



# The Scoop

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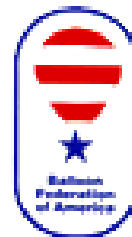
## BFA Internal Analysis Committee

The BFA Board of Directors has created an Internal Analysis Committee to review the operations, management, and services of the BFA. The committee is conducting a series of surveys, focus groups, and interviews with BFA members and non-members to identify the needs of the ballooning community and the services the BFA should be providing to its membership. The committee report will help to

identify the priorities and set the direction for the BFA in its strategic planning process.

The report will be presented to the BFA Board and general membership at its October 2003 meeting. Anyone who would like to have specific input or make comments regarding the BFA role in service to the ballooning community is encouraged to contact Mark Otto, the committee chair, or Tim Brady, the BFA liaison to the committee.

CLAS is one of three balloon clubs chosen in the Northeast to participate and as more information comes available it will be shared at club meetings and in the Scoop. All members are welcome to and are encouraged to get involved!!!!



### A local look Back at 95:

(reprint from February 1996 Scoop)

- \* Dianne Tomassetti moves from palatial estate in Simsbury to ling country in Chesterfield, MA..loose job, gets new job with same company.
- \* CLAS Safety Seminar in Middletown, CT has great showing of people from all over, GPS Reps from Magellan no shows, quilting company to donate two GPS units for raffles (Priceless)
- \* Bill (Diver Dan) Colyer wins Shit Happens award at annual CLAS dinner for trying his hands at simultaneous balloon piloting / submarine driving at rally in Maine.
- \* Scoop editor insults Skylines editor by reprinting article detailing non payment of bills by promoter of Ballooning National Championships in Middletown, Ohio. Scoop prints her rebuttal, promoter files Chapter 11 later that year, all Middletown business still owed money take bath. Writer of original article sanctioned by BFA and not allowed to trash or (criticize) BFA or Competition Division for full year. Justice Served

## FAA Safety Fest 2003

Are you ready for Safety Fest / Maintenance Fest 2003? Saturday March 21, 2003 8:30 am—3:30 pm located at Pratt & Whitney's Customer Training Center and Hangars, East Hartford, CT. This years seminar is titles "Charting the Next Century of

Flight" Featuring aviation Hall of Famer Dick Rutan, speakers workshops and aviation vendors.

Directions: Take Interstate I-84 to East Hartford, CT. Use Exit 58. Cross Silver Lane into Pratt & Whitney Complex. Parking is 1/2 mile on the



left. Ed. Note All CLAS member that would like to help in registration or booth please contact Daryl Smith.

## March Meeting Minutes

In attendance were the following Mick Murphy, Randy Riley, Kevin Brielmann, Al Theodore, Stephen Griswold, Charles Perrault, Ellen Dressel, Erwin Dressel, Mike Bollea, Robert Zirpolo, Tony Roswell, Terri Rollinson, Santo Galatioto, Carlos Keebe and guests - William Volk, Kevin Gallant, and Paul Niznik,.

### Committee Reports:

**Treasurer** - CD's have a balance of \$5483.20, and the checking account has \$2752.97 with an additional \$1750.00 that represents the deposited donations thus far for Rutan at Safety Fest. The report was unanimously approved with the motion being made by Mike Bollea with a second from Ellen Dressel.

### Winter Dinner - no report

### Sunshine - no report

**BFA/FAA** - Santo reported that the FAA has requested that all pilots check notams prior to flying each and every time since the airspace is constantly changing. The airspace around NY that begins at the 30 mile mode-c veil has been temporarily converted to an ADIZ-air defense identification zone that carries special requirements before you can enter it. This airspace impacts the southwestern part of Connecticut and those folks that fly in the Hunterdon county area of NJ, to name a couple of areas. **Education** - Mick once again confirmed the attendance of Dick Rutan at Safety Fest. Please note that the date is "MAY 17". There have been other dates that have been incorrectly reported. Ruth Lind our BFA regional director will be our guest and speaker at the April education meeting.

**Competition** - Erwin reported that this Saturday's event will be from Aqua Turf. Future dates are April 26 or 27 at Skylark, May 24 or 25 formerly Bristol - location TBD, June 21 or 22 at Willimantic and July 12 or 13 for the Uschak Aerodrome. There was some discussion about communications in the area of competition that expanded to other areas. It was learned by some members that periodic updates occur via e-mail. It was recommended that the club consider

some form of "buddy" system where a club member with e-mail would relay such information to a member without e-mail. Further discussion should be on the next business meeting's agenda. ( Editors Note: 62 of 89 of our members from last year's roster have e-mail.)

