



The Scoop

Volume XIV, Issue 1, January, 2001

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CLAS Education in 2001

We have some excellent education classes coming up this year. Many of the topics may seem like they are pilot related only, but are in fact aimed at all members, crew people and of course pilots. The mission of the education committee is to provide enrichment information to the ballooning community and the public. To inform and educate all members, potential members, and the public about our sport and to keep the participants of our sport safe.

Pilots undergo recurrent training on a continuous basis in some form or another (believe me, every flight I go on, in any kind of aircraft, is always a learning experience) and the people that make ballooning possible, the Crew People, need to keep current too. There are many things that can go wrong in ballooning, and when they go wrong, they go wrong fast, and with little time to think about what just happened. The education classes are intended to teach members how to recognize potential hazards, and how to react quickly and accurately to situations if something tragic should happen.

This year we have done some creative safety seminar scheduling for the BFA Safety Seminar and the courses required by Balloon Insurance Companies to qualify as a safety seminar. To qualify as a Balloon Insurance Safety Seminar, you may combine 4 balloon-related courses offered at the FAA Safety Fest (May 12, 2001) and any 4 additional courses offered at the Safety Fest. This will allow members attending the Safety Fest to interact with other aviation groups by attending other aviator-related courses. To qualify as a BFA Safety Seminar, you will need to attend 4 balloon related courses at Safety Fest, and, any 4 education courses provided on the 2001 CLAS Education meeting schedule.

The first CLAS Education meeting for 2001 will start off with a tour of the new Control Tower at Oxford airport on February 15, 2001 at 7:30. The airport manager has given us the use of the airport conference room for our meeting before and after the tower tour. However this is not going to be a "Home and Garden" tour of the inside of a control tower, but an opportunity to learn about the many things that happen around a tower controlled airfield. For the balloon pilot, or student balloon pilot, this is an opportunity to see how airplane and helicopter aircraft operate, how radio communications are conducted, what concerns you should have about operating near large fast moving aircraft and what services are available to balloon pilots from a control tower. For crew people, having knowledge of these subject areas will help you assist your pi-

lot both in the basket and on the ground if called on for help. You may even be called on someday to communicate with a tower by cell phone in behalf of your pilot. For Student Balloon Pilots, if you bring your logbook to this class I will sign you off as having received the required ground instruction for airport operations and communications.

Here are some of CLAS education topics to plan for in upcoming meetings. April – "The Wings Program", in June – "DUAT" weather briefings via computer, in August –

Dear Friends,

Here we are starting into another New Year. I hope you all had a great Holiday Season and all are well. I've just been reading through some very good seminars coming up. I hope everyone makes the time to attend at least one and brings back some information to share.

The newly elected officers are ready to sit down and tackle the annual chores of budget, meeting schedules and committees, but we're also looking to the membership for ideas about special projects or anything that may help the club to grow and improve. Remember this organization is all of us, so please try to participate in some way in the coming year.

Thanks You and Safe Flying,
Tony

"Navigation & GPS Navigation techniques", October – "Crew Training". In addition to our normal monthly education meetings we are trying to get two other classes scheduled; CPR and Powerline safety. These classes may have to be done on a Saturday or after a CLAS fly-out. Watch future Scoops for more details on these and other classes that are being planned.

These education classes are excellent opportunities to attract new members. If you have crew people that are not involved in CLAS invite them attend as your guest. If you have a friend that is interested in getting involved in ballooning or crewing invite them along too. If you have any questions about our education class please e-mail me at daryl@kbz.com or call me at home at 860-742-3681, or try me on my cell phone 860-428-6769.

You don't want to miss any CLAS Education Classes this year,
Daryl Smith – CLAS Education Committee

2001 CLAS Officers

President: Tony Roswell
Phone: 203-264-5066
E-mail: Trozwell@aol.com

Vice Pres: Daryl Smith
Phone: 860-429-9462
E-mail: Daryl@kbz.com

Secretary: Ellen Dressel
Phone: 860-274-2112
E-mail: Edressel@99main.com

Treasurer: Jack Perry
Phone: 203-263-5962
E-mail: Jackp02@sprynet.com

January Meeting
Thursday January 18th,
7:30pm,

2001 CLAS Meeting Schedule

- January.18 Budget and dues approval and committees.
- February.15 Oxford Tower Tour & Audit committee report.
- March.15 Business Meeting.
- April.19 Wings Program.
- May.17 Business Meeting.
- June.21 Duats.
- July.19 Business.
- August.16 Navigation and GPS
- September.20 Nominations.
- October.18 Crew Training.
- November.15 Elections.
- December.20 Holiday Party

Landowner Cards

CLAS has received a total of 22 cards returned year to date as 1-10-01.

