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Recent News from Mission Control

Adventurer Plans World Balloon Bid

ST. LOUIS, MO., APRIL 5, 2001—Adventurer Steve Fossett will try to make the first solo round the world balloon flight. He plans to launch in June from southwestern Australia on a daring nonstop flight which he estimates will take 15 days.

Fossett's previous attempts to make the first balloon circumnavigation garnered international attention. He was heading for a finish in Argentina in August 1998 when he was caught in a violent thunderstorm that ruptured his balloon, and he fell 29,000 feet (8,500) meters into the Coral Sea 500 miles east of Australia. Miraculously, he survived, and in the process set the absolute world distance record for balloons at 14,235.33 miles (22,910 kilometers).

That flight was his second attempt in 1998; he had taken off from St. Louis' Busch Stadium on New Year's Eve, 1997, and had flown 5,802 miles before having to abandon that attempt in a wheat field near Krasnodar in southern Russia. In December 1998, he and British tycoon Sir Richard Branson made a third try for the year, taking off from Morocco and getting as far as Hawaii.

Eventually, the first global flight with a crew was accomplished by Swiss pilot Bertrand Piccard and his English co-pilot Brian Jones in March 1999. Now Fossett hopes to achieve the first solo flight and to do so in an unpressurized capsule.

Washington University in St. Louis will run the flight's mission control center, according to Chancellor Mark S. Wrighton. "Steve Fossett is a great adventurer, and we are pleased to be involved with his solo effort to circumnavigate the world," Wrighton said.

"Our students and others involved in this exciting effort will have a rewarding learning experience and an association with a significant human achievement. Steve Fossett's efforts have enhanced interest in science, geography and technology. His spirit and determination inspire others and heighten interest in adventure and exploration. He has our support and best wishes for a successful mission." Fossett, an alumnus of the John M. Olin School of Business, is on the university's Board of Trustees.

A 100-year-old former chapel in Brookings Hall on the Washington University campus will be the mission control location, as it was for his two 1998 attempts. Media will be able to cover the flight and

Saturday April 28, 2001 **8:50 am**

SYDNEY, Australia (AP) - American adventurer Steve Fossett plans to try again to become the first man to float solo around the globe in a balloon, reports said Saturday. Fossett said he plans to take off from Kalgoorlie, a gold mining town in the western Australian desert, on June 1. Fossett, a Chicago-based millionaire, said he would spend about 15 days in a capsule little bigger than a bath tub if the trip is successful.

"It so happens that it is the most important remaining thing to be done in ballooning," he told The Weekend Australian newspaper.

Fossett already holds the solo balloon flight record - 14,236 miles - set in 1998. That trip ended when a storm off the Australian coast sent his balloon plunging into the Pacific. In March 1999, Swiss psychiatrist Bertrand Piccard and English balloon instructor Brian Jones became the first people to circle the world nonstop in a hot air balloon.



interview team members and meteorologists from there. The university will maintain and update a World Wide Web site where people and the world can follow the flight. During Fossett's summer 1998 flight, there were 1.27 million hits per day on the Web site, coming from more than 200 countries. The site included data from science experiments by the National Aeronautics and Space Administration and Washington University's Department of Earth and Planetary Sciences in Arts & Sciences.

Fossett hopes to take off from Kalgoorlie, in the heart of Western Australia's historic goldfields, in early June. His likely route will cross Australia and the South Pacific, approaching South America in the vicinity of Santiago, Chile. Flying over Chile, Argentina and the South Atlantic, he would then pass just south of Capetown, South Africa, cross the Indian Ocean and then back to Australia.

Fossett said taking off from Australia should enable him to better manage the thunderstorm risk. The danger is greatest over the Coral Sea, he said, so launching within a day's flight of that trouble spot makes the weather there more "forecastable." Top sailing and ballooning meteorologist Bob Rice will again provide routing and weather for Fossett.

A team of mechanical engineers from Washington University's School of Engineering and Applied Science designed a new cabin

(Continued on page 8)

2001 CLAS Officers

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

Vice Pres: Daryl Smith
Phone: 860-742-3681
E-mail: Daryl@kbz.com

Secretary: Ellen Dressel
Phone: 203-274-6116
E-mail: Edressel@99main.com

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

Historian for Life: Mike Bollea
Phone: 860-677-0647

Webmaster: Jim O'Brien
Phone: 203-891-8333
E-mail: webmaster@lighterthanair.org

Committee Chair Members

BFA Liaison: Santo Galatioto
Phone: 203-397-0521
E-mail: Santo.galatioto@yale.edu

