



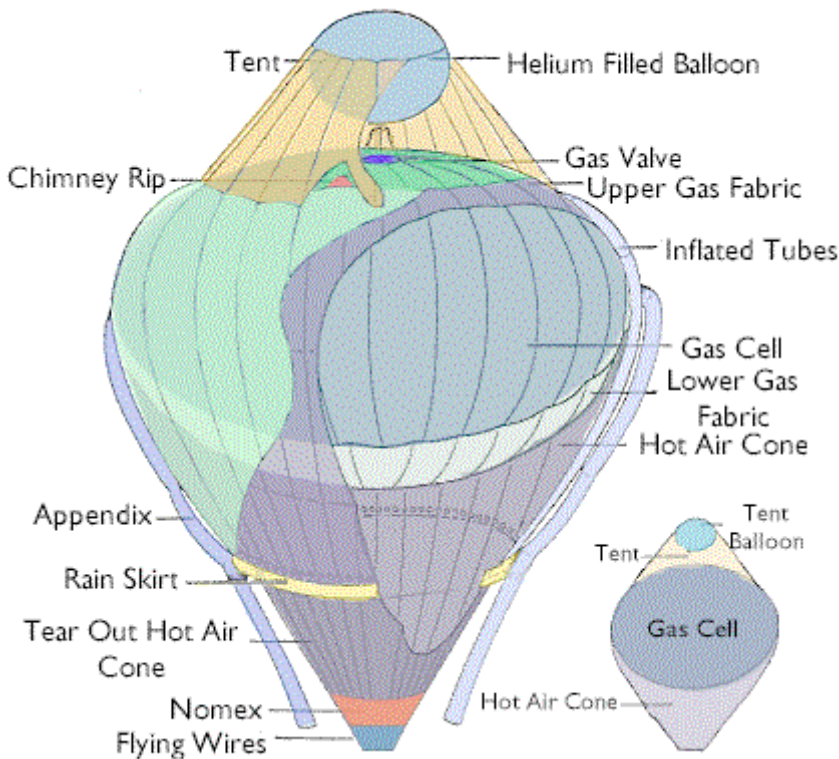
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Fossett Plans Solo balloon flight

Friday, 6 April 2001 17:57
(ET)

ST. LOUIS, April 6 (UPI) -- Despite three failed attempts to fly a balloon around the Earth, the 56-year-old millionaire stock-options trader, Steve Fossett, Thursday said he would continue his quest to become the first person to circumnavigate the globe alone -- this time in an unpressurized balloon capsule. Fossett had tried three times to fly around the Earth nonstop in a balloon by himself and with companions, but each attempt ended short of its goal. "Steve Fossett is a great adventurer, and we are pleased to be involved with his solo effort to circumnavigate the world," said Washington University Chancellor Mark Wrighton Thursday. The university will run a mission control center in St. Louis during a flight Fossett estimates will take about 15 days. Fossett plans to launch from Kalgoorlie in the heart of southwestern Australia, in early June on a southern hemisphere route that would take him across the South Pacific, Chile, Argentina, the South Atlantic, South Africa, the Indian Ocean and back to Australia. He came closest to accomplishing the illusive goal during his second solo attempt in August 1998, but his balloon was caught in a violent thunderstorm, ruptured and plummeted 29,000 feet into the Coral Sea east of Australia. He survived and was rescued 500

miles from land after setting a then-world distance record for ballooning of 14,235.33 miles. He went 5,802 miles on his first attempt that lifted off New Year's Eve 1997. That flight ended in a wheat field in southern Russia. In December 1988, Fossett, British tycoon Sir Richard Branson and



Per Lindstrand of Sweden lifted off in the ICO Global in Morocco and got more than three-quarters of the way around the world before they were stopped by a low-pressure weather system near Hawaii and splashed down in the Pacific. Swiss pilot Bertrand Piccard and English copilot Brian Jones became the first crew to successfully fly around the world in a balloon in March 1999.

The Fine Art of Bass Fishing From a Hot Air Balloon.

