFICATIONS

4.1 PILOTS

All pilots participating in the EBBR must be FAA Certified Private or Commercial pilots with Hot Air Balloon rating or the equivalent thereof for pilots licensed outside of the U.S.A. All pilots must meet the FAA flight proficiency requirements as applicable in FAR Part 61. Additionally, all pilots must carry insurance coverage for both personal injury and property damage totaling at least $300,000. All pilots must be in compliance with the EBBR event insurance carriers requirements.

4.2 BALLOONS

All balloons registered with the EBBR must have current FAA registration and airworthiness certification. All non-U.S. registered balloons must meet applicable FAA requirements for non-U.S. aircraft operating within the U.S. All balloons flown in the EBBR must not have damage such that their airworthiness is compromised as per the applicable FAR's and balloon manufactures manual.

4.3 SKIPPERS

All skippers participating in the EBBR must have sufficient knowledge of and experience in the operation of the watercraft they will be using to ensure safe operation during the EBBR.

Additionally, all skippers must carry insurance coverage for both personal injury and property damage.

4.4 BOATS

All boats used in the EBBR must meet all New Mexico State and Federal requirements.

5.0 FLIGHT OPERATIONS

5.1 OPERATIONAL RESPONSIBILITY

The EBBR Regattameister has final authority as to whether flight operations will be conducted under the auspices of the EBBR. Of course, authorization to fly and designation of race targets by the EBBR does not remove, or in any way change, the responsibility of or the Pilot-in-Command's decision to fly (FAR 91.3a). The pilots are responsible for ensuring that they fly in accordance with all applicable sections of FAR part 91 unless complying directly with the applicable FAA Waiver issued to the EBBR.

The pilot/skipper is responsible for the conduct of their crew during the EBBR flying events.

The pilot/skipper is also expected to observe reasonable safety precautions while competing in EBBR events. Flight/boating activities deemed unsafe or unfair will be not be tolerated by EBBR officials and may constitute grounds for disqualification from competition and/or ejection from EBBR sanctioned activities.

5.2 CHECK-IN/LOST BALLOON

The Elephant Butte Lake area can be a somewhat hostile environment with regard to ballooning. At their discretion, EBBR officials may require all pilots to check in with EBBR officials by 12:00 noon. If imposed, this requirement applies whether pilots choose to fly or not. Failure to check in may lead to EBBR officials beginning search and rescue operations. Entrants may be exempted from this requirement by signing a waiver in advance.

EBBR officials shall provide locations and/or phone numbers to facilitate the check in process and to coordinate lost balloon location and retrieval operations.

5.3 BRIEFINGS

The Regattameister may conduct a general briefing Friday evening to familiarize entrants with operational procedures, weather conditions, and any other applicable area information necessary for EBBR events. If formal briefings are not conducted, new pilots and pilots with

questions are expected to receive personal briefings from the Regattameister. Prior to each EBBR flying event the Regattameister shall conduct a pre-flight weather briefing. All briefings shall be held in an area separate from the general public, sales areas, etc.

5.3.1 WEATHER INFORMATION

The Weather Officer, Safety Officer or Regattameister shall contact Albuquerque Flight Service Station and obtain a detailed weather briefing prior to each EBBR flying event. The Weather Officer, Safety Officer or Regattameister shall also collect as much weather information as possible from other sources (DUATS, Pibals, and on site observations). At the pre-flight briefing the Weather Officer, Safety Officer or Regattameister shall present all applicable weather information along with any NOTAMS or other applicable FAA information to the EBBR entrants.

5.3.2 TERRAIN HAZARDS and TARGET AREAS

The Regattameister shall inform the participants of terrain hazards, areas of inaccessibility, and location of targets.

6.0 WATER OPERATIONS

6.1 PERSONAL FLOTATION DEVICES (PFD)

All participants and passengers must wear personal flotation devices (PFD) while over or on the lake. Failure to do so will result in disqualification.

6.2 TOWING

The organizers prefer that towing of balloons by boats be done only if an emergency develops or the balloon becomes becalmed over the lake. Towing of balloons in order to "line up the balloon on the X" is not recommended and may be penalized.