Competition: Mike Bollea
Phone: 860-677-0647

Education: Daryl Smith
Phone: 860-742-3681
E-mail: Daryl@kbz.com

FAA Liaison: Robert Zirpolo
Phone: 203-250-8441
E-mail: rzirpolo@javanet.com

Flight Manual: Penny Christy
Phone: 860-638-3803
E-mail: pmchristy@earthlink.net

Membership: Ellen Dressel
Phone: 860-274-6116
E-mail: Edressel@99main.com

Nominating: Open

Products: Cindy Smith
Phone: 860-742-3681
E-mail: Daryl@kbz.com

Refreshments: Carlos Kebe
Phone: 203-639-4883
E-mail: tato@aol.com

Sunshine: Terri Rollinson
Phone: 203-264-5066
E-mail: Trozwell@aol.com

Winter Dinner: Al Theodore
Phone: 860-658-0228
E-mail: abttheo@aol.com

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>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>	Dan King
<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

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 newsletter
please e-mail Jack Perry with your current e-mail address.

Impromptu Fly Out!

I am flying out of a field in Rocky Hill owned by one of my crew people and taking there parents for a ride. They have offered that if any club member wants to use any of the fields they own for launch sites you are welcome to use them. They only request that you send them a copy of your insurance policy once every year before using them. They have fields in Rocky Hill, East Hampton and the East Windsor area. These are tree farms and are very nicely manicured and have plenty of open grass areas in them. Some flying directions may be wooded, especially the one in the East Hampton area, so do some flight planning.

Pete Hyslop and I will be doing a AM flight at the Rocky Hill field on Sunday May 20th. If anyone would like to join us our crew has offered to have some breakfast treats for us after the flight in the launch field.

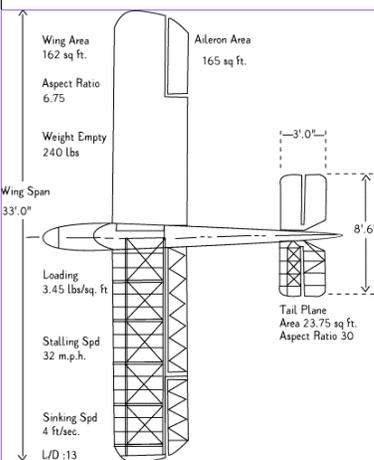
RSVP to Allison Gardner at
mailto:horsefly71@aol.com

Call me the night before for the go/no go flying discussions
860-742-3681

Daryl Smith

The Colditz Glider Building the Colditz Glider

On a snowy day in December, 1943, while he looked out over the German town of Colditz, POW Bill Goldfinch noticed snowflakes outside his window drifting upward. Perhaps it would be possible, he thought, to escape from the prison in a glider. The updraft would help in getting the glider airborne. Also, there was an ideal area from which to launch a glider: the castle's chapel roof, which was hidden from the guards' watchful eyes. The prisoners could use ropes, pulleys, and a counterweight to propel the glider along the roof.



Top-view plans for the Colditz glider, copied from the drawing made at Colditz

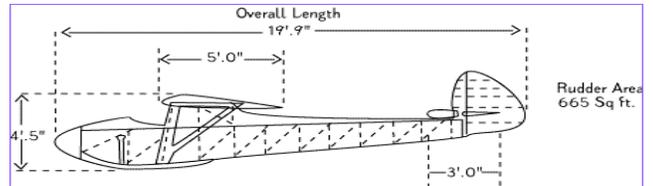
Goldfinch presented his idea to Dick Howe, head of the prison's escape committee, who approved it. Goldfinch's best friend, Jack Best, was also assigned to the project.

Using a textbook discovered in the prison library, Goldfinch and Best, both engineers, worked out the specifications for a glider. It would carry a pilot and one passenger. The wings would have enough lift

to carry the glider's occupants over the town of Colditz -- more than 300 feet

below -- and across the River Mulde. Goldfinch then drew up the plans. Goldfinch and Best began building the glider in their rooms. This, of course, could only be temporary since it would be impossible to hide such a large project from the guards. So

in one of the castle's attics -- the one adjacent to the roof slated for the runway -- prisoners created a workshop. Using shutters and mud made from attic dust, they constructed a false wall at one end of the attic, giving the glider builders a small space that could accommodate the largest of the disassembled glider pieces. When they were finished, anyone who went into the main part of the attic saw a convincing false wall at one end and no indication that the attic was eight feet shorter than before. To gain access to the shop, the prisoners also built a trap-door in the shop's



Side-view plans for the Colditz glider.

The materials needed to fashion the tools and glider were for the most part scavenged. The prisoners made a plane from a table knife, drills from nails, saw handles from bed boards, and saw blades from both a wind-up record player's spring and the frame around iron window bars. For the glider's control wires they appropriated electrical wire taken from unused areas of the castle. For the wings' spars (main supports) and ribs they availed themselves of floorboards and bed slats, respectively. And to cover the glider's wooden frame they used bed sheets, which they doped with hot millet (part of their rations) to stiffen the fabric. They obtained a few items through bribery: casein glue and a metal drill, for example.

