



The Scoop

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Record-setting balloon skirts edge of space

August 29, 2002 Posted: 1310 GMT
(CNN) -- **The largest balloon ever successfully launched floated to the fringes of the upper atmosphere this week, loaded with space science equipment to study cosmic rays, NASA said.**

The mammoth airship had a volume of 60 million cubic feet (1.7 million cubic meters) and reached a height of 30.5 miles (49 km), according to the space agency. Made of a thin polyethylene material, about the same thinness as household plastic wrap, it began its flight from Lynn Lake, a small gold mining town in Manitoba, Canada. The milestone sky trip thrilled researchers who rely on high-altitude balloons equipped with sophisticated instruments to conduct an assortment of space-related experiments. "Aside from our excitement and the fact that this balloon established a new record for balloon volume, this flight should help establish a new platform for science such as ultraviolet and X-ray astronomy," said Steve Smith of NASA's Goddard Space Flight Center balloon facility in Wallops Island, Virginia. The balloon, carried experiments called the Anti-Electron Sub



Orbital Payload (AESOP) and Low Energy Electrons (LEE) to observe cosmic rays. The latter alone weighed 1,500 pounds (690 kgs). It is 50 percent more voluminous than standard NASA research balloons, which are 40 million cubic feet (1.1 million cubic meters) in volume and could hold two 747 aircrafts back-to-back inside. Like previous scientific flights, the unmanned balloon, once the tests were finished, was ordered by radio command to drop its experimental payload, which drifted

down via parachute to the ground. Within hours, recovery teams picked up the data tapes, which scientists will analyze as part of their cosmic ray research. "This is a demonstration that balloons can reach extreme altitudes with relatively heavy payloads," said Danny Ball of the National Scientific Balloon Facility in Palestine, Texas, which conducted the launch for

NASA. "We hope this will lead to new interest from other science disciplines needing very high altitudes," he said. Large unmanned helium balloons provide a com-

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Web sites for weather briefings

The National Weather Service's Aviation Weather Center (AWC) produces many of the nation's aviation forecasts and has all of them available on its Web site. But, collecting information from the Web does not meet Federal Aviation Regulation standards for a legal pre-flight briefing. For more on this, look at the National Weather Service disclaimer on Web weather information.

However, this information on the AWC's Web site is a good way to obtain your own, unofficial pre-briefing briefing and also to practice obtaining preflight briefings.

- The [AWC standard briefing](http://www.awc-kc.noaa.gov/awc/aviation_weather_center.html) http://www.awc-kc.noaa.gov/awc/aviation_weather_center.html page has links to almost everything you obtain in a Flight Service Station standard briefing. With most of these products, the AWC has a link to information about the product.
- The [CSWU Corner](http://aviationweather.gov/cwsu/) <http://aviationweather.gov/cwsu/> leads you to Center Weather Advisories and Meteorological Impact Statements. These are intended for air traffic controllers, but have useful information for pilots.
- The AWC's [Information page](http://www.awc-kc.noaa.gov/info.html) <http://www.awc-kc.noaa.gov/info.html> has a list of FAA station identifiers and VOR locations used in weather reports. Scroll to the bottom of the page.

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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

2002 Balloon Festivals

Sept 20-22, 2002	Adirondack Hot Air Balloon Festival - Glens Falls, NY County Airport
Dec 6-8, 2002 ?	Mt. Washington Balloon Gathering - Schuler Park, N. Conway, NH (N. Conway Chamber of Commerce)

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paratively cheap method to place scientific experiments in a space-like environment. Many scientific observations in fields such as X-ray, gamma ray and infrared astronomy have been made from such balloons. In May, a Japanese balloon set the world altitude record for unmanned balloons, according to the main institute dedicated to space and aeronautical science in Japan. The balloon soared to 33 miles (53 km), slightly higher than the previous record that stood for 30 years, the Institute of Space and Astronautical Science said.

CLAS Education Meeting: August 15, 2002

This meeting was an outdoor event at Kathy Wadsworth's field in Farmington, a cookout combined with a demonstration of the setup and construction of balloon lower ends from different manufacturers. Demonstrations were given by Santo Galatioto (Aerostar Aurora), Daryl Smith (Aerostar Classic), Erwin Dressel (Lindstrand) and Robert Zirpolo (FireFly). A good time was had by the 40 or 50 attendees, and the educational component appeared to be a big success. Our thanks to all who brought dishes to share, to Tony Roswell for manning the grill, and particularly to Kathy Wadsworth for her generous hospitality in hosting the event. Respectfully (well, much moreso than last month, which probably goes without saying) submitted, Jim O'Brien, Secretary.

BFA OPEN INVITE

The Balloon Federation of America would like to invite all members in your club to the Annual General Membership Meeting, during the Albuquerque International Balloon Fiesta. This will give many more people an opportunity see what the BFA has to offer it members.

Where: AIBF Field
The Landing, Pilot's Tent
Saturday, October 5, 2002
Time: 1:00 p.m.

Congratulations

The morning of September 8, Jack Perry successfully past his private pilot check ride.

Nancy Curtis also successfully past her private check ride at First Annual Massachusetts Hot air balloon festival held at Northampton Airport on Saturday September 7.

EARN YOUR WINFS! Congratulations to this months CLAS Wings Program Recipients.

PHASE III

James O'Brien
Mick Murphy

PHASE XIV

Robert Martens

Competition News

September's competition will be held, on the 28th with a back up date of the 29th, at the Aqua Turf in Southington. Pilot's briefing at Mike's truck at 6:30 AM. If surface winds have some predictable direction we'll do a judge declared goal.

Our August competition out of Norton Park proved to be a challenge. The surface winds were squirrely and even the Hare Balloon (Penny Christy & Kevin Brielman) had trouble finding a good site for the target. First place went to Bill Colyer, and second went to Erwin Dressel. Third place went to some unidentified flying object (looked like a balloon) who's drop was not an official CLAS bean bag.

The Fireman's breakfast back at the Plainville Firehouse was excellent and a great time was had by all.

October's Competition will be held at Southington's Apple Harvest Festival on October 12, with a back up of the 13th. See Robert's announcement for details.

Brian Beazly of Kentucky is the new 2002 US National Hot Air Ballooning Champion!

Beazly grabbed the lead after day two of the competition and successfully held off a hard charging Sam Parks of North Carolina to win the title in the final task. Parks had battled from an opening day 6th place, to 4th, to 3rd, to 2nd place, just 194 points short of victory. Beazly won the title with 7993 points while Parks finished with 7800. Former National Champion Phil Glebe of Michigan, who had been in the top 3 all week, had his worst score of the event on the final task, a CRAT or Controlled Rate of Approach Task, causing him to slip from 2nd to 3rd overall with a score of 7495. Former World Champion Alan Blount of Illinois held on to 4th place while another former National Champion, Johnny Petrehn finally cracked the Top 5 for 5th place. Brad Craig of Iowa finished 11th to earn the title Rookie of the Year for 2002

HISTORY 101

The first manned balloon flight in the United Kingdom was made on September 14 1784 by Vincent Lunardi, an employee of the Italian Embassy in London. Launching from the Royal Artillery Grounds in front of a large crowd which included the Prince of Wales, he soon become the toast of London, and proceeded to launch many more times in the UK and Europe.

Balloon nuptials sky high It happened one night over Woodbury

Tuesday, August 27, 2002

By Liz Acas

Watching the test balloon float toward Woodbury, Karen Herrmann let out a deep breath. "Is that where we're going?" she asked as a party balloon swirled in the blue sky over the meadow locals call Good Hill International Airport. "I hope I don't throw up." Herrmann and her fiancé, Gary Gromoshak, would soon be saying their wedding vows in a much bigger balloon - 70 feet tall, 60 feet in diameter and filled with 105,400 cubic feet of air. Getting married in a hot air balloon was Herrmann's idea, but the thought of being 1,200 feet above the ground was a little overwhelming.

"God, I hope I like the balloon," she said. "Wouldn't it be terrible if I felt faint?" While the bride had her doubts about the balloon, there was no question about the marriage. Herrmann and Gromoshak were friends about 10 years ago, but he was already in a relationship. About two years ago, they met again when Gromoshak came into the Middletown restaurant where Herrmann worked. They went for a motorcycle ride, and soon started dating. Months later, Gromoshak suggested they move in together in Terryville and Herrmann agreed - on the condition that they eventually get married. "To me, it's incredible how you can meet someone and the timing isn't right, but you still care about them and years later, you find them," Herrmann said. "Honest to God, if I ever believed in destiny, I believe in it now." The couple wanted something more personal than a chapel or reception hall. Chris Mooney, who operates Mooney Time Inc. balloon service in Woodbury, quickly booked their appointment. "The both of us are a little out of the ordinary, so why not break tradition?" asked Gromoshak, a soft-spoken 48-year-old union pipe welder whose

wedding outfit included a pale gold shirt, black Levi's with a belt with motorcycles embossed on it, and boots. The bride, 53, wore gold sandals and an ankle-length tan dress embroidered with green moons and stars.

Getting a justice of the peace to agree to perform the ceremony wasn't easy. The first one Herrmann called refused; eight others never returned her telephone messages. Peter Clark, who had



been in a hot air balloon in the same trip during which he climbed Mount Kilimanjaro, called back within two hours. When he found out how the couple planned to be married, he waived his fee. Monday's weather - clear and with a light wind - was perfect ballooning weather, Mooney said. After determining the wind direction at the airport, the couple, their guests and the balloon crew headed to Hurlburt Park to take off. Wind direction was crucial because the couple had to be married over Woodbury, where their marriage license was issued. Mooney, Clark, Gromoshak and helpers unrolled the red, pink, yellow,

Southington Apple Harvest Balloon Rally

To One and All, The Southington Apple Harvest Balloon Festival will take place this year on Sat Oct 12 OR Sun the 13th (not both) at Derynowski Elementary School on Rte 10 in Southington located one block south of the Town Green. Access to the field is through the parking lot on Eden Ave just beyond the bakery. From Rte 10 heading south turn right onto Eden Ave the about 100yds into parking lot on left. Please no commercial tethering or rag bagging on the field. Fuel post flight will be at Erwin Dressel's house in Cheshire just a short distance away. If you need any more info call me at 203 250-8441. Thanks.....RZ

blue, purple and teal-striped balloon while Herrmann nervously sipped water. Gromoshak's parents, Alex and Reatha, looked on approvingly as the balloon took shape above the basket, which had been decorated with paper bells and "just married" streamers. "The rest of our children got married in the church," Alex Gromoshak said. "They came up with this and they're going to have fun doing it, I think." With just enough room to spare for the witness, the tightly packed basket lifted into the air. Herrmann clutched Gromoshak's arm. He smiled gently. She gave a tense thumbs-up sign. The ceremony was "short, sweet and to the point," according to Gromoshak. After a signal from Mooney that they were safely over Woodbury, witness Bobby Congdon hit the CD player cued to the Barbra Streisand song Herrmann had picked for the occasion, "I've Dreamed of You."

Clark read the official words, pausing only when a blast of propane drowned him out. Somewhere over Route 317, Herrmann and Gromoshak said, "I do." The bride and groom both cried. They landed just after sunset in Woodbury's Old North Cemetery, where they were greeted by a soccer team that had been practicing at Woodbury Middle School. "Now, on the next anniversary, we'll bungee jump," Herrmann said.

Greetings from sunny California! I'm rapidly approaching the three-month anniversary of the day I arrived in the bay area and decided it would be a good time to update my old friends on the ballooning environment here in Northern California.

I had made contact with the local balloon club out here before I left CT, in fact, before I had made housing arrangements. After all, it's important to have one's priorities straight! The club, the Pacific Coast Aeronauts, includes members from a very large area, some from as far as Fresno (a good 3-4 hours from where I live). This has its advantages and disadvantages. On the positive side, we get to hear firsthand about, and participate in, if we so desire, the planning for many not-so-local balloon rallies and festivals. On the downside, the disadvantage that most affected me was that on meeting nights with a small turnout I was unable to meet many pilots that flew a reasonable distance from my new home. So despite my desire to get involved in crewing and getting to know the area, it took a little over two months before I received my first early morning wake-up call. This phone call came from a pilot by the name of Kevin, who, like myself recently relocated to the bay area. He's been here only three months longer than I, so still has trouble getting enough crew together to fly most weekends.

