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Volume 4, Issue

March 2013

DOWNWIND CHASE

The Official Newsletter for the Pacific Coast Aeronauts

FROM THE PRESIDENT

First, please accept my apology for the late release of this month's newsletter. Various health and family issues prevented me from focusing on getting it done, but I've finally succeeded.

The PCA Safety Seminar is rapidly approaching and we are looking at another great event. Linda has the lineup completed and has already received the BFA sanction so we are good to go. When you see Linda, thank her for her efforts in getting this done.

This year is starting off with a mix of good and bad. We lost another icon in the ballooning community with the unexpected passing of Cindy Petrehn. Her amazing balloon photography has appeared in almost every balloon calendar and magazine I have ever seen. She will be missed.

On the good side...Scott and Laurie Spencer went on a cross country tour with the new Disney balloon, OZ The Great and Powerful. The adventure started out in southern California and worked its way to Florida and finished up in New York City.

The Reno BFA Youth Camp is coming together in grand fashion. Jeff Haliczzer is reporting the receipt of new camper and counselor applications.

He has also come out with the informational flyers. If you would like some to pass out, contact Jeff at:

Renoballooncamp@sbcglobal.net

Scorch is putting together a flight at the Children's Hospital Central California in Madera. The idea is to bring the balloons to the kids who can't come to the balloons. It is scheduled for April 6th with April 7th as a backup. He would like to have 10 or 12 balloons and I don't think we're there yet. If you are interested in this event, contact Scorch at:

Dexter Cauffman

scorch@tempest-edge.com

Several members have new balloons!!

Gary Michalek, Greg Taggart and Don & Linda Heisig.

SKYPE Membership Meeting: Scheduled for Wed. April 3rd at 7:00pm Pacific. Please try to join in. Contact me if you need info on Skype.

David Wakefield

cheersballoon@comcast.net

Greg Taggart/New Balloon

Greetings everyone. I had a fun flight this morning (Feb 16th) w/my Cousin Brian as a first time rider. Jackie was breathing heavy but flying soundly. As you may recall I am in a 12 month plan to replace my Balloon of Hearts, "Jackie-OH"...

Welllllllll

It's done. I made a deal w/ a dear friend for the purchase of his "Coyote Moon". You can see it, pics attached.

After check out it will travel here from Texas. I'm gonna keep flying Jackie and get her worth through July. Before or after that I'll post her for sale or if anyone has any ideas for 200lbs of nylon (sunshades, tarps, parachutes or) let me know.

I'm hoping you'll all wanna come out and help me play w/ "Coyote Moon" as we have with the previous 4 balloons.

BIG THANKS to Lorri. You don't see her out ballooning w/ me much but she IS my BIGGEST supporter and then some and we just celebrated 25yrs married.

insert howl here: AAAAAAWAAAAAWAAAAAA-HOOOOOOO!

thanks everyone. **G.T.**

Photos provided by Greg with generous approval from Eric Hodges at www.aerostatz.com



Flying Reports

Jerry Vance reports he flew in Santa Rosa on Saturday Feb 16th with Justin Kinsinger. "We had a nice flight, launched from near the old airbase south of highway 12. Light winds, never went very far and landed with in 1/4 mile of where we launched."

Mike and Jennifer Parks were planning a Valentine's Day weekend flight in Tracy for Feb 17th, but the winds only favored the foolish (and those with kites)...so they stayed home.

David Wakefield did an elementary school presentation in Sacramento. After the school presentation was over, we had several kids come up and say they were missing their I-Phones and an I-Pod. The balloon was already put away so they were going to have to wait until we could get the balloon out again. Yes, the teachers also made it clear they were NOT supposed to have their phones and such during class anyway...but we know how that goes.

We went out to the park the other day and pulled Cheers back out. We found the two phones, amazingly stacked together like they were taped, but no I-Pod.

Yes...it really does happen.





High Sierra Balloon Camp
Jeff Haliczzer
Camp Director
15225 Pinion Dr.
Reno, Nevada 89521
RenoBalloonCamp@sbcglobal.net
BFACamps.com



BFA Youth Summer Camps

From Jeanne Anson

The Balloon Federation of America has expanded the Youth Program and there will be a BFA Youth Balloon Camp in Reno Nevada this year. This is a first for the West Coast. If you know of children between the ages of 13 and 18, ask them if they'd like to attend the BFA Youth Camp in Reno, Nevada this summer!