Constructing the glider's parts was tedious, to say the least. For the wings alone the builders had to craft over 6,000 hand-fashioned pieces. To make just one rib, they had to shape a piece of wood, steam it to render it pliable, bend and pin it, then finally glue it into place. And the glider required hundreds of these.

Takeoff was finally scheduled for the spring of 1945. The plan was to assemble the aircraft, then catapult it off the chapel's roof using a metal bathtub filled with concrete as ballast. The tub would fall five stories. The glider would then sail out silently over the town of Colditz, giving its occupants a good head start over the German guards, who would soon discover a



A replica of the Colditz glider preparing for its initial flight.

bathtub in the yard and two prisoners missing. But alas, the launch never took place. The war was nearing its end, and it was decided to postpone what would have been the glider's brief and only flight.



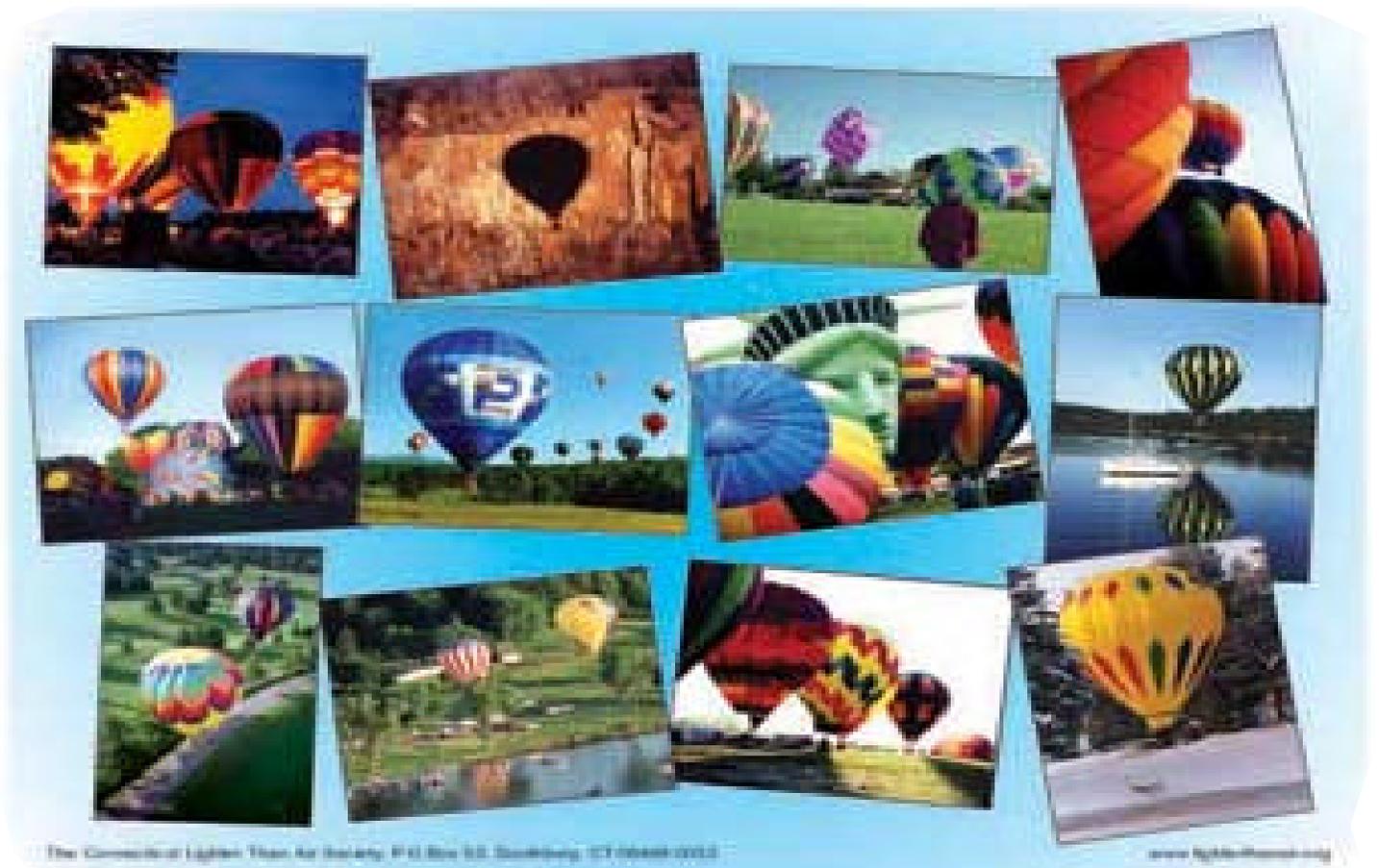
CLAS 2001 PHOTOGRAPHY **CONTEST**

DATE CHANGE!

COMPETITION WILL BE HELD

September 20, 2001

- FOR SEVERAL REASONS, THE PHOTOGRAPHY CONTEST WILL BE HELD AT THE SEPTEMBER 20TH MEETING RATHER THAN THE JUNE 21ST MEETING AS ORIGINALLY SCHEDULED. THAT GIVES EVERYONE ALL SUMMER TO GET SOME GREAT PHOTOGRAPHS (PHOTO'S DO NOT HAVE TO BE TAKEN THIS YEAR).
- SIZE LIMITATION HAS CHANGED: MINIMUM SIZE 5X7, MAXIMUM 11X14
- PRINTS FROM COLOR COPIES MAY BE SUBMITTED BUT WE WILL NEED AN ORIGINAL NEGATIVE, SLIDE OR GOOD QUALITY 8X10 PRINT TO SCAN FOR THE CALENDAR.
- KEEP IN MIND THAT HORIZONTAL FORMAT PHOTOGRAPHS WORK BEST FOR THE CALENDAR.
- CALENDARS WILL BE READY FOR THE NOVEMBER 15TH MEETING.
QUESTIONS CONTACT JACK PERRY



GPs helps a guy keep track of his couch; January 25, 2001

By Dave Barry

I'm a big fan of technology. Most guys are. This is why all-important inventions were invented by guys. For example, millions of years ago, there was no such thing as a wheel. One day, some primitive guys were watching their wives drag a dead mastodon to the food-perpetration area. It was exhausting work; the guys were getting tired just **WATCH-ING**. Then they noticed some large, smooth, rounded boulders, and they had an idea: They could sit on the boulders and watch! This was the first in a series of breakthroughs that ultimately led to television.

So we see that there are vital reasons why guys are interested in technology, and why woman should not give them a hard time about always wanting to have the "latest gadget." And when I say "women," I mean "my wife."

For example, as a guy, I feel I need a new computer every time a new model comes out, which is every 15 minutes. This baffles my wife, who has had the same computer since the Civil War and refuses to get a new one because – get **THIS** for an excuse – the one she has works fine. I try to explain that, when you get a new computer, you get exciting new features. My new computer has a truly fascinating feature: Whenever I try to turn it off, the following message, which I am not making up, appears on the screen:

"An exception 0E has occurred at 0028:F000F841 in VxD---. This was called from 0028:C001D324 in VxD NDIS(01) + 00005AA0. It may be possible to continue normally."

Clearly this message is not of human origin. Clearly, my new computer is receiving this message from space aliens. I don't understand all of it, but apparently there has been some kind of intergalactic problem that the aliens want to warn us about. What concerns me is the last sentence, because if the aliens are telling us that "it may be possible to continue normally: they are clearly implying that it may **NOT** be possible to continue normally. In other words, the earth maybe domed, and the aliens have chosen **ME** to receive this message.

If I can figure out exactly what they're saying, I might be able to save humanity!

Unfortunately, I don't have time, because I'm busy using my new GPS device. This is an extremely important gadget that every guy in the world needs. It receives signals from orbiting satellites, and somehow – I suspect the "cosine" is involved – it figures out exactly where on earth you are. Let's say you're in the town of Arcola, Ill., but for some reason you do not realize this. You turn on your GPS, and, after pondering for a few minutes, it informs you that you are in ...Arcola, Ill.! My wife argues that it's easier to just **ASK** somebody, but of course you cannot do that, if truly are a guy.

I became aware of how useful a GPS can be when I was on a plane trip with a literary rock band I belong to called the

Rock Bottom Reminders, which has been hailed by critics as having one of the world's highest ratios of noise to talent. On this trip were two band members whom I will identify only as "Roger" and "Steve," so that you will not know that they are actually Roger McGuinn, legendary co-founder of the Byrds; and Stephen King, legendary legend.

We were flying from Chicago to Boston, and while everybody else was reading or sleeping, "Roger" and "Steve," who are both grown men, were staring at their GPS devices and periodically informing each other how far we were from the Boston Airport. "Roger" would say, "I am showing 238 miles," and "Steve" would say, "I am showing 241 miles. Then "Roger" would say, "Now I'm showing 236 miles," and "Steve" would come back with another figure, and so on. My wife, who was confident that the airplane pilot did not need help locating Boston, thought this was the silliest thing she had ever seen. Whereas I thought: I **NEED** one of those. So I got a GPS for Christmas, and I spent the entire day sitting on a couch, putting it to good use. Like, I figured out exactly where our house is. My wife told me this was exciting news. I think she was being sarcastic, but I couldn't be sure, because I had to keep watching the GPS screen, in case our house moved. I also used my GPS to figure out exactly how far my couch is from LaGuardia airport (1,103 miles). There is **NO END** to the usefulness of this device! If you're a guy, you need to get one **NOW**, so you can locate yourself on the planet. While we still have one.

APRIL CLUB FLY OUT AND CLUB SOCIAL

What a day! Everyone that entered Smith's garage, took one look and said **WOW!** What a spread, this is a garage? Cindy actually parks her car in there! Look at the floor and the kitchen cabinets. Check out the sink and counter tops. We all had a marvelous time, and only a few Pilots moaned about the wind. The last Pilot to drive onto Jillson Square in Willimantic, saw the flag hanging limp and proceeded to set up and launch. What a turnout we had, some 20 Pilots and 25 crew members. Those attending are listed below.

Pilots: Mike Bollea, Randy Riley, Gloria Koczera, Pete Hyslop, Erwin Dressel, Daryl Smith, Penelope Christy, Frank Bart, Bill Colyer, Mark Lefevre, Gerard Lefevre, Leo Tetreault, Clyde Livingstone II, Mick Murphy, Jim O'brien, Bill Costen, Santo Galattiotto, Robert Zirpolo, Tony Roswell, Matthew Dutkiewicz.

Crew: Pat Johannesen, Charles Perreault, Peg Hyslop, Kurt Nygren, Ghislaine Litevich, Mark Abraitis, Charles Jennings, Ellen Dressel, Russell Wicks, Gary Smidler, Barbara Bart, Rodney Schabel, Janet Landon, Samantha Brunel, Al Theodore, Ben Theodore, Allison Gardner, Chris Johanson, Mike Russell, Jack Perry, Diana Riley, Kristen Brighenti, Terri Rollenson, Judy Koswell, Judy Koswell, Cindy Smith.

Erwin

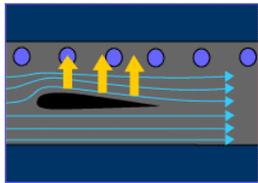
The Colditz Glider

Airfoil Aerodynamics

What causes lift, that upward force that keeps flying machines aloft?

Perhaps in a textbook or in a book written for a general audience you've seen an illustration similar to the one shown here -- the kind that shows how air flows around a wing.

In this illustration, the air divides at the leading edge of the wing, with some of it flowing up and around the top of the wing, and some across the wing's flat bottom. The explanation that accompanies such an illustration usually states that the air moving over the top of the wing flows faster than the air underneath, and that this creates a pressure difference which lower air pressure exists above the wing than below it. The wing, therefore, "lifts" in the direction of lower air pressure.



This diagram showing the cross section of a wing does not fully illustrate how a wing produces lift.

The above illustration, as it turns out, is not 100 percent correct. And the explanation, although not technically incorrect, is incomplete.

If the shape of the wing alone were responsible for creating lift, how could an airplane flying upside down stay aloft? Wouldn't the lift from its upside-down wings "lift" the plane right toward the ground?

What the illustration fails to show, and what the explanation leaves out, is that for a wing to produce lift, it needs to push air down.

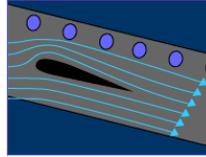
Newton's Third Law states that for every action, there is an equal and opposite reaction. In the case of an airplane or glider, the action of the wings pushing air down causes the reaction of air pushing the wings up. If you stick your flattened hand out of the window of a fast-moving car, you can experience this principle firsthand. If you angle your hand so that the air meets its underside, your hand shoots upward.

This does not mean that the wing's shape is unimportant. The underside of the wing can certainly deflect the air flowing underneath down, but so can the air flowing over the top of the wing. This is because the air tries to hug the top of the wing as it moves over it. And after it flows beyond the wing, the downward-moving air meets the air flowing underneath the wing, forcing it down too.

Keeping the plane aloft requires the right amount of air to be pushed down. If the plane's flight path is level, the weight of the air pushed down is equal to the weight of the plane. And if it's climbing, the weight of the air pushed down is more than the weight of the plane.

How much air the wings push down is also determined by the plane's speed. Fast-moving wings move a lot more air than slow-moving wings and so produce more lift. But this doesn't mean that slow-moving wings can't be made to produce more lift. How? The plane can be angled, relative to

the air it's flying into, to allow more of the air to hit its wings.



A wing that is positioned at an angle to the oncoming wind will produce more lift.

Now we come back to our upside-down flying plane. As long as the plane's wings push air down, we have lift. The wings won't be working as efficiently as possible, but if they're angled enough, the plane can continue its inverted flight for as long as the pilot wants.

Balloon Festivals



Dates	City/State	Name/Location	Contact	# Balloons
May 11-13	Baltimore, MD	Preakness Celebration Balloon Fest	512-280-2558	30
May 18-20	Post Mills, VT	Experimental Balloon & Airship Meet	802-333-9254	
May 25-27	Bristol, CT	Balloons Over Bristol	860-583-3053	25
May 25-27	Canandaigua, NY	Mercy Flight Balloon Fest	716-3345144	30
Jun 1-3	New Haven, VT	Lake Champlain Balloon Festival	802-425-4883	35
Jun 15-17	Quechee, VT	Hot Air Balloon Festival & Craft Fair	407-870-0031	25
Jun 15-17	Gasburg, VA	Lake Gaston Resort Hot Air Balloon Classic	904-247-1241	
Jun 15-17	Milton, DE	Delmarva Hot Air Balloon & Craft Festival	302-684-3400	25
Jun 22-24	Goshen, CT	Northwest Connecticut Balloon Fest	203-2551929	20
Jun 29-Jul 1	Forks Twp, PA	Balloons Over Northampton County - Braden Airpark	908-454-1981	20
Jul 20-2	Harborcreek, PA	Harborfest	814-899-9173	15
Jul 27-29	Canton, OH	Pro Foot Ball Hall of Fame Rally	330-456-7253	
Jul 27-19	Readington, NJ	Quick Check NJ Festival of Ballooning	973-882-5464	100
Aug 3-5	Binghamton, NY	Spiede Fest Balloon Rally		30
Aug 17-19	Greenville, NY	Great Northern Catskills Balloon Fest	518-966-5050	25
Aug 17-19	Shirley, NY	Waldbaum's Balloon & Music Festival	973-882-5464	75
Aug 24-26	Baltimore, MD	Maryland State Fair Balloon Classic	301-881-6262	30
Aug 31-Sep 3	Dansville, NY	New York State Festival of Balloons	716-335-8885	75
Sep 22	Sergeantsville, NJ	Delaware Twp Day	908-788-5415	25
Sep 29	Flemington, NJ	Raritan Twp Day	908-788-5415	

---== WINGS ==---

Special Recognition For All Pilots

Why Participate?

Regular proficiency training is essential to the safety of all pilots and their passengers. The objective of the "Pilot Proficiency Award Program" (Wings) is to encourage pilots to establish and participate in a continuous Personal Recurrent Training Program.

Who May Participate?

All pilots holding a Recreational Pilot Certificate or higher and a current Airman Medical Certificate, when required. In addition, uncertified pilots of qualified ultralight vehicles under FAR Part 103 may participate in the Wings Program.

How Does The Program Work?

The program has twenty phases. Minimum requirements, which include specific subjects and flight maneuvers, have been established. In addition, pilots must attend an FAA sponsored or sanctioned Aviation Safety Seminar, or industry conducted recurrent training program, or physiological training course, or mountain flying course, and satisfactorily completed three (3) hours of flight training with an appropriately rated flight instructor. The "required" flight training profiles, defined in FAA Advisory Circular **AC 61-91H**, are established for airplanes, seaplanes & amphibians, rotorcraft, gliders, and lighter-than-air aircraft, and ultralights. As a regular airman (use CFI application if you're an instructor applying under the CFI program), **you may earn each phase award at 12 calendar month intervals.**

The program was designed to offer participating airmen and women a twenty year recurrent training opportunity. Training profiles represent areas of operation identified by NTSB and DOT accident reports as the areas most likely to produce accidents. Involvement in an aircraft or ultralight accident will not disqualify you for participating in the award program.

What's In It For Me?

Statistics show that pilots who participate in recurrent training programs have a much better safety record when compared to those pilots who don't. This program provides a pilot with an opportunity to demonstrate and improve their flight proficiency and knowledge! Completion of any phase of the "wings" program satisfies the Flight Review requirements of FAR 61.56!

You will receive a distinctive set of "Wings" and a certificate of completion for each phase, I through X. All applicants for phase XI through XX, will receive a certificate of completion only. It's a great reason to go out and fly with a CFI!

How Do I Participate?

You may begin training any time, and the hours of dual may be in any order. It is not necessary to complete the ground training before flying. As you complete each part of the training, be sure it is recorded in the Record Of Recurrent Training (other side of this form). Also, all flight training must be recorded in your pilot logbook by the instructor administering the flight training. In addition, once each phase is completed, the recommending instructor should endorse your logbook using the example provided in AC 61-91H, Page 4, Par. 9.

A copy of the Advisory Circular **AC 61-91H**, "Pilot Proficiency Award Program

TOB on Dirty Baskets

Ray S. Leonard

Well this isn't Martha Stewart and it ain't no spherical chicken but here is how I treat my basket. Bout twice a year, more if it has been dry, I take all the stuff out of it, the basket that is. This includes the tanks but also those Federalists papers like airworthiness, registration, etc., and the socks, and the gloves, and the water bottle tops, wigs, and any trash that might have gotten tossed in. I pull up the floor, its armourflex closed cell foam bonded to the Cameron thing.

With the basket stripped down like one of those dancers that my ex didn't let me go see I take it to the car wash. Being careful not to wash off the dirt from the truck, it has finally gotten character, I shoot the basket with water, then go to the soap solution, and then back to the water rinse.

Getting the basket back home I put it in a grassy area that needs watering. I then water the grass and the basket off and on for the next 3 to 4 hours while surfing the web for bits of trivia and research tidbits - we won't go there. Then I put my basket cover back on just after getting the wicker really wet again. Then I let the basket sit in the sun with the cover on. It is sort of like a solar steam bath. In other words I create a real humid environment. Why? So the wicker will soak up moisture. This is a problem, lack of moisture, in the southwest.

The next day I take the cover off and if I remembered to turn the water off so I'm not a** deep in mud I move the basket into the shade.

Now we have a debate. It is one that is not as serious as those that Jefferson and Hamilton carried on but it is one that has recurred periodically on the balloon reflector. What to spray on it? I tried the new car scent once but that didn't really do much. What I use now is something called Oakene. It is a Danish, no not the sweet roll, finish. The neat thing about this outdoor furniture finish is that it breathes which is more than I can say for - no this is a family channel. In other words it protects while letting moisture in and out on an atmospheric basis, i.e water beads but humidity sucks.

People, that being balloonist who don't agree with me, as opposed to others who also don't agree with me but are not balloonist, have debated Armourall, this is not an endorsement but if they give me enough money I can be had, and urethane. You don't want to seal the wicker and if probably should be biodegradable, i.e. wears out with time and sun like me. Some people varnish, urethane, whatever, one side of the basket so it looks good. Doing the outside so it looks good to others still allows the wicker to breath, i.e. suck up moisture.

If you can really seal it then you have created a composite structure, i.e. fiber reinforced, chemical compound exterior plastic coating.

Bottom line, hose it off with high pressure, soak it, coat it, and treat it right. Dry it well. Coat it with a good outdoor coating

The whole process takes about 2 days, a half case of beer, and 30 dollars surfing the web with someone named bambi.

Hope this helps.

Ray having a blonde moment.

(Continued from page 1)

heater for Solo Spirit, which provided vastly improved performance during the summer 1998 flight. He will use the same design this summer.

Fossett has made changes in his balloon that he thinks will help him accomplish his feat. The balloon envelope will be even larger, 550,000 cubic feet as opposed to 450,000 cubic feet in summer 1998. He will again carry 40 cylinders of fuel, but he now will have six burners instead of four. Additionally, the southern route offers more favorable winds, with cooler and more stable air and no large swings between daytime and nighttime temperatures. Flying earlier in the season holds hope of catching the Southern Hemisphere's early winter jet stream, he said. And, with only four or five countries to traverse, he encounters little risk of political or military problems.

Fossett will have a personal life raft, a full exposure wet suit, sufficient food and water and two satellite rescue beacons -- EPIRBs -- that can be activated to transmit his position in the event of ditching.

Fossett, 56, holds world records not only in ballooning but also in sailing and jet airplane flights. He is chairman of Lakota Trading Inc., a stock options market making company in Chicago.

Steve Fossett, is constantly setting records and tackling new challenges.

His August 1998 attempt to make the first successful balloon flight around the Earth attracted worldwide attention, but ended prematurely when his balloon ruptured in a thunderstorm, plunging him 29,000 feet into the Coral Sea east of Australia. He narrowly escaped death -- but in the process set ballooning's world distance solo record at 14,235.33 miles. On two previous flights he had set the new world distance records, 5,435.82 miles when he made the first solo balloon flight across the Pacific in February 1995 and 10,360.61 miles when he launched from Busch Stadium and flew to Sultanpur, India, in January 1997.

In his five attempts to make the first global circumnavigation, he scored many firsts: the first flights across the continents of Africa, Asia and Europe and across the Indian and South Atlantic oceans.

Fossett is equally accomplished, though less well-known in sailing. He holds 10 official world records, including the Pacific Ocean single-handed, round Britain and Ireland, Newport to Bermuda. He holds eight race records, including Newport-Ensenada, Chicago-Mackinac and the Single-handed Transpac.