Here are the current returns as follows:

Dressel	8
Tony Roswell	5
Wadsworth	3
Bill Coyer	2
Lasher	2
Zirpolo	1
No Pilot Name	1
Total	22

SUNRISE SUNSET CHARTS

	FEBRUARY		MARCH	
	SUNRISE	SUNSET	SUNRISE	SUNSET
1	7:05	5:07	6:28	5:43
2	7:04	5:09	6:26	5:44
3	7:04	5:10	6:24	5:46
4	7:03	5:11	6:23	5:47
5	7:02	5:13	6:21	5:48
6	7:00	5:14	6:20	5:49
7	6:59	5:15	6:18	5:50
8	6:58	5:16	6:16	5:51
9	6:57	5:18	6:15	5:52
10	6:56	5:19	6:13	5:54
11	6:54	5:20	6:11	5:55
12	6:53	5:21	6:10	5:56
13	6:52	5:23	6:08	5:57
14	6:51	5:24	6:07	5:58
15	6:49	5:25	6:05	5:59
16	6:48	5:26	6:03	6:00
17	6:47	5:28	6:01	6:01
18	6:45	5:29	6:00	6:02
19	6:44	5:30	5:58	6:03
20	6:43	5:31	5:56	6:04
21	6:41	5:32	5:55	6:05
22	6:40	5:34	5:53	6:06
23	6:38	5:35	5:52	6:08
24	6:37	5:36	5:50	6:09
25	6:35	5:37	5:48	6:10
26	6:34	5:39	5:46	6:11
27	6:32	5:40	5:45	6:12
28	6:31	5:41	5:43	6:13
29	6:30	5:42	5:41	6:14
30			5:40	6:15
31			5:38	6:16

Scoop Advertising Rates

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 Feb 14h for the Feb Newsletter.

PRESS RELEASE

Kavanagh Balloons Pty. Limited. of Australia has started Patent Infringement action in the United Kingdom against Cameron Balloons Limited.

Kavanagh Balloons Pty. Limited holds European Patent No.0671322, U.S. Patent No. 5,584,449 and Australian Patent No. 656118, each titled "Improvements in the Generation and Control of Inflatable Balloons". The deflation system covered by these Patents, known as Smart Vent, was invented by Australian balloon manufacturer, Phil Kavanagh and has been in use in hot air balloons since 1994.

Cameron Balloons Limited have continued to manufacture and market Smart Vent despite the fact their licence agreement for exclusive use was terminated in February, 1998. The action being taken against Cameron Balloons Limited is for infringement of the patents in regard to both the Smart Vent and Sidewinder deflation systems

The claim against Cameron Balloons Limited seeks damages or an account of profits and an injunction to restrain Cameron Balloons Limited from further infringement. There is also a claim for unpaid royalties under the licence agreement.

Kavanagh Balloons Pty. Limited.
Sydney, Australia.
11th January, 2001

FAA TO PROPOSE SPORT PILOT CERTIFICATE NPRM...

Within the next year, some aviators could be able to take off into the wild blue yonder with nothing more than a steed to fly, some basic training, and a valid U.S. driver's license (flattering photo preferred) as their medical ticket. EAA and several ultralight organizations have been working with the feds to institute a Sport Pilot certificate --which would require written and practical tests, but no medical exam -- and it is close to becoming a reality. Such a category, filling the gap between unlicensed ultralight flyers and recreational or private pilots, would allow a pilot to fly and carry a passenger in VFR daytime conditions in unpowered or light single-engine two-place aircraft that don't quite fit into FAR Part 103.