Being both an avid bass fisherman and a balloonist, it was a logical conclusion that I attempt a bass-fishing excursion from a hot air balloon. The preparation had been made. A short fishing rod would be used with a medium diving lure, 10 lb. test line on the spinning reel, a landing net on board, and most importantly of all, a second pilot would need to be in the balloon. Once I had a pilot friend convinced that I was still sane, we set out preparing our

flight that would eventually send us over my favorite fishing spot. Our planned morning arrived with favorable winds and clear skies. We launched with all equipment aboard including the appropriate fishing licenses pinned over our favorite balloon hats.

Our flight was perfect. Out head of us was the pond. The only problem we could see was at this time we would not be alone. Someone had decided that this day would be great to hold a fishing contest on my favorite waters. There ahead of us was a fleet of ten small boats eagerly casting along a serene bank trying to pry my trophy

bass from hiding.

We came in on the treetops, scrapping the bottom of the basket enough to let the fish know we were coming. We picked a spot on the near shore, pulled the parachute top, and came in over the pond like a large pregnant guppy. There we were suspended two feet over the water, me with my fishing pole in hand, my pilot friend controlling our altitude, and twenty other fisherman staring in disbelief as the first cast was made. The balloon continued across the pond on its slow flight as I made numerous casts to the near shore.

On one particular cast a small bass followed the lure but was suddenly surprised to see the world's largest fishing float sitting on the surface. Surely he thought that someone must be fishing for Mobbey Dick and he didn't want any part of this action. He left our immediate area in what could only be considered as an ex-

(Continued on page 4)

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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

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

Windsor Locks Flight Standards District Office



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

Newsletter On-Line Via the Net

For all club members that are willing to visit our web site at
www.lighterthanair.org

And log in and to download and print there own copy of the news-
letter please e-mail Jack Perry with your current e-mail address.
This information will entered into our new database and I will no-
longer have one copied and mailed to you!! I chose this to be the
last printed version for many of you **due to the ballot enclosed.**

Balloon to take flight in memory of son

Father discovers design sketch of hot air balloon done by late son
 Wednesday, February 14, 2001

By EMMA JACKSON
 NEWS STAFF REPORTER

A balm for the broken hearts of John and Tomalee "Tommi" Derado was found in a storage box in their basement. A forgotten design sketch of a hot air balloon - a link to their late son Andy who died five years ago Tuesday - will soon take flight.

The Derados' are avid hot air balloonists and their sons Andy and Matthew grew up with the hobby/sport. As youngsters, the boys would often create their own balloon designs. Recently John Derado was cleaning the basement in the couple's Saline home when he came across one of Andy's drawings that was dated, titled and signed. He saw it as something ordained.

"I knew it was special," he said of the drawing. "It was titled 'Day and Night' and dated 1990, when Andy would have been 13. We had been talking about buying a new envelope (the fabric portion of the craft), and we

saw this as an intervention of some kind." One side of the balloon sketch features a black background and a yellow crescent moon. The Derados have added 13 stars to signify Andy's age when he drew the picture and the day of his death. The other side of the balloon design is royal blue with puffy clouds and a yellow sun. Down the middle is a red kite, another symbolic feature added by the family to reflect Andy's love for kites. The Derados have contracted with Cameron Balloons in Dexter Township to construct the envelope. Andy Baird, general manager for the company, said the balloon is unique for several reasons.

"It's not too often that sporting balloons have artwork with characters on it, so in that respect, it's unique. It will be a very distinctive looking balloon, aesthetically very attractive and pleasing. But the significance of it is its underlying history, where it came from and its significance to John and Tommi and their family."

Five years ago, Andy Derado was taking a break from his job in a local hardware store. He rested his head on his arms and quietly slipped into death. The 18-year-old - three days shy of his 19th birthday - died of un-

known causes.

"The Lord was ready to take him home," said Tommi Derado, who describes her son as someone who, "walked with the Lord, was athletic, quiet, and he liked babies and old people."

When the family went ballooning, Andy served as navigator, and his mother said he had an uncanny sense of where to direct and land the aircraft. He also was responsible for manning the crown line, the rope that stabilizes the balloon on the ground. His death shook up the family's balance.