It must be impressed upon the entrants that if towing of a balloon is engaged in, a very small amount of wind acting on the balloon may destabilize and/or endanger the balloon and boat. The team must be prepared to release the balloon from the boat very quickly.
Balloons must not be towed against a strong wind.

6.3 PASSENGER TRANSFER OVER WATER

Transfer of passengers between the balloon and boat during the competition is prohibited unless an emergency situation develops. Violation of this rule is grounds for disqualification!

6.4 BATON HANDOFF

Boats must approach the balloons from a direction such that their direction of motion will not be head on with the motion of the balloon. Everyone must exercise extreme caution during the hand-off to ensure no one falls out of the boat or the balloon.

The person handing off the baton from the boat ***must not be on the bow of the boat*** unless the boat is designed to restrict a person from falling overboard. (Bow rider or walk through hull.)

7.0 BALLOON BOAT RELAY RACE© RULES

7.1. RACE RULES PART 1 - GENERAL

7.1.1 WIND SPEED MAXIMUMS

If the wind speed steadily exceeds ten mph the Flying Event and Waiver will be canceled. Wind speed will be determined by Pibal readings and any other means available to EBBR Officials

7.1.2 RETURN OF BATONS AND BAGGIES

After the Sunday competition, all batons and Baggies must be returned to the EBBR Chairperson, the Regattameister, the propane officials or the scoring officials.

7.1.3 CHECK IN

At the discretion of the Regattameister, all pilots must check in after flying. Check in is at the X, in the propane line, or the Regattameister room. Pilots who have not checked in by 12 noon will be assumed lost and EBBR officials may begin Search and Rescue operations for which the pilot may be billed. Any entrant wishing to deviate from this rule must sign a statement indicating they do not wish the EBBR to track their whereabouts or initiate search and rescue operations for them.

7.2 RACE RULES PART 2 - LAUNCH and BATON HAND-OFF

Balloons must be launched no less than one mile away from the designated target. After launch, the balloons may attempt a water landing in order to receive a baton (CNTE drop marker) from their designated boat. This activity is at pilot and skipper discretion. If either the pilot or skipper feels uncomfortable with the hand-off or the weather is deteriorating, the baton hand-off may be skipped and the pilot may use the baggie as the CNTE drop marker.

7.3 RACE RULES PART 3 - INTERMEDIATE LANDINGS

Intermediate landings are permitted provided the balloon is not within one half mile of a target area. This provision is intended to provide additional opportunities for passenger

and/or sponsor trade outs. Intermediate landings done in order to wait for a favorable wind shift towards the target are discouraged and may be penalized.

7.4 RACE RULES PART 4 - CNTE

7.4.1 DROP MARKERS

Each pilot pack contains a baggie marked with the Pilot/Competitor number, which is the same as the banner number. The Baggies will be used as alternate Convergent Navigational Trajectory Exercise (CNTE) drop markers.

7.4.2 BATONS

Skippers will receive the baton for their team that will be marked with the competitor number.

7.4.3 TARGETS

There will be two designated CNTE target areas. One will be on the East side of the lake and one will be on the West side. The East target will be placed on a bluff overlooking the lake approximately one and one half mile south of the Harrington residence located in the Champagne Hills subdivision. The West target will be located across the road from Butte Propane in a large open area. A third target may be located at the golf course or some other location to be determined by the Regattameister. The location of any alternate targets will be given at the morning briefing. Targets may be deleted based on conditions by the Regatameister.

7.4.3 SCORING on TARGETS

After the Baton hand-off, or after launch if no hand-off is attempted, the balloons may attempt to fly over any official CNTE X and drop either the baton or the baggie.

The following rules apply:

1. Landings are not permitted within 250 ft of the X.

2. Multiple passes may be made at one X. However, balloons making subsequent passes at an X will be expected to yield right of way to balloons making their initial pass. A pass is defined as 250 feet horizontal distance from the X ***at any altitude*****.** Once a balloon drops a marker that balloon must exit the target area as expediently as possible.

3. Markers dropped within the 250 foot scoring area will be scored and retrieved by EBBR Scoring Officials.

4. Markers dropped more than the 250 feet from the X will not be scored and must be retrieved by the balloon team. A penalty may be assessed for lost Baggies or Batons.

