



The Scoop

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For more information, contact Mick Murphy Editor PO Box 53, Southbury, CT 06488

Santa's Traditional Trip (2001) by Charlie Perreault

On the Sunday before Christmas, Dec. 23, Santa Claus (Mike Bollea) took to the skies over Farmington Connecticut with the help of his four elves, Jerry O'Neil, Steve Griswall, Mike Garrett, and Charlie Perreault. With one hand on his burner and the other on a large red bag of candy, he carefully searched for 'good little girls and boys' or moms and dads along his path. His white beard, red nose, rosy cheeks and twinkle in his eyes looked like a picture from our childhood classic storybook. (Really, it was the start of a bad cold.)



Santa carefully maneuvered his hot-air balloon sleigh up and down... north, south, east, and west... while his little chase crew elves looked on from the truck. After a few words of guidance from Santa... then a few more words... and a few more words.... (Santa can be long winded at times.) The little chase crew elves finally guided the chase vehicle to Santa's desired landing spot. Santa brought his hot-air sleigh to a soft and gentle landing in a West Hartford schoolyard. (His chase elves ran in circles over the grass to meet him.) There were kids and parents that all came out to see Santa, and helped him and his jolly elves

pack his hot-air sky sleigh away. Santa didn't stop his deliveries there! He hopped into his trusty Ford diesel and took his crew to Farmington Pizza to



continue his candy delivery quest. Working his way through the restaurant from booth to booth and table to table, Santa took care not to miss any man, woman, or child there. With a smile on every face and a twinkle in his eye, Santa, with this year's quest complete, sat down to enjoy breakfast and story telling with all of his elves.



Santa handing our presents at the Farmington Restaurant

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NEW! CLAS LANDOWNER CARDS

Attention CLAS members Pilot and *especially* CREW—PLEASE remember to handout the CLAS Landowner Cards whenever and wherever you fly and land. Please, let's not use the excuse that you landed and there was no landowner around or you always land at a local business or parking lots to avoid private property. You can always hand the card to the person or persons that help you pack up even though they do not own the landing site. Remember the purposes of the cards are to PROMOTE not only the Connecticut Lighter Than Air Society but also Hot Air Ballooning. We all can make 2002 the best year ever in promoting ballooning in Connecticut and what better way than thanking the Landowners that graciously allow us the FREEDOM to use their property?

34 Landowner Cards RETURNED IN 2001

Minutes from December Meeting

Not much to report.

The December meeting was more social and a good time was had by all in attendance. The food shared was a treat. Trying other combinations.

One note of business. An apology to the membership on the ballet. There should have been all the officers for a vote.

Jim O'Brien is the new secretary for the Club.

21 votes were received.

Tony Roswell as Pres., Daryl Smith as V-P, Jack Perry as Treasurer.

The meeting dates are set for 2002. The third Thursday of every month at Plainville Municipal Center.

Ellen.

My First Long Jump

By Penelope Christy

For those of you very experienced balloonists, a long jump is just another flight with a little more planning perhaps. For me, it was "stepping out of the box," since I am used to our local flights of 3 to 15 miles.

The morning after Thanksgiving 2001, Kevin Brielmann had a predawn launch with his night position lights. Next Erwin Dressel launched at sunrise with his passengers. And then I launched with Kathy Stimson, my visiting passenger from New Hampshire. Charlie Perreault and Julia Maher were my crew. The flight was a normal flight at first. Launching out of Erwin and Ellen's, we saw the other balloonists, were heading north and ascended until we caught the west winds. By the time I was a mile out, over Rt. 691, Erwin was already in Middletown. I caught up to Erwin as he was heading north into Cromwell for his landing.

I could hear the radio transmissions from Kevin to his crew as he was passing over Storrs and Ashford. I looked at Kathy, looked at my two full 15 gal. fuel tanks, and said to my crew "We're outta here. We're heading East! Meet us in Marlborough on Rts. 2 and 66."

Once that decision was made, everything was different! It was as if a door opened to another world. I was "high-fiving" with Kathy and almost jumping up and down in the basket (as I do on my first flight after I haven't flown for a while). I was excited about our new adventure.