Last year I attended the BFA Balloon Camp in Dubuque IA as a Counselor and enjoyed working with and teaching the kids about ballooning and balloon crewing. It was truly amazing to see how the kids bonded and formed lasting friendship in just 5 days. Each camper grew in their skills and knowledge of ballooning. They learned life leadership skills and decision making too.

Below is the latest from the BFA on the camp and the new youth camp website.

The BFA Youth Program introduces a NEW website: www.bfacamps.com

--Learn more and sign up for the Dubuque Balloon Camp (Dubuque, IA) and the High Sierra Balloon Camp (Reno, NV)

--*COMING SOON* Shop the Youth Program Store where donated items are sold and 100% of the proceeds go towards scholarships for campers to attend camp.

--*COMING SOON* Donate via PayPal directly into the scholarship fund for a camper to attend camp.

--*COMING SOON* Mentors will be listed by state to help youth interested in learning more about ballooning.

***If you

donate an
camp store,
to the schol-

Mike Shrum

Youth Program Chair

Kim Wooge

Dubuque Camp Director

Jeff Haliczzer

Reno Camp Director

would like to

item to the

donate directly
arship fund,

become a mentor, or have any questions, email: youthprograms@bfa.net

Through education, summer camps, training, and mentorship, we provide youth the ability to discover and grow in the sport of hot air ballooning. We operate thanks to the countless hours of many volunteers and generous donations from the ballooning community. We appreciate the support and ask for your donation or volunteerism to ensure THE FUTURE OF BALLOONING.

From Jeff Haliczzer

Don Heisig is going to ask for a minute at the Safety Seminar to talk about the camp and I would like to remind the PCA members to bring cards, temp tattoos or anything else they want to include in the campers pilot packs.

Also Barb Muscutt and I are going to produce and bring the camp booklet for the FAR's and try to sell these to help raise some extra fund for the camp program, and the extras that the tuition will not cover.

BFA Youth Summer Camps Registration Docs

Jeff Haliczzer has made several documents available for download:

Camper Reg.: <http://www.cheersovercalifornia.com/2013BFAHSBCReg.pdf>

Adult Volunteer Reg.: <http://www.cheersovercalifornia.com/2013BFAHSBCAdultVolReg.pdf>

Mark Your Calendars!

The following PCA events are currently on the 2012 Calendar. Please contact me with dates and information for missing events.

- **PCA Safety Seminar** - March 23rd Tracy, California
- **PCA Online Meeting** - April 3rd @ 7:00pm Pacific
- **Children's Hospital Flight** - April 6th in Madera, CA
- **ABRESCO 2013** - May 3-5, 2013
- **Wings of History** - May 18, 2013 San Martin AP
- **Sonoma County Hot Air Balloon Classic** - June 15-16, 2013 Windsor, CA
- **BFA Youth Balloon Camp** - July 20-25, 2013 Reno, NV
- **Great Reno Balloon Race** - September 6-8, 2013
- **ClovisFest** - Sep 21-22, 2013 Clovis, CA
- **Montague Balloon Fair** - Sep 21-22, 2013 Montague, CA
- **WHAMOBASS** - October 26-27, 2013 Coalinga, CA

Regional Events List

We are working to put together a list of regional events which might interest PCA Pilots and/or Crew. We are looking for events in California, Nevada, Arizona, Oregon, Washington and Idaho. If you have information about specific events or just want to suggest we look into an event, please let us know and we'll get them added to the list.

The list will be published both in the DownWind Chase and on the PCA Website.

Thanks!!

Send info to:

pca@pcaballoons.org or cheersballoon@comcast.net

From Don Heisig

Our new (to us) TBW 77-15 envelope "**Sonrisa**" over our 4.9 basket. Sonrisa is a 1992 TBW77-15 with 75 hours. She flies like new!

The 4.0 basket is too small for me so I am going to sell it. It is a 1992 with 74.8 hours(!) with new hoses, 3 tanks with heated jackets, T-3 burner and a fresh annual (Jan). Includes drop line and tie off and new poly skids(not installed yet). Excellent Condition! \$3000 obo.

