



# The Scoop

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## A Modern Link With The Past Jeannette Piccard

By Paul Maravelas

Graceful and intelligent, Jeanette Piccard witnessed great change in her life; she saw the telephone, the airplane, the automobile, and the electric lights, all come into use. She was optimistic, and strongly committed to social change.

She never ceased to be a student; she acquired a baccalaureate in psychology and philosophy, masters in chemistry, a doctorate in education and finally studying theology in the last years of her life. The variety of fields she studied reveals the variety of goals she embraced, but she always held foremost the intent of becoming a priest. When she attained this station, after a long struggle with her church, she called it the greatest satisfaction of her life.

In the annals of Aerostation, she is best known for the scientific gas flight from Detroit in 1934, one of the earliest in the series of expeditions from the US and Europe in quest of the cosmic ray's source. This flight, made with her spouse, Jean Piccard, was a highly publicized event, and from that time her name has been clearly associated with ballooning.

The concept of 'high altitude' is always changing, and is constantly adapting itself to greater altitudes, but at that time of the Piccard's stratosphere flight, only one flight has been made in a pressurized vessel into the American stratosphere. The pressurized gondola greatly contributed to the safety, to say nothing of the comfort, of 'high altitude' exploration. Prior to its use, bottled oxygen had been used but at 35,999 feet or so, some means of pressurizing the body surface itself must be used. Jean Piccard added a number of features to the gondola, improving the value-line system, the windows, and the ballast control.

Jeannette Piccard piloted, in October 1934, a 600,000 cubic foot hydrogen balloon with a pressurized gondola to 57,000 feet and the flight was eventful from the start. The balloon was just launched when the valve rope was discovered to be fouled in the rigging, and Jeannette climbed out to free it. Af-

ter sealing the gondola the two found its narrow confines occasioned frequent collisions between the occupants. The overcast through which they were obligated to climb deprived them of their bearings, which made their descent particularly precarious. When the balloon, during its descent, entered the clouds, the descent rate increased markedly, and ballast had to be jettisoned quickly and judiciously. In landing, the envelope was badly damaged, but the scientific results were intact, and the undertaking was a significant improvement over the previous American stratosphere flight.

The Piccards continued to plan other stratospheric work, but never made another stratospheric flight.

Jean became very interested in the multiple balloon configuration, theorizing that a cluster of balloons would be a safer and more efficient than a single envelope. The two continued their work at the University of Minnesota, where Jean was employed 'with the understanding that Jeannette would continue to work with him', because the University would not then hire the spouse of an employee. Together they perfected the plastic envelope, so important for the high altitude research of the 60's and 70's, and still in use today.

Jeannette continued to be associated with balloons after her active work with them ceased. She and her husband sponsored a trophy for the St. Paul Winter Carnival Race, for example, and she appeared at the US Nationals, where the trophy is given in her name. She served with NASA as an educational consultant, and narrated a delightful film, 'From Balloon Gondola to Space Capsule', which includes fascinating footage of her descent during the 1934 flight.

The 'first woman in the stratosphere' will be remembered for her spirit, and her deep commitment to the betterment of society. Her own difficulties with the church, she felt, in gaining ordination, gave her an appreciation for the plight of all mistreated people. She combined a liberal idealism with profound conviction and a well-developed wit; she was a delight to converse with and she is an inspiration to remember.

## 2002 CLAS Officers

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[www.faa.gov/region/ane/flight\\_standards/index.htm](http://www.faa.gov/region/ane/flight_standards/index.htm)

## 2K2 CLAS Meeting Schedule

January	17	Business
February	21	Education
March	21	Business
April	18	Education
May	16	Business
June	20	Education
July	18	Business
August	15	Education
September	19	Business
October	17	Education
November	21	Business
December	19	Party

## Meteorological Summary of Double Eagle continued...

The normal fate of the migratory polar high-pressure system, such as is the desired, it to move into the mid-Atlantic then die or become absorbed into the Azores High. When this occurs, we wanted the balloon to be sufficiently high to be above this absorption. Only rarely does the migratory high reach Europe intact. This placement in the high-pressure ridge normally would be sufficient to maintain the proper separation from the preceding polar cold frontal system. A balloon will overtake and penetrate a cold front; a situation to be avoided due to the probable convective of thunderstorm activity associated. The hazard is more likely to be to the rear, where developing cyclogenesis on the frontal system

*(Continued on page 6)*

## CLAS Business Meeting: March 21, 2002

Meeting called to order at 7:39 p.m. Members present: Lisa Huck, Jim O'Brien, Al Theodore, Giora Koczera, Mike Bollea, Santo Galatioto, Pat Johannesen, Ellen Dressel, Erwin Dressel, Charlie Perrault, Cindy Smith, Daryl Smith, Terri Rollinson, Tony Roswell, Jack Perry, Carlos Kebe, Matt Dutkiewicz, Robert Zirpolo, Kristen Brighenti.

### Minutes

Minutes from Feb '02 read and accepted unanimously.

### Treasurer's Report

**Checking account: \$.1543.81 CD's: \$5395.72**

Mike Bollea asked if all checks were received (including extra \$5 for those who previously paid \$15 for newsletter). A list of last year's members who have not yet paid this year's dues was prepared by Jack Perry for the membership committee. It was agreed that a refund for an unused Winter Dinner attendance (there were only 2 total) could be applied to 2000 dues. Erwin Dressel asked that Jack report at the next meeting on progress to meeting the budget goals. Report was accepted unanimously.

**Correspondence: None.**

**Sunshine: None.**

### Products

**Merchandise on hand: \$2,268. (resale value based on pre-sale prices) Current sales: \$**

Cindy Smith reported we are sold out of landowner pins. Mick Murphy apparently located some and will give to Cindy. There was discussion to the effect we shouldn't be buying more landowner pins, and pilots could give out club pins instead.

### Membership

*Current number: ~42 renewed so far*

Some people haven't been getting the Scoop in the mail although they want it that way. We need to investigate. Jim O'Brien reported some bad e-mail addresses, and he will call those members to get updated addresses. Santo Galatioto suggested we do the same with the membership list – this worked well last year.

### Flight Manual

No report.

### Education

Daryl gave out a signup/info handout *re* SafetyFest. Half of the required material for our BFA-approved seminar will be at SafetyFest, half the following day (3 classes and picnic). Members need to send in form with \$10. Program to include Steve Kropp, FlyTec (maintenance), FAA (FARs/Airworthiness), Sid Conn (Pilot decision-making, and accidents), Doc Thomas (aeromedical). Sunday program: Dave Lasher (pibal reading), Daryl (Ground crew safety/briefing, backing up a trailer/turning safely).

### Competition

Erwin reported that Saturday was looking bad for the Skylark flyout, with Sunday not much better. The April flyout was moved to May 4 or 5; it will not be at Jillson Square since there's a carnival there, but Daryl is looking at other options. Frank Bart is running Goshen which is awkward for flyout – we will probably do a club flyout the preceding week in Litchfield. July will be at Steve Ushchak's, August at Plainville and September at the AquaTurf. It wasn't clear whether the October flyout would be at the Southington Apple Harvest festival as usual, and we should ask Robert Zirpolo to find out.

Mike Bollea reminded us that we have to sign in at his truck on competition mornings. Ellen Dressel emphasized the need to get crew people involved to work on sign-in, *etc.* Erwin expressed concern about apparent apathy regarding the actual competition. Santo suggested that, for many, the "get-together" aspect is at least as important. Daryl suggested we have an education session about competition issues.

### FAA/BFA

Santo is coordinating on SafetyFest. CLAS will have a free booth at P&W. Santo will ask FireFly and FlyTec if they want booths. Frank Bart will do a tether and then bring his basket to the CLAS booth? Santo reported that apparently various states looking at background checks for new pilots, *etc.*, which may be overstepping states' rights, since pilot certificate issuance is a federal responsibility.

**Winter Dinner:** No additional report. Al Theodore reported that he'd already submitted checks received, bills, *etc.* to the treasurer. We don't yet know how it worked out financially. Al was thanked for having done a good job.

**Audit:** The audit committee report was presented. The club was net \$288 ahead on the year for 2001. The check-book was correct, CD's were correct, *etc.*

**Other Business: Old.** By-laws – Ellen will get them put together and printed.

**New:** Tony Roswell reported there have been expressions of interest about organizing a regular "full-blown" safety seminar. Erwin says GEBA has a good one, and the "Iron Butt" seminar in New Hampshire also has a great reputation. While it's hard to get attendees if there are too many seminars, the uncertain future of "Iron Butt" may be an opportunity for CLAS.

Santo described the requirements, based on his prior experience: you need a location for 150 people, food all day, coffee, lunch, dinner (w/guest speaker). In the past, CLAS made "good money" a couple of years, but lost several thousand dollars one year due to speaker expenses.. These seminars provide a good opportunity to meet people from vendors, other clubs. It's a lot of work, requiring about 5 people planning for a year in advance, and about a dozen the day of the event. The SafetyFest is a great deal, little cost, minimal work, but no revenue. Meeting adjourned at 8:50pm Respectfully submitted, Jim O'Brien, Secretary.

## April Club Fly-Out and Club Social

Cindy and I are making plans again for hosting another club breakfast social at our house in Coventry after the April fly-out in May. Because of a back-to-back vacation and business tradeshows we will be gone the last 3 weekends in April. So after coordinating with the Competition Committee the April fly-out will be moved to the first weekend in May, 4 or 5. (should be much warmer too) We were not able to get the field in Willimantic again because it seems a circus is in town and they don't want to share the field with us. So we got permission to fly out of Salmon River Airport, a private fly-in community airfield in Marlborough (site of previous CLAS fly-outs)

After flying everyone is invited back to our house for a post flight breakfast. We are planing on having the breakfast after flying, which could be Saturday or Sunday. Normal competition flying conditions apply, which are- less than 6 knots on the surface and less than 25 knots at 3000 ft as reported by the closest reporting station, which is BDL and HFD. (another close by site is IJD, Windham Apt). If in doubt about if the fly-out and breakfast is on or off give me a call at home, 860-742-3681. If the weekend is going to be a total washout we will have the breakfast on Saturday starting at 9:00. If you are not able to make it out to the eastern part of the state to fly, please do come out and join all of us for breakfast. There is no charge, everyone is invited as our guest, however we do ask that you RSVP so that we can coordinate to have enough food for everyone. Please bring your own Champagne, Cindy will have plenty of her famous Bloody Mary mix for everyone. (we got the Vodka)

### Fly-out Schedule

**Date** – Saturday or Sunday, May 4 or 5

**Sunrise** – 5:40 AM

**Competition check in** – 5:30 AM

**Liftoff** - 6:00 AM

**Breakfast at Daryl and Cindy's house** – 8:00 AM (9:00 AM if the weekend is a washout)

*If you know of any people that are good prospects for membership or previous members that have dropped out of the club this is a good opportunity to get them to join the club.*

**Directions to Salmon River Airport** - From Hartford – Take Route 2 South to Exit 13, turn Right and travel Southwest on Route 66 towards Portland for 1-½ miles to Flood Road. Turn Left on to Flood Road. Travel about 1-½ miles and turn Right onto Ogden Road. Travel about 1-½ miles to Salmon River Airfield on left side. We will be launching from the North end of the field. Look for a farm gate as soon as you see the field. We will try and get a marker out by the gate to let everyone know where to turn in. Call my cell phone if you get lost 860-428-6769.

**Directions to Daryl & Cindy's house** - From Hartford – Get on Route 84 East toward Boston. Then take Route 384 East. After 8 miles 384 ends in Bolton, bare to the Left and follow signs for Route 44, Coventry. At the 4<sup>th</sup> traffic light (there will be a Getty gas station on the corner) turn Right on to Route 31 South. Go about 4/10<sup>th</sup> of a mile and take your first Right – this will be Wrights Mill Road. Continue down Wrights Mill road for about a mile to a stop sign. Go straight, still on Wrights Mill Road, for about 1/2 mile to house number 690. You will not see our house from the road. Park in the driveway or on the side of the driveway in the grass. Overflow parking will have to park on the side of the road and walk in. If you park on the side of the road we should all park on one side, I would recommend the East side of the road. If you get lost give us a call, 860-742-3681, on our cell phone at 860-428-6769.

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

Daryl & Cindy Smith

# 2002 BFA Safety Seminar

## Registration Form

*This year the club has organized a phased 2 day safety seminar. This means that half of the classes you will attend at the FAA Safety FEST on Saturday, May 18<sup>th</sup>, and the other half will be at a club education meeting on Sunday May 19<sup>th</sup>.*

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

1. The following classes at the FAA Safety Seminar on Saturday, May 18, 2002 must be attended:

- Maintenance & Repair, Electronic Flight Instruments– by: Steve Kropp, of Fly-Tech Instruments
- FARs and Airworthiness – by: Peter Lindbergh, FAA FSDO
- Pilot Judgment/Aeronautical Decision-Making – by: Sid Conn of Fire Fly Balloons
- Balloon Accidents – by: Sid Conn of Fire Fly Balloons
- Aero-Medical Factors for Balloon Pilots – By: Dr Clayton Thomas MD, CLAS Member

You must also attend the following CLAS Education Club Meeting on Sunday, May 19, 2002:

- 9:00-9:50 – Weather How to read a PIBAL – By: David Lasher, CLAS Member
- 10:00-10:50 – Ground Crew Safety – By: Daryl Smith – CLAS Member
- 11:00 – 11:50 - Crew Training, Backing up a Trailer – By: Daryl Smith, CLAS Member

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

NAME	
Address	
City, State, Zip	
Phone	
BFA Member Number	
Pilot Certificate Number	
Rating or Crew Designation (Circle only one)	<b>CP</b> - Commercial Pilot <b>PP</b> – Private Pilot <b>SP</b> – Student Pilot <b>CR</b> – Crew Person <b>O</b> - Observer

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

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

**CLAS**  
**PO Box 53**  
**Southbury, CT 06488-0053.**

This application can also be submitted at the April 2001 CLAS meetings. This registration form must be received by the education committee before the start of the FAA Safety Seminar on May 18, 2002.

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

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trailing the high altars pattern sufficiently to draw the balloon into it. This is what occurred in 1977, since the balloon was not sufficiently high to break away as a storm system developed south of Greenland. This low ultimately developed in the immediate proximity of the balloon, looping it completely around the system to a position of post-storm/front. While flying the storm in itself did not force the balloon down, its effects on the crew precluded any attempt to continue. In any case, a pattern is desired that presents a reasonably large separation of ridge to trailing front and one that provides an upper level configuration that takes over control successfully as the low level high pressure is absorbed.

### **DURABILITY OF MID-ATLANTIC LONGE WAVE PATTERN**

Selecting a high-pressure feature to ride out on would be expected to take the balloon only part of the way to Europe. Assuming that the system will die and/or become absorbed into the Azores High, and assuming that as this occurs it will be in excess of 18,000 feet, it then becomes necessary to have a wind flow over the eastern Atlantic that allows a continued route on into Europe without breaking off into a north or south failure track. This would ideally be a blocked or very slow moving low-pressure system located north of 55-60 degrees North Latitude, between 0 and 15 degrees West Longitude in order to hold the

*(Continued on page 8)*

### **Preparing for the Flying Season**

*At our last education meeting we conducted an open forum on how we should prepare for the upcoming flying season. There were many suggestions offered by those in attendance and the intent of this article is to repeat those ideas for the benefit of those that could not attend the meeting. It is the hope of the group that this will aid in starting the season off on a safe note. This list is in no way a complete one. If you have any additional thoughts, pass them along to the editor for inclusion in future issues.*

*The discussion focused on a number of key areas that included crew, vehicles, trailers, fans, balloons, pilots and support equipment. As we dust off our systems for the new-year we must insure that everything is in working order.*

#### *Crew:*

*If the crew is experienced, have you introduced any new equipment or procedures with which they will need to become familiar? Even a new car can become a challenge for the crew as to where the spare keys are kept, what type of gas the vehicle accepts and such things. Does everyone who will be driving have a current driver's license? What kind of orientation do you plan for new crew?*

