



The Scoop

Volume XIV, Issue 3, March, 2001

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The philosophy of ballooning

By Thomas Sancton, who joins Swiss balloonist Bertrand Piccard (TIME.com Europe) -- I'm afraid of heights. that should have made me the least likely candidate to float 3,000 metres over the Alps in a hot-air balloon. But the prospect of taking the trip with a world-famous adventurer like Bertrand Piccard, the man who made history with his 1999 round-the-world balloon flight, was enough to overcome my inhibitions.

Piccard, a 42-year-old Swiss psychiatrist, hypnotist, balloonist and acrobatic sky-diver, proposed a 7 a. m. rendezvous at a ballooning field in Château d'Oex, near the eastern shore of Lake Geneva.

Piccard's pale green eyes glow with enthusiasm as he explains his philosophy of ballooning. "It's a metaphor for life itself," he says. "The balloon is pushed by the winds and is a prisoner of them, just as a human being is a prisoner of life.

"For a balloon to change direction, it has to change altitude and find other wind currents. In life, we also have to change altitudes -- psychological, philosophical and spiritual -- and other directions."

The day is just dawning, and the air is chilly. While we wait for copilot Bernard Klaus, Piccard elaborates on his theory of risk.

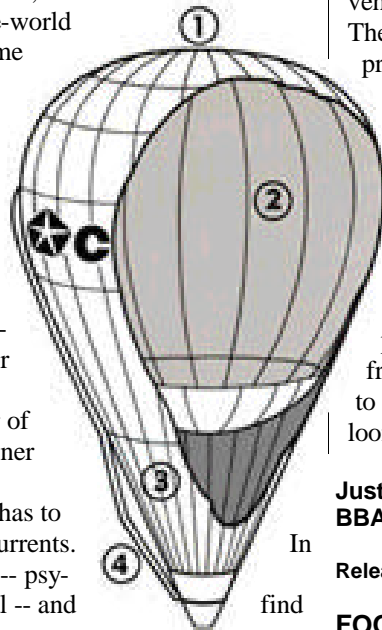
"Contrary to what most people think," he says, "the biggest danger is not stress but routines -- everything that makes humans function in an automatic way.

"True adventure confronts the human being with the unknown and forces him to find other ways to relate to himself and to others. Risk is an apprenticeship in flexibility, a game with life's unknowns."

At 7:30 a.m., Klaus arrives in a black pickup truck with a canvas-covered trailer behind. Along with an assistant, he starts to pull off the tarp, revealing the wicker gondola, the burner and other bits of equipment. The gondola looks disturbingly fragile to me.

As the balloon begins to float gently skyward, I am disturbed to note that the first thing we fly over is a cemetery. I swallow hard and gaze over the side at the green valley below. The cows look like ants as they graze on the green pastures.

As we fly over a series of lakes, Piccard grins and looks out with an almost childlike delight at the panorama unfolding below. "This is the light I love," he says. "The mountains to the left are bathed in sunlight, those on the right are still in shadow."



In Brief: New entrant in \$10 million space contest

January 24, 2001

(CNN) -- A Florida team has joined 20 others in seeking the X-Prize, a \$10 million bounty promised to the first entrepreneurs that take two roundtrips to space in the same vehicle.

The St. Louis-based X-Prize Foundation has offered the prize to the first private group that sends three persons into sub-orbital space twice within 14 days.

Orlando-based Fundamental Technology Systems officially entered their Aurora vehicle into the private race to space this week, according to X Prize officials. The Aurora spaceplane, powered by a single kerosene and hydrogen peroxide rocket engine, is designed to fly just above 62 miles (100 km). Since its inception in 1996, teams from five nations have registered to compete in the X-Prize competition. Concept vehicles range from those that takeoff and land on conventional runways to one that takes off from the world's largest hot air balloon. Many anticipate launching by 2003.

Just pulled this of the BBAC web site

Release Date Immediate

FOOT AND MOUTH OUT-BREAK

The British Balloon Airship Club is saddened to hear of the outbreak of foot and mouth disease in this country and would wish to actively support any measurements or controls put in place by the Ministry of Agriculture and organizations such as the National Farmers Union.

In addition to these controls we have today taken the following proactive step as an organization in the interests of the countryside and those who earn their living from it that this outbreak can hope-

fully be quickly stemmed.