It was a crisp clear fall day. We had seen every town from Hartford to New Haven and beyond. Connecticut was

wearing a soft light brown blanket of her bare forests. Her big beautiful river was winding its way down to the Sound. By now, Long Island Sound was a golden ribbon lit by the low late fall sun. I hadn't seen that effect since flying West Palm Beach where the Atlantic Ocean was always the golden ribbon to the East.

To add to the adventure, we still were hoping for a glimpse of the A-10s that were supposed to be patrolling the power grid at altitudes below 2000 feet and at speeds up to 250 knots. I had commuted from eastern Connecticut to East Hartford for years and was familiar with "east of the river" so I was comfortable with the area.

Cruising along at about 2000 feet, I was targeting Willimantic when I heard Kevin radio me. "Penny, I don't know where you are, but the winds aloft have converged with the surface." So much for calm surface winds until noon! I re-evaluated my situation, decided that Willimantic was too far, and looked for a landing site. My great crew was beside me as I was tracking Rt. 66. No matter how familiar I am with the roads out there, everything looks so different from

above! As I descended, I felt the winds become less stable across the contours of the rolling hills. I targeted a small farm in a valley ahead and had an uneventful landing in a tree lined overgrown pasture.

I learned so much about flying in those winds, especially that I would have lift when I wasn't expecting it. Daryl Smith and Bruce Byberg, our eastern CT balloonists, had finished their flights and met Kevin as he landed at the Thompson Dam in CT's NE Corner after a 58 mile flight. Although I landed in Columbia, only 32 miles from our



Iron Butt Safety Seminar

The Annual **Iron Butt Safety Seminar** will be held this year on February 16, 2002 at The Hillsboro American Legion Hall on West Main St. in Hillsboro, NH. Starting time is at 7:30am for coffee, donuts and meet and greet time.

The Seminar will cover the Balloon Federation of America's Core format and will end at approximately 6:00pm. This Seminar will also fulfill requirements of the FAA's Wings Program.

The advance registration cost of the Seminar will be \$40.00 for pilots (\$50.00 after Feb. 6th and at the door) and \$25.00 (\$35.00 after Feb. 6th and at the door) for crew members and/or balloon enthusiasts. The Seminar also includes all day long coffee, donuts & sodas along with lunch (don't forget the homemade cookies!). There will be many mini-breaks throughout the day to soothe and refresh the iron butts.

For More information contact:

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PO Box 24

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Two Balloonists Pulled From Lake Apopka
APOPKA, Fla., 7:36 p.m. EST December 7, 2001 –

Two local men ended up swimming with alligators when they fell out of a hot air balloon Friday morning. The men were riding over the south end of Lake Apopka, just off Oakland Point Circle. The hot air balloon hit the water in heavy fog and two passengers fell in the lake. Tom McFadden, the pilot, finally set down in a field about half -mile away off Hull Island Drive.

McFadden has flown balloons for 30 years. His son-in-law, Chris Hardering, and his friend Chris Fulop decided to join him on Friday. "We were scared that either we were going to drown or we would be gator bait," Fulop said. Hardering and Fulop were thrown into the water when the balloon's basket hit the water. They started swimming, but tired quickly. "We just couldn't go anymore so we just stood there, and that's when I sort of started panicking because of the gators that were around," Fulop said. "Either we were drowning or we didn't know if we were going to get at-

tacked by a gator or what was going to happen." Fortunately, there was someone nearby to help.

"I heard a couple guys yelling, 'help help,' " Bob Mack said. Mack lives along the lake and saw the men in trouble a few hundred feet from his dock. He hopped in his boat and fished them out. "They were pretty tired and (shaken) up and really scared about the gators, which I don't blame them. There are some big ones out here," Mack said.

After the two men were dumped into the lake, the sudden loss of weight in the basket sent the balloon shooting back into the air, forcing the pilot to struggle to bring it down in a field a half-mile away. After it was on the ground, the balloon's pilot scrambled to find his son-in-law and his friend. Within an hour he learned they were OK. They weren't too eager for their second balloon flight. "It was a great time, like the whole first 10 minutes," Fulop said.