Don Heisig donheisig@clearwire.net



OZ the Great and Powerful

Scott and Laurie Spencer and their team took the OZ The Great and Powerful balloon on a cross country tour to promote the movie. Here are a few pics they and others shared.



(Continued from page 6)



Cindy Petrehn

From the BFA

The Balloon Federation of America joins the rest of the worldwide ballooning community in mourning the loss of Cindy Petrehn.

Cindy was a beloved member of one of ballooning's largest and most well known families yet the World was Cindy's ballooning family. Through her talents as a photographer, she captured and shared the beauty and grace of our sport for all to see. With a constant smile, Cindy openly lived the passion she held so deeply for ballooning. She was a Staff Photographer for our BALLOONING Journal and gave of her work freely so others could enjoy it.

Now Cindy is aloft forever in a clear sky with light winds. She will be forever missed.



From Patsy Marcus-Buchwald Colorado Balloon Classic

Cindy, you have the "thumbs up" and cleared to fly!!

Hangar One saved?

Reprinted with permission from the Mountain View VOICE

Google is still interested as Feds seek tenant to restore, lease hangar and run airfield

by Daniel DeBolt

In a move that could save Moffett Field's Hangar One, the federal government announced March 1, that it is seeking bids for the restoration and lease of the iconic structure.

According to a "Notice of Intent," a competitive bidding process administered by the General Services Administration will begin this spring to find a tenant for Hangar One, recently stripped by United States Navy contractors down to a painted metal frame in an environmental cleanup. The federal government is also seeking a new manager for Moffett's massive airfield, which would remain under NASA ownership, as would Hangar One.

Congresswoman Anna Eshoo's office said in an email that the move was made after a meeting between Eshoo, the General Services Administration, NASA and the White House on Feb. 26.

"It looks like some uncertainty is starting to be erased," in regard to the airfield, said Mountain View Mayor John Inks, adding that there is now "potential for saving Hangar One and residing it."

No response

Last year Eshoo expressed disappointment that NASA had not responded to a proposal from Google founders Larry Page and Sergei Brin — through H211 LLC — to restore and lease Hangar One as private airplane hangar. The restoration was estimated to cost over \$40 million. It appeared that Brin and Page had given up when the executives announced a plan last month to house their fleet of planes at San Jose's Mineta International Airport — a plan which the San Jose City Council is set to vote on soon.

However, the Google executives are still interested in Hangar One, perhaps in addition to the San Jose airport facility.

"We have a lot of time and effort already invested in H1," said Ken Ambrose, director of H211, in an email on Monday. "(We) will study the RFP very carefully when it is published."

There is also an effort by Save Hagar One Committee members to build an air and space museum in Hangar One, having formed the Air and Space West Educational Foundation. H211 officials had expressed interest in possibly sharing Hangar One with the museum.

Taking over management of the Moffett runways is something Google's founders may also consider.

"The government's statement that it will consider outsourcing management of the airfield is a new wrinkle that we have not studied," Ambrose said. "When the RFP arrives, we will attempt to quantify what this means."

Airfield expense

NASA Ames Research Center has complained that every year it covers several million dollars in airfield expenses that are not paid for by users of the runways at Moffett, including the Air National Guard's 129th Rescue Wing and Lockheed Martin. Last year NASA administrator Charles Bolden announced that entire airfield could be declared excess and given to another government agency.

The notice says the federal government wants to "eliminate NASA's operating and maintenance cost for the airfield."

"While the primary objective is to facilitate the expeditious re-siding of Hangar One, the government will also consider proposals to manage the Moffett Federal Airfield," the notice says.

(Continued on page 10)

"This notice of intent embodies my consistent goals over several years to save Hangar One and to keep Moffett Federal Airfield as a local and Bay Area public safety and national security asset, and home to the 129th Rescue Wing," said Eshoo in a statement.

The Air National Guard at Moffett also welcomed the announcement.

"On behalf of the more than 900 California Air Guardsmen who selflessly serve the Silicon Valley community, as well as their state and nation, words fail to convey our appreciation for Congresswoman Eshoo's steadfast leadership in preventing NASA Headquarters from excessing Moffett Federal Airfield after signing a 50-year lease with the 129th Rescue Wing," said Steven J. Butow, commander of the Air National Guard's 129th Rescue Wing, in a statement.

"Moffett Federal Airfield will NOT be excessed," Eshoo's office said, addressing concerns raised last year about NASA headquarters push to excess Moffett's airfield and Hangar One to another government agency in a lengthy process, jeopardizing efforts to reuse Hangar One. "It will remain a restricted Federal Airfield and NASA will remain its custodian."

There have been worries in Sunnyvale and Mountain View that the airfield could be opened up to the high traffic of air cargo flights, increasing noise over the cities. But with NASA remaining as the landlord, a limit of 25,000 flights year will remain in place, imposed by an environmental study done for the NASA Research Park in the late 1990s.

Managing the runways could give H211 some certainty that their planes would be able to use the airfield after signing a long-term lease for Hangar One, says Lenny Siegel, who has become familiar with the situation as a Save Hangar One Committee member and board member of the Air and Space West Educational Foundation.

Challenges ahead

Allowing bids on Hangar One and Moffett Field also deals with a perception that the White House and NASA may have some favoritism for Google and H211.

"NASA Ames was under attack from Sen. (Chuck) Grassley for showing favoritism," Siegel said. "This is a way of dealing with that perception."

"It's conceivable someone else will show up with a plan, but I can't imagine whom," Siegel said.

There are some challenges to leasing Hangar One, including an ongoing battle between NASA and the Navy. The two have not come to an agreement over which is responsible for maintaining the new paint on the hangar's frame, underneath which sits toxic lead paint and PCBs which could not be entirely removed.

"While this is a major step forward toward saving the hangar, potential lessees may be discouraged from putting forward proposals by a letter to the Navy released by the NASA Ames environmental office on Thursday, February 28," said Lenny Siegel, director of the Center for Public Environmental Oversight, in an email. "NASA finds the Navy's 'removal action' for the hangar incomplete, and (the Navy) refuses to take responsibility for many of the long-term management activities requires to ensure that the hangar is safe."

H211 faces an obstacle as well. NASA's Inspector General has announced an investigation into all NASA Space Act agreements — including the one H211 uses to operate private planes on the federal airfield — and whether NASA is receiving "fair and reasonable benefits" from such agreements. H211 pays \$1.3 million a year to house its fleet in Moffett's Hangar 211, and has allowed NASA scientists to use the fleet of aircraft — including a Dornier fighter jet — for various kinds of research.

Eshoo says the community will be involved in future decisions for Moffett.

"GSA and NASA will work closely with the local community to explain the RFP process and produce the desired outcomes," Eshoo said. "I will continue to work with the agencies and my communities to see this critical process through."

Find this article at:

http://www.mv-voice.com/story.php?story_id=8493

Editorial by Mountain View VOICE publisher Tom Gibboney

Nine lives may not adequately describe how many times Hangar One has been written off for dead only to come back with another lease on life. When the United States Navy turned Moffett Field over to NASA in 1994, it tried to squirm out of any obligations to clean up the toxic mess around Hangar One, but after a heated fight with the new landlord, officials agreed to remove — but not replace — the toxic siding covering the massive hangar.

And when the siding finally was removed, leaving only the skeleton of the iconic structure that has long been a landmark for Mountain View and the Silicon Valley, it was thought that in times of tight money in Washington, D.C., no one ever would step up to restore Hangar One.

Then H211, the company that oversees Google's small squadron of private planes, offered in late 2011 to do the job in return for a long-term lease on the hangar. But that deal was curiously ignored in Washington, even though it offered the government a no-cost option to get the job done.

Five months later, NASA administrator Charles Bolden shocked the preservationists and other interested parties when he announced on April 6 a plan to turn Hangar One and the Moffett Federal Airfield over to the General Services Administration for disposal in the federal system. Such a fate could have left the hangar and runway in limbo for years, while the GSA looked for an agency to take over the properties.

That was where things stood until about two weeks ago, when Congresswoman Anna Eshoo, the White House, the General Services Administration and NASA shocked everyone by announcing that the GSA will seek bids for the restoration and lease of Hangar One and for management of Moffett Federal Airfield.