That all members agree to a moratorium that no flights shall take place until at least Friday 9th March which is deemed to be the end of the first period of incubation. Prior to this date the BBAC will meet again and decide in the light of up to date information whether further restrictions on flying and its members should implement vehicle movements.

We hope that these measures will contribute to the end of this outbreak and would wish to assure all landowners that they have our full support in this difficult time.

2001 CLAS Officers

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Winter Dinner: Al Theodore
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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

Refreshments Committee

<i>February</i>	Al Theodore
<i>March</i>	Ellen Dressel
<i>April</i>	Cindy Smith
<i>May</i>	Penny Christy
<i>June</i>	Carlos Kebe
<i>July</i>	Pat Johannesen
<i>August</i>	Mike Bollea
<i>September</i>	"OPEN" and accepting a Volunteer!!!
<i>October</i>	"OPEN" and accepting a Volunteer!!!
<i>November</i>	Mick
<i>December</i>	Party

Windsor Locks Flight Standards District Office



Tele: (860)654-1000 or Fax: (860)654-1009

Kenneth D. Roach Manager
Bob Martens, Safety Program Manager

Robert.Martens@faa.gov
(860)654-1002

Peter Lindberg, Safety Program Manager
(860)654-1033

Peter.Lindberg@faa.gov

www.faa.gov/region/ane/flight_standards/index.htm

Commercial Operator Information Request

Occasionally, someone will e-mail the CLAS webmaster, requesting information on where to buy a balloon ride in a particular area. We would like to be able to point the requester to a link on our web site at <<http://www.lighterthanair.org/>>, and or send reply e-mail, containing enough information to enable the requester to proceed to contact one of our local ride operators.

If you offer paid rides or other commercial services, and you would like to be listed on the web site, please provide the following information. If possible, please send the information by e-mail, so we don't have to re-type it, which takes time and could introduce errors. If you need to send it by US Mail, please send it directly to the webmaster, Jim O'Brien, at the address below. If there is additional information you think should be included with each listing, please feel free to do so; depending on the eventual design of the list, we may be able to include it.

Please take a few minutes to do this now, so that we'll have as complete a list as possible before the start of the 2001 season. Also, if you have any suggestions for additions or improvements to the web site, don't hesitate to send them along too.

As always, thanks for your input

Please e-mail the following to webmaster@lighterthanair.org or send by US

Mail to:

Jim O'Brien

132 Cherry Hill Road

Orange, CT 06477-1702

Home 203-891-8333 FAX 212-202-4026

CLAS Commercial Balloonists	
Business Name:	
Pilot Name:	
Address:	
Phone Number:	
E-mail:	
Web Site URL:	
Services Offered:	
Available Flying Area:	
Any Additional Information:	

Three injured as balloon explodes above Canberra

Three people have had a narrow escape after their hot air balloon exploded on a joy flight over Canberra this morning. All have been taken to Canberra Hospital for treatment. The pilot brought his craft to ground apparently after a fire broke out in the basket shortly before 8:00am AEDT. He and the two passengers bailed out but suffered first and second degree burns. The balloon shot upwards and the basket was engulfed in flames. Evatt resident Darryl Lewis says he came across the two passengers at Evatt school oval.

"I found half-a-dozen people tending to a girl who looked about 15 or 16," he said. "She had extensive burns on her legs at least." "I was told there was another fellow there who was also in the basket, and he looked like he just had a burn on his biceps, that was about all."

Eyewitnesses saw a gas cylinder fall from the basket, which crashed through the roof of a house in nearby Page, northwest of Canberra.

The balloon and basket crashed in the front yard of a house a few suburbs away in Melba, north of Page but no-one on the ground was injured.

Fiery End to Balloon Flight

11mar01

AN out-of-control hot air balloon exploded over Canberra yesterday morning after the pilot and two passengers made a lucky escape from its burning cockpit.

The fire started in the cockpit while the balloon was still aloft.

The pilot, 50, managed to land and he and two passengers, a girl, 15, and man, 45, escaped with minor burns in a suburban park.

As soon as they had jumped free, the balloon, still on fire, shot back up into the sky where it exploded moments later.

The balloon sparked widespread alarm and jammed emergency lines as, propelled by the wind, it flew high across Canberra's northern suburbs, flames spewing from the cockpit. Debris, including a gas cylinder broke free of the cockpit and fell.