"We depended on him so much. It's been quite a journey working through all of this," said Tommi Derado, who credits family and friends, particularly their "ballooning family" with helping them to continue.

The new balloon envelope will be completed sometime this spring, and Tommi Derado said it will be a fitting tribute to their son.

"We saw using his design as a neat way to honor Andy." John Derado said. "It will remind me of the good times and the good memories. When you've lost someone, that's important. You want to remember the good times."

CLAS Meeting

March 15, 2001

Those present: Ellen Dressel, Pat Johannsen, Lisa Tueh, Macarena Parra, Santo Galatioto, Jim O'Brien, Gloria Koczera, Erwin Dressel, Mike Bollea, Cindy Smith, Bill Costen, Al Theodore, Mick Murphy, Daryl Smith, Penny Christy, Tony Roswell, Kevin Brielman, Dave Lasher, Polly Lasher, Jack Perry, Randy Riley, Dianna Marcarelli, Carlos Kebe.

President Tony Roswell called meeting to order @7:40 P.M.

Treasurer's Report: Ed Yost Memorial, \$100 was donated.

Dues collected to date, \$890

Winter Dinner: \$1103 income / \$1235 expenses.

Checking Balance: \$544.59

Motion by M. Bollea to accept the report, Seconded by E. Dressel

Sunshine: Cards were sent to the following: Mary Wadsworth, Hope Richardson, Judith Ushchak

Products: We will be giving out the remaining 'Landowner Cards'

to use up the supply. 6 were drawn at the Winter Dinner, for \$50 each. Tony Roswell, Matt Dutkiewicz, Erwin Dressel, pilots Cindy Smith will be handling the products.

Flight Manual: Penny Christy is looking for any and all up-dates on the 'Red Zones'.

Membership: About 52 at this count. E-mail; phone calls and post cards to go the non-renewed members.

Education: Daryl Smith spoke of the Safety Seminar to be held at Brainard Air Port on Saturday, May 12th. Change in the April topic. Was maintenance, changed to the 'Wings' flight review.

Bill Costen attended GEBA Seminar. Felt it was a good time but a very slow ride home in the snow. Jack Perry attended John Wise Seminar in Millersville, PA. Also a good time.

Competition: March 24th a Skylark Air Port, meet 1/2 hour before sunrise. Breakfast will be at the Windsor Dinner, fly or no fly.

Question was raised if there would be enough pilots interested in the

BFA sanctions. This would include getting the card from the BFA for \$50 and would necessitate all the regulations with a minimum of 6 pilots participating.

BFA-FAA: Santo stated there was nothing to report. Stated the FAA is thinking about a sport license for the pilots of the ultra-lights.

Winter Dinner: Thanks to Polly & Dave Lasher for a great time. The 'Sh*t Happens' plaque is full and will go to the first winner as a new one is now being circulated.

Sectional Maps are due to come out in May for the year.

Audit Report: the books balanced and there is a net worth of \$8956 Penny Christy headed audit. A special thanks to Erwin Dressel as out going treasurer.

Calendars: still a few remain, \$5 each.

Nominating Erwin and Carlos to be on the committee.

CPR: Southbury Training School, Saturday the April 7th at 10A.M. RSVP to Tony if interested in being re-certified.

Newsletter will be available to any that would like it on line. This will save the club postage as

well as the time to get it printed and mailed. Please let Mick know if you want to go this way.

There was additional discussion on the membership by-laws. Motion was made to lower the age to 14 for any one interested in joining the Club. Please see the page for your ballot and mark your vote and mail to the P.O. Box. Bill Costen spoke of the Brian Jones Award and was wondering about the possibility of hosting something like this in the future at the Bradley Air Museum. We have the New England Hall of Fame and maybe something like a black tie auction would draw attention to the area.

Ron Loomis is still trying to get the ballooning community involved in the Air Fest at Groton. This would take place in September.

April fly out will be in Willamantic and there will be breakfast at the Smith's regardless of weather. Please RSVP the Smith's if you plan to attend.

Meeting adjourned at 9:30 P.M.

(Continued from page 1)

tremely fast retreat.