Last year he broke a number of flight records in his Citation X jet. He set the U.S. transcontinental records for nonmilitary airplanes, flying from San Francisco to New York City in 3 hours, 42 minutes, and Jacksonville, Fla., to San Diego in 3 hours, 29 minutes. He also set the round-the-world records for medium airplanes both eastbound, in February 2000, and westbound, November 2000.

Long fascinated by endurance sports, he has swum the English

Channel, run Alaska's famed Iditarod Dogsled Race, driven the 24 Hours of Le Mans sports car race and finished the Ironman Triathlon in Hawaii.

Fossett, 56, is chairman of Lakota Trading Inc., a Chicago-based options market making company. He is a Trustee of Washington University, where he received an MBA in 1968, and was a recipient of the John M. Olin School of Business Distinguished Alumni Award in 1995. He received his undergraduate degree from Stanford University.

Fossett is on the National Executive Board of the Boy Scouts of America and is a fellow of the Royal Geo-

graphic Society and the Explorers Club.

He is married to the former Peggy Viehland of Richmond Heights, Mo.

Brookings Hall to serve as mission control for Fossett flight Washington University's Brookings Hall, the 1902 Collegiate Gothic building overlooking St. Louis' famed Forest Park, will serve as mission control for Steve Fossett's upcoming Solo Spirit attempt to circumnavigate the globe by balloon. As it did for Fossett's January and August 1998 attempts, Brookings' Room 300 will host about six members of Fossett's flight team, as well as Washington University students and engineering faculty assisting in the mission. The room is partitioned into two sections, one for mission control and the other for a media center.

Joe Ritchie, a businessman and long-time Fossett friend, will be mission control director.

Project director will be Tim Cole, an engineer, veteran balloonist and long-time partner in Fossett's balloon adventures. Meteorologist Bob Rice will again bring his scientific expertise and half-century of ballooning experience to the team, which is responsible for maintaining communication with the capsule, mapping flight paths and tracking the balloon's progress.

Keith J. Bennett, affiliate associate professor of computer science in the School of Engineering and Applied Science, will be science coordinator for mission control. Bennett is director of the university's Project Aria, a space science outreach and research project involving area kindergarten through 12th-grade pupils and some 70 Washington University students. Michael A. Swartwout, Ph.D., assistant professor of mechanical engineering and Project Aria's assistant director, also will be part of the team.

About 25 undergraduate students from the schools of engineering, business and Arts & Science, will work with Bennett and Swartwout. Their first task is to build a payload for Solo Spirit. The payload will be a prototype of a tiny spherical imaging satellite they are currently developing for flight in 2002. This picosatellite will weigh just one kilogram, and is "incredibly technically challenging," according to Bennett. The prototype will collect atmospheric data and images during flight and allow students to test various engineering compo-

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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

MAY		JUNE	
SUN-RISE	SUN-SET	SUN-RISE	SUN-SET
05:50	07:50	1 05:21	08:19
05:49	07:51	2 05:21	08:20
05:47	07:52	3 05:21	08:21
05:46	07:53	4 05:20	08:22
05:45	07:54	5 05:20	08:22
05:44	07:55	6 05:19	08:23
05:43	07:56	7 05:19	08:24
05:42	07:57	8 05:19	08:25
05:40	07:58	9 05:19	08:25
05:39	07:59	10 05:19	08:26
05:38	08:00	11 05:19	08:26
05:37	08:01	12 05:18	08:27
05:36	08:02	13 05:18	08:27
05:35	08:03	14 05:18	08:27
05:34	08:04	15 05:18	08:28
05:33	08:05	16 05:18	08:28
05:32	08:06	17 05:18	08:28
05:31	08:07	18 05:19	08:29
05:30	08:08	19 05:19	08:29
05:29	08:09	20 05:19	08:29
05:28	08:10	21 05:19	08:30
05:28	08:11	22 05:19	08:30
05:27	08:12	23 05:19	08:30
05:26	08:13	24 05:20	08:30
05:26	08:14	25 05:20	08:30
05:25	08:15	26 05:20	08:30
05:24	08:16	27 05:20	08:31
05:23	08:16	28 05:21	08:30
05:23	08:17	29 05:21	08:30
05:22	08:18	30 05:21	08:30
05:22	08:19	31	

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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



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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.

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nents.
Judith Jasper Leicht, associate vice chancellor/executive director of University Communications, will be the media director for the flight. Donna Kettenbach, acting director of University Communications, will coordinate media in mission control and Keith Jenkins, director of sports information, will coordinate media at the launch site. The mission control center will be open 24

hours a day. The university's public affairs staff will host daily media briefings and maintain the media and filing centers.

Once Fossett ascends from Kalgoorlie, Australia, his every move around the world will be tracked by mission control and relayed to the public through a Washington University Web site on the Internet. The Web site will be updated regularly with each input of news and data that Fossett relays.

Scoop Advertising Rates

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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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