STUMPF'S BALLOONING EQUIPMENT—ONLINE CATALOG AND UPDATED WEB-SITE

Press Release

Contact: Paul Stumpf, Stumpf Balloons at (802) 875-1600, 2926 Andover-Weston Rd, Andover, VT 05143

Stumpf's Ballooning Equipment catalog is now online. New Products are being added frequently, and there is a special page offering savings only available to Internet shoppers.

In addition, there are many other web pages on the Stumpf Balloons web site allocated to a broad array of offerings. Some of these include: Stumpf cold-air and specialty display balloons, Paul Stumpf's ballooning photography, quality used Aerostar hot air balloon classified ads, Aerostar International Northeast Distributorship, "The Used Equipment Garage Sale", "Ask The Repairman", maintenance questions forum, The Mystery Balloon Photo Contest, and more!

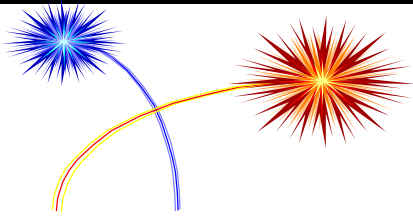
Check it out!!!! www.stumpfballoons.com



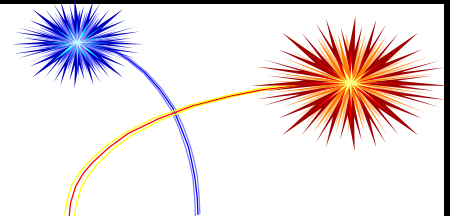
FAA ASOS WEB SITE:

The FAA has an improved ASOS Web site to allow visitors to get weather sensor information more efficiently. The site includes an organized catalog of all ASOSS/AWOS sites in the United States, Caribbean, and the Pacific Ocean areas. Information, frequency, telephone access number, type and commission status. There are also individual and state and island maps showing the location of the weather systems.

www.faa.gov/asos/asos.htm



LET'S PARTY !!!



*CONNECTICUT LIGHTER THAN AIR SOCIETY'S
WINTER DINNER*

*WHEN: SATURDAY, FEBRUARY 24, 2001
COCKTAILS AT 7:00 PM DINNER AT 8:00 PM*

*WHERE: COLONIAL TAVERN
24 HAWLEY ROAD
OXFORD, CT*

COST: \$22 PER PERSON (CASH BAR)

*DINNER CHOICE: PRIME RIB
BAKED STUFFED SHRIMP
CHICKEN CORDON BLEU*

*HORS D'OEUVRES, APPETIZER, SALAD, POTATO, VEGGIE,
DESSERT*

*RESERVATION AND DINNER CHOICE TO POLLY OR DAVE
LASHER BY FEBRUARY 10, 2001. \$ DUE BY FEBRUARY 16.*

*SO PUT AWAY YOUR JEANS, GET OUT YOUR PARTY
CLOTHES, BRING YOUR PARTNER, BRING YOUR CREW, PLAN
TO ENJOY A GOOD MEAL WITH GOOD FRIENDS AND SEE
WHO WON THE LONG JUMP, THE CLAS COMPETITION,
THE ART LALIBERTE CREW AWARD AND OF THE S**T HAP-
PENS AWARD!!*

STOCKHOLM,

Jan 12 (Reuters) - A massive balloon launched from Sweden's frozen north to the brink of space on Friday had to be crash-landed in Finland when sensors designed to map ancient cosmic radiation broke down, scientists said.

Astronomers had hoped that a special telescope suspended below the balloon could sweep the sky for cosmic background radiation left over from soon after the birth of the universe for clues about its age, density and structure.

But a cooling mechanism needed to keep delicate sensors within a tenth of a degree of absolute zero malfunctioned after takeoff, prompting mission control to abort the flight and lower the balloon to earth before it floated too far away.

A recovery mission set off to find the balloon in the snowy wastes of northern Finland and bring it back to Sweden to prepare for a second attempt, perhaps as early as next week. "We have to recover the gondola and repair the instrument. We brought it down because we wanted to start a new flight as soon as possible," team physicist Sophie Henrot-Versille told Reuters by telephone from Sweden's Estrange rocket base near Kiruna close to the Arctic Circle.