Without a strike from casting I decided it was time to troll for my trophy fish. What better or quieter way to troll than from a balloon? No wakes, no movement, yet quite possibly no fish..

We still had two hundred yards of excellent water ahead of us as I tossed out the lure for the start of a beautiful troll. Settling back I viewed the taut line and envisioned the lure darting back and forth as surely a trophy bass was making its final decision to strike. Palms were damp, anticipation high, would this be the way to slowly sneak up on my bass? Would he notice this large balloon hovering above waiting to take him home for dinner? There ahead.....a boil, the bass was coming 'up, the lure is breaking the surface and in its own mystical way is heading to the sky with what can only be a trophy bass attached to its trailing hook! This is it! I strike back hard, again and again. The line goes taught, sweat begins to flow, and I'm on my trophy bass. I begin to follow the balloon in admiration. They too know this is a trophy and they want to personally view the splendor. Just as I lean over the basket to be the first to witness the occasion, I feel a tap on my shoulder and the sound of a blast valve going off. Straight-ahead is the end of the pond and we are gaining in altitude. Please, not before my fish is onboard!! As I begin to complain to the other pilot about how we need only one more minute, he reaches over and cuts my line with one hand as his other is firmly on the blast valve.

My heart sinks as I look over the side for the final time to acknowledge my opponent and to correct the pilot's incorrect assessment that it was a branch I had hooked. The cut of the line is quickly disappearing below the surface, twenty fisherman behind us are experiencing what I am going through, and I can't see my fish!!

I know that bass weighed at least ten pounds and twenty inches long, or it really could have been a fifteen pound fish that measured twenty five inches, or maybe it was.....

The History of Champagne

CHAMPAGNE WAS A REGION long before it was a sparkling wine. The region lies at a crossroads of northern Europe – the river valleys leading south to the Mediterranean and north to Paris, the English Channel and Western Germany – and thus has been the setting of many dramatic events in the history of the French nation. As a convenient access point, it has been for hundreds of years, the chosen path of many invaders including Attila the Hun. The Hundred Years' War and the Thirty Years' War brought repeated destruction to the region as armies marched back and forth across its landscape. By the 17th century, the city of Reims has seen destruction seven times and Epernay no less than twenty-five times.

But crossroads also bring trade. Champagne gained importance in its own right, during the middle ages as a center of European trade. The medieval counts of Champagne were wise enough to encourage commerce and strong enough to protect the traveling merchants. They created the then famous, Fairs of Champagne.

Though these fairs were mainly about cloth, they were of obvious benefit for the wines of Champagne as it gave them easy exposure and access to important wine markets.

Champagne also benefited when the cathedral at Reims was chosen in 987 AD, as the coronation site for the French king Hugh Capet and establishing Reims as the spiritual capital of medieval France. In fact, thirty-seven kings of France were crowned there between 816 and 1825. The monasteries in Champagne with the economic assistance of the crown, were to make wine production a serious venture until the French Revolution in 1789.

Before the mid-1600's there was no Champagne as we think of it. For centuries the wines were *still* wines and were held in high regard by the nobility of Europe. But the cool climate of the region and its effect on the wine making process was to play an important part in changing all of that.

We owe a lot to Dom Pérignon as any inventor owes those who have come before him. He is not however the *inventor* of champagne as is often thought. Pierre Pérignon was a Benedictine monk who, in 1688, was appointed treasurer at the Abby of Hautvillers. The Abby is located near Epernay. Included in Dom Pérignon's duties was the management of the cellars and wine making. The bubbles in the wine are a natural process arising from Champagne's cold climate and short growing season. Of necessity, the grapes are picked late in the year. This doesn't leave enough time for the yeasts present on the grape skins to convert the sugar in the pressed grape juice into alcohol before the cold winter temperatures put a temporary stop to the fermentation process. With the coming of Spring's warmer temperatures, the fermentation is again underway, but this time in the bottle. The refermentation creates carbon-dioxide which now becomes trapped in the bottle, thereby creating the sparkle.