**Safety Seminar Committee** - Mick reported on the plans for the 2004 seminar where the theme will be pilot decision making. This will be a special subject one day seminar with an emphasis on hands on learning. Anyone interested in participating on the committee should contact Penny. It is expected that planning meetings will start next month.

### Products - no report

**Membership** - At the beginning of the meeting there were 36 paid members but through the valiant efforts of Ellen, we ended the meeting with more than 40 members. All those that have not paid their dues yet, are reminded to do so promptly, please.

### Old Business:

**CPR update** - Tony will coordinate the scheduling of a re-certification session for those that are in need. It is expected that the training will occur within the next month. Contact Tony Roswell if you want to participate.

**Safety Fest** - There was much discussion about the training sessions that will occur at Safety Fest on Saturday MAY 17. We are trying to fill three - one hour- training slots. Dick Rutan has offered to conduct one of the sessions on pilot decision making. For the other sessions, the discussion included suggested topics such as maintenance, weather forecasting, FAR's, airspace and crew/pilot communication. The members decided that the second hour topic will be Pilot/Crew communications. Selected items will be introduced by Charlie Perrault with the expectation that there will be group participation/discussion. The third topic will be weather. New Member, Paul Niznik, will try to get Dennis Pagan to speak to us on micro-meteorology. Dennis is the author of a book on the topic on how micro-weather relates to balloons, glid-

ers, hang gliders etc. If Dennis is unavailable we will attempt to get someone from FSS to talk about weather forecasting. The topics for the Sunday after Safety Fest have not yet been finalized. Al Theodore has obtained a volunteer to staff the information booth at Safety Fest. Frank Bart will be tethering his special shape in the AM and Daryl will tether at midday if the wx cooperates.

### New Business:

Paul Niznik from the Mt. Brace Outdoor Club and Flight Park organization, also know as "Fly New York", gave a nice presentation and extended a warm invitation to our members to join the flying activities at their place in Millerton, NY. Millerton is just over the NY border by the NW corner of CT. If you follow route 44 in CT to the west, it will take you to Millerton at the intersection of CT 44 and NY 22. The launch field is just 4 miles north of that intersection. This is a developing site for para-gliders, hang gliders and hopefully balloons. The facilities are developing and camping is permitted on the field. Paul is attempting to create their first annual air event and wants us to participate. The date he initially selected in June conflicts with our competition schedule. He will be discussing an alternate date with the competition committee. A \$10 fee is requested for field usage for the day. Paul is willing to coordinate commercial activities and discuss rate schedules with pilots if they are interested. Paul will be promoting the site to New Yorkers and he provides transportation from a local train station to the site. Some members of the club will scout out the area to determine the suitability for ballooning and report back in the near future. Paul and his organization can be reached via e-mail at [www.flyny.net](http://www.flyny.net). We also welcome Paul as a new member and he expressed interest in obtaining his LTA rating.

There was no 50/50 raffle.

The meeting adjourned at 8:55 PM with the members retiring to the kitchen for refreshments.

Respectfully submitted,  
Santo Galatioto

# CLAS COMPETITION 2003 RULES AND SCORING

## General Rules

Monthly CLAS Competition events will be held on Saturday with Sunday as back-up date. The competition events will be cancelled if the winds are greater than 6 Knots on the surface and greater than 25 Knots at 3000' ft as reported at the closest reporting station. We will use the sign in sheet again this year. You must sign in prior to take off if you want to compete. A \$5.00 deposit on the markers will be in strict effect this year. You can choose to keep the marker all year, or turn it in for a refund at the completion of the task. If you lose your marker you lose your deposit. In the interest of keeping the events fun and fair for everyone we have decided to allow water contact for splash and dashes and tree contact as long as the contact doesn't improve the competitors position. Ground or drop line contact before throwing your marker will disqualify you for the task. Your landing must be far enough from the X so as not to obstruct other pilot's throws. Only markers on the target field and within 300' will be scored. Markers dropped across streets, over fences and beyond tree lines cannot be scored.