All three occupants escaped with minor burns and were last night under observation in hospital. It is believed the incident may have been triggered by a gas leak.

CREWING FOR ROBERT

By
Erwin Dressel

October 3d will remain, for some time, as the ultimate eye opener with human relations in mind. The morning started normal enough with Robert filling his big basket with six people. Now right off you could tell these people were not WET FISH. They were ready for a good time. Of course Robert rehearsed the emergency escape procedure when the top got soft and the envelop started to engulf the basket. Note: this type of calamity could only happen to two pilots. Any experienced crew member would have recommended a short burn before the envelope started falling over.

Now this was one of those flights where the Pilot was trying to stay close to home to cut down on travel time plus some insurance that the chase crew, yours truly, wouldn't get lost.

After a nice flight to no-where, we returned to the baseball field off Spring Street in Southington. After the usual champagne and, plus the huckstering of hats, shirts, and Champagne glasses, we were trying to pack up while the last couple lingered.

This woman was chattering away with more and more exuberance. As women go, this 41 year old blond was very pleasing to look at. She had a nice complexion and very striking light blue eyes. As the morning warmed, and she removed her jacket, well she just looked good all over.

She was a real extrovert, but with the early morning champagne she just took off. Cindy was telling us about the many exciting vacations and experiences they had, but stated that the morning's balloon ride was at the top of her list. At this point I described what one lovely lady wrote in my guest book. She wrote this balloon ride was better than sex or chocolate.

Now Cindy said, "I could accept the chocolate but not the sex." Than she went on to say they (her husband standing right next to her) did it on a gondola going up the Mount Snow mountainside.

This is where Robert shined with his typical quip. He said "let me make sure I understand this. You had sex while riding in Mount Snow's gondola?"

Cindy went on to describe in pretty graphic detail how she moved aside those bib pants, and how her husband, caught by surprise and in the cold, had trouble attaining an erection. She really had our attention now and went on to describe two more risqué events. One escapade was in the bushes at a local golf course. Another on their sundeck near Westover airfield with an Air force plane circling overhead.

On our drive home I asked Robert if he'd ever heard anything like Cindy before?
He shrugged and said, "only in ballooning."

BALLOON POEM

by
JB Cody Edling

I like soaring in the sky
But not feeling the wind go by
I'm simply moving with the air,
Suspended...way up there.
They have many shapes and sizes
you can see them when the sun rises.
Colors appear and dance around,
As the dazzling sights lift-off the ground.
Their glow at night is like the moon's
They can only be Hot-Air-Balloons.

The Three Basic Rules of Ground Crewing...

By
Stephen Griswold

- #1, The Pilot is always always Right.
- #2, The Pilot is in the air, We are on the ground.
- #3, Never, under any circumstances, Ever Listen to the Pilot!

WANTED

CLAS club volunteers, preferably people who are not pilots or pilots not involved with competing, needed to assist the competition committee. Duties would include sign in sheets, managing baggies and targets and coordinating other volunteers needed to run the clubs competition events. Must be able to be at competition events 1/2 hour before sunrise and help coordinate daily tasks to be flown. This person would be instrumental in helping the club enhance its competition events and tasks.

We also need one person to be competition host for each event. That person would coordinate any planning needed, and communicate to all members participating, a restaurant for breakfast after the competition. Our breakfast, after the competition can be a fun social event with lots of stories.

Please contact Erwin or Mike if you are interested in coordinating.

Connecticut Lighter than Air Society

BFA Safety Seminar

Registration Form

This year the club has organized a phased safety seminar. This means that the education classes you attend over the next year, 2001, will qualify as completion of a safety seminar when they are all completed.

To qualify for this BFA Phased Safety Seminar you must attend the following classes:

1. The following classes at the FAA Safety Seminar on May 12, 2001 must be attended:
 - Weather
 - FARs
 - Pilot Judgment/Aeronautical Decision-Making
 - Balloon Accidents - by Mark West of Aerostar International
1. You must also attend the following CLAS Education Club Meetings:
 - April 19, 2001 - Maintenance & Repair
 - June 21, 2001 – DUATs
 - August 16, 2001 – Navigation & GPS
 - October 18, 2001 – Crew Training

If you miss any of these classes you will not meet the BFAs education requirements to qualify as a safety seminar. Make-up classes may, or may not be available. If you have any questions please contact Daryl Smith, CLAS Education Committee Chairperson, at 860-742-3681 or by e-mail at daryl@kbz.com

NAME	
Address	
City, State, Zip	
Phone	
BFA Member Number	
Pilot Certificate Number	

Your BFA # and Pilot Certificate # are required information that must be submitted with your application. Without this information your application can not be process by the BFA.. Please, look them up NOW and insert them above.

