



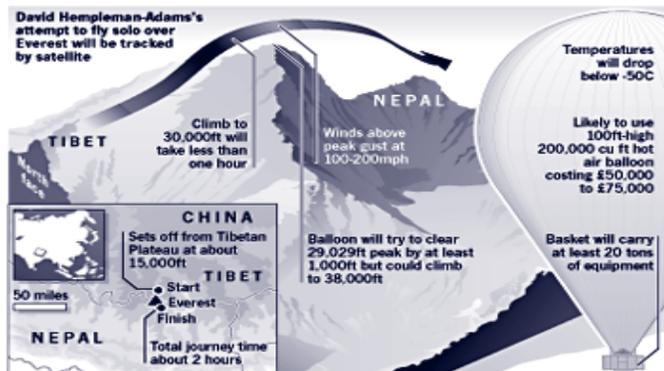
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Solo British balloonist plans to hop over Everest on hot air

Jonathon Carr-

THE amateur explorer and adventurer David Hempleman-Adams will announce this week that he intends fly a hot air balloon solo over Mount Everest. To be successful he will have to compete with winds gusting at between 100mph and 200mph, temperatures of -50C and the uncertainty of landing on the rugged south side of the world's highest peak. Although a team of British balloonists achieved the feat in 1991, Hempleman-Adams, 44, would be the first man to fly solo over the 29,029ft peak.

Leo Dickinson, a balloonist and filmmaker who participated in the 1991 mission said: "If he succeeds it will be a fantastic flight but he is going to have to be bloody lucky." Hempleman-Adams, who will give details of his latest adventure on Wednesday, has complicated his task by choosing to ascend Everest from the Tibetan plains on the Chinese north side. This means he will have to find a landing area on the mountain's Nepalese side. Dickinson's record flight with Andy Elson took off in Nepal and landed on the relatively flat Tibetan side, but even that landing left one crewmember badly injured. To achieve his goal Hempleman-Adams, a father of three, will have to launch his 80ft to 100ft-



high hot air balloon in near perfect conditions in winds of 5-10mph. At 30,000ft he will be standing in a wicker basket in winds of 100mph. at temperatures of minus 50 below. A spokesman for the explorer refused to give full details but confirmed he had secured sponsorship for the trip, which could cost up to £1m. Hempleman-Adams has made a reputation out of perilous, record-breaking adventures. Originally a mountain climber, in recent years he has flown a balloon over the Andes and narrowly missed flying over the North Pole last year (by 15 miles) after 5½ days in the air. He has not always enjoyed the admiration of his peers. In the late 1980s the accuracy of some of his mountaineering claims was challenged and a later attempt to canoe around Cape Horn ended when he admitted hitching a ride on a ship. A leading figure in the ballooning world said: "His reputation means that we will be watching this expedition very carefully."

Fossett expected to reach South America Tuesday after daybreak
ST. LOUIS, MISSOURI, AUGUST 12, 2001 (10:00 CDT), (15:00 UTC) -



As the sun rises above South America Tuesday, balloonist Steve Fossett is expected to be approaching the western coast of Chile. Today, in his eighth day in the air, Fossett is following a course toward the Chilean island of San Felix, about 500 miles (805 kilometers) off the coast. Fossett and his balloon have just passed within 92 miles (148 kilometers) of Easter Island, one of the most isolated places on Earth.

The balloonist has crossed approximately three-fourths of the Pacific Ocean and about one-third of the globe. Luck appears to be on Fossett's side as good weather and a well-functioning balloon help him coast across the ocean.

As of 10:00 CDT (15:00 UTC), Fossett has traveled more than 8,807 miles (14,253 km/hr) since the launch of Solo Spirit on August 4. His current speed is 50 mph (81 km/hr), and the balloon remains at an altitude of 20,000 feet (6,096 meters)

Background on ballooning & Fossett's Solo Spirit

Steve Fossett and his balloon, Solo Spirit, are part of a long and colorful history.