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

FREEZE YOUR BUNS

The 5th of January 2002, was a beautiful day considering it was winter. The annual FREEZE YOUR BUNS event at the Aqua Turf was well attended. After the usual milling around we settled down to the task of choosing a judge declared goal. The wind direction was pretty much to the East from the Aqua Turf so I chose the road intersection by the Christmas Tree farm.

Robert Z nixed that goal due to horses in the vicinity. He pointed out a target at the edge of the Hubbard Park grounds.

For those of you who care, the target was the intersection of Park Drive and West Peak Drive, which is located at the North end of Merimere Reservoir.

Six Pilots choose to fly and only one came close enough to toss their bean bag. Robert Zirpolo came within one hundred feet and won six points for first place. My apologies to several members who failed to get the right location for the breakfast social.

Gene's Kitchen turned out to be the place, however, a few ended up at the Truck Stop. You've heard the one, he can't talk and chew gum at the same time! Well, this writer when about to fly can not possibly think of anything beyond that flight!

We still definitely need a competition coordinator, a non Pilot who can get the word out for our breakfast

social after each competition. For many including myself, a good breakfast with the opportunity to socialize is as important as a the flight.

The following Pilots flew: Matthew Dutkiewicz, Robert Zirpolo, Clyde Livingston, Bill Costen, Bill Colyer, and Erwin Dressel. Those in attendance were: Tony Roswell, Daryl Smith, Leo Tetreault, Mick Murphy, George York, Michael Kirkwood, Dave Lasher, and Penny Christy.

(Continued on page 5)

**CONNECTICUT LIGHTER THAN AIR SOCIETY
WINTER DINNER**

The Silo Restaurant
330 Main Street
Farmington, CT 06034
(860) 677-0149
(directions follow)

**Saturday, January 26, 2002
6:00 - 11:00pm**

Buffet dinner: Ham, Scrod, & Beef Tips
\$25.00 per person

Please send check made out to CLAS
P. O. Box 53
Southbury, CT 06488-0053

RSVP: before January 12, 2002 to:

Ellen Dressel (203) 272-6116 or erwin@castleviewballoons.com
Al Theodore (860) 658-0228 or ABTTheo@aol.com

Directions:

From Hartford: Route 84 west to exit 38 (Bristol Rt. 6) Stay straight off exit. Travel app. 3 miles. At traffic light at Exxon gas station on left hand side take left to Rt. 10. Silo is located on left (app. 500 feet).

From Waterbury: Route 84 east to exit 34 (Crooked St. in Plainville). Take left at stop sign off exit. Go straight until end of street (app. 500 feet). Take left at traffic light onto New Britain Ave. Go straight app. 1 mile to traffic light. Texaco Gas/Store on right. Take right onto Cooke St. Stay straight on Cooke St. 1 ½ miles until merge with Rt. 10. Continue straight on Rt. 10, ½ mile. Silo is located on left hand side.

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Pilot wishing he'd been there instead of home sick, sick, sick, Mike Bollea.

Crew in attendance: Terry Rollinson, Pat Anderson, Bob Gibson, Ricky Wells, Kristen Brighenti, Rosalie White, Jack Perry, Rodney Schabel, Polly Lasher, Al Theodore, Kurt Borkowski, Sibley Driscoll, Evon Muschinski, Donna Smith, Sandy and Robert Novak. Thanks to all who came out, it was a great time.

Erwin Dressel

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Today in history on January 9,

By The Associated Press,

There are 356 days left in the year.
Today's Highlight in History:

On Jan. 9, 1788, Connecticut became the fifth state to ratify the U.S. Constitution.

On this date: In 1793, Frenchman Jean Pierre Blanchard, using a hot-air balloon, flew between Philadelphia and Woodbury, N.J.

In 1972, reclusive billionaire Howard Hughes, speaking by telephone from the Bahamas to reporters in Hollywood, said a purported biography of him by Clifford Irving was a fake.