#### *Car:*

*Has the car been serviced recently to accept the challenges of trailer towing, including an oil change, etc? Are the Registration, Emissions, Registration, and Insurance documents current and in a place where the crew can find them? Do you have a copy of the club radio license in the vehicle in case someone is questioned about radio use? Are there any changes to the car or its systems that the crew needs to know? What is the condition of the tires (including spare) and their inflation level?*

#### *Trailer:*

*Does the trailer have a current registration? When was the last time the axel was lubricated? Are all of the vehicle attachments secured? Sometimes the nut that keeps the ball in place can come loose. In what shape are the connecting chains? Do you or your crew need some practice at backing-up? Check tire condition and inflation levels. Do all of the lights work?*

#### *Fan:*

*What is the condition of the cage? Is it secure? Are the bolts to the blade properly tightened? Is there any visible damage to the blade or any other part or the fan? When was the last time that the oil was changed?*

#### *Balloon:*

*Have any critters made themselves a happy home in your system over the winter? How much fuel do you have in the system? Does the balloon have all of the proper documents on board? When was the last time you had an annual performed? How current is your sectional chart, 6 months or 6 years? Do the strikers have sufficient flint on them?*

#### *Pilot:*

*When was the last time you had a BFR. Are you current to fly passengers? When was the last time you reviewed the FAR's? Are you checking with FSS before every flight to check on changes to airspace, not to mention frequent weather briefings? Are there any health issues that you need to address before you can fly?*

#### *Support Equipment:*

*Have the radios been charged? When was the last time that the helium tank was filled or serviced? In what condition are your helmets?*

As you can see there is a lot of thought and preparation that must go into gearing up for the new flying season. Don't wait until you are in the air before you think of something that might make you flight a safe one.

# Decisions, Decisions...

From May 1st-31st we would like to give a little something to all those customers who are buying this Spring!

*Purchase a new FireFly System or replacement envelope and select one of the following at no cost:*

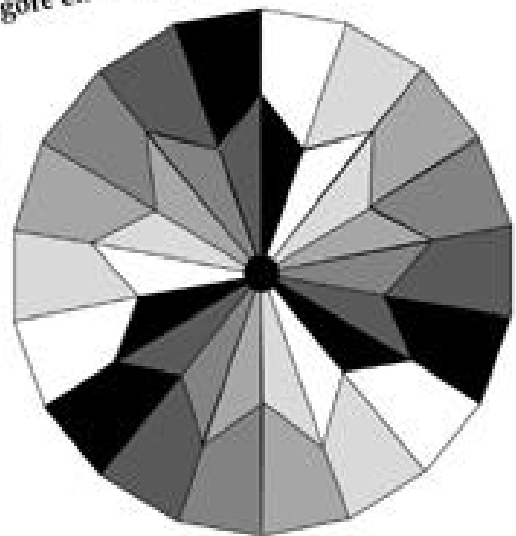
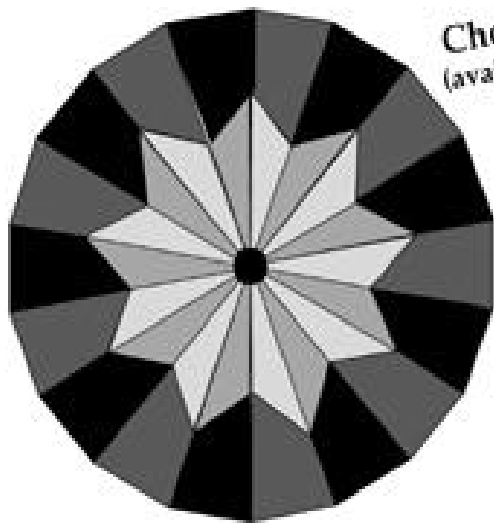
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- Flytec Instrument
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westerly on into Europe. Blocked or sluggish moving such that the feature can be seen prior to launch, but still present after the 4-5 days expected to complete the crossing. This minimizes the forecast problem of having to predict the development of a low-pressure feature during the en-route period, or the exact placement of a faster moving system, coincidental with the arrival of a balloon into the Europe entry location. Both of these conditions are possible to forecast, but very risky. A zonal pattern; flat west to east flow all across the Atlantic, may seem the more ideal, but this type pattern is inherently unstable, and subject to catastrophic collapse during the life of the forecast. For this flight, a slow moving upper level storm system moving toward a position south of Greenland existed, and was forecast to continue slow progress eastward toward northern Scotland, with blocking high pressure north of Iceland. It was blocked and the overall planetary wave shape that suggested that the vortex could be relied on for the duration of the flight, while holding the essential easterly track. This would, in turn, maintain the westerly winds into Europe; one the high-pressure ridge was left behind. The location of this upper vortex, between Scotland and Norway on the last day of the flight indicates the complete success of the forecast on this, the dominant feature for the flight. It was the durability and conservative nature of this feature that provided the successful highway to France. Beneficial side effects of utilizing a low pressure system for this entry configuration include the higher wind, and the balloon

speeds, in the final stages of the flight, where duration of the balloon becomes a factor, and the basic persistence of low pressure features. Lows tend to be more durable than northern latitude highs. From a weather standpoint the initial flight in high pressure provides fair weather, while the southwest quadrants of low-pressure circulation are generally fairly "clean" also.

The main item stressed was that a balloon couldn't move out with a low-pressure system, then use it to cross the Atlantic. The balloon will move faster than the feature speed, gradually overtaking the associated cold front, and turning northward on the forward edge of the system. The low must be out ahead, waiting. The pattern that presented itself for this flight met all of these conditions admirably.

#### **TIME OF YEAR**

There are certain things to be said for launching at any given time of the year. Late fall, winter and early spring (November to April) have the merit of generally much higher wind speeds and faster moving weather features. However, it is considered that this time of year is entirely too volatile. While storm development in the Atlantic is continuing twelve-month problem. Sudden and rapid cyclogenesis on the southward-displaced polar front give rise to server storms throughout the northern portions of the Atlantic with alarming frequency. IT is not considered a very nice place to be with a balloon. Ambient temperatures and sea surface temperatures are colder, increasing the hazard to the crew. Summer months (May to September) have better weather, but slower winds, increased thunderstorms activity

and the greater threat of tropical storms. October shows a diminishing tend for tropical and thunderstorms, but is flirting with the high frequency extra-tropical cyclogenesis problem again; with the inherent problem of shortening the time available for launch delays. Only a few weeks delay would lap over toward, or into November. It was our feeling that a late July or August launch would be the best compromise. Tropical storms can be a problem, but the incidence is only just starting to increase, aiming at a mid-September peak in northern waters. Further, even at peak incidence, statistically the occurrence of tropical is too infrequent to allow this to be a dominant factor in planning. An individual tropical occurrence can be dealt with as the situation demands. Thus a target launch date of early August was set.

#### **SUMMARIZING THE VARIOUS KEY POINTS IN THE METEROLOGICAL PLANNING FOR THE FLIGHT:**

1. High Altitude Flight Profile
2. Launch Insertion Into High Pressure Feature at Proper Moment
3. Proper Long Wave Pattern Across the North Atlantic, of Great Durability
4. Most Appropriate Time of Year

With these points in mind, considering we have the luxury of dissecting a successful flight, we will continue with an account of the individual flight days.

**Friday, August 11, 1978**

**To be continued in next issue of the Scoop.....**



*British News*

*One giant leap of faith for cling film balloonist  
By Simon de Bruxelles*

LOOKING like the Michelin Man in tight pants, Andy Elson tested his new space suit yesterday in preparation for an assault on the world balloon altitude record. Blinking behind his goldfish bowl he said: "I have a sore eye and I've been trying to work out how to rub it but I've reluctantly reached the conclusion that it's impossible." Sore eyes and an itchy nose will be the least of their worries if Mr. Elson, 48, and his CO-pilot, Colin Prescott, 51, manage to soar to 132,000ft in a helium balloon seven times the height of Nelson's Column with a skin as thin as cling film. If successful they will have broken by nearly 20,000ft a record set by an American team 40 years ago. Without the Russian-built space suits their blood would boil before they reached even half their intended altitude. By the time the balloon completes its climb they will be 25 miles above the earth. The edge of space is a long way from the shed in Glastonbury, Somerset, where Mr. Elson and Mr. Prescott were testing the equipment. Sitting in a mock-up of the gondola, his pressure suit inflated to the rigidity of hardboard, Mr. Elson could barely straighten his arm. He said: "It's not too bad if you don't try to move but although the suit was made to measure, the arms are about half an inch too long so my fingers don't reach the ends of the gloves." The record attempt is due to take off from a launch site in the SouthWest between July and September. The balloon, which will increase in size the higher it rises, will be visi-



ble across the country. During the 11-hour flight the balloonists will be unable to eat. They will drink only sparingly because their only protection will be a giant Pampers nappy tucked inside the suit.

"We don't like to talk about that," said Mr. Prescott firmly, conceding that it was probably preferable to having full boots.

When the balloon reaches the portion of the atmosphere that scientists call the "ignorosphere" — because they know so little about it — the pair will unleash a solar-powered flying wing that will, it is hoped, soar up and take a snapshot of them, waving stiffly, with the curvature of the earth as a backdrop. Or, like many daring adventures, it could go horribly wrong. Weight considera-

tions mean that the balloon is just a single envelope, the thickness of a freezer bag, with no compartments for safety should a bird strike it. If the worst happens the balloon is equipped with a canopy, but that can only be deployed below 15,000ft. The pilots will also be sitting on parachutes, but Mr. Prescott said: "If we need to use them we are having a really bad day."

Other hazards include temperatures that will drop to -60C, radiation from solar flares and the odd bit of space debris that has not yet burnt up in the thin atmosphere.

DR Richard Crowther, a space expert with the defense research company QinetiQ, which is sponsoring the voyage, said: "The environment they will encounter will be similar in terms of atmosphere, temperature and pressure to the surface of Mars so this will be a good test of this life support system for future flights." Zvezda, a Russian

**FORSALE**

**N594LP, 9.8 TT, 65,000 Experimental built 1994, 4.0 Balloon Works Basket, Not flown until 1995, Balloon Works T3 burner, 3 10 gal Worthington tanks, instruments. Asking only \$3500.00**

**Gloria Koczera  
860-623-6567  
Rvack@cfaith.com**

**Pilot Dies In Oxford Plane Crash**  
**Police Withhold Name Until Family Notified**  
**POSTED: 11:59 a.m. EDT April 13, 2002**

**OXFORD, Conn.** -- Authorities say it's too early to tell if last night's rainy weather played a role in a fatal plane crash in Oxford. One person died when the small plane slammed into the ground near the Oxford/Waterbury Airport. Police said they expected the FAA and the National Transportation Safety Board to arrive later this morning. Witnesses said the loud crash was described as sounding like an explosion. Area residents called state police in Southbury. "A gentle-

man said his house was shaking and he thought a plane went down," said Lt. Jim Salzano of the Connecticut State Police. The Oxford Fire Department responded along with state police. About 50 yards into the woods, they found a small Cessna-type plane. Police said they have tentatively identified the man. They are withholding his name until they've notified family. Ralph Tirella was one of the first neighbors to arrive at the scene. He said he wasn't surprised by the accident. "You know, rainy, a little cloudy, tonight, and a lot of these planes, they come in kind of low, " Tirella said.

**Waterbury man killed in small plane crash**

(Oxford-WTNH, Apr. 13, 2002 6:10 PM) \_ An investigation is underway into what caused a small plane to crash and burst into flames in Oxford Friday night. It happened at about 9:30 p.m., not far from the regional airport. Authorities say the one person on board and was killed in the crash. He has been identified as 49-year-old William Mucciario of Waterbury.

The investigation is ongoing.

**2002 Balloon Festivals**

<b>May 24-26, 2002</b>	Balloons Over Bristol Balloon Festival & Craft Fair Bristol, CT
<b>Cancelled for 2002</b>	Lake Champlain Balloon Festival Vergennes,VT
<b>June 1-3, 2001 ?</b>	Great Hudson Valley Balloon Race - Dutchess County Airport, Poughkeepsie, NY
<b>June 14-16, 2002</b>	Quechee Balloon Fest and Crafts Fair Quechee Village, VT
<b>June 28-30, 2002</b>	Northwest Connecticut Balloon Festival & Craft Fair Goshen, CT
<b>July 12-14, 2002</b>	Hillsborough Balloon Festival Hillsboro, NH
<b>July 19-20, 2002</b>	Green River Music and Balloon Festival Greenfield, Ma.
<b>July 26-28, 2002</b>	Wakefield Rotary Balloon Festival Kingston, RI
<b>July 26-28, 2002</b>	NEW JERSEY FESTIVAL OF BALLOONING Readington, NJ Solberg Airport
<b>Aug 2-4, 2002</b>	Pittsfield, NH
<b>Aug 17-19, 2001 ?</b>	Greenville NY
<b>Aug 16-18, 2002</b>	Great Falls Balloon Festival - Lewiston/Auburn, ME
<b>Aug 17-19, 2001 ?</b>	Waldbaum's Balloon Festival - Brookhaven, NY (LI), Brookhaven Airport
<b>Aug 23-26, 2002</b>	Plainville Fireman's Balloon Festival - Norton Park, Plainville, CT
<b>Aug 31-Sep 3, 2001?</b>	New York State Festival of Balloons - Dansville, NY
<b>Sept 20-22, 2002</b>	Adirondack Hot Air Balloon Festival - Glens Falls, NY County Airport
<b>Dec 6-8, 2002 ?</b>	Mt. Washington Balloon Gathering - Schuler Park, N. Conway, NH (N. Conway Chamber of Commerce)

**Gloria Koczera**  
**860-623-6567**  
**Rvack@cfaith.com**

Enclosed Trailer for \$2,000  
 Books are as follows:  
 Powerline Safety Manual \$5.00  
 Propane and Fuel Management \$5.00  
 Flight Instructor Handbook (BFA) \$5.00  
 Fire Weather \$10.00  
 A Case Study of the Legal Requirements for Hot Air Balloon Flight (BFA)\$8.00  
 Private Pilot Practical Test Standards (FAA) \$.50 \$1.00 \$1.50  
 Ground Crew Manual (BFA) \$5.00  
 How Balloons Fly by Ted Horton \$5.00  
 Balloon Ground School Home Study Manual by Brent Stockwell \$10.00  
 Hot Air Ballooning by Charles Coombs \$7.00  
 Private Pilot Test Prep 99 \$1.00  
 How to Fly a Balloon by Brent Stockwell \$10.00  
 Aviation Instructor's Handbook (FAA - new) \$9.00  
 Commercial Pilot Test Prep 2002 (ASA - new) \$8.00  
 Balloon Flying Handbook (FAA - just out) \$8.00  
 Crew VCR \$25.00

**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



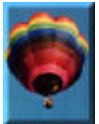
**1990 Head AX-88, N45088, 325TT**, spiral multi-color staircase design, current annual, new parachute top, Ball instruments, 4-10 gal recertified SS tanks, basket w/covers, box of fabric, inflator fan, 150' drop line, very good cond., \$4500. Trailer \$650 extra. Call 203-262-6493 or e-mail: FLYGONE@AOL.com



**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



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**

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**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](mailto:Blarney007@aol.com). by Oct 9th for the October Newsletter.

**CLAS Merchandise Sale**

- CLAS Club Pins 5 for \$20
- Landowner Pins 15 for \$15
- CLAS Mugs 6 for \$25
- CLAS Decals 5 for \$1
- CLAS Short and Long Sleeve T-Shirts. Buy one get the 2<sup>nd</sup> at ½ price. The higher price prevails.**

Short Sleeve	Long Sleeve
Medium \$12	
Large \$16	Large \$18
XLarge \$16	XLarge \$18
XXLarge \$16	XXLarge \$20

To place your order call Cindy Smith at 860-742-3681 Or e-mail at [cindyjayne@mindspring.com](mailto:cindyjayne@mindspring.com)

## 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.

# **CHECK OUT THE SALES PRICES INSIDE AND ORDER NOW!!!!**

Newsletter Subscription \$ 15  
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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Make checks payable to and Mail to: **CLAS**, PO Box 53, Southbury,CT 06488-0053

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