Ballooning began in the late 1700s when brothers Jacques Etienne and Joseph Montgolfier, French papermakers, began experimenting with hot-air balloons. They launched their first balloon, made of cloth lined with paper and filled with smoke, on June 4, 1783, in Annonay, France. That September, they again launched a balloon, this one carrying a duck, a rooster and a sheep. The balloon stayed aloft about eight minutes and delivered the animals safely back to earth.

On Nov. 21 the same year, another Frenchman, scientist Jean Francois Pilatre de Rozier, ascended to an altitude of about 80 feet in the first manned balloon flight. Ballooning quickly became the rage, especially in France. Other milestones in ballooning's history include:

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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>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

CLAS 2001 Competition Schedule

<u>August 25</u>	Plainville Balloon Festival
<u>September 15</u>	TBA

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.

88 Regular Members
only 13 members no longer receive a printed copy
of the Scoop

The June meeting of CLAS was held on the 21st.

Tony Roswell, Terri Rollinson, Jack Perry, Harold Cable, Bob Bernard, Polly & Dave Iasher, Kevin Briemann, Erwin & Ellen Dressel, Cindy & Daryl Smith, Michael Bollea, Penny Christy, Jim O'Brien, Randy Riley, Santo Galatioto, Pat Johannsen, Al Theodore.

The educational meeting began at 7:35. Daryl gave a good presentation on the DUAT weather computer access as well as some of the other computer programs. Accuweather.com being another possible source for forecasts. As pilots we should not rely on only one source for our weather.

Penny presented a new version of the red zone book that has a much easier format to locate the areas. The topo maps take too long for the computer to print. There is computer program, Street atlas USA by Delorme that has all the local information needed.

Randy Riley was present and will be back in July with the necessary information to finalize the new landowner cards.

Four ballots were received for the vote on the by-laws change. Three in favor and one no vote.

Submitted by Ellen Dressel

AVWEB News Flash

Macarena Parra of Branford, Conn. becomes just the third Ground Instructor in the nation to earn a Master Ground Instructor designation from NAFI.

Parra teaches primary, instrument and commercial ground instruction at New Haven Airport (HVN).

According to the National Association of Flight Instructors, the Master Instructor designation entails continuing education that must be renewed biennially. There are currently 69,400 FAA certified ground instructors in the U.S....

Friday the 13th

Was a lucky day for Macarena Parra. She added the LTA-Balloon rating to her private pilot certificate. She now holds a Private Pilot certificate with airplane single engine land, instrument airplane, and balloon ratings. She also holds a Master Ground Instructor certificate. What's next? She would settle for a type rating in the space shuttle!

Friday, 10 August, 2001, 14:31 GMT 15:31 UK

Disease grounds fiesta balloons

CT Junior Balloonist News

Andrew O'Brien (9 1/2) of Orange, CT, son of CLAS member Jim O'Brien, was among 20 kids honored at the State Capitol on Monday June 11, by the Secretary of the State and the Director of CT Tourism. The children were this year's winners in the annual state-wide essay competition for 4th graders, on the subject of a place or event in Connecticut.

There were 3,100 entries, and Andrew placed 2nd in one of the 5 divisions with his entry "The Plainville Balloon Festival"

Ed Note: I did not have a copy at press time but hopefully in next months newsletter Andrew will share his essay. Congratulation Andrew

Mick

REMINDER CLAS PHOTOGRAPHY COMPETITION

Thursday, September 20th, 7:30 PM

Bring your photographs to the meeting or mail to Jack Perry, 206 Ralmtree Hill Road, Woodbury, CT 203-263-5962

Limit of three photographs per person.

1st, 2nd, 3rd place and 9 honorable mentions will be selected by vote of all the members present at the Thursday meeting.



One balloonist refused to stay on the ground

The first massed flight from Britain's biggest balloon festival has had to be called off because of foot-and-mouth disease.

But the crisis failed to stop John Collings, of Caerphilly, whisking his girlfriend off the ground to propose marriage. John, 20, took 18-year-old Naomi Lonney from Cardiff, up in a tethered balloon to pop the question. She said yes - but organisers of this weekend's Bristol International Balloon Fiesta

could not do the same for pilots hoping to fly over the city. They had ordered an independent study to ensure balloonists could not risk spreading foot-and-mouth disease by landing on farmland. About 30 balloons were due to lift off at 0600 BST on Friday. Bristol International Balloon Fiesta organisers cancelled their flights, despite "lovely" conditions, because the wind would have taken pilots over farmland. A spokeswoman said: "In normal years we would have flown. It was a very close call to make."