We'd be launching from the Tracy airport, not the closest launch site from my place but what the heck, I was getting desperate by now. As an interesting aside, most balloonists out here launch from airports, not local fields. Tracy is about 60 miles away but luckily, we decided to meet at the Livermore airport where he keeps his balloon and that's only 35-40 miles from me. I was warned that there would only be three of us this morning to handle a Cameron 105 so there would be some heavy lifting involved. Our third member, Ann, was an incredibly friendly balloon enthusi-

ast that usually crews for Balloon Excelsior but happened to have this weekend off. Many of you may recognize the name of Balloon Excelsior, this is the same outfit that prints the book "How to Fly a Balloon" that many of us used during our training. Ann, I learned later, had been very helpful to Kevin during his first few months, supplying him with useful information and area maps, so he was planning to thank her with a ride this morning. On our way to Tracy I was briefed on some key differences. I was told that crewing out here is different, "Basically, you just hang out at the airport and wait for the balloon to come back." That sounded different! My experience crewing for Jim came in handy since I was familiar with the basic

Cameron system – this balloon was just bigger. I was put on the crown line and after the hot inflation, as I approached the balloon, I noticed Ann and Kevin engaged in a conversation. By the time I reached them I was presented with a release form to read and sign and asked if I wanted to fly. "You don't have to ask me twice!" What a treat, I get a ride on my first time out! (Ann was kind enough to give up her ride to me since I'd never been up in CA before)

We became airborne and I soon realized two things. First, I now appreciated what I was told about how to crew out here. We were going nowhere fast – this is what they meant by light and variable winds. We just drifted aimlessly and after 10-15 minutes were still over the airport first going northwest, then south, then east - you get the picture. Second, now I really know what the FAA means with the phrase "other than congested area." There were some orchards, some plantations (tomatoes), a couple of houses,

but that was it. It was the most barren landscape this New Englander had ever experienced – very brown too. We both agreed that to us this qualified as desert, we were used to seeing more green on the ground (don't need waterproof boots here – no morning dew). Learning to fly a

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

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balloon out here must be a very different experience, there's very little danger of getting hurt. The worst that could happen is that in an emergency you might upset some farmer by damaging his crops or if you had really bad aim you could hit the one set of power lines in the area. I have to admit I found myself missing the challenge of flying in a more congested area with stronger winds.

After an hour in the air we were still within 2 miles of the airport. We had used up the -10 gallon tank and still had two 15-gallon tanks left, I was told the winds wouldn't pick up until about 1-2 pm so if we really wanted to we could stay up for about four hours! Even though it gets hot here we really don't have to worry about thermals until the afternoon so that wouldn't deter us either. Kevin made a quick radio call to Ann, who was still at the airport, to jokingly let her know she could go off and have breakfast if she wanted. Since she was familiar with the area she came prepared with two or three different Sunday papers to read – this must be the California way to crew!

We finally landed in an open field less than a mile from the airport (did I mention there were a lot of these to choose from??) I don't think we ever got more than 3 miles from the airport throughout the flight. We were in the air for a grand total of 2 hours and 45 minutes! I didn't get to do any actual flying but since I was expecting to crew and found myself in the air I figured I shouldn't push my luck. Besides, it was kinda fun just sticking my head out of the balloon looking around without worrying about the responsibility of flying. I got to see some powered parachutes out playing around the Tracy airport, these are those funny little contraptions that look like a go-cart with a parachute trailing behind it and flies like an ultralight aircraft. After packing up we went out for "breakfast" at 11 am. That made for a fun, if long, morning.

Hope everyone is getting some fun flying time out there on the east coast. Wishing you all the best from California.

Macarena

Attention pilots:

The FAA has reissued special security notams 1/3355, 1/3356, and 1/3359 and reissued them under the following new notam numbers: 2/5319, 2/5128, and 2/5167. There are no substantive changes to the notams, and according to the FAA, this was done for administrative purposes only. ALL current waivers issued under the previous notam numbers are still valid, and operators are authorized to continue operating consistent with waiver requirements. The following notams are of utmost importance to each and every operation. The notams were in effect at the time stated above due to national security concerns. Pilots must familiarize themselves with all notams before flight. Due to rapidly changing conditions, you should obtain notam information from flight service and/or DUATS just prior to flight. There are many temporary flight restrictions (TFRs) throughout the country. In addition, you will see there is a "blanket" TFR notam. The "blanket" TFR notam does not supersede any other TFR notams. The stand-alone TFRs are of their own establishment. The notams posted below may appear to have conflicting information in them, and they must be studied carefully to fully understand the intended authorized operations.