## Pilot Scoring

Show up with your system and sign in by Mike Bollea's Truck: ¼ hr. before sunrise: One Point

Take off: One Point

First place: One point for each competitor plus one bonus point

Second place: One point for each competitor minus one

Third place: One point for each competitor minus two

Fourth place, fifth, and so on.

The hare: One half point for each competitor plus two points. The hare can get a bonus point for placing the target in less than ½ hour and another bonus point for at least one person scoring.

## Crew Scoring

Show up and sign in by Mike Bollea's Truck: ¼ hr. before sunrise. You must also state which Pilot you'll be crewing for. One Point

Your Pilot places first in the competition: Three Points

Your Pilot places second in the com-

petition: Two Points

Your Pilot places third in the competition: One Point

## Sign in

To be included in the competition it is the Pilot-In-Command's responsibility to sign in. (Preferably 1/4 hour before sunrise.) Sign INS will be at Mike Bollea's truck.

## Pilot Responsibilities

All pilots are responsible for their own pre-flight weather briefing, flight planning and to comply with all Federal Aviation Regulations (FARs). All flying will be done at Pilots discretion in VFR day conditions. All pilots must be current in LTA aircraft. All aircraft must be in airworthy condition, properly registered with a current annual inspection, and have adequate insurance.

## Pilot's Briefing

The Pilot's briefing will be held 1/4 hour before sunrise in and around Mike Bollea's truck. Plans for the competition and breakfast social afterwards will be discussed and determined at that time.



## 2003 Competition Schedule

Mark your calendars for the following dates:

April 26/27	Skylark Airport, (located just East of Bradley Airport)
May 24/25	Marlborough, (Social at the Smith residence following competition)
June 21/22	(Proposal for approval) Livingston Recreational Field, Tewksbury, Massachusetts
July 12/13	Ushchak Aerodrome
August 23/24	Plainville
September	To be decided





## Connecticut "Fast Facts and Trivia"

From Arlene Osborne

The first telephone book ever issued contained only fifty names. The New Haven District Telephone Company published it in New Haven in February 1878.

The USS Nautilus - the world's first nuclear powered submarine was built in Groton in 1954.

Connecticut and Rhode Island never ratified the 18th Amendment (Prohibition).

In 1705, copper was discovered in Simsbury. Later, the copper mine became the infamous New-Gate Prison of the Revolutionary War. Doctor Samuel Higley of Simsbury started the first copper coinage in America in 1737.

The Scoville Memorial Library is the United States oldest public library. The library collection began in 1771, when Richard Smith, owner of a local blast furnace, used community contributions to buy 200 books in London. Patrons could borrow and return books on the third Monday of every third month. Fees were collected for damages, the most common being "greasing" by wax dripped from the candles by which the patrons read.

On April 9, 1810, a Salisbury town meeting voted to authorize the "selectmen draw upon the town treasurer for the sum of one hundred dollars" to purchase more books for the Scoville Memorial Library collection, making the library the first publicly supported free town library in the United States.

Mary Kies, of South Killingly was the first woman to receive a U.S. patent. On May 15th, 1809 for a method of weaving straw with silk.

Cattle branding in the United States began in Connecticut when farmers were required by law to mark all of their pigs.

In Hartford, you may not, under any circumstances, cross the street walking on your hands!

Connecticut is home to the oldest U.S. newspaper still being published: The Hartford Courant, established in 1764.

Connecticut is home to the first hamburger (1895), Polaroid camera (1934), helicopter (1939), and color television (1948).

The first automobile law was passed by the state of CT in 1901. The speed limit was set at 12 miles per hour.

The first lollipop-making machine opened for business in New Haven in 1908. George Smith named the treat after a popular racehorse.

In 1937, Connecticut became the first state to issue permanent license plates for cars.

Bristol, CT is considered the "Mum City" of the USA because of the many Chrysanthemums grown and sold to various states and Canada

The first blast furnace in Connecticut was built in Lakeville in 1762.

The Submarine Force Museum in Groton is home of the historic ship Nautilus (SSN 571). It is the official submarine museum of the United States Navy.

Connecticut's most important crops are dairy, poultry, forest and nursery, tobacco, vegetables and fruit.

Connecticut's motto is Qui Transtulit Sustinet -- "He Who Transplanted Still Sustains".

In colonial New Haven cut pumpkins were used as guides for haircuts to ensure a round uniform style. Because of this fashion, these New Englanders were nicknamed "pumpkin-heads."