The Flight of Justin Grabowski

It was a flying morning that started like any other, only the start time was two hours before I was ready. The forecast for the annual winter flyout from the Aqua Turf in Southington on January 5th looked pretty good by my standards...the optimist and questionable by some other peoples standards....the pessimists. Winds were forecasted the night before to be out of the west at 6 or 8 knots depending what forecast you believed and aloft at 3000 at 20 something knots. My 5:00a.m. wakeup call was from Bill Costen who sounded as if he had been up for hours. He asked if I called FSS and considering I was in a coma when he called I asked for the report and told him he should show up anyway as he was already awake. I dragged out of bed, got my act together, made some phone calls and headed over. When I got to the launch site I was truly amazed at the amount of cars and people that were there. The weather for this event has not been cooperative for the past few years so I guess I took for granted that people will still go to great lengths to go flying. The fire still burns for some of us....sometimes I forget that. A few of us who will remain nameless remain in bed in Orange,CT because it was "windy the night before on the shoreline". They are reminded that is why we don't fly down on the shoreline...especially at night.

A test balloon shows that the wind is not as fast as forecasted so anticipation grows. Erwin Dressell aka competition king wants to set a Judge Declared Goal of Bob DeMaria's Tree Farm on the back side of Meriden Mountain and we modify it to be the bridge over the reservoir in Hubbard Park as there are too many horses in close proximity to the DeMaria field. The bridge intersects a road on the east side of the reservoir and the intersection becomes the target.

Out of the appx 10 pilots that showed, two or three pass on the weather, six launch, some doubling up with other

pilots who are short crew etc and the race is on. But lets not go so fast.

Enter one Justin Grabowski, age six, 52 inches tall, seasoned chase kid who sometimes chases with dad John and has not shown much desire to be on the inside of the basket looking out as the burner still occasionally scares the bejesus out of him. After we inflate I ask John if he and Justin want to come for the flight. Remarkably Justin agrees and launches himself over the side of the basket and is ready to go. Dad John, Mike Russell and Kristen Brighenti climb in and just before we launch Mike Kirkwood, who is chasing with George York, hands John one of the key elements of any first flight for a six year old....a golf ball. I feel that this flight is going to be one for the record books.

We're off and climbing out slowly so as not to scare Justin and end up at 1500 agl climbing over Meriden Mountain traveling now at around 20 knots. Unbelievably we are not just on track for the same county or town where the bridge/target is located but we are on a direct line for the bridge itself. We stay high and drop down a bit steeply to treetop level so Justin will have a shot at dropping our marker for the target. He notices the trees are getting close. We manage to come closer to a target than I've come for years and Justin heaves the baggie over the side and puts it just off the pavement about 100 yds from the intersection. This may not seem close to some of you seasoned competition geeks but like I said I usually don't even make it to the same county as the target so we were all pretty jazzed. We climb away and proceed eastbound heading for the Westfield/Middletown area where there are plenty of bigger landing areas. We're going to need a big spot.

On the way, we are about to pass over Beaver Pond in Meriden which is frozen except for a large hole in the center and notice a huge flock of geese lingering around the edges of the

hole. We level off at about 500 ft and tell Justin that the next goal is to hit the pond with the second marker which happens to be (you guessed it) the golf ball. The geese number at least a hundred. Justin takes careful aim and drops. All the adults in the basket are silent now as they watch the little white ball drop, hoping that Justin doesn't take out his first goose and get traumatized. We're lucky. The ball hits the ice and bounces in the middle of the pack like a pinball and the flock of geese goes wild. Some of them take flight, some of them running in every direction all of them honking like they're New York cab drivers but they all end up in the same place....in the water honking their heads off. I'm sure there are large amounts of goose crap on the ice that was scared right out of those birds. They were almost making as much noise as the four adults in the basket laughing their heads off at the spectacle. Of course this being his first flight Justin thinks that this is what goes on every flight. We regain our composure and fly on over Lammentation Mountain lining up for a field that is well protected for our speed and I manage to make a stand up landing. Erwin misses the field to the south but Matt Dutkiewicz hits it in the center with a little extra weight on when he touches down. The landowners are there and they love us. Come back anytime.