John Collings proposed to Naomi Lonney in mid-air

(Continued on page 9)

The competition for July 21st was a great deal of fun. It was a gorgeous morning, but based on the fact that wind direction on the surface was variable we choose the Hare and Hound routine.

Kevin Brielman did a nice job as Hare and Dan King served as the score keeper after placing the X.

The scoring went as follows:

Mike Bollea	10
Mike Kirkwood	8
Jim Reagan	7
Penny Christy	6
Kevin Brielmann	5 1/2
Erwin Dressel	5
Thad Burr	1

If anyone cares, the longest flight was Mike Bollea's who landed well into North Haven. Thad Burr has a beautiful new balloon but darn near ripped a swing set from it's mooring coming in hot for his first landing attempt.

A few reminders and changes by the competition committee:

- 1) Competitors can only toss one bean bag. (To avoid confusing the scorers!)
- 2) When flying out of any of our precious few Ballooning fields, gain appropriate altitude quickly to avoid upsetting the neighbors.
- 3) Due to our fickle New England weather, we need to have a back up date for the competition. For the month of August, competition is scheduled for Saturday morning the 25th at the Plainville Balloon Fest. Sunday morning, the 26th will be our back up date.

Top ten pilots overall scoring to date is as follows:

Mike Bollea	13
Penny Christy	10
Jimmy Reagan	10
Mike Kirkwood	9
Erwin Dressel	9
Kevin Brielmann	7 1/2
Mick Murphy	4
Daryl Smith	4
Frank Bart	3
Bill Coyler	3

AUGUST			SEPTEMBER	
SUNRISE	SUNSET		SUNRISE	SUNSET
5:47 AM	8:10 PM	1	6:19 AM	7:26 PM
5:48 AM	8:09 PM	2	6:20 AM	7:24 PM
5:49 AM	8:08 PM	3	6:21 AM	7:23 PM
5:50 AM	8:07 PM	4	6:22 AM	7:21 PM
5:51 AM	8:05 PM	5	6:23 AM	7:19 PM
5:52 AM	8:04 PM	6	6:24 AM	7:18 PM
5:53 AM	8:03 PM	7	6:25 AM	7:16 PM
5:55 AM	8:02 PM	8	6:26 AM	7:14 PM
5:55 AM	8:02 PM	9	6:27 AM	7:12 PM
5:56 AM	7:59 PM	10	6:28 AM	7:11 PM
5:57 AM	7:58 PM	11	6:29 AM	7:09 PM
5:58 AM	7:56 PM	12	6:30 AM	7:07 PM
5:59 AM	7:55 PM	13	6:31 AM	7:06 PM
6:00 AM	7:54 PM	14	6:32 AM	7:04 PM
6:01 AM	7:52 PM	15	6:33 AM	7:02 PM
6:02 AM	7:51 PM	16	6:34 AM	7:01 PM
6:03 AM	7:50 PM	17	6:35 AM	6:59 PM
6:05 AM	7:48 PM	18	6:36 AM	6:57 PM
6:05 AM	7:46 PM	19	6:37 AM	6:55 PM
6:06 AM	7:45 PM	20	6:38 AM	6:54 PM
6:08 AM	7:44 PM	21	6:39 AM	6:52 PM
6:09 AM	7:42 PM	22	6:40 AM	6:50 PM
6:10 AM	7:41 PM	23	6:41 AM	6:48 PM
6:11 AM	7:39 PM	24	6:42 AM	6:47 PM
6:12 AM	7:37 PM	25	6:43 AM	6:45 PM
6:13 AM	7:36 PM	26	6:44 AM	6:43 PM
6:14 AM	7:34 PM	27	6:44 AM	6:42 PM
6:15 AM	7:33 PM	28	6:46 AM	6:40 PM
6:16 AM	7:31 PM	29	6:47 AM	6:38 PM
6:17 AM	7:29 PM	30	6:48 AM	6:36 PM
6:18 AM	7:28 PM	31		

So far this year, 28 pilots have shown up for one cancelled competition or another.

See you at Plainville,
Co-Chairs Competition Committee,
Mike Bollea & Erwin Dressel

LANDOWNER CARDS

Attention all Pilots and more importantly Crew — please remember to use the CLAS Landowner Cards whenever and wherever you fly. I plan on publishing a monthly update of all cards returned and any comments from the landowners when possible. These cards help us promote CLAS to the surrounding communities where we fly and also promotes ballooning as a friendly sport. It also helps to reduce Red Zones!!!!!!!!!!!!!!!!!!!!

Please fly safely and respect our landowners at all times.

Buoyant Regards,

Mick

**I have not heard about or seen any cards for
2001???????**



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

(Continued from page 1)

- The first balloon flight across the English Channel, Jan. 7, 1785, when Frenchman Jean-Pierre Blanchard and American physician John Jeffries crossed from Dover, England, to Calais, France, in two hours.
- The first manned flight into the stratosphere, in 1931, when Swiss physicist Auguste Piccard developed a pressurized cabin in which he and an assistant ascended from Augsburg, Germany, to 51,775 feet.
- The first transatlantic crossing, in August 1978, achieved by Ben Abruzzo, Maxie Anderson and Larry Newman, who set off from Presque Isle, Maine, and landed 40 miles west of Paris after a flight of 137 hours, 6 minutes.
- The first North American transcontinental flight, in May 1980, by Anderson and his son Kris, who flew from Fort Baker, Calif., to Matane, Quebec.
- The first Pacific crossing, in November 1981, when Abruzzo, Newman, Rocky Aoki and Ron Clark flew from Nagashima, Japan, to Covelo, Calif., in 84 hours, 31 minutes.
- The first solo transatlantic, September 1984, accomplished by Joseph W. Kittinger Jr., who took off from Caribou, Maine, and landed in northwestern Italy after a flight of nearly 84 hours.
- The first solo Pacific crossing, February 1995, when Fossett flew from Seoul, South Korea, to Mendham, Saskatchewan.
- The first crossing of the African continent, January 1997, during Fossett's round-the-world attempt that ended in Sultanpur, India.
- First crossing of the European continent, January 1998, also by Fossett in a circumnavigation attempt that ended in Krasnodar, Russia.
- First crossing of the South Atlantic and the Indian oceans, August 1998, during Fossett's solo global attempt originating in Mendoza, Argentina, and ending in the Coral Sea off Australia.
- First crossing of the Asian continent, December 1998, when Fossett teamed up with Richard Branson and Per Lindstrand in a circumnavigation effort that ditched close to Hawaii.
- The first circumnavigation of the globe by balloon, March 1999, when Swiss pilot Bertrand Piccard (grandson of Auguste) and his English co-pilot Brian Jones successfully circled the Earth.

To this list of distinguished accomplishments, Fossett and his team hope to add yet another — the First Solo

July 15, 2001

Gatineau teen dies in balloon accident

By ANN MARIE McQUEEN -- Ottawa Sun

The director of the Gatineau Hot Air Balloon Festival lost his 15-year-old daughter last night when the hot air balloon he was piloting collided with hydro wires carrying more than 25,000 volts of electricity. Julie Boileau 15, died in the balloon's basket when it burst into flames just after 8 p.m. on Leitrim Rd., east of Bank St. Ottawa police said two adults were taken to the Ottawa Hospital's General campus, and a teenager was taken to the Children's Hospital of Eastern Ontario, all with non-life-threatening injuries. Julie's father Jean Boileau -- a professional hot air balloon pilot and the director of communications for the City of Gatineau -- and her best friend both managed to get out of the basket in time. Boileau, 40, then tried frantically to get back through the flames to save his daughter.

Luc Madore, who had been following the group in a chase vehicle, said they'd already brought the balloon down in a field on the north side of Leitrim Rd. He and the pilot's wife, Joanne Boileau, were trying to anchor it when a powerful gust of wind blew it into the air and straight into hydro wires across the road. The basket burst into flames and dropped in a field on the south side of the road.

"There was nothing he could do," Madore said of Boileau's efforts to save Julie. "The pilot did the best he could."

Meanwhile, four friends were driving down the road when they saw a young girl nearly fall out of the basket as it lurched mid-air. "All we saw was them hit the main wire and all of a sudden -- kaboom," said Richard Bergeron. The group ran to help, but soon realized it was too late for the girl. They concentrated on keeping her father back from the fire. "We pulled him out of the basket and he was trying to get back in," said Wade Briscoe. "He went back four times. It was crazy."

A witness grabbed a fire extinguisher, but it proved useless against the powerful flames.

When firefighters and paramedics arrived on the scene -- some working dangerously close to a downed, still-live wire -- they treated Boileau for facial burns. A paramedic led Julie's sobbing mother to wait in a police cruiser.

The balloonists had been out promoting the Aug. 31-Sept. 3 hot air balloon festival -- the world's largest event of its kind -- by flying over crowds gathered in Ottawa-Hull for the Francophonie Games.

Ottawa Hydro worker Terry Dans said the downed wire cut power to several hundred residential customers and 30 or 40 businesses. He expected crews would work into the night to repair the damage.

"This is a major hit," said Dans, who in recent years has watched uneasily from his nearby office window as hot air balloons landed in surrounding fields.

An initial test flight of an experimental NASA plane that is expected to set altitude records and pave the way for a new generation of low-cost satellites was postponed July 6, 2001 due to unfavorable winds. The so-called 'check flight' for NASA's \$15 million Helios aircraft was postponed until July 7 from the Navy's Pacific Missile Range Facility on the island of Kauai, when the remote-controlled craft is expected to reach altitudes of at least 70,000 feet. The Helios is seen during ground tests April 28. (Nick Galante/NASA via Reuters)



A hot air balloon in the shape of a human brain was inflated Wednesday July 4, 2001 at the beginning of the Annual Gathering of American Mensa, Ltd. at the Hotel Inter-Continental in Addison, Texas. Approximately 1,500 people from 46 states attended the conference. (AP Photo/MENSA, Kes Gilhome)

Balloon Festivals

Dates	City/State	Name/Location	Contact	Balloons
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 24-26	Plainville, CT	Plainville Balloon Fest	860-793-0538	35
Aug 31-Sep 3	Dansville, NY	New York State Festival of Balloons	716-335-8885	75

Professor Lowe's observation balloons

Date published: Sat, 07/07/2001

Part 24 of a series on the

1862 Battle of Fredericksburg THE CIVIL WAR has often been called the first modern American war. It featured the first successful submarine attack, the first battle between ironclad warships, and the first use of railroads for military purposes. It was also the first war that utilized aerial observation.

Military use of balloons was the inspiration of a New Hampshire aeronaut named Thaddeus Sobieski Constantine Lowe. Lowe became fascinated with aeronautics as a boy, and in 1858, at the age of 26; he constructed a balloon and made his first ascent. His feat fired the popular imagination, and for several months Lowe traveled throughout the country staging exhibitions.

Lowe's balloons were made of silk coated with a concoction of linseed oil. It took five seamstresses and 1,200 yards of silk to make the "envelope" that contained the 15,000 cubic feet of hydrogen necessary to lift the balloon. A mesh pouch made of rope encompassed the envelope and supported the basket, or gondola, below.

Lowe was a man with grand ideas, and it wasn't long before he determined to sail his balloon across the Atlantic Ocean. Equipment problems, however, thwarted his efforts (and probably saved his life), and he limited his flights to North America. His greatest journey occurred in April 1861, when he left Cincinnati, Ohio, and in just nine hours sailed 900 miles, to a point near Unionville, S. C.

The Civil War had begun just one week earlier with the bombardment of Fort Sumter, and when South Carolina farmers saw Lowe's balloon descending in their fields they suspected a Yankee trick. Lowe was arrested as a spy and taken to the state capital at Columbia. Officials questioned the errant aeronaut, determined that he was harmless, and ordered his release.