The first English settlers of Connecticut arrived in 1636, settling the plantations of Windsor, Hartford and Wethersfield.

The Monroe Town seal is in the form of a circle with the words "Town of Monroe Connecticut" written in the outer rim of the seal. Inside this outer circle is a profile of a bust of James Monroe, who was the fifth President of the United States, serving from 1817-1825.

B.F. Clyde's Cider Mill is the only steam-powered Cider Mill in the United States and is located in Mystic.

7-year-old James Thorsell designed the New Hartford "Town Bicentennial Emblem".

Named in 1724 for the stony character of the hilly countryside, North Stonington was incorporated in 1807.

The manufacturing of the first safety fuse started in Simsbury in 1836.

In 1728, the first steel mill operating in America was located in Simsbury.

Wallingford has earned a worldwide reputation for the production of silverware.

The first golf tournament in Connecticut for women only was held in Waterbury on June 12, 1917.

West Hartford is the birthplace of Noah Webster, the author of the first dictionary published in 1807.

PEZ® Candy is made in the city of Orange.

Some of the world's most famous cloth is woven in the Stafford textile mills.

### A local look Back at 95: continued

- Chris Mooney becomes ReMax pilot guru for all of New England.
- Mick Murphy completes college education, passes private pilot exam and finds high stress job all in same year.
- Several CLAS pilots launch from International Special Olympics Parents of Athletes Dinner at Aqua Turf Club. Good Post Flight Party.
- Mick and Kathy try to land in backyard in Southington, surprises resident who happens to be out in his backyard naked. Landing aborted for better spot. (naked guy obviously not cute enough for her).
- Plainville Balloon Rally organizers forced to exclude balloonists insured by Urbine Balloon Agency for flying in event because of Urbine's questionable underwriter.
- Dave Lasher comes of retirement, finds job. Spends more \$\$\$ sending out resumes and traveling to 1,403 interviews than he will gross in first year.
- NPRM for possible balloon Certified Flight Instructor rating has US balloon community worried. (Chicken Little sky is falling!) Comment period extended to February 11, 1996.
- Town of Farmington debates town aircraft landing issue.
- Article about Silas Brooks, "Connecticut's First Balloonist" reprinted in Scoop from Burlington newspaper. Several CLAS members comment on Brook's eerie / scary physical resemblance to and similar life-style of another former Burlington CT, balloonist now living in VT.

## UP, UP & AWAY – FOR 35!

**Lindstrand Balloons of Oswestry has just completed the manufacture of the largest passenger ride hot air balloon in operation.**

The massive 600,000 cubic foot “Falu” balloon took to the skies above Oswestry for its maiden voyage this morning. The basket, which measures 6.1 metres (20ft) in length, is believed to be the largest single span basket ever built. It can carry 33 passengers and two pilots. The envelope (the fabric part of the balloon) stands 37.7 metres (124ft) high and is 32.7 metres (107ft) wide at the equator.

The artwork on the balloon, which is for Swedish Crispbread Company Falu, consists of over 1200 white squares which were painted onto the yellow envelope to recreate the packaging colors. General Manager of Lindstrand Balloons, Simon Force, said “One good thing about having 35 people on board is that there are plenty of people around to help load the basket and envelope back into the trailer after the flight!”

He added “We are delighted to be working with Joe Hanson and Cesar Anderson of Upp & Nerr Balloons of Sweden, who



have given Lindstrand Balloons the opportunity to build yet another record breaking balloon.

### WHAT IF.....

You are at a balloon rally in an unfamiliar area. The weather briefer for the event is a well known local aviation weather guru. The forecast for the afternoon flight calls for winds from the west at 8 knots, going to less than six around sunset. Winds aloft are forecast to be light and variable at 3000’ and 6000’ and northwest at 9 knots at 9000’ . The forecast calls for few scattered

clouds at 3500’ until near sunset. The current conditions show scattered clouds at around 3000’ , temperature 75 degrees and winds from west at 5 knots.

The forecast and conditions are perfect you say. Local pilots report that the direction you will be heading has some great landings sites. You confirm winds and direction with a pilot, brief your crew and inflate. Since it is such a beautiful afternoon you decide to take a crew member and two sponsors on the flight in your 77,000 cu. Ft. balloon.

The flight is beautiful, winds and weather are as forecast,

The flight is beautiful, winds and weather are as forecast, about 30 minutes before sunset you go to last fuel tank and discover it is just starting to register (40% or 4 gallons). You look around and you are over woods the middle of a valley with a small field and yards within a quarter of a mile. At your cruising altitude you notice your forward motion had almost ceased, you descend and discover your movement is 180 degrees opposite?

### Wedding Announcement

After over 21 years of living as partners, Susan and I finally got married on the afternoon of February 28. The marriage was a modest but significant event for us, with heartfelt vows exchanged in our living room in front of our fireplace.

Susan found an interesting quirk in Massachusetts law that allows a person of good standing to be named a Justice of the Peace for



one day. Dr. Clayton L. Thomas, known and loved by almost all fellow New England balloonists, presided at our

wedding. We consider him a friend and mentor, and were honored that he agreed to preside at our wedding.

Fortunately, we had excellent weather, and a predicted snowstorm hit Washington, DC instead of Boston. Clayton lives in central Massachusetts and bad weather could have been a real problem with the JP license being limited to Feb. 28.

**Jim Ellis & Susan Sparks**  
"Peacock"

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## “What Do I Owe You” continued from page 8.

*(Continued from page 8)*

now heard the stories of may an event. Still he asked another crew member: “What do I owe?”

This person answered a bit differently cause he had heard the plea — “Did you not see the sun rise in all its glory?”

“Yes!” said the first timer excitedly, knowing now he would get a reasonable answer. “Then you owe him the sun, for you shared with your pilot the glory of a new and bright day”, and the crew member smiled, hugged him and walked away.

Determined to find a fair fee, the first timer went up to a lady who seemed to be experienced with the crew. Once again, he asked the same question, this time (he thought) with more sincere look in his eye.

She knew he was serious and had heard the previous query. “Did you get to see the moon in the sky before the sunrise?” she said, quite solemnly. “Why, yes!” he replied, with a wonderful grin.

“Then you owe him the Moon.” she said with a smirk, as she hugged him and kissed him on the cheek. Then she sauntered away.

Undaunted in his quest, first timer asked yet another — “But, What Do I Owe You?”

This time he was met with a calculating crew member who knows the score. This one told him in great detail of the cost of the balloon, the cost of the insurance, the cost of the chase truck, the amortization of the equipment, the wear and tear of each event, and on , and on and so on.

“So, what is my part, and what do I owe you?”

The replay was simple: “I dunno, ask the pilot.” And he walked away.

Frustration set in as he was told to “Load up. Get Aboard.” And “Were heading back to the launch site.” Climb on he did and with absolute intent he listened to the round table of talk on the back of the vehicle. Soon they wee at

the point of origin.

Once more everyone thanked him for joining them, much to his dismay, for what do I owe them was the point he wanted to play.. So, back to his pilot he strode with swelled chest. He cornered him and pushed him with a voice full of zest: “What do I owe you, I’ll be put off no more. I’ve asked all your people and they think me a bore. I must owe you something for this fine spree, you’ve catered to me, cajoled me and filled me with glee. This all costs you money and I’m willing to pay. I’d like to come back with my honey, but you mustn’t keep me at bay — for what do I owe you, my share is worth your day.”

The pilot listened and looked in his eyes, he thought for a moment and then by surprise, he said “First timer you owe me a lot, but I in turn must pay for the life I have got. I love this sport dearly, I choose to be leery, of this in the real world, whom I can’t read quite clearly. You owe me a prayer, that I may continue with flair, never hurting anyone, because I do very much care.”

First timer was shocked that they had been amateur poets together. He fully understood that his experience was one far beyond a balloon ride. He felt he had ridden on the wings of Angels in the clear morning of the dawn of man and beast. First timer had soared to the pinnacle of the mountain where God lives. He had been allowed for a few moments of his life to hover as the birds, to move at the mercy of the wind, to only be controlled up an down not knowing his fate, to have some folks awaiting his arrival, Johnny-on-the-spot, retrieving precious cargo from a flight governed only by the warm hands of is Creator. He began to understand the crew who kingly gave him the answer to life. He envied them for their chores and tasks of being on this crew for as long as they choose. He wished he too, could do this forever. He knew he was welcome to come along again and join in the sun, moon & stars. He began to understand “Mother Earth

and Father Sky”.

The winds have welcