



he Scoop

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Off-Course Balloonists Ditch Off NEWPORT!!!!!!!

An unpredictable breeze whisks a 90,000-cubic-foot balloon and its passengers past their target, forcing the pilot to land in waters off Brenton Point.

By ANDREW GOLDSMITH, SCOTT MAYEROWITZ and GREGORY SMITH
Journal Staff Writers

NEWPORT -- Three hot-air balloonists who were whisked offshore by a capricious-breeze landed in the Atlantic Ocean off Brenton Point yesterday morning, but they were rescued without injury by a nearby boat and the Coast Guard.

What turned out to be an exciting couple of hours began at 6 a.m., when 23 pilots who had registered for the South County Hot Air Balloon Festival gathered at the University of Rhode Island's athletic fields for a Weather report. They learned the wind was blowing at a gentle 3 mph.

Wind direction was changing frequently, but most of the pilots went ahead with their flights. Though many of them launched from URI, a few drove to other spots with their balloons.

Michael J. Bollea, 63, of Farmington, Conn., decided to take off from the Rhode Island Veterans Cemetery in

Exeter in order to give himself a longer flight.

According to Laurent "Larry" Fortin, who coordinated the flights, Bollea hoped to fly four miles south and land at URI.

Instead -- floating mostly at the whim of the wind, like all balloonists -- he and his two crew members flew southeast, over Narragansett and Jamestown.

"Europe was the next stop," Fortin said. "Realizing that, he put the balloon down."

The Sunrise, a red, orange and yellow balloon measuring 90,000 cubic feet, landed two miles off Brenton Point, just south of Brenton Reef, and perhaps 11 miles from where it had taken off. Coast Guard reports indicated that the balloon landed at exactly 8 a.m., in about 70 feet of water.

The balloon's basket floats, Fortin said, so Bollea settled into the water, kept his balloon inflated and waited for help to arrive.

Back at the balloon festival late in the afternoon, Bollea said, "I was going too fast to make a safe landing in somebody's backyard." He said he looked to ditch at a beach, "But the opportunity

never came up."

In his 16 years of ballooning, Bollea said, he has deliberately landed on lakes, and he was not scared yesterday.

"You've got a lot of buoyancy out there, so it's not going to sink."

Aloft, the balloonists zipped along at 15 mph, according to Bollea. Once in the water, the wind and water current still pulled them along at 8 to 10 mph, he said.

Commented Fortin, "Mike's a good pilot. He probably did everything he was supposed to. It was not a life-threatening situation."

The Coast Guard learned of the incident when a private boat radioed in that a balloon was losing altitude over water. Bollea had a radio in his basket but did not use it. He said he did not want to be distracted in handling the balloon and he believed his potential rescuers knew its location.

An unidentified private boat and two others, the Way Point and the Casey Lynn, stayed with the balloon and its occupants until the Coast Guard arrived.

(Continued on page 4)

2000 CLUB OFFICERS

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Minister of Propaganda / Editor
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CLAS MEETING

August 17, 2000

Plainville Municipal Building

7:30 PM



Scoop Advertising Rates

Oxford Tower Update

By

Tony Roswell

On July 19 the Windsor Locks FSDO in conjunction with Keystone Aviation and Waterbury Oxford Airport presented a program on towered airports. The tower project at Oxford is on schedule according to manager Michael O'Donnell and should be operational in the Spring-Summer 2001. Bob Martens brought some very good videos and answered many questions stressing the importance of good communications. Those of us who fly in this area will need to brush up on our communication skills soon as many of our flights will be within Class D airspace. Michael O'Donnell is very willing to meet with a small group of balloonists and I will be in touch with him to arrange a field trip as the tower nears completion.

ADVERTISING RATES

FULL PAGE \$20.00 8" X 10"
1/2 PAGE \$15.00 5" X 8"
1/4 PAGE \$10.00 4" X 5"
1/8 PAGE \$ 5.00 (business card)

CLASSIFIED RATES

Classified ads are \$3.00 per line. Each line is approximately 50 spaces. "N" numbers and Total Time are required for all listings. Classified ads are free to CLAS members in good standing!!!

If you have an article or advertisement for the "Scoop", please submit it to the PO Box Address or send it E-Mail to: Blarney007@aol.com, by July 10th for the July Newsletter.

**Top Headlines
from**

AVweb's AirVenture 2000 Coverage

The Balloon Federation of America has been going great guns at the EAA's AirVenture in Oshkosh this week. With a 30x40 tent holding 3 complete balloon systems and BFA literature and products, the full time staff of 4 people and a dozen part-time volunteers have been constantly busy introducing aviators from around the world to the sport of ballooning.

WEIGHED DOWN BY TOO MANY AIRPLANES? TRY LIGHTER THAN AIR: After a year's absence, the Balloon Federation of America brought its exhibit back to AirVenture this year, and according to Marlene Gaidzik, an Illinois balloonist, "There has been a lot of interest." Fixed-wing pilots are attracted to balloons, she said, because of their lower operating costs and the fact that you don't need a medical certificate to fly them

Bullthiste Balloon Festival

July 3-5 2000

By

Tony Roswell

The Rotary Club of Norwich, NY and Balloon-mister Dave Sheldon has once again produced a quality event. Located in the central part of the state in the Cherirango River Valley its an open area with many farms and friendly land owners, unfortunately being in the river valley morning fog was late to burn off. Afternoons were breezy and only two balloons flew on the fourth but the entertainment and fireworks later that evening were great.

Following a fantastic brunch on Wednesday, awards were given out and our local crew proved to be invaluable in helping us win the Crew Competition Award which was a beautiful locally hand crafted wooden basket.

A good time was had by all and we look forward to next years festival and hopefully some cooperation from Mother Nature so we can fly in this nice area.

Press Release Friday, August 4, 2000 2:01 PM CST Canton, Mississippi

A San Angelo, Texas, hot air balloon pilot, Gordon Rainey, 53, was killed and a second pilot, Bill Cunningham, 52, of Germantown, Tenn. was injured in a non-flying accident at the North American Balloon Association National Championship in Canton, Mississippi, Friday morning.

The accident occurred when Rainey attempted to pull the balloon envelope off the power lines one hour after landing, in the third day of the five-day competition. Mr. Rainey had contacted power lines on landing and about one hour later, while attempting to remove the balloon from the wires, was electrocuted.

Rainey's balloon draped over power lines when he landed and he had climbed out of the basket but returned to attempt to remove the envelope from the lines, according to James Birk, Championship Director.

He was apparently electrocuted when he touched a portion of the balloon that was conducting about 8,000 volts. Mr. Rainey was competing in his first National Championship and had just completed a three-part task that was flown Friday morning.

Cunningham was injured when he came in contact with either Mr. Rainey or a piece of equipment when he went to assist him. Cunningham was taken to University Hospital in Jackson and is expected to be released Saturday. He suffered burns to his hands and leg.

On behalf of the association and the competitive pilots, our thoughts and prayers are with the families of Gordon Rainey and Bill Cunningham, said Birk.

The Canton Police Department and the Federal Aviation Association are investigating the accident. The two-year old North American Balloon Association conducted the associations first National Championship in Canton in 1999. The association was formed in 1998 and has 360 members.

A MESSAGE TO ALL LINDSTRAND DEALERS AND CUSTOMERS

From Per Lindstrand and Don Cameron

As six weeks have passed since the parent company of Cameron Balloons acquired the 65% shareholding in Lindstrand that had been offered for sale by the McCarthy Corporation in a fund raising exercise, we thought it was time to bring you up to date concerning the major changes that have since taken place at the factory in Oswestry.

There have been none. At the time of the share purchase we said it would be business as usual in future; and so it has been. The reason is quite simple: Lindstrand balloons is a stable and viable company that is not suffering from the severe financial pressures previously experienced by Thunder & Colt and Sky – pressures which led to their acquisition by Cameron. Cameron does not 'own' Lindstrand – it is only a shareholder –and there are no plans to merge the brands. In fact, Lindstrand and Cameron remain competitors and the only areas of cooperation we see are some technical interchanges and an improvement in service facilities for both brands.

So, when you contact Oswestry, Mina's is still the pleasant voice you hear when the telephone is answered; Ray, Mike and Peter remain the one and only Sales Team; Yvonne and the production staff have almost caught-up with the order backlog, and Simon's Technical Team remains able to answer your technical questions. The only person you won't be able to talk with is Finance Director, Mark Evington, who sadly has decided to move on for personal reasons. We all wish him well for the future. Speaking of the future, we have some important ideas that should help ensure a very right and independent future for Lindstrand Balloons. Further details will be given in the next update, but we can release one item of news immediately – from 1st August 2000, Sky balloons can be ordered from the Lindstrand Sales Team in Oswestry and they will be available through the Lindstrand dealer network. Ray Bailey will be circulating further details shortly.

Remember Lindstrand Balloons excels as a world leader in the manufacture of hot air AND gas balloons. The HiFlyer has achieved a major share of the market for tethered ride balloons and they are now operating in many countries. Is this an area you should be thinking about?

Finally, Lindstrand hot-air balloons are now exceptionally good value because the price list has not been significantly increased since 1996! You can still take advantage of these low prices if you place your order before the price increase that will take effect on 1st October 2000. Again, Ray will let you have details of the new prices very soon.

(Continued from page 3)

Safe landings, Per Lindstrand & Don Cameron

(Continued from page 1)

According to Coast Guard Petty Officer Thomas Craig, one of the private boats picked up the crew members, who were identified as Anthony Pastone, 20, of North Kingstown, and Laurene Brammall, 43, of Coventry.

Bollea, who described himself as a poor swimmer, was plucked from his 10-year-old rattan basket by a 41-foot Coast Guard utility boat at 8:25. The boat also retrieved the basket, which weighs an estimated 250 pounds.

"I've never seen anything wacky like that before," declared Petty Officer Artie O'Connell, who helped in the rescue.

When the second of two Coast Guard craft arrived -- a 21-foot, rigid-hull inflatable boat -- the balloon was 10 to 15 feet in the air, tethered to one of the private boats already there. Bollea was able to gain some lift from the water after the passengers jumped out, the Coast Guard said.

Said Bollea, "The idea was to keep the balloon afloat until they came."

The second Coast Guard craft tried unsuccessfully to tow the balloon, which was said to be 80 feet to 100 feet long and normally weighs an estimated 300 pounds, to land. Coast Guardsmen cut the balloon loose from the basket -- it was waterlogged and much heavier than it would be otherwise -- and pulled it in.

More than once they sliced holes in the balloon to let water out.

Bollea was disturbed by the damage. "It was just sickening to see them kind of jab at it, but that was the only way that they were going to do it."

Said Petty Officer Charlie M. Jackman, "This is the first balloon we have ever seen in the water. We have had calls about weather balloons, but nothing like this."

"It was very heavy. We were worried about the lines becoming tangled on the boat. . . . Everybody worked well together. No one was hurt and we were able to save the balloon."

The balloon, which cost \$32,000, will re-

(Continued on page 5)

CLAS Online

For the last few months, we've been working on the prototype of a web site for the Society. The framework and some content are now in place, and it's time for you, the members, to tell us what you think about what we've done so far, and what else you'd like to see on the site.

First, some details about what's already available. The web site can be accessed at <<http://www.lighterthanair.org/>>, a domain name that has been registered in the Society's name. It currently contains, among other things, some general information about the Society, some background on ballooning, a photo gallery of member balloons, and links to local weather information. There is also a Members Only section that gives you online

access to the membership database, the Scoop, etc. This area is password-protected, and this year's username and password are "member" and "hotair2000", respectively (without the ""). I encourage you to visit the site next time you're online. Each of the site's sections can be reached using a series of buttons down the left-hand side of the main page.

Now that the infrastructure is in place, with our own domain name, a prototype of the site, and so on, it's time to decide what you, the individual members, would like to see on the site. I've tried to suggest the obvious things by adding some content such as an application form for membership of CLAS, the photo gallery, and some others. However, the ultimate success of the effort depends on your input. One obvious piece of content that I did not include, and that will probably be quite important to some of our members, is how (or whether?) to list contact information for those of you who offer commercial ballooning services such as passenger rides, promotional appearances, flight training, balloon sales, and so on. One possible model might be to have a plain

standard listing for every commercial pilot member in our database, and to allow such members to purchase an add-on listing for a nominal fee that could include a link to their web site, a picture, etc. This quite clearly needs discussion, and I have asked for a portion of a future business meeting to be devoted to a brief working session on the web site, which would cover design, content and such logistical issues. This is a meeting you won't want to miss, so keep an eye out for an announcement in a future Scoop. If you'd like to be notified by e-mail, please send me a message at the address below and I'll add you to an announcement mailing list for the web site.

Feel free to contact me about anything having to do with the CLAS web site using the contact information below. I'm sure you'll come up with many things I'd never have thought of, and I'll be looking forward to your input!

Jim O'Brien, CLAS Webmaster
webmaster@lighterthanair.org (203) 795-3598
<http://www.lighterthanair.org/>

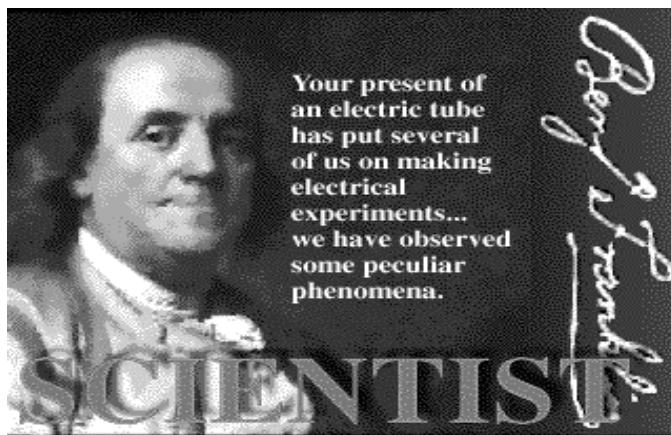
Congratulations to CLAS members Bill Colyer who along with fellow New England balloonists Paul Sena, Bill Maloney, George York and Aarron Brody brought home the Frank Bornis Trophy from Ireland. A picture appears in the summer issue of Air News New England.

(Continued from page 4)

quire about \$1,000 in repairs, according to Bollea, who spent three hours in the afternoon washing the saltwater out of it.

Fortin said of the Coast Guard officers, "They had never done that before, but they acted like pros."

By 10 a.m., all three balloonists had been taken to the Coast Guard station at Castle Hill, and the only gear lost, according to Jackman, was a carry-on bag.



In the 1700s, a scientist was someone who thought about the way things work and tried to figure out ways to make things work better. Today, that definition is still true. Every time Ben Franklin saw a question and tried to answer it, he was a scientist. Every time you ask a question and try to get an answer, you too are a scientist. Ben is most famous for his questions about electricity, but he also experimented with many other ideas in nature.

In 1743, Ben observed that northeast storms begin in the southwest. He thought it was odd that storms travel in an opposite direction to their winds. He predicted that a storm's course could be plotted. Ben rode a horse through a storm and chased a whirlwind three-quarters of a mile in order to learn more about storms. So, in a way, Ben was a weatherman too! He even printed weather forecasts in his almanac. Today's meteorologists don't chase storms on horseback, but they do continue to plot the course of storms.

Since Ben spent so much time sailing to Europe across the Atlantic Ocean, he became very interested in both ocean currents and shipbuilding. Ben was actually one of the first people to chart the Gulf Stream. He measured its temperature on each of his eight voyages and was able to chart the Stream in detail.

In November of 1783, Ben happened to be in Paris, France working on a Peace Treaty to end the American war against England. From his hotel window, he was able to watch the world's first known hot air balloon flight. The balloon lifted the Montgolfier brothers off of the ground as the first human beings ever known to fly. Ben was very interested in the idea of flight, predicting that one-day balloons would be used for military spy flights and dropping bombs during battle. Soon, balloons were actually being used for recreation, military, and scientific purposes. Even though they could not yet be steered, many people volunteered to take a ride just for fun! Sadly, Ben Franklin died three years before the first American hot air balloon voyage. In 1793, Jean Pierre Blanchard lifted off from the Walnut Street Prison Yard in Philadelphia, beginning the hot air balloon craze in America.



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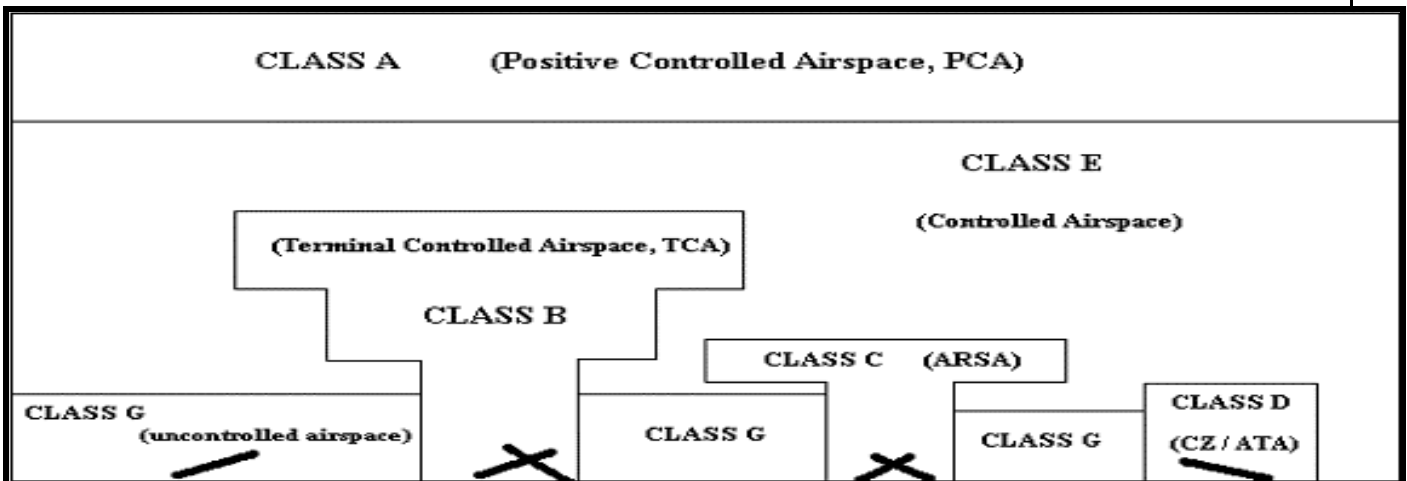
Airspace - Know Your ABC's



CLASS "D" AIRSPACE:

Airports that are not associated with Class B or C airspace have become class D airspace. These are control zones (CZ) with operating control towers and airport traffic areas (ATA). A segmented blue line depicts class D airspace on sectional and world aeronautical charts. The ceiling of Class D airspace is 2500 AGL (charted in MSL), and the lateral dimension are dependent upon the instrument approaches at that airport. Two-way radio communication is required. Cloud and visibility clearance is 3 miles, with 500' below, 1000' above, and 2000' horizontal. Pilots must have two-way radio communication to enter class D airspace.

Two hot-air balloons of a Dutch balloon team drove near Euskirchen, western Germany, on Wednesday, August 9, 2000, causing excitement and concern among spectators and the police. The "Upside Down" balloon was not an accident but a sales gimmick.



Hot Air Ballooning over the UFO Lake...A true Story! by Kathy Doore

The legend of UFO's and Lake Huaypo is a long one handed down from one generation to the next. For centuries unusual phenomena has emerged from the watery depths of this crystalline clear lake located on the high Andean plateau along the old road to Cusco in the Peruvian Andes. Local legend tells of strange beings interacting with the Quechua Indians of the area, and of "Light Ships" emerging and descending to and from the watery depths of the Lake.

When American Balloonist Jeff Hall tried to fly his balloon over Lake Huaypo he found many bizarre anomalies he couldn't explain.

On his first two attempts to cross the lake his and the balloon took a sudden, and uncharacteristic, right hand turn several hundred yards from the center. A few weeks later after much controversy over who controlled these waters through a series of meditations in which he asked permission to fly the balloon directly into the center of the lake he noticed a very odd sight where the coloration was distinctly different and around its circumference were shiny objects reflecting the apparent sunlight back to him!

As his ground crew watched from shore Jeff radioed that he was seeing unusual vapor clouds the crew thought they could be? The shore crew usual at all, that the sky was clear as a bell -- too.

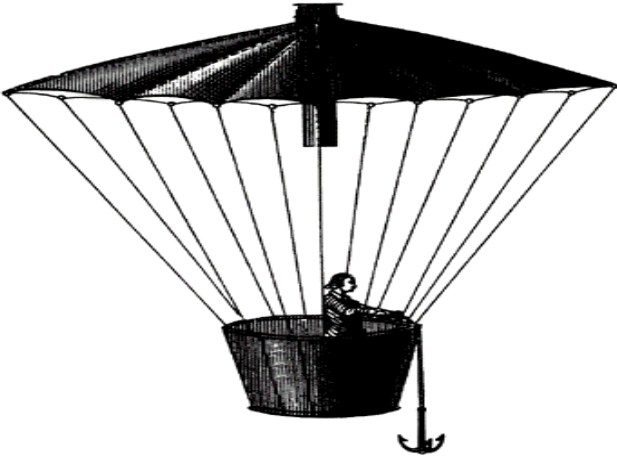


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center of the lake he noticed a very odd sight where the coloration was distinctly different and around its circumference were shiny objects reflecting the apparent sunlight back to him!

Since that day Jeff has declined further commissions to fly over the lake, and the local bruja (witch) has told Jeff that the lake is strictly "hands-off," and not to push his luck.

THE BALLOON WORKS AD



C.L.A.S. JUNE COMPETITION REPORT

The June Competition was held concurrently with the Northwest Connecticut Balloon Festival Hare and Hound event on the morning of June 24th . The CLAS competitors were to be scored with the rest of the field and separated later.

Bill Colyer decided to be the hare balloon since he figured he was the best informed as to the red zone situation. Trying to avoid a repeat of an earlier encounter with Lee's riding stables Bill chose a field across the street and to the side of Lee's place. What he didn't count on was landing on State property with no vehicular access allowed. (An unofficial red zone.)

The morning air was moving along gently to the south east with a little bit of steer ability between the surface and about 500 feet AGL.

Of the 7 CLAS pilots signing in for the task: Erwin Dressel, Frank Bart, Daryl Smith, Bill Colyer, Mike Bollea, Thad Burr, and Steve Goodyear, all 7 scored on the X.