"We are going to look for it now but that shouldn't be a problem as long as there is not too much snow. There is a GPS (Global Positioning System) on board," Henrot-Versille said.

The helium-filled Archeops balloon was launched shortly after 11.30 a.m. (1030 GMT) and took about three hours to soar 38 km (24 miles) straight up to the boundaries of space, where the air is so thin that the balloon swelled to about 400,000 cubic metres (14.13 million cu ft).

At that stage it became clear the sensors would not work so the balloon was partially deflated and brought back down.

The mood was subdued at Estrange, where the balloon's operators had toiled for weeks to prepare the contraption as the Northern Lights flashed through the near-permanent Arctic dark.

"We are quite tired but we look forward to the next flight and we will do our best to get it right," Henrot-Versille said.

The plan for the next mission will be the same -- to let the balloon drift eastwards over Russia for about 12 hours while an angular silver structure suspended below slowly spins to point its telescope at as much of the sky as possible.

"By rotating the gondola we can make a map of relic radiation from the Big Bang. By measuring small differences from one patch to another we have a very sensitive measurements of the early condition of the universe," astronomer Xavier Desert told Reuters earlier.

The failure of the equipment will be a blow for the European Space Agency's planned PLANCK space probe, due to be launched in 2007, which was to use similar instruments in deep space.

The probe needs to be sent to the edge of space in the Arctic night to escape interference from the atmosphere and the light of the sun. Even reflected light from the moon could skew its delicate measurements.

Collectibles

Tin Balloons Took Flight as Playthings

By RALPH KOVEL, TERRY KOVEL, Special to The Times

The revolutionary spirit in France in the 1790s included not only the idea of freedom from royal tyranny, but also attempts to fly. Experiments with hot-air balloons made air travel a reality. By the 19th century, a balloon ascent was a popular part of civic events, like the opening of an exhibition.

It was not until 1867 that the average person could have a balloon trip. Rides in a securely anchored balloon were offered at the Paris World's Fair that year. French balloonists traveled to Germany to give shows. Paul Feller went up with his giant balloon, called Mars, in 1895. The next year, E.P. Lehmann, the German toy maker, offered a tin balloon toy for sale. It was decorated with the word "Mars."

A string was attached to the ceiling of a room, and as it was pulled, the balloon slowly went up. If the string was released, the balloon would come down. A toy man in the gondola waved a flag as the balloon moved. The toys were made until 1900. This year, a Mars balloon toy in good condition sold for almost \$3,000.

The Worlds First Balloon Rally at the North Pole Expedition 2001

We will also have free skydiving on the north pole this year. If anyone wishes to go contact C. Jeff Dyrek

Please forward this to your other members

Great men have tried and died trying to reach the North Pole, but now with the help of the Russian Air Force and its extensive knowledge and experience with Arctic conditions, this is a trip that everyone can enjoy with comfort and safety. Global Expeditions has combined with yellowairplane.com to bring this exciting adventure to anyone at an affordable price.

This years expedition will include the worlds very first North Pole, Hot Air Balloon Rally with balloon pilots from around the world. Global Expeditions has taken the worlds first hot air balloon to both the North and South Poles and there has only been two additional balloon flights since. There will also be free skydiving from a Russian jet aircraft for qualified jumpers who wish to add a tremendous North Pole jump to their log-

(Continued on page 8)

Pedaling through the sky

Pilot Bill Arras floats silently in his small blimp, the White Dwarf

Tuesday, December 26, 2000

By Steve Lundgren, Correspondent, The Oregonian
MADRAS -- Bill Arras speaks quickly, almost nervously, slipping into the next topic before he's finished the last. One second he's explaining the control system of his newest contraption, a pedal-powered blimp called the White Dwarf, and the next he's talking about a flying machine he's built into his head.

"There are a zillion things I'm researching now," he says, his hands hopping around like sparrows as he talks.

For a man in such a hurry, one would never picture Arras as someone who dreams of traveling slowly, aimlessly about the Earth. But Arras describes his latest project as a magic carpet ride -- a personal dirigible that would allow a person to float silently above the plains of the Serengeti or the Amazon rain forest or maybe even Madras.

"This will allow a type of adventure that's never been possible in any other kind of aircraft," says the 44-year-old man from the Redmond area.