Justin has a ceremonious first flight breakfast of French toast, which he eats with his hands because "you're allowed to eat toast with your fingers". (Makes sense to me) It takes a flight like this to help rekindle some of the feeling for the sport that drove me to start ballooning 22 years ago. Thanks kid...RZ

IN THE FUTURE: THE POST FLIGHT BREAKFAST LOCATION FOR THIS EVENT WILL BE GENE'S RESTAURANT ON THE CORNER OF RTE 10 AND MULBERRY ST IN SOUTHINGTON AND NOT THE TRUCK STOP. SORRY WE MISSED SOME OF YOU.

Bradley hopes for record balloon flight

Web posted **Friday, January 4, 2002**
5:16 a.m. CT

By Jake Long

A \$20,000 balloon flight launched Thursday night from Amarillo's Tradewind Airport with Troy Bradley's goal to smash a distance record. About five or six assistants walked with a basket connected to a 14,000-cubic-foot balloon manned by Bradley before the 7:10 p.m. takeoff. "That was a good one," wife Tami Bradley said after the launch. "That was beautiful." Troy Bradley of Albuquerque, N.M., has prepared about 1 year for Thursday's flight. Bradley said he was eager to get in the _ air. He said he chose Amarillo for departure because of its lower altitude and that Amarillo is known for helium. I'm ready to fly and excited about it," said Bradley, 37.

Bradley's goal is to break a 1922 distance record of more than 500 miles in a 14,000-cubic-foot gas balloon. Bradley also would like to break a 1946 duration record. That would require him to remain in the air more than 47 hours. Tami Bradley, 27, said her husband would like to travel 1,000 miles. "If you are going to break the oldest record, he thinks you should smash it," she said. Troy Bradley took food, avionics and communication devices into flight.

Until Bradley lands, he'll live in a basket comparable to the size of a rubber trash can. "So it's a lot like camping, very outdoorsy," said Tami Bradley. While in flight, Troy Bradley will communicate with a command center, a meteorologist and a crew mainly through radio. The command center is in Albuquerque, and the meteorologist is in Omaha, Neb.



Balloon Voyage: Student pilot Coy Harbin, left, and pilot Becky Weeks, right, both of Amarillo, help balloon pilot Troy Bradley of Albuquerque, N. M., as he prepares to depart Tradewind Airport on Thursday.

Going for a Record

- Current Distance Record: 500 miles in a 14,000-cubic-foot gas balloon, set in 1922
- Current Duration Record: 47 hours in the air, set in 1946
- Bradley's Goal: Travel 1,000 miles in the air
- Bradley's Balloon: 14,000-cubic-foot balloon with food, avionics and communications in a basket the size of a rubber trash can

Terrorist-Related Fears Deflate Balloon Festival

By IVAN J. HATHAWAY

BRANDON - It appears the annual Brandon Balloon Classic won't be getting off the ground this year. Citing the "uncertainties" of staging an aviation event since the Sept. 11 terrorist attacks, The Greater Brandon Chamber of Commerce has decided not to host the hot-air balloon festival.

For the past two years, dozens of colorful hot-air balloons and their pilots have gathered at Vandenberg Airport - amid midway rides, games and entertainment - on the last weekend of April. Before that, 17 classics were held in the late fall.

Now, there is not enough time to reorganize the event and get new sponsors, said Tim Ross, a senior event

manager with Tampa-based EventMakers Corp., which was under contract with the chamber to stage the classic. "It's just impossible to stage a successful event within the time frame this year," Ross said.

The Brandon chamber received \$50,000 a year from the county's tourist development fund to market the event, aiming at out-of-town visitors, said chamber President Tammy Bracewell. And, as title sponsor, TECO Energy supplied \$25,000, she said.

The chamber's board voted to withdraw from the balloon classic after considering several factors, including the issue of obtaining event insurance, Bracewell said.

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"We were told that if we could even get insurance, the cost probably would be prohibitive," she said. And there was concern about the possibility that another aviation-related incident could drown the event under a wave of air space restrictions and rules such as those that followed the September attacks.