JUNE RESULTS

- * 10 Points Mike Bollea
- * 8 Points Thad Burr
- * 7 Points Erwin Dressel, Bill Colyer
- * 6 Points Frank Bart
- * 5 Points Daryl Smith
- * 4 Points Steve Goodyear

STANDINGS THROUGH JUNE

- * 26 Points Erwin Dressel
- * 25 Points Mike Bollea
- * 24 Points Frank Bart
- * 13 Points Santo Galatioto
- * 11 Points Bill Colyer
- * 10 Points Mick Murphy
- * 9 Points Randy Riley
- * 8 Points Kevin Brielman, Thad Burr
- * 7 Points Gloria Kocsera, Pete Hylsop, Daryl Smith,
- * 6 Points Steve Goodyear
- * 4 Points Bob Sommer, Robert Zirpolo, ,
- * 2 Points Chris Mooney, Paul Sena, Dave Lasher

2000 Competition Schedule

Month	Date	Location
January	8, 9	Aqua Turf
March	18, 19	Salmon River
April	29, 30	Skylark Airport
May	26, 27	Balloons Over Bristol
June	24, 25	Goshen Balloon Festival
July	29, 30	Southbury
Aug.	26, 27	Plainville Balloon Festival
Sept.	23, 24	Ushchak Aerodrome
Oct.	7, 8	Apple Harvest Festival

Bartlem Park in Cheshire

On September 16th there will be a fly out from Bartlem Park in Cheshire. All CLAS Pilots are invited, however there are some space constraint limits. If interested please contact Erwin at 203-272-6116.

Bartlem Park is a beautiful area located across from the Cheshire High School. The Cheshire Chamber of Commerce will have many business displays set up and they call it CHESHIRE FALL FESTIVAL & MARKET PLACE.

On the bright side: If all goes well we may have another field to fly from. The Cheshire Chamber of Commerce will advertise balloon rides for us asking \$185 per person. We generate some good publicity for CLAS. If this year is successful, we may get free propane next year.

On the dark side: Bartlem Park is located about six miles from Sleeping Giant State Park. Any Balloonists familiar with the area know, they don't want to go South from there unless surface winds and winds aloft are no more than 5 knots. On the other hand, a South West wind is beautiful and will carry you over to Meriden, Middlefield, Middletown, or towns further North which are all great landing sites!

How this might work out is anybody's guess. Just let me know if you can commit to Sept. 16 for a PM flight. I will list names as I receive them and give out rides on a first come first serve basis to Commercial Pilots. If we don't fly, you keep the customers and make your own arrangements.

CONNECTICUT LIGHTER THAN AIR SOCIETY MEMBERSHIP APPLICATION

The Connecticut Lighter Than Air Society is a club for anyone interested in learning about, participating in and improving the sport of ballooning. Pilots, crew, and enthusiasts alike are welcome and ALL can contribute to the safety, enjoyment and education of the sport. Meetings are scheduled during the months of Jan, Feb, Mar, April, May, July, Sept, Nov and Dec on the third Thursday of the month at the Plainville Municipal building at 7:30 pm. For more information, contact any of the officers listed inside this newsletter.

Three types of membership are available - Single, Associate (2nd voting member in same household) and Family. The dues for 2000 are:

New member		Renewing members	
Single	\$29	Single	\$24.
Associate	\$17	Associate	\$17.
Family	\$32	Family	\$27. (Additional Vote \$33.75)

Included in new membership dues is **Flight Information Manual, decal, voting privileges and newsletter subscription.**

Also available separately:

Newsletter Subscription	\$ 10
Pins	\$ 5. (\$3 for members)
Decals	\$ 2 (\$1 for members)
Landowner pins(members only)	\$ 21.90 (15 pins)
CLAS T-Shirts	\$ 12. And up-Various Styles (Add \$3.00 for shipping)

NAME _____

ADDRESS _____

TELEPHONE Home _____ Work _____ DATE OF BIRTH _____

New member		Renewing members	
Single	\$29_____	Single	\$24_____.
Associate	\$17_____	Associate	\$17_____.
Family	\$32_____	Family	\$27_____(\$33.75 for additional vote)

Crew____ Student Pilot____ Private Pilot____ Commercial Pilot _____

BFA CAAP: Level _____ BFA PAAP Level _____ FAA WINGS Level _____

Newsletter only _____ Pin _____ Decal _____ Landowner pins _____ T-Shirts. (S) ____ (M) ____ (L) ____ (XL) ____

BFA# _____ Pilot Certificate # _____

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