5. If both the baggie and the baton are dropped on one X then only the baggie will be scored.

6. One team may score on more than one X on the same day.

7. Race officials may delay the closure of the X at their discretion. Conversely, race officials may close the X prematurely if safety considerations warrant such action. Closure of the X will be designated by folding the legs of the X over forming a box with an X in it or by removal of the target from the target area.

9. No one except scoring officials, emergency personnel, and EBBR organizers will be allowed on the ground within 500ft of the X unless authorized by EBBR organizers.

10. Ascent and descent rates may not exceed 300 feet per minute within a target area.

11. ***Batons may not be thrown from an altitude of greater than 100 feet AGL.***

7.4 RACE RULES PART 5 - SCORING

Each team participating in the EBBR will receive score based on the distance the marker is from the center of the "X." At the awards ceremony, the three teams with the fewest points will be awarded.
The baggie will receive a score equal to the measured distance from the center of the X. The baton will receive a target score equal to one half of the measured distance from the center of the X.

7.5 RACE RULES PART 6 - PENALTIES

The Regattameister may assess point penalties and/or eject entrants based on rule violations, FAR violations or activities which endanger other entrants or spectators.

8.0 EMERGENCY PROCEDURES and COMMUNICATION

8.1 RELEASE of INFORMATION to the MEDIA

In the event of a major accident or mishap, such EBBR committee members as are available shall meet and generate an official press release.
Prior to this release, EBBR officials shall limit the information provided to the media to only a brief synopsis of the situation. (Do not tell them you cannot say anything. If you say that, they

will find someone more willing to talk but with less, or invalid, information). This synopsis should be limited to only the information known by the person speaking to the media and should not include any names. The media should be told that they will be kept informed as information is made available and that a press release will be forthcoming. The EBBR Chairperson, the Media/Design Coordinator, the Regattameister, or their designees shall do official interviews and press releases.

8.2 COMMUNICATIONS

Principal staff and officials of the EBBR shall be equipped with either radios or cellular telephones.

All EBBR staff, officials and entrants shall be provided telephone and radio frequency information located in **APPENDIX B**.

Pilots, skippers and crews should use appropriate frequencies to communicate their intensions and requirements during the event. Remember that the radio frequencies are shared by many users and keep communication brief and to the point.
Emergency communications have absolute priority over all other communications.

8.3 EMERGENCY COMMUNICATION CODES

In the event of an emergency situation, EBBR officials should try to communicate by secure means such as telephones. If EBBR staff or officials must communicate over open communication devices, such as radios, the following codes shall be used:

CODE	MEANING
RED F	**Uncontrolled decent or fall.**
RED E	**Powerline incident.**
RED W	**Balloon down in lake.**
RED P	**Refueling explosion/fire.**

If the emergency situation includes a high probability of serious injury or death the code letter, **F,E,W,** or **P** shall be followed by the letter **X**. The letter **X** indicates that the Safety officer or Regattameister should call for emergency rescue immediately.

Immediately following the emergency code, the location of the situation needs to be described. For example, "**RED WX West of Kettletop**" would mean a balloon was down in the lake West of Kettletop with a possible drowning victim.

In the event of a situation requiring transmission of an emergency code, the EBBR Officials, with the exception of one or more officials who will directly monitor the situation, shall

immediately congregate at a specified location. This will allow a crisis management plan and press releases to be developed.

9.0 PROPANE REFUELING OPERATIONS

9.1 GENERAL

If the EBBR provides propane for the balloons, then the EBBR will attempt to provide a secure location for the safe refueling of balloons. EBBR personnel will be present to ensure safety based on the actions and guidelines listed below. The propane distributor shall be responsible for the equipment and delivery of propane up to the connection between the distributor's equipment and the balloonist's equipment. The pilot/owner shall be responsible for equipment and receipt of propane from the connection between their equipment and the distributor's onward into their system/tank.