"This is not the type of event where, a few weeks before, you can see how things look," Bracewell said. "To take a sponsor's money and tourist development funds, and go into an event we don't even know will happen - the board didn't think that was something we should do," she said. "It was a tough decision," Bracewell added. "But there were too many uncertainties." Vandenberg Airport, like others across the nation, was affected by Federal Aviation Administration restric-

tions after the attacks. But normal operation has resumed, said Susan Hardman, manager of general aviation airports for the Hillsborough County Aviation Authority. She confirmed that insurance for aviation events has become "definitely harder to get" since the attacks.

However, ballooning events are still being staged, and other cities are still inquiring about hosting them, said Celebration Aviation co-owner David Justice, whose hot air balloon company coordinated the classic's balloon events.

"Other events are going on as they always have," Justice said. "I hate to see the [Brandon Balloon Classic] die."

Cookie Ellis, the chamber's former vice president of business and community development and co-chairman of the past two classics, was disheartened. "I'm very disappointed, given the history of the event and what it means to Brandon," she said. TECO Energy spokesman Ross Bannister also bemoaned the classic's fate. "We found it to be great event and we certainly enjoyed having our name attached to it," Bannister said. "We're sorry to see it go."

What is the ideal balloon flight crew?

A pilot and a dog--the pilot is there to feed the dog and the dog is there to bite the pilot in case he tries to touch anything.

How many pilots does it take to change a light bulb? Just one.

He holds the bulb and the world revolves around him.

How do you know if a pilot is at your party?

He'll tell you.

What do pilots use for birth control?

Their personality.

What is the difference between a pilot and a jet engine?

A jet engine stops whining soon after landing.

CLAS D Airspace UP-DATE

The control tower at Waterbury Oxford Airport is still not operational. A "soft" date for opening is April 1,2002 which may be (subject to change!).

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- Save your progress. Our web site automatically saves your progress as you answer questions. Stop and come back at any time.
- Compare your results against other users. CD-ROM software only lets you compare your results against yourself. On the web, we're able to tell you how you're doing compared to other users in each knowledge area and on each question (all names are kept strictly confidential).
- Find the questions that give people the most problems. Our system keeps track of which questions are answered right and wrong so you can review the questions that give people the most trouble.

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



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: FLY-GONE@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



1992 Cameron V-77 Envelope with Single Mark IV Burner and 42x48 Basket with 3 ten gal. tanks, annual 9/10/01. \$4500.00 or Best Over. Call Bill Colyer Tel-203-255-1929 or cell 203-257-4242.

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

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.



A special thanks to all those that contributed to this months newsletter!

- Erwin & Ellen Dressel
- Dave & Polly Lasher
- Al Theodore
- Penny Christy
- Charlie Perreault
- Daryl Smith
- Thas Burr
- Randy Riley
- Robert Zirpolo

Ed note: If I omitted anyone that contributed, I do apologize in advance for not mentioning your name individually. Thanks Mick

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 Oct 9th for the October Newsletter.



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Monday, 7 January, 2002, 15:49 GMT
India launches ambitious airship project

By the BBC's Ayanjit Sen in Delhi

India's premier engineering institute has launched an ambitious project to develop the country's first airship. It would be possible to fly from one part of India to another in a helium-based vessel if the programme being developed by the Indian Institute of Technology in Bombay is successful. Millions of dollars are being invested in the project which aims to revolutionise transport industry in the country. The project is being funded by an independent body - Technology, Information, Forecasting and Assessment Council (TIFAC). Airships are airborne vehicles driven by engines which also control the vehicle in adverse weather conditions.



The crash of a German airship in 1937 affected the development of airships



Advanced model

The first prototype airship is expected to be developed in three years. Earlier designs used hydrogen but modern airships use inert helium for staying airborne. Helium is not flammable.

The final prototype airship would be able to fly at 15,000 feet and would be able to carry up to two tons of weight, Dr Pant said. He said this would be an advanced model as airships elsewhere could not fly over 7,000 feet. The project would also explore other possible uses of airships including commercial operations in India.