For Dom Pérignon and his contemporaries, sparkling wine was not the desired end product. It was a sign of poor wine making. He spent a great deal of time trying to prevent the bubbles, the unsta- bleness of this "mad wine," and the creation of a decidedly white wine the court would prefer to red burgundy. He was not able to prevent the bubbles, but he did develop the art of blending. He not only blended different grapes, but the juice from the same grape grown in different vineyards. Not only did he develop a method to press the black grapes to yield a white juice, he improved clarification techniques to produce a brighter wine than any that had been

(Continued on page 7)

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

PROPOSED CHANGES
To the
Connecticut Lighter than Air Society By-Laws

During the last two business meetings, January and March, a discussion concerning the associate membership was brought up. Some members wanted to retain this membership category for a student membership. This would allow for students/junior members, ages 14 to 18, to have their own category of membership. This would allow younger people, who are the future of our sport's existence, to become involved in ballooning through a CLAS membership. This proposed Associate membership would entitle those members to all club privileges including one vote and a newsletter. Dues would be the same as a regular member \$20.00.

A motion was made and seconded to amend the by-laws to read that the minimum age for membership be changed to 14 years of age. This would allow prospective members to get involved in ballooning at an earlier age.

To change the by-laws to reflect this lower minimum age for membership, a vote by the members must be passed. Please use the Non-Chad voting ballot provided below. To cast your vote place an X in the box adjacent to how you would like to see the by-laws changed.

Current Membership by-laws.

7.2 Membership shall consist of the following:

- (a) Individual Membership – shall consist of any one adult who is:
 - (i) a non-pilot 18 years or older.
 - (ii) a holder of a valid private or commercial certificate with a lighter than air rating.
- (b) Family membership – shall consist of one or two adult members and any of their children, up to the age of 18 years and living in the same household.
- (c) Honorary membership

Associate membership – shall consist of any one adult age 18 years or over residing in the same household as an individual member in good standing.

Official Ballot
Proposed By-Law Changes
Connecticut Lighter than Air Society

Please use the Non-Chad voting ballot provided below to cast your vote. Place an X in the box adjacent to how you would like to see the by-laws changed.

Yes	No
<input type="checkbox"/>	<input type="checkbox"/>

7.2 (d) Associate membership will refer to the spouse/partner of member.

Yes	No
<input type="checkbox"/>	<input type="checkbox"/>

7.2 (a) (i)
All reference to minimum age of membership will be lowered to 14 years or older.

Mail this completed ballot to: *(please remember the postage)*

CLAS
PO Box 53
Southbury, CT 06488-0053

Ballots may also be submitted to the Secretary at CLAS meetings

Ballots must be received by the June Business meeting to be counted.

(Continued from page 4)

produced before. To help prevent the exploding bottle problem, he began to use the stronger bottles developed by the English and closing them with Spanish cork instead of the wood and oil-soaked hemp stoppers then in use. Dom Pérignon died in 1715, but in his 47 years as the cellar master at the Abby of Hautvillers, he laid down the basic principles still used in making Champagne today.

Although sparkling Champagne was only about 10% of the region's output in the 18th century, it was enjoyed increasingly as the wine of English and French royalty and the lubricant of preference at aristocratic gatherings. Its popularity continued to grow until, in the 1800's, the sparkling wine industry was well established.

The face of the industry really began to change when Louis XV allowed the transport of wine in bottles in 1728. A year later, Ruinart became the first recorded Champagne house. By 1735, a royal ordinance was instituted to dictate the size, shape, and weight of champagne bottles, the size of the cork they should use and that they be secured with strong pack thread to the collar of the bottle. Claude Moët founded, in 1743, what was to become the largest champagne house today, the House of Moët.

The complexity and capital intensity of making champagne ultimately lead to the replacement of the monastic and aristocratic growers with the champagne merchants. With their capital, the merchant's or *maisons*, had to ability to perfect the otherwise still unpredictable fermentation process, age, distribute, market and export the wine.

Dégorgement was first practiced in 1813. It was perfected in 1818 by the Widow Clicquot's cellar master Antoine Muller. He developed a process of "riddling" the wine in order to get the sediment of dead yeast cells into the neck of the bottle so it could be removed without the time consuming task of decanting each bottle.

This process also saved most of the gas.

The 1820's and 30's saw the use of corking machines and wine muzzles. Finally in 1836, a pharmacist in Châlons-sur-Marne, M. François, invented an instrument, called a *sucere-oenomètre*, to measure the amount of sugar in wine. With this invention, the amount of sugar needed to stimulate the second fermentation could be reliably determined, and the bottle burst-rate dropped to 5%. It was now a little more safe to take a spring walk through a champagne cellar.

In the 1920's four well known houses were established – Bollinger, Irroy, Mumm, and Joseph Perrier. By 1853 total sales of sparkling champagne reached 20 million bottles up from just 300,000 bottles at the turn of the century.

World War I again brought devastation to the region. The early months of the war saw a rapid German advance into northern France and during the fall of 1914, they were camped south of the river Marne. By 1915 they were driven back just north of the city of Reims. The enormous caves – Roman chalk quarries – beneath Reims that were used for the storage and production of champagne, now became shelters from the 1000 days of bombardment the city endured from 1914 to 1918. After the war, the city had to be completely rebuilt.

The years after the Great War were difficult. The Bolshevik Revolution in Russia, Prohibition in the United States, and then the Great



pression saw the champagne market dry up. The champagne houses stopped buying grapes, so the growers formed the first champagne cooperatives at this time. With the ending of Prohibition in 1934, the industry began to turn around. The influential head of Moët & Chandon, Robert-Jean de Vouge, was most instrumental in securing its future. He proposed that the purchase price of champagne grapes be set at a level that ensured a decent living for the growers, and in 1941, during the German occupation of France, became the driving force in persuading the Germans to establish the very successful *Comité Interprofessionnel du Vin de Champagne – C.I.C.C.*

Since World War II champagne sales have climbed upwards, nearly quadrupling between 1945 and 1966. Champagne has trickled down the social scale and is no longer considered just a luxury. Today, more champagne is being drunk, by more people, than at any previous time in history. The new millennium looks good for champagne

Balloon Collection Headed for Duke City Journal Staff and Wire Report

MITCHELL, S.D. — The contents of the former Soukup & Thomas International Balloon & Airship Museum are being packed for a trip to Albuquerque. The move will take at least nine semitrailer trucks and one flatbed trailer. The collection of balloon and airship artifacts, possibly the world's largest, is destined for the Anderson-Abruzzo International Balloon Museum when it opens in late 2003. "It's a very large, varied collection with about everything about ballooning you can imagine," said Mike Anderson, president of the Maxie L. Anderson Foundation, which is working with the city to build the 52,000-square-foot museum. The collection includes historic balloons, gondolas and gas valves dating back to the 1700s, Anderson said Thursday. It also contains a large number of airship artifacts, including china and other objects from the Graf and Hindenburg zeppelins. The collection originally belonged to balloonists Jacques Soukup and Kirk Thomas. The museum opened in Tyndall, S.D., in 1988 and moved to Mitchell in 1992. Soukup and Thomas specified that the collection be donated either to Albuquerque or to the Smithsonian Museum if Mitchell decided to close the museum. Soukup preferred the collection go to Albuquerque, his former home

and "the ballooning capital of the world," he said in a telephone interview Thursday. "The Smithsonian was dying for the collection," he said. Also destined for Albuquerque is a collection of some 5,000 books, manuscripts, posters and videos that Soukup called the world's most significant library on balloons and airships.

A jewel of the collection is a written account by Count Ferdinand von Zeppelin, inventor of the airship, after his first flight, Soukup said. The collection should arrive in Albuquerque in mid-April, Soukup said. Albuquerque officials are considering several storage locations, he said. Last year, the Mitchell City Council voted 5-3 to end funding to the museum. The museum founders then were told that their collection had to be removed from the city-owned building. Brian Morris, spokesman for Mayor Jim Baca, said the collection is valued at more than \$1

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 Tasks

The Competition Committee other than Hare and Hound.

sign in ½ hour before sun-

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)

has planned some events They will be announced at rise. There are plans for a

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 then above will not count for any CLAS competition points.

Co chair Mike Bollea and Erwin Dressel

April Club Fly-Out and Club Social

The Club Fly-out for April will be in Willimantic at Jillson Square (For those who remember this was the site of the Willimantic Festival of Ballooning)

Fly-out Schedule

Date – Saturday, April 28

Sunrise – 5:49 AM

Competition check in – 5:30 AM (at Mike Bollea's truck)

Liftoff - 6:00 AM

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

After flying everyone is invited back to Daryl & Cindy Smith's in house Coventry for a post flight breakfast and club socializing. The breakfast will happen even if the weather doesn't cooperate for flying. Or, if you can't make it out to the eastern part of the state to fly do come out and join all of us for breakfast. Cindy does ask however, that you RSVP so there is enough food for everyone and to please bring your own Champagne. Cindy can be reached at 860-742-3681 or by e-mail at daryl@kbz.com

Directions to Jillson Square in Willimantic

From Hartford – Get on Route 84 East toward Boston. Then take Route 384 East. After 8 miles 384 ends, bare to the right and follow signs for Route 6 East, Willimantic. Route 6 will take you through the center of Willimantic. Just after passing the center of town Jillson Square will be on your left next to the Jillson Cinema.

Directions to Daryl & Cindy's house

From Hartford – Get on Route 84 East toward Boston. Then take Route 384 East. After 8 miles 384 ends, bare to the Left and follow signs for Route 44, Coventry. At the 4th traffic light (there will be a Getty gas station on the corner) turn Right on to Route 31 South. Go about 4/10th of a mile and take your first Right – this will be Wrights Mill Road. Continue down Wrights Mill road for about a mile to a stop sign. Go straight, still on Wrights Mill Road, for about 1/2 mile to house number 690. You will not see our house from the road. Park in the driveway or on the side of the driveway in the grass. Overflow parking will have to park on the side of the road and walk in. If you park on the side of the road we should all park on one side, I would recommend the West side of the road.

From Willimantic area – Form downtown take Route 6 (Main Street) West to Route 32 North. After about 3 miles turn left on to Route 31 North. Continue on Route 31 North for 7.5 miles. Take a Left turn on to Wrights Mill Road (there will be a firehouse, an elementary school and Pizza Restaurant at the turn) Continue down Wrights Mill road for about a mile to a stop sign. Go straight on Wrights Mill Road for about 1/2 mile to house number 690. You will not see our house from the road. Park in the driveway or on the side of the driveway in the grass. Overflow parking will have to park on the side of the road and walk in. If you park on the side of the road we should all park on one side, I would recommend the West side of the road.

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

CLAS competition was scheduled for Saturday March 24, at Skylark Airport. Because the weather turned out too windy, we signed in and went to breakfast at the Windsor Dinner. (surface winds were out the South at 12 knots and winds at 3000 feet were out of 280 at 31 knots.)

Pilots that signed in and were assigned bean bags are as follows: #3 Mike Bollea, #15 Jim Regan, #4 Clyde Livingston, #19 Mick Murphy, #16 Erwin Dressel, #23 Steve Ushchak, #10 Penny Christy, #22 Gloria Koczera, #21 Daryl Smith.

All Pilots attending received one point for showing up.

Crew people that signed in are as follows: Ellen Dressel, Charlie Perreault, Mark Abraitis, Cindy Smith, Samantha Brunet.

All crew members attending received one point for showing up.

Don't forget Balloons over Willimantic and party time at the Smith's aerodrome following the flight. Just remember the party's on wether we fly or not. With Daryl and Cindy acting as hosts, I can guarantee a great day, so come on out to Willimantic's Jillson Square!

Remember be there 1/2 hour before sunrise, whenever that is!
Mike Bollea and Erwin Dressel, co-chairs Competition Committee.

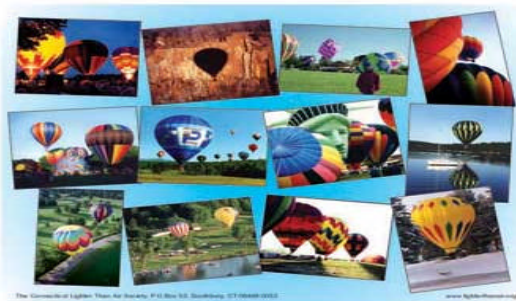
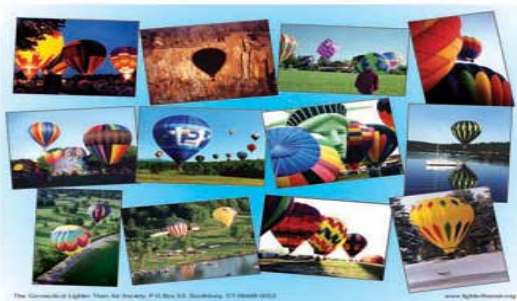
(Continued from page 7)

million. The collection is being donated to Albuquerque, but the city must pay moving costs, he said. Officials had no estimate of the cost Thursday. The museum will be located on the 300-acre Balloon Fiesta Park, home of the annual Kodak Albuquerque International Balloon Fiesta, which attracted about 1,000 balloons last year.

Opinion Jettisoned Collection Lifts Local Museum

It's said that one person's trash is another's treasure. It now can be said that one city's ballast is another's bonanza. The contents of the Soukup & Thomas International Balloon & Airship Museum of Mitchell, S.D., are headed for a permanent home in Albuquerque. What a stroke of good fortune -- and what timing. Perhaps the world's largest collection of balloon and airship artifacts is coming in time to help fill the 52,000-square-foot Anderson-Abruzzo International Balloon Museum when it opens at the Balloon Fiesta Park in 2003. The collection includes historic balloons, gondolas and gas valves dating back to the 1700s and some wonderful airship artifacts, such as china and other objects from the Graf and

(Continued on page 11)



CONNECTICUT LIGHTER THAN AIR SOCIETY 2001 PHOTOGRAPHY COMPETITION

?SUBJECT: ANY BALLOONING RELATED SUBJECT.

? CONTEST IS OPEN TO ALL CLAS MEMBERS, FAMILY AND FRIENDS.

? LIMIT THREE ENTRIES PER PERSON.

?PLEASE SUBMIT 8 X 10 PHOTOGRAPHS WITH YOUR NAME, ADDRESS, PHONE NUMBER AND E-MAIL ADDRESS ON THE BACK.

? DEADLINE FOR ENTRY IS 7:30 PM, THURSDAY, JUNE 21, 2001.

?PHOTOGRAPHS WILL BE SELECTED BY THOSE MEMBERS PRESENT AT
THE

JUNE 21ST CLAS MEETING, AFTER THE EDUCATION PRESENTATION.

? ALL ENTRIES WILL BE RETURNED AFTER COMPETITION.

SECOND PLACE - BRUCE ARNOLD

FIRST PLACE - BEV THEODORE

THIRD PLACE - BRUCE ARNOLD

PRIZES

1ST PLACE: 3 CLAS 2002 CALENDARS.

2ND PLACE: 2 CLAS 2002 CALENDARS.

3RD PLACE: 1 CLAS 2002 CALENDAR.

HONORABLE MENTION: NINE WILL BE SELECTED TO APPEAR IN CALENDAR.

FOR ADDITIONAL INFORMATION CONTACT:

JACK PERRY, (203)263-5962, JACKP02@SPRYNET.COM

CLASSIFIED



1987 Cameron DP-70 Airship.GBNXG. 22TT.Complete w/box trailer, 2/10-gal.alum.cyls.,2-cylcc/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 where used one season an 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.

(Continued from page 9)

Hindenburg zeppelins. Also included are about 5,000 books, manuscripts, posters and videos, including an account written by airship inventor Count Ferdinand von Zeppelin after his first flight. Albuquerque's gain comes because the Mitchell City council last year voted to stop funding the Soukup & Thomas museum. Jacques Soukup and Kirk Thomas owned the \$1 million dollar collection and had specified that it be donated either to Albuquerque or to the Smithsonian Institute if the museum was closed.

Well, thanks a million. The gift will help New Mexico establish another world-class museum and help cement Albuquerque's place as the hot-air balloon capital of the world.

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.



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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, June, July, Aug, Sept, Oct, 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.

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