9.2 REFUELING RULES & GUIDELINES

The EBBR shall provide personnel who will be responsible for the following:

1. Ensuring each balloonist is an entrant in the EBBR and is entitled to propane refueling.

2. Ensuring all non-essential crewmembers are an adequate distance away from the refueling operations.

3. Ensuring all sources of ignition is removed from the refueling area, including but not limited to: strikers, lighters, nylon jackets and flags.

4. Ensuring tailgates are open or trailers are open or vented as required to prevent propane vapors from pooling. Tanks/systems may have to be removed from vans and enclosed trailers depending on State, Local, EBBR, and/or Distributor requirements.

5. Ensuring that no one is smoking within 500ft of the refueling area.

6. Ensuring refueling operations are not conducted by intoxicated personnel.

9.3 FIRE DEPARTMENT

The local fire department(s) shall be retained to provide support for refueling of the balloons. In the event the volunteer fire department takes an emergency call away from the refueling area then refueling operations may be postponed until their return.

APPENDIX A -SAFETY-

The Elephant Butte Lake area can make for extremely difficult balloon retrieval. If you fly into the mountainous areas it may take hours just to find you.

All pilots must check in after flying. Check in at the propane line, or the Elephant Butte Inn.

If you are unaccounted for at 12:00am we may begin Search & Rescue operations for which you may be billed.

We insist that all participants engage in good safety practices. Please adhere to the following rules:

1. No drinking and driving/boating/flying/glowing.

2. If you don't feel comfortable taking your balloon or boat out - leave it in the bag or in the dock.

3. Each pilot pack will contain a baggie in case the weather conditions do not permit a handoff. Pilots may also use the Baggies under normal conditions (with a 50% scoring penalty) if they feel uncomfortable with the boat-to-balloon handoff.

4. Splash-and-dashes are risky business. If you feel uncomfortable about it you may want to work out a drop line procedure with your skipper. Also, beware of the "loss of terrain feature" effect. If you stare straight down into the water as you make your approach you will be unable to gauge your descent rate until about ten feet above the water. Watch the horizon or other objects on the lake to gauge your descent.

5. Towing balloons is also risky business. The organizers neither promote nor discourage towing. If you choose to do so, please be very careful. Any wind acting on the balloon can significantly destabilize the boat. Most balloonists have quick release harnesses for use in high wind inflations. We recommend use of these quick release systems if you engage in towing.
   !!!! DO NOT TOW A BALLOON AGAINST A STRONG WIND !!!!!

6. By Federal Regulation everyone operating over or on the lake must have personal flotation devices for themselves and their passengers. If your are over or on the water and anyone in your balloon or boat is not wearing a life preserver your team will be disqualified from competition for both days.

7. If you use a boat to recover a balloon, make sure you do not overload your boat. The pilots should know the weight of their balloon system and the skippers should know the loading capacity of their boats. Make more trips if necessary.

8. Bungi jumping (from a balloon), and soliciting customers for bungi jumping, is Prohibited during the EBBR.

APPENDIX B -COMMUNICATIONS-

EMERGENCY PHONE NUMBERS

County Central Dispatch	894-2345, 894-6617 or 911
Sierra Electric Cooperative	744-5231, 888-336-3380 (After Hours)
NM State Police	894-7118
Sheriff (Sierra County)	894-6617
Police (Truth or Consequences)	894-1204
Ambulance	894-7356
Hospital	894-2111
Fire (Sierra County)	911
Fire (Elephant Butte)	744-5000
Fire (Lakeshore Volunteer)	744-4172
Fire (Truth or Consequences)	894-2132
Quality Inn (Inn at the Butte)	744-5431
Elephant Butte State Park	744-5421
Caballo Lake State Park	743-3942

RADIO FREQUENCIES AND CHANNELS

Aircraft

TCS Municipal Airport Frequency (Unicom)	122.800
TCS Weather (AWOS)	120.675

Marine

VHF Calling Channel	16
VHF Regatta Channel	69
VHF Coast Guard Auxiliary Channel	22
Citizens Band Channel	22

Windtalker **744-4121**

ELEPHANT BUTTE BALLOON REGATTA© OPERATIONS MANUAL

10 June 2009

Regattameister: Al Lowenstein

Safety Officer: Kevin Cloney

ABQ FSDO Accepted:_____ Date:_____

PILOT LIST