1/3353 - ... SPECIAL NOTICE ... FLIGHT RESTRICTIONS EFFECTIVE IMMEDIATELY UNTIL FURTHER NOTICE. PURSUANT TO 14 CFR SECTION 99.7, SPECIAL SECURITY INSTRUCTIONS. THIS IS A RESTATEMENT OF A PREVIOUS RESTRICTION. ALL AIRCRAFT OPERATIONS ARE PROHIBITED WITHIN A THREE NAUTICAL MILE RADIUS/ 3000 FEET AGL AND BELOW OVER ANY MAJOR PROFESSIONAL OR COLLEGIATE SPORTING EVENT OR ANY OTHER MAJOR OPEN AIR ASSEMBLY OF PEOPLE UNLESS AUTHORIZED BY ATC. WIE UNTIL UFN

1/3352 - ... SPECIAL NOTICE ... FLIGHT RESTRICTIONS EFFECTIVE IMMEDIATELY UNTIL FURTHER NOTICE, PURSUANT TO 14 CFR 99.7, SPECIAL SECURITY INSTRUCTIONS, OPERATIONS WITHIN THE TERRITORIAL AIRSPACE OF THE U.S. THIS IS A RESTATEMENT OF A PREVIOUS ADVISORY. PILOTS ARE ADVISED TO AVOID THE AIRSPACE ABOVE, OR IN PROXIMITY TO, SITES SUCH AS NUCLEAR POWER PLANTS, POWER PLANTS, DAMS, REFINERIES, INDUSTRIAL COMPLEXES, MILITARY FACILITIES AND OTHER SIMILAR FACILITIES. PILOT SHOULD NOT CIRCLE AS TO LOITER IN THE VICINITY OF SUCH FACILITIES. WIE UNTIL UFN

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



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 (300tt) with Single Mark IV Burner and 42x48 Basket with 3 ten gal. tanks, annual 9/10/01. \$3500.00 or Best Over. Call Bill Colyer Tel-203-255-1929 or cell 203-257-4242 and via e-mail ayankeeballoons@aol.com

Miscellaneous Items

Wanted

Collectibles: If you are looking to sell or just get rid of any LTA memorabilia or unique collectibles please contact Mick 860-567-3448 or Blarney007@aol.com.

Garmin 3 plus GPS with local area map loaded, great for ballooning \$190 (new cost about \$300). Magellan 2000 gps, gives basis GPS info such as direction and speed \$100. Call Santo 203-432-9873 day or 203-397-0521 eve.



FOR SALE: 1988 Chevy G20 3/4 ton chase van. 350 V8, Complete with basket platform/trailer hitch, beefed up suspension, heavy duty shocks, fairly new tires, kick ass CD stereo, new carpeting throughout, balloon/sun roof etc. hard wired antenna for mobile radio. If this van has anything it has his-to-ry chasing balloons in New England. Mileage is a bit high but engine is very strong and well maintained. Maintenance logs available. Call for demo etc. Robert Zirpolo 203 250-

1992 FF 7 N2573B 77,000 cu. ft. 268 hrs flies pilot and two nice and tight. Nomex skirt. "4.5" 3 tank basket with T-3 burner, 3-10 gallon tanks with heated covers. Ball instruments. Sold with new hoses installed (good for another ten years), reconditioned and re-laced scuff leather, new stainless floor to wicker cable and fresh annual inspection 5/02. \$6,250



Goodyear's newest airship, the "Spirit of America", right, flies with three other Goodyear airships over Magadore, Ohio, Sept. 5, 2002. This is the first time in nearly 40 years that Goodyear has flown four blimps together. (AP Photo/Tony Dejak)

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 October 1st 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 2nd at 1/2 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

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 \$ 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)

NAME _____

ADDRESS _____

TELEPHONE Home _____ Work _____ DATE OF BIRTH _____

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

Crew _____ Student Pilot _____ Private Pilot _____ Commercial Pilot _____
BFA CAAP: Level _____ BFA PAAP Level _____ FAA WINGS Level _____
Newsletter only _____ Pin _____ Decal _____ Landowner pins _____ T-Shirts. (S) _____(M) _____(L) _____(XL) _____

BFA# _____ Pilot Certificate # _____ E-Mail _____

Make checks payable to and Mail to: CLAS, PO Box 53, Southbury,CT 06488-0053

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FIRST CLAS MAIL