They might have done better to confine him for a while. No sooner was Lowe released than he proceeded to Washington

Over the next several months the professor conducted aerial observations throughout Northern Virginia. When Gen. George B. McClellan took the Army of the Potomac to Fort Monroe for the Peninsula Campaign in the spring of 1862, Lowe accompanied it there. (The Peninsula is the neck of land between the James and York

Rivers, east of Richmond.) Throughout the campaign, Lowe provided McClellan with important information about the Confederate army.

Observation balloons, however, had their limitations. Before each ascent the envelopes had to be filled with hydrogen. This meant that the balloons could not travel far from a gas works. Lowe overcame this problem by creating a portable generator capable of producing hydrogen in the field. He designed the generator to fit in the back of a standard army wagon.

Other problems were not so easily overcome. First, there was the weather. Observation balloons could be used only on calm, clear days. Anything more than a gentle wind would buffet the balloon, driving it to the ground. Second was the problem of transmitting messages from the balloon to the ground. Lowe experimented with using a telegraph, but the tugging of the wires that connected his machine with one on the ground led to frequent malfunctions. Resorting to a more primitive approach, the professor simply wrote messages on a piece of paper, tied the paper to a rock and dropped it to the ground. This worked well if you could find the rock, but it was somewhat hazardous to those standing below.

A final problem involved gathering useful information. Lowe and his assistants knew a great deal about aeronautics, but they knew very little about military matters. Thus, their observations were of limited use. To make the most of the balloons, trained military observers had to go aloft. The task usually fell to generals and their staffs.

Fitz John Porter was one of the first and only Union generals to make an ascent. While on the Peninsula, Porter nearly lost his life when a cable snapped, causing his balloon to sail toward enemy lines. He tried to bring it back to earth by releasing some of the hydrogen. To reach the vent, however, he had to lean out of the gondola, and, in doing so, he nearly fell out. To make matters worse, Confederate artillery opened fire on the wayward craft. Although Porter survived the incident, it's doubtful whether he ever hazarded another ascent. At the Battle of Fredericksburg, responsibility for making aerial observations fell to Lt. Col. William Teall, an officer on Gen. Edwin Sumner's staff. Sumner himself refused to go up, considering the trip a risk "greater than marching in front of the cannon's mouth." (He had undoubtedly heard about Porter's experience.) Lowe's balloon, Eagle, made four ascents during the battle, and Teall was on three of them.

At Fredericksburg, however, the balloon was of little value. On the first three ascents, it was too windy for

(Continued on page 8)

(Continued from page 7)

Teall to make accurate observations. The fourth ascent was more profitable. By then the winds had died down, and the Eagle ascended 800 to 900 feet in the air, offering the staffer a breathtaking glimpse of the battlefield.

"A view of the entire line of battle from the extreme right to the extreme left, say from 6 to 8 miles was spread out before me," he recalled.

"The scene from this height & at this moment of the battle was magnificent beyond description. Language could not do it justice & any attempt to describe it would be useless & impotent in the extreme. It was a scene

I never expect to live to see again. Surely no mortal every witnessed one so fearfully sublime." The Eagle returned to earth after just 25 minutes, and high winds grounded it for the next two days. By the time it was again able to ascend, the battle was over.

Six weeks after the Battle of Fredericksburg, the Army of the Potomac gained a new commander, Gen. Joseph Hooker. "Fighting Joe" apparently agreed with the army wag who commented that "observation on the moon would disclose as much as to the movements of the enemy" as Professor Lowe's balloons, "and would be of far more practical

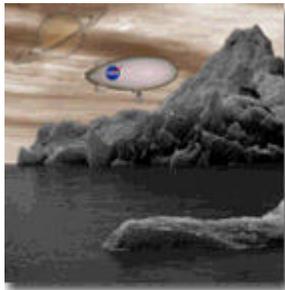
value." Upon taking command, Hooker cut Lowe's pay, reduced his staff, and did everything in his power to hinder his work. Lowe's patience snapped, and after the Battle of Chancellorsville he resigned his position in the army. With his departure, aerial observation by the Army of the Potomac came to an end.

From Telegraph Hill

DONALD C. PFANZ is staff historian with Fredericksburg & Spotsylvania National Military Park. He is author of "Abraham Lincoln at City Point" and "Richard S. Ewell: A Soldier's Life."