That might sound like pie in the sky from most earthbound souls. Arras, however, has a way of making things happen.

He took up hot air ballooning in 1986. Four years later, he became the first person to pilot a balloon from Alaska to the Soviet Union. He did it without official permission -- from either the Soviet or American governments.

Five years later, in 1995, Arras says he was the first to fly a balloon above Antarctica. He was on his way to becoming the first person to fly a balloon above all seven continents, according to his own research.

In 1999, he won the world hot air balloon competition flying a borrowed balloon with a cobbled-together ground crew that included people from six nations. That competition won't be held again until August 2002, so Arras still holds the title of world champion.

Since that glorious, rotten, foggy week in Austria, he has backed away a bit from competition ballooning. It's given him time to think, which is a scary concept to anyone who's met Arras.

He has researched small dirigibles (Arras uses that term interchangeably with airship and blimp) on and off for the past 10 years. Then one day, Reed Gleason, an old buddy from Arras' hang-gliding days, called up -- out of the blue.

"He said, 'Wouldn't it be neat if you didn't have the noise of the burners and you could pedal over the wildlife,'" Arras says.

Twenty years earlier, Gleason had taken a hot air balloon ride in Africa to look at wildlife. The images remained strong with the electrical engineer from Portland.

"It was just magical. We came over a clearing and there were some antelope down there. Then (the pilot) fired the burners and the animals just went berserk," Gleason says.

Gleason is still not sure why the topic came up so many years later, but the conversation was enough to give flight to his and Arras' imagination.

The two men envisioned a small airship that could float silently, drifting on the wind. Or it could move under power of pedals or small gas or electric motors.

Arras resumed his research on airships. He found information on various projects on the Internet, but the news wasn't encouraging.

"Every time I heard about a small airship, I asked all kinds of questions," Arras says. "Every single one (the story) was, 'It was destroyed. It was destroyed. It was destroyed.'"

He also found lots of references to a craft called the White Dwarf, but no one seemed to know what happened to it. Finally, Arras contacted the man who designed and built it, Bill Watson.

The blimp was in storage in Southern California, where it had been since shortly after it was completed in 1985.

Watson built the craft at the request of the comedian Gallagher, who wanted to fly it above crowds at his performances and for a video.

Watson came to that job with tall credentials. In the late 1970s, he was involved in the first successful human-powered airplanes -- the Gossamer Condor and the Gossamer Albatross -- the latter of which grabbed international headlines when it was flown over the English Channel in 1979.

Using some of the same technology, Watson built an aluminum tube frame with a seat for the pilot, pedals, a propeller and a rudder for the White Dwarf. Then he attached it to a small blimp that was designed as an unmanned advertising vehicle.

The whole aircraft weighs about 140 pounds empty and flies about 7 mph under pedal power. Removable lead weights and water tanks are used to adjust the craft's weight so the combined weight with the pilot exactly equals the lift of the helium.

Because of its light weight and low power, the White Dwarf must be flown in dead-calm conditions.

"It was not designed to fly fast or outdoors. It was designed to fly indoors and be safe around people," Watson says from his Simi Valley, Calif., home.

Even so, the craft was flown to a world endurance record for small airships in 1985 by Bryan Allen, who was also the pilot of the Gossamer Condor and Albatross.

Arras and Gleason acquired the White Dwarf from Watson and trailered it to the Madras Municipal Airport.

"This is like a dream come true to have found it," Arras says. "It shortened up our project considerably."

Although the White Dwarf is basically what Arras and Gleason had dreamed of, finding it did not satiate them.

They dream of an aircraft that can handle all kinds of weather. They also want a craft that could be flown across the country the way early barnstormers did, landing in whatever field or pasture struck their fancy.

Toward that goal, they plan to use the White Dwarf as a vehicle to test ideas that may be used for a second, more capable blimp.

On one test flight of the White Dwarf, Arras attached two

gas-powered string weed trimmers to opposite ends of an aluminum tube. On each weed whacker, he affixed a large model airplane propeller.

The contraption, complete with an indoor light switch as a kill button, pushed the White Dwarf at 7 mph. A combination of the weed whackers and pedaling, pushed the balloon to a blistering 14 mph to 15 mph.

"We did it just to see if we were going in the right direction," Arras says.

Watson, who has agreed to act as a consultant on Arras' and Gleason's dream project, says he is happy someone has taken up where he left off. In the late 1980s, he took the White Dwarf to the Experimental Aircraft Association's annual air show at Oshkosh, Wis. He hoped to ignite interest in it, but little came of it and the blimp went into storage.

"I'm glad to see that somebody's playing with the blimp and trying to get other people excited," Watson says. Looking out of the former World War II bomber hangar where the White Dwarf now resides at Madras, Arras smiled wistfully. A thick layer of fog kept him from flying that day. But it didn't stop him from thinking.

"This isn't to go somewhere," he says, tilting his chin toward the White Dwarf. "It's an adventure."



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AN IMPORTANT NOTICE FROM MAURER-NOEL AGENCY

About a year ago Generali decided to discontinue its operations in this country and closed its U.S. branch. Our replacement balloon insurer, HCC Aviation Group's U.S. Specialty Insurance Company chose to write only pleasure, sport and light commercial balloonists.

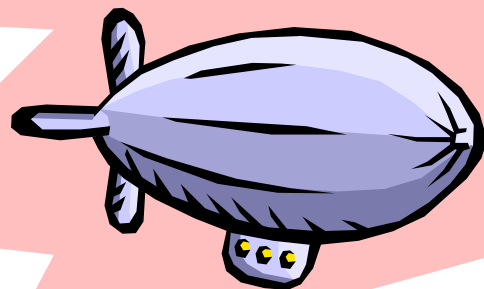
Because of the competitive nature of balloon insurance it is difficult for an agency to operate successfully insuring only pleasure, sport and light commercial. After much deliberation, Maurer-Noel Agency has decided to discontinue writing balloon insurance and has negotiated the transfer of its policies to IMC Balloon Agency effective January 2, 2001.

Tom Reussé and IMC have offered excellent service and affordable balloon insurance with financially sound insurance companies since 1981. IMC is the oldest and largest insurer of balloons in America. We are pleased Tom was interested in assuming our balloon program when we approached him with the idea. Both IMC and Maurer-Noel Agency are committed to making this transaction smooth and simple. On January 1, 2001 there are several changes you can expect.

First, and most important, coverage under your current policy with HCC Aviation will not be affected. The only difference is that your questions, policy changes, certificates and claims will be handled by IMC. All phone calls to Maurer-Noel will be redirected to IMC. Just before your HCC Aviation policy expires IMC will send you a renewal quotation from Jefferson Insurance Company. An added benefit to all balloonists is that IMC is able to insure not only sport, pleasure and limited commercial flying, but also full time ride operations.

All of us at Maurer Noel Agency and IMC Balloon Agency appreciate your business. Paul and Mark thank you for the opportunity to have been your agent, and Tom looks forward to working with you beginning in January.

Sincerely,
Paul R. Maurer
Mark W. Noel"



CLAS November/December Competition Report

Despite some confusion about the use of Sunday as a backup date, enough pilots did show up at the Rt. 10 commuter parking lot to enable the launching of the Novembers event on the 19th.

In attendance were, Kevin Brielman, Robert Zirpolo, Mike Bollea, Randy Riley, Erwin Dressel, and Clyde Livingston.

The launch was from Panthorn Park, Southington and a GDG was called. The South End School flag pole was the target of the day.

Three pilots scored. Kevin got first place with a drop of 62 feet. Robert second at 211 and Mike made it inside the 300' circle at 260 feet for third place

All pilots made safe landings.

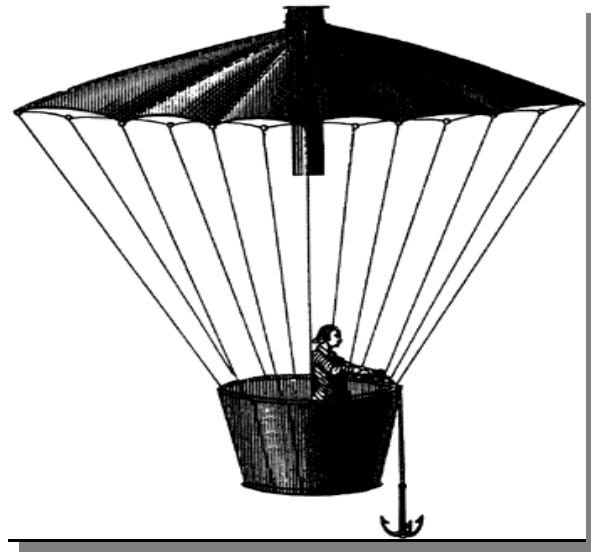
The 2000 December maximum distance task was cancelled due to weather. So it looks like the November task will be the last CLAS event of the Century. Good luck to all in the new Millenium!

NOVEMBER RESULTS

1. 9 Points Kevin Brielman
2. 7 Points Robert Zirpolo
3. 6 Points Mike Bollea
4. 2 Points Randy Riley, Erwin Dressel, Clyde Livingston

STANDINGS FOR THE YEAR 2000

1. 35 Points Mike Bollea
2. 30 Points Erwin Dressel
3. 26 Points Frank Bart
4. 17 Points Santo Galatioto, Kevin Brielman
5. 15 Points Robert Zirpolo
6. 13 Points Bill Colyer, Randy Riley
7. 12 Points Mick Murphy
8. 11 Points Thad Burr,
9. 8 Points, Steve Goodyear,
- 10.** 7 Points Gloria Kocsera, Pete Hylsop, Daryl Smith,
- 11.** 4 Bob Sommer
12. 2 Points Chris Mooney, Paul Sena, Dave Lasher, Ron Thornton, Jim O'Brien



Congratulations to Mike Bollea, this year's CLAS Challenge series winner and 2000 State Champion. Of course this means that Mike is the Heir Apparent for the post of Competition Committee Chairman for the 2001 games. Thanks to all who competed and participated and here's to a great series of events for 2001.

(Continued from page 5)
books.

The Worlds First Balloon Rally at the North Pole Expedition 2001; continued

Global Expeditions

has been traveling to the North and South Poles every year since 1997 and has perfected this trip by adjoining the worlds most experienced arctic guides with the best cold weather equipment to make the trip safe and enjoyable.

But its not just a trip to the North Pole that makes this excursion the worlds greatest adventure. This expedition travels to Moscow for three days with available visits to Red Square, the Kremlin

Armory, Star City (Russia's NASA) and the Bolshoi Ballet.

Participants will also fly in the huge Russian Air Force IL-76 jet transport, the An-74 STOL jet transport and the Mi-8 helicopter. Other stops include a full day visit to Khatanga in Northern Siberia and Inuit / Eskimo village to see herds of reindeer and featuring the famous archeological mammoth digs where you will be able to take home arti-

facts that are abundant.

The group will meet at New York's JFK airport on April 12th 2001 for a direct flight to Moscow. The deadline for sign-up is February 28, 2001. For more information contact

GLOBAL EXPEDITIONS, INC.
And
Yellow Airplane.Com

CLASSIFIED

1987 Cameron DP-70 Airship.GBNXG, 22TT.Complete w/box trailer, 2/10-gal.alum.cyls.,2-cylce/4-cyl.Konig radial engine 570cc, banner areas 2 sides, all very good/excellent condition, one private owner.\$25,000.
Contact 860-678-7921 or delano120@aol.com

1984 Cameron A-140.N9024B, 10TT s/n1067,dbl MKIV burners,42x70 Aristo.basket w/cover, 4/10-gal alum.cyls.,6 banner areas, good amt repair fabric,pull test ok 3/2000,flat bad trailer 4x8ft. \$15,500.
Contact 860-678-7921 or delano120@aol.com

1999 Firefly AX-8.N7053Z, 45TT.5.basket,dual Mirage,DT-21,turning vent,two master tanks 25,000.
1997 FireFly AX-9.N3085Z,140TT.5.5.basket dual T3s,DT-21,6 tanks, \$27,000.
Both can be viewed at www.Berkshireballoons.com

Miscellaneous Items

30" wooden prop with the hub. Hub fits a one inch shaft. The prop and hub were used one season and are in very good condition. Contact Steve Goodyear 401-789-4062

Soft Instrument bag - \$42, Additional tool, map, basket caddy - \$59
Tie down 25 foot - \$47, Aurora Skirt blue - \$299, 25 gallon Fuel tank cover and heat tape - \$199, Burner Bag Aurora - \$119, Drop line 150 foot - \$99
Half basket rain Cover Aurora 69 - \$199, Envelope rain cover - \$99
\$49 steel cables - \$199 Contact Santo Galatioto at santo.galatioto@yale.edu



FORSALE!!

1994 AURORA S-49A N9130C 3 HRS TT, (NOT A TYPO). 36x42 BASKET BANNER VELCRO, INFLATOR FAN, LOTS OF EXTRAS \$9000. OR BEST OFFER. OWNER NEEDS TO SELL. 203 250-8441 OR EMAIL RZIRPOLO@JAVANET.COM



CLAS CALENDERS

As Valerie Morlock would say "KUDOS" to Jack Perry for an excellent job with the CLAS calendar! In reading other clubs newsletters several of them commented about how impressed they were with the calendar and that they are now planning to have their club do the same contest. There is a limited supply left so please order now!!!!!!!!!! \$10.00 each.

Aerostar Aurora

Aerostar Aurora 69,000 cu. ft. envelope (approx. 60 hours on system) - N12827. Aero-Max top parachute vent (rated for 500 hours). Vent line is fully assisted. Non-conductive Kevlar suspension cables installed. Top tether ring. Vertical pattern of Mountain Blue, Vibrant Orange and Sun Yellow panels. Heavy Duty envelope carry bag with plenty of handles for easy carrying.

Aurora Stretch Basket with blue handrail trim and color accent weave that matches the envelope. Scuff leather installed. Lay down 25 gallon stainless steel tank. AEGIS wireless instruments. Basket comes with one tool/document pouch and fire extinguisher in padded case.

Total cost \$13,950 (does not include appropriate sales tax).

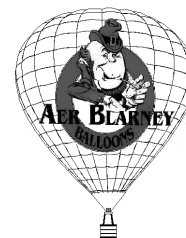
Contact Santo Galatioto at santo.galatioto@yale.edu

WANTED!!!!!!

Balloon Works T3-017 Burner please contact Steve Goodyear skydancerballoons@yahoo.com or (401) 789-4062

Collectibles: Spring cleaning is almost here!!! If you are looking to sell or just get rid of any lighter than air memorabilia or unique collectibles please contact Mick @ Blarney007@aol.com.

Want Lists: Are you a die hard collector who is having difficulty finding that favorite collectible? If so, please forward me the item or your want list and I will search and find what ever your looking for. E-mail lists or items to Blarney007@aol.com.



In the spring please be on the look out for Aer Blarney Balloons Collectibles. The first catalog will feature all kinds LTA and aviation collectibles. Please send wants lists now!! Blarney007@aol.com

FORSALE!!



1997 Cameron O-77 with 185 total hours. The top 1/3 is hyper-last and there are no signs of porosity or color fade anywhere on this envelope. This balloon was never tethered or put away wet and in fact it looks like new! This envelope new cost \$16,000 in March of 1997. The basket is a 1992 Aristocrat 42 X 52 with brown suede leather bolster and up-right covers, a padded floor and tool bag. This also includes a blue vinyl basket cover. The burner is a 1984 Mark IV. A real workhorse that never fails! The burner comes in a like-new Stumpf burner bag. There are three aluminum ten-gallon propane tanks. Of the three there is one master tank. Two tanks were hydro-tested in 1995 and 1997 (good for 12 years). One received an external visual inspection in 1997 (good for five years). All are set up with heat tapes and insulation covers. Propane hoses were replaced in Nov. of 1995 and hose end fittings were replaced in 1999 (the chrome plate was peeling on the old ones). The ball variometer, model 655 was factory re-calibrated in February 2000.

In conclusion, this system is very clean and in excellent condition. Our asking price is \$14,000. For details and viewing: www.castleviewballoons.com or call 203 272-6116.

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 # _____

Make checks payable to and Mail to: **CLAS**, PO Box 53, Southbury,CT 06488-0053

The Scoop / CLAS
PO Box 53
Southbury, CT 06488-0053

FIRST CLAS MAIL