The cost the clubs BFA Safety seminar is \$10.00. Make Checks payable to CLAS and return them with this application to:

CLAS
PO Box 53
Southbury, CT 06488-0053.

This application can also be submitted at the March and April 2001 CLAS meetings. This registration form must be received by the education committee before the start of the FAA Safety Seminar on May 12, 2001.

If you have any questions please contact Daryl Smith, CLAS Education Committee Chairperson, at 860-742-3681 or by e-mail at daryl@kbz.com

Iron Butt
By
Tony Roswell

Once again many hearty souls from all over New England braved the elements to test their ability to sit for a full day and once again Mary Ann and Ed Lappies put together a program that made it worth the effort.

GSBA President Jim Thibodeau welcomed everyone and presented longtime newsletter editor Arlene Osborne with a nice jacket for her many years of valuable service to the club. Dan Morin then started the educational portion of the day with a discussion of the value and requirements of the Wings program, followed by a video demonstration of how to get to many Internet weather websites by Ray Fournier.

Bob Dzadio from the Portland FSDO reviewed FAR 61.15 which deals with offences involving alcohol or drugs. He spoke about motor vehicle violations and how they may affect your Pilot certificate. Following Bob was a question and an-

swer session with Randy Wilbert, an attorney and fixed wing pilot who is also an AOPA lawyer. Some of the topics discussed were trespass, negligence and responsibility for damage and rules of general navigation.

John Wood from the Portland FSDO spoke about the Human Factors involved in the decision making process and how they are affected by physical, psychological and ergonomic forces. Armed with an extensive slide program and a very good handout packet, Laurie Rich of the Bangor FSS explained why our fickle New England weather is the way it is and also how to translate printed forecasts .

After a great lunch complete from homemade soup to homemade cookies, Chuck O'Neill spoke about the wealth of information available on a sectional map and how to find it. He stressed the importance of flying with a current map and using it to familiarize yourself with the area in

which you are flying.

Arlene Osborne discussed many of the items and ideas that affect Pilot and Crew safety and in turn the safety of passengers and spectators. Her final statement summed it up well, "Safety First Will Make You last ". Arlene's husband Tom then led a discussion of some items taken from the Balloon Reflector on the Internet. This open forum provides a great sharing of ideas from many viewpoints and areas.

Your Flight Manual will tell you what maintenance and repair work you can do as a pilot or owner and Ed Lappies will tell you that no matter what you do it must be recorded in your Aircraft's Log-book. This is very important as far as compliance with FAR 43.5 but also just so you or anyone else can tell exactly what has been done to your system and when.

All in all it's a long day, but the chance to

The New England Air Museum at Bradley International Airport will be holding its 6th annual Aviation Camp from Monday, April 2, 2001 through Friday, April 6. The theme of the week-long workshops and day trips is "Capturing A Moment In Time".

The program will focus on not only the stories of aviation but also how artists, writers, and educators interpret and record them.

On Monday, April 2, Craig Robinson, Director of Copernican Observatory, will kick off the week with a presentation on the passage of time. Following a catered lunch at the museum, Bob Ellsworth will speak on the making of a documentary of the Museum's flying boat, complete with a tour of the VS44.

On Tuesday morning Ricker Buck, a writer for the Hartford Courant and author of Flight of Passage, will speak on the art of writing a memoir and personal story of flying a Piper Cub across the United States at age 15. Following lunch there will be a tour of the Museum's B-29 restoration project.

Wednesday is a day trip to Springfield to tour the Indian Motorcycle Museum and the museums at the Quadrangle. In the

afternoon historian Don Foster will speak on the Gee Bee, followed by a show at the Planetarium.

On Thursday morning, Reeve Lindbergh, youngest child of Charles and Anne Morrow Lindbergh will talk about her memoir, Under a Wing. Reeve's latest book, Nobody Owns the Sky, is a story of Bessie Coleman. In the afternoon Joel Godston, pilot, educator and aviation photographer, will share his collection of slides.