The dramatic change means that the government will issue requests for proposals on behalf of NASA, which now is committed to seeing Hangar One recovered, rather than being left to rust away as many had feared. If plans materialize according to this latest scenario, it could mean that the hangar and airfield will be on solid footing for years to come.

Although at this point it is not clear what companies might be bidding to do the job, H211, the manager of Google's fleet of private planes, told the Voice that the company will take a serious look at the proposal, despite recently making a commitment to move its planes to San Jose's Mineta International Airport. An earlier offer by H211 could have brought more than \$40 million to restore the hangar's siding. The company also has said it might be open to sharing Hangar One with the budding effort by the Save Hangar One Committee, which hopes to build an air and space museum in the gargantuan building. This is a plan that we hope the entire Moffett community can support. With the right artifacts, and with Google's support as a tenant, Hangar One can remain the iconic structure that serves as a landmark for Moffett Field and residents of the South Bay. It is a link back to the Navy's dirigibles, including the USS Macon, which crashed into the Pacific ocean off Point Sur during a mission that began at Moffett. The hangar is a historical asset that is priceless in today's market. Any questions about its value to this community should be put to rest with this latest development.

Find this article at:

http://www.mv-voice.com/story.php?story_id=8504

For Sale

From Bob Schaible:

Still have two balloons for sale at a reduced price.

Firefly 8B, 90,000 was listed at \$18,500 now \$14,500:

4.9 gondola excellent condition, has been kept in a heavy duty metal trailer with water proof canvas top for easy refueling and everything has been kept in a hanger out of the weather, trailer w/spare tire included, four 10-gallon tanks with tank heater covers....T-3 burner, instruments, flytec system, turning vents, parachute top, kevlar cables, nomax skirt...Firefly quick release...drop rope w/bag.....never been temped....annual good thru May 2013, total hours 297....excellent condition...rainbow colors zig zag pattern....log book, airworthiness certificate and original manual included...complete system.



Firefly AX-10, 180,000 was listed at \$28,500 now \$24,500.

5.9 gondola, excellent condition....has been kept in a heavy duty metal trailer with water proof canvas top for each refueling and everything has been kept in a hanger out of the weather....trailer w/spare tire included....carries seven 10-gallon tanks with tank heater covers included...two T-3 burners, instruments pod, turning vents, parachute top, kevlar cables, nomax skirt. pulley system for parachute top....Firefly quick release and drop rope w/bag...rainbow color zig zag pattern....annual good thru May 2013..... total hours 211...never been temped...excellent condition.

Both include newly painted trailers, etc.

Contact Bob Schaible at: 209-815-6260



Firefly AX-10, 180,000



More For Sale

From Bob Schaible:

1997 Dodge Ram 15 Passenger Van

Asking price for the van is \$5500, has a rebuilt engine, heavy duty suspension, tow package, tires like new...clean clean inside.

Contact Bob Schaible at: 209-815-6260



2013 Lovers Aloft - Feb. 14-17 - Lovelock, NV From Bo Choate

What better way to spend Valentine's Day than flying in Lovelock, NV! Orval and I attended the 8th annual Lovers Aloft weekend, and we had a blast.

Lovelock is just a little burg about 90 miles east of Reno along I-80. Population is about 2000. There is 1 traffic light, which seems to be the basis for all directions. But the welcome and enthusiasm of the



residents was overwhelming. We started Thursday night, Valentine's Day, at *Temptations* for check in for the 21 pilots. *Temptations* is a wonderful place full of many delicious & tempting treats – large, chocolate covered strawberries, just for starters. We were scheduled to have a glow at the county courthouse on Thursday night also, but high winds wouldn't allow it. SO...we moved on the *Cowpoke Café* for a delicious dinner. (Notice a pattern forming?)

Morning pilot briefings were at 7:30AM and flights at 8AM – a reasonable time for this non-morning person. Friday and Saturday were beautiful, crisp

and clear. Friday's flight was or fun and Saturday flights included a ribbon race. On Friday Orval flew north for about 1.5 miles in an hour and on Saturday he flew south for a couple of miles. Great flights. And, without any wind, 19° doesn't feel too bad with 3 layers on!