Spotlight: The Aerover Blimp: The Ultimate All-terrain Vehicle

Engineers are constantly planning for the future. In space exploration, this means coming up with innovative and energy-efficient ways to study harsh but scientifically interesting environments that are millions or billions of miles from Earth. The Aerover Blimp is one concept JPL engineers are considering--in this case, for a proposed future visit to Titan, one of Saturn's moons.



The Aerover is a small helium-filled blimp that can be steered and

moved up and down within the atmosphere to explore different altitudes. Three propellers are likely to be used to allow this maneuvering.

The ability of this blimp to move and be repositioned allows for its use as a mobile aerial platform to carry instruments that take readings from different locations, and even follow up on interesting features. Landing is accomplished with an inflatable wheel on the bottom of the blimp, which can cushion a landing on ice, rocks or other surfaces. The blimp will also provide flotation on potential liquid methane oceans, thus making the Aerover the ultimate all-terrain-vehicle. The Aerover will likely have the ability to fly along at 10 kilometers altitude (about 6 miles), circumnavigating the moon every one or two weeks and providing imaging and science well below the upper opaque clouds that prevent viewing from Earth or from orbit.

The proposed helium-filled blimp could have a fabric outer surface with an inner balloon containing helium. Helium is used because it is the second lightest element, and is inert, eliminating the danger of fire or explosion before and during launch from Earth. Overall size may be about 10 meters (33 feet) in length and 2.5 meters (8 feet) in diameter - roughly the length and height of a

stretch limousine. Overall weight may be about 100 kilograms (220 pounds).

Titan is of great interest to scientists because observations have indicated the presence of a rich organic atmosphere, which helps create the building blocks of complex organic compounds. This leads scientists to speculate that present-day conditions on Saturn's moon may be similar to those on Earth billions of years before life emerged here.

Our first close-up look at Titan will be when the Cassini spacecraft arrives in the Saturn system in 2004. The spacecraft will deploy the Huygens probe to study Titan, gathering data that may lead to a mission after 2010, with the possible use of the Aerover Blimp for further exploration.

American Blimp Corporation is studying various designs of an experimental blimp for JPL's exploration of Titan.

Planetary Aerovehicles (Balloons and Ballutes)

The AT&ST Group is supporting JPL's new thrusts toward the exploration of Mars, Venus, Saturn's moon Titan, and the outer planets (Jupiter, Saturn, Uranus and Neptune) by helping to develop a variety of planetary Aerovehicles. These Aerovehicles include unmanned balloons, designed to enable scientific exploration by hovering over and/or soft landing on planetary bodies, and a class of inflatable drag devices called Ballutes. The balloon activity is part of JPL's overall Planetary Aerobot Program, which is developing balloons to support scientific payloads for up to several months in the atmospheres of planets. A balloon's unique vantage point will allow sophisticated observational programs to be carried out including the possibility of soft landing and observations from varying elevations. Techniques for actively controlling balloon lift are thus an important part of the development effort to allow a balloon to adjust its elevation, and thus vantage point and flight path. The primary application of ballutes is for planetary aerocapture, a flight maneuver in which a spacecraft uses atmospheric drag to decelerate into orbit at another planet. Also of interest is the related maneuver of aeroentry in which the deceleration is sufficient to bring the spacecraft through the atmosphere to the planetary surface.

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 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

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 3)

Human pyramid

The balloons were inflated but remained tethered to the ground by anchor ropes. Several displayed banners in support of British farmers. One pilot relaxed in a hammock strung between balloons 40 feet off the ground.

The fiesta began on Thursday with a pop concert featuring Atomic Kitten, Steps and Emma Bunton, among other acts. Thousands attended despite the rain. Flights are scheduled at 0600 and 1800 BST every day until Sunday evening. Organisers are optimistic that some will go ahead. BBC Bristol Online is stag-



Balloonists fired their burners for a fiesta pop concert

Scoop Advertising

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 Sept 4th for the Sept 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)

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New member _____ Renewing members _____
Single \$20 _____ Single \$20 _____

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