Widespread uses

Dr Pant said airships could be used for advertising, aerial photography and wildlife tracking. They could also be used for traffic monitoring, aerial surveillance and for relief work during natural calamities, he said. Experts say airships can prove useful in India in carrying passengers in the absence of good surface transport systems. Dr Pant said an airship

with a capacity of carrying up to 12 passengers could cost more than \$6m.

He said there were plans to lease some airships from other countries to increase public awareness in India.

FAA Recommends Student Pilot Standards After Crash

WASHINGTON (Reuters) - After a teen-ager crashed a plane into a Florida skyscraper in an apparent suicide last weekend, federal aviation regulators suggested on Wednesday that flight schools make student pilots meet mental and physical health standards before enrolling them. The Federal Aviation Administration, in an advisory to aviation inspectors nationwide, recommended that student fliers obtain medical certificates and complete questionnaires on mental health. Currently, a medical certificate is only needed when a

student pilot is ready to solo. It is also a requirement for all licensed pilots. In addition, the FAA suggested that flight instructors supervise student pilots at all times, regardless of the student's age. Also, the agency said the general aviation industry should consider steps to better secure aircraft when not in use as well as require separate keys for plane doors and ignition systems. The action stopped well short of an emergency order or a proposed rule on aviation security. The agency only said flight

schools should consider steps that best fit their business operations. The suggestions came in response to Saturday's plane crash in Tampa in which a 15-year-old student pilot, Charles Bishop, flew a stolen single-engine Cessna into a skyscraper, killing himself. Bishop was the lone casualty. Authorities said he left a suicide note expressing sympathy for Osama bin Laden and was taking an acne treatment that could cause depression. An instructor at the National Avia-

(Continued on page 11)

Charles Schulz Philosophy

1. Name the five wealthiest people in the world.
2. Name the last five Heisman trophy winners.
3. Name the last five winners of the Miss America contest.
4. Name ten people who have won the Nobel or Pulitzer prize.
5. Name the last half dozen Academy Award winners for best actor and actress.
6. Name the last decade's worth of World Series winners.

How did you do?

The point is, none of us remember the headliners of yesterday. These are no second-rate achievers. They are the best in their fields. But the applause dies. Awards tarnish. Achievements are forgotten. Accolades and certificates are buried with their owners.

Here's another quiz. See how you do on this one:

1. List a few teachers (Flight Instructors) who aided your journey through school.
2. Name three friends (CHASE CREW) who have helped you through a difficult time.
3. Name five people who have taught you something worthwhile.
4. Think of a few people who have made you feel appreciated and special.
5. Think of five people you enjoy spending time with.
6. Name half a dozen heroes whose stories have inspired you.

Easier?

The lesson:

The people who make a difference in your life are not the ones with the most credentials, the most money, or the most awards. They are the ones that care.

"Don't worry about the world coming to an end today. It's already tomorrow in Australia."
Charles Schulz

(Continued from page 10)

tion flight school at St. Petersburg-Clearwater International Airport gave Bishop the key to the plane and told him to make a pre-flight check, authorities said. But Bishop allegedly took off without permission.

The FAA said flight instructors should consider keeping the keys to the aircraft during preflight checks. The general aviation industry said it worked with the government to formulate the advisory. "We think they are reasonable and practical suggestions that can be implemented imme-

diately and enhance security," said Warren Morningstar, spokesman for a major general aviation interest group, the Aircraft Owners and Pilots Association.

However, Morningstar expressed reservations about the health recommendations, saying he saw no correlation between the suggestion and preventing another incident like the one in Tampa.

"You have to have a medical certificate to solo, but up until that point it's the flight instructor who is in command of the aircraft." Morningstar

and other industry executives have said this week that the Tampa incident was an isolated case and unique. "This really wasn't even a security incident. This was a case of a troubled young man bent on committing suicide and doing it in a public way," Morningstar said. "He happened to chose an airplane." Security planners are concerned about the size of the U. S. general aviation community with some 200,000 general aviation aircraft operating from more than 18,000 airports

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.

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