Friday night was the Landowners' Appreciation Dinner. Pilots and crew were treated to an extensive variety of goodies made by the local landowners. YUM! The pilots also pulled partners for the ribbon race on Saturday. Orval was paired up with our friend, Gayle McCoy, from Elko, NV. Unfortunately, Gayle gave his ribbon to his young passenger and forgot to tell her to "HOLD ON." Their attached time: 28 seconds! Winners of the ribbon race were Pat Irwin (Lovelock) and Jeff Halizer (Reno). Their time was over an hour! Show-offs!!! Oh yeah, and we were fed by *Port-of-Subs*, too.



Unfortunately, Sunday saw all of the flags flying straight out. An easy decision to call. So we headed back to the hotel for a delicious breakfast buffet, an auction and awards. Beautiful metal cut-out balloon wall hangings each with a Silver Splat were awarded to Gene Love (Reno) for 1st place, Brann Smith (Reno) for 2nd place, and our own Orval Choate (Nevada City, CA) won 3rd place.

There were activities available in town both Friday and Saturday afternoon, including a Valentine Poker Walk one day and a Scavenger Hunt one day. One other activity that is worth mentioning was the Saturday afternoon slot tournament. With an estimated 30 entries of pilots and crew members, we beat

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the “#%&!” out of the slots in 2 rounds. Prizes were awarded for 1st, 2nd, and last place. I took the booby prize, while some wise guy crew from Reno won with more points in one round than I had in both rounds!

Our thanks to Pat Irwin, balloon organizer, *Temptations*, our sponsor, and the city of Lovelock for a fun weekend. This was our first time at Lovers Aloft. We certainly hope to return, often.



SIX MONTH SUNRISE CALENDAR

Sunrise Chart for Tracy, Ca. (Morgan Hill will be approximately 1 minute later)

Mar-2013	2	6:36	Apr-2013	6	6:44	May-2013	4	6:07
	9	6:26		13	6:34		11	6:00
	16	7:16		20	6:24		18	5:54
	23	7:05		27	6:15		25	5:49
	30	6:54						
Jun-2013	1	5:46	Jul-2013	6	5:50	Aug-2013	3	6:11
	8	5:44		13	5:54		10	6:17
	15	5:43		20	5:59		17	6:23
	22	5:44		27	6:05		24	6:29
	29	5:47					31	6:35

PCA Board Members and Officers

David Wakefield: President/Board Member
Tom Sharpee: Chairman of the Board
Pat Moore: Secretary/Board Member
Linda Walton: Treasurer/Board Member
Orval Choate: Vice President/Board Member

2012 Committee Chairs:

Education: Jeanne Anson
WHAMOBASS: Pat Moore
Awards: "Magic" Bob Locklin
Montgolfer Dinner: Kathleen Terry
Safety Seminar: Linda Walton/David Wakefield
Junior Balloonist: Jeanne Anson/David Wakefield
Website: Jeanne Anson
Newsletter/Facebook: David Wakefield
Winter Party: Volunteer Needed

Pilot Briefing: Tools to Plan Your Flight

Tracy AWOS	209-831-4335
Mt. Diablo Robot	925-838-9225
Morgan Hill AWOS	408-918-7724
Flight Service	800-992-7433

If you have your favorite flight planning resource, send us a note at pca@pcaballoons.org and we'll publish it here.

Disclaimer

Information contained within this issue of the Downwind Chase is the most up-to-date and correct information available at the time this newsletter was issued. The PCA, its Officers and Directors are not responsible for the accuracy of the material enclosed herein. Opinions expressed in the Downwind Chase are solely those of the individual authors and should not be perceived to be those of the PCA, the Editor, Publisher, or its leadership.

MEMBERSHIP APPLICATION

Membership & Shirts:

Pilot or crew:	\$ 20.00
Family Membership:	\$ 30.00
For Postal Delivery of the Newsletter	\$ 5.00
Grey Polo w/PCA logo (sm—xl)	\$ 20.00
Long Sleeved Denim (sm—xl)	\$ 20.00
2xl—4xl add:	\$ 2.00
Shipping:	\$ 4.00

Cost:

Mail to:

Linda Walton—Treasurer
Pacific Coast Aeronauts
14938 Camden Ave. Suite 76
San Jose, CA. 95124

Name (s): _____

Address: _____

Phone: _____

Email: _____

TOTAL ENCLOSED: \$ _____