Concluding the program on Friday morning will be a talk by aviation artist and illustrator Andrew Whyte, and in the afternoon a discussion of Soar, the Student Outreach Aviation Resource Program that the Museum is taking to classrooms to support the social studies curriculum.

If anyone is interested in attending the aviation camp, please contact Caroline d'Otreppe, Director of Educational Programs at the Museum at 860-623-3305. The cost is \$225.00 for Museum members and \$250.00 for nonmembers. Registration is limited and is on a first come first serve basis.

That hum in Akron air will be airship convention

Lighter Than Air event comes to town in July; blimps asked to fly by

BY JIM CARNEY

Beacon Journal staff writer

The blimp lovers are coming.

And maybe a sky full of blimps as well.

This summer Akron will host a world conference of experts in the lighter-than-air field, and operators of more than a dozen blimps -- half of the world's fleet -- have been asked to fly over town during the conference.

As many as 300 delegates are expected to attend the American Institute of Aeronautics and Astronautics (AIAA) 14th Lighter Than Air Convention and Exhibition, to be held at the Radisson City Centre from July 14-19. It's not yet known how many

(Continued on page 7)

(Continued from page 6)

invited blimps will converge on Akron. The convention will include a public exhibit of lighter-than-air displays and films on July 15.

Gregory Gottlieb, general chairman of the convention, said yesterday that the gathering will bring together technology experts as well as governmental and manufacturing representatives with an interest in the lighter-than-air market.

Gottlieb, a British Army retiree, is in charge of establishing corporate partnerships in the lighter-than-air field for CargoLifter AG, a German company that plans to manufacture new airships in Germany and the United States starting in 2005.

Last year, the 100th anniversary of building the first zeppelin was celebrated with a Lighter Than Air Convention in Friedrichshafen, Germany, and Gottlieb was the key organizer of that event.

This year's blimp bash will be held in Akron because it is the place where airships

were first manufactured in the United States.

By coming to "the original home of airships in the U.S.," Gottlieb said, enthusiasts will be able to use the event "as a launch pad" to promote a new generation of airships.

These new airships will be an energy-efficient way to move large cargo, he said. They can also be used for communications, law enforcement, military and surveillance purposes.

Last year a lighter-than-air ship was used to find mines in Kosovo, Gottlieb said. Lockheed Martin's Naval Electronics & Surveillance Systems will be the industrial host of this summer's convention, said Lockheed Martin spokesman Cary Dell of Akron.

"We have the technological know-how to bring all the systems together" in the new lighter-than-air market, Dell said.

Gottlieb said standards for lighter-than-air flight are needed, along with more pilots who can fly airships.

"The lighter-than-air community is a small community," he said, noting that there are more astronauts in the world than there are airship pilots.

It's time, Gottlieb said, to take the new airship business seriously.

He said CargoLifter, which plans to build four new airships -- each bigger than the Hindenburg, has constructed an airdock near Berlin and aims to construct an even larger one near New Bern, N.C..

"You can fit two Akron airdocks in our hanger," he said.

Along with Lockheed Martin, other organizations helping with the convention are: Airesources Inc., the Akron/Summit Convention & Visitors Bureau, Downtown Akron Partnership, Global Airship Consulting, Institute of Electrical and Electronics Engineers, the Lighter-Than-Air Society, Northeast Ohio Balloon Pilots Association, Ohio Aerospace Institute, the University of Akron and Radisson Hotel Akron City Centre.

THE PLAIN DEALER

Retired banker goes for record with balloon trip over S. Dakota Saturday, February 24, 2001

By BILL LUBINGER

PLAIN DEALER REPORTER

Folks who spin a yarn like this one are usually full of hot air. But this month, Bill Cloninger, 51, of Bainbridge Township, set a world record by piloting a hot-air balloon over the frozen farmland of South Da-

kota for 12 hours, 21 minutes and 36 seconds. It topped an eight-year endurance record for balloons of its size and type by 15 minutes. Cloninger, a retired Cleveland banker who took up hot-air ballooning 11 years ago, guided a rig named "Nightstar" in an open basket, braving temperatures of 5 to 10 degrees below zero.

He wore five layers of clothes, which he tested in December by sitting in an office chair for 3½ hours in a walk-in freezer at Olympia Candies in Strongsville.

Nightstar is a balloon with 42,000 cubic feet of air - about half the size of the most familiar hot-air balloons. It averaged 10 mph at an altitude of about 600 feet for the record flight. Technically, Cloninger's solo overnight flight, which covered 133 miles on Feb. 9 and 10, is a claim for a record, pending review by the National Aeronautic Association in Arlington, Va. Art Greenfield, the organization's director of contests and records, said 99 percent of claims become records. Cloninger, who owns LTA Aviation Inc., a hot-air balloon company in Chagrin Falls, returns to Sioux Falls, S.D., today, where a female pilot from his team will attempt a

CLAS Photography Contest

Dust off your cameras and start shooting for the CLAS photo contest.

Prizes for 1st, 2nd and 3rd place. Deadline for entry and time and place of judging to be announced in the next edition of the Scoop.

Ye Old Rules:

- ❖ Subject: any ballooning related subject, pictures of balloons, pictures from balloons, picture of the chase crew getting arrested for reckless driving, etc.
- ❖ Contest open to all CLAS members.
- ❖ Three (3) entries per member.
- ❖ Please submit 8x10 glossy photographs with your name, address, phone, email address and title of photograph (optional) on back.
- ❖ All entrees will be returned after competition.

The plan is to use the winning photographs - First, Second, Third place and 9 honorable mentions - in a CLAS 2002 Calendar. If there is enough interest and the cost of calendars is not prohibitive. If you would be interested in purchasing calendar(s) please let me know as soon as possible.

Contact: Jack Perry, jackp02@sprynet.com, 203-263-5962

CLAS COMPETITION 2001

General Rules

Monthly CLAS Competition events will be held on Saturdays only. There will be no rain/wind date. The Competition events will be cancelled if the winds are greater than 6 Knots on the surface and greater than 20 Knots at 3000' ft as reported at the closest reporting station. We will use the sign in sheet again this year. You must sign in prior to take off if you want to compete. A \$5.00 deposit on the markers will be in strict effect this year. You can choose to keep the marker all year, or turn it in for a refund at the completion of the task. If you lose your marker you lose your deposit. In the interest of keeping the events fun and fair for everyone we have decided to allow water contact for splash and dashes and tree contact as long as the contact doesn't improve the competitors position. Ground or drop line contact before throwing your marker will disqualify you for the task. Your landing must be far enough from the X so as not to obstruct other pilot's throws. Only markers on the target field and within 300' will be scored. Markers dropped across streets, over fences and beyond tree lines cannot be scored.

Scoring

Show up with your system and sign in by Mike Bollea's Truck One Point

Take off One Point

First place: One point for each competitor plus one bonus point

Second place: One point for each competitor minus one

Third place: One point for each competitor minus two

The hare: One half point for each competitor plus two points. The hare can get a bonus point for placing the target in less than ½ hour and another bonus point for at least one person scoring.

Sign in

To be included in the competition it is the Pilot-In-Command's responsibility to sign in ½ hour before sunrise. Sign ins will be at Mike Bollea's truck.

Pilot Responsibilities

All pilots are responsible for their own pre-flight weather briefing, flight planning and to comply with all Federal Aviation Regulations (FARs). All flying will be done at Pilots discretion in VFR day conditions. All pilots must be current in LTA aircraft. All aircraft must be in airworthy condition, properly registered and have a current annual inspection.

CLAS 2001 Competition Schedule	
March 24	Skylark Airport
April 28	Willimantic
May 26	Balloons Over Bristol
June 23	Goshen Balloon Festival
July 21	Ushchak Aerodrome
August 25	Plainville Balloon Festival
September 15	TBA

Competition

The Competition Committee has planned some events other than Hare and Hound. They will be announced at sign in ½ hour before sunrise. There are plans for a breakfast social after most competitions. We will set a time and place for breakfast at sign in. Breakfast socials will be held even if the weather does not allow us to fly. (Remember you can still get one point for showing up, signing in and going out to breakfast)

Prizes

We are planning some raffle prizes for crew at the competition. This plan will be brought up at the next business meeting for approval.

Rule changes: Mike Bollea will make last minute rule changes based on his flight!

Bribes Contact Erwin Dressel for all bonus point bribes.

Please note there are no back up dates planned. Any flying that takes place on dates other than above will not count for any CLAS competition points.

Co chair Mike Bollea and Erwin Dressel

Tasks

April Club Fly-Out and Club Social

Cindy and I are still making plans for hosting a club breakfast social at our house in Coventry after the fly-out. We have obtained permission from the Willimantic Recreation Department for the use of Jillson Square in Willimantic as a launch field. (For those who remember this was the site of the Willimantic Festival of Ballooning)

After flying everyone is invited back to our house for a post flight breakfast. We are planing on having this breakfast weather we fly that day or not, rain, shine or windstorm the breakfast is on. If you are not able to make it out to the eastern part of the state to fly, please do come out and join all of us for breakfast. There is no charge, everyone is invited as our guest, however we do ask that you RSVP so that we have enough food for everyone and to please bring your own Champagne.

Fly-out Schedule

Date – Saturday, April 28

Sunrise – 5:49 AM

Competition check in – 5:30 AM

Liftoff - 6:00 AM

Breakfast at Daryl and Cindy's house – 7:30 AM

We will have directions available for everyone in the next scoop. If you know of any people that are good prospects for membership or previous members that have dropped out of the club this is a good opportunity to get them to join the club.

If you have any questions, or to RSVP, please give us a call at 860-742-3681 or e-mail us at daryl@kbz.com .

Daryl & Cindy Smith

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

Outer Space Skydive Planned

The Associated Press
Sunday, March 4, 2001; 9:24 a.m. EST

SYDNEY, Australia -- A former Australian army commando plans to jump off the edge of outer space and plummet almost 25 miles to Earth in the highest skydive ever.



Rodd Millner, 37, will make the 40,000-meter jump by riding in a hot air balloon to the edge of space, the Australian Associated Press reported Sunday. He will wear an astronaut's suit to protect his body from extreme pressures, it said. The plan calls for Millner to fall at up to 1,100 mph during a seven-minute fall before opening a parachute. The fall would make Millner the first human to break the sound barrier unaided, the report said.

"It's basically extreme science to see how far we can push it - this is going to change the face of a lot of things ... including emergency procedures for people exploring space," he was quoted as saying by AAP.

Millner claims that scientists have helped him on the project, but it is not known if the human body is capable of enduring such a descent.

The jump may be a relaxing change for Millner, who teaches explosives and mine warfare to Australian army recruits.

Millner hopes to turn his plunge into a virtual computer game using film from cameras that will be fitted to his suit and the balloon.

Project Space Jump will be launched from Alice Springs in March 2002.

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The Balloon Works

AD

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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



1990 Head AX-88, N45088, 325TT, spiral multi-color staircase design, current annual, new parachute top, Ball instruments, 4-10 gal recertified SS tanks, basket w/covers, box of fabric, inflator fan, 150' drop line, very good cond., \$4500. Trailer \$650 extra. Call 203-262-6493 or e-mail: FLYGONE@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



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

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 or Skydancerballoons@yahoo.com

French Provincial Maple Double Bed Frame. Price \$50.00 Call 203-255-1929 or E-Mail cyballoons@aol.com Bill & Pat

Wanted

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

Collectibles: If you are looking to sell or just get rid of any LTA memorabilia or unique collectibles please contact Mick @ Blarney007@aol.com.

Oxford Tower Tour

25 members of CLAS enjoyed the tower tour at the Oxford Airport. A thank you to Tony Rozwell for arranging everything and to Daryl Smith and Robert Zirpolo for the very informative session following the tour. They both fielded questions on air space and other regs. A special thanks to airport manager, Michael O'Donnell for his hospitality.

Winter Diner

We need to also include a special thank you to Polly Lasher and her committee for a wonderful 'Winter Dinner'.

Ellen

Special Thanks Goes To!
Special Thanks Goes To!

Ruth Salzberg for donating many of this years monthly raffle items and also for gifts at the 2001 Winter Dinner. Thank you Ruth for all that you still do for our club!

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 via E-Mail to: Blarney007@aol.com by March 5th for the March Newsletter.

March Agenda

Old Business:

1. Bylaw Changes
2. On-line Newsletter
3. Landowner Card proposal

New Business:

1. Donna Gore—wants to involve balloons in a public health campaign that she is planning.

Competition Committee will meet after the regular meeting to discuss task and applying for BFA Sanctions.



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.

CLAS 2001 dues are \$20.00 for new and renewing members.

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 \$20_____	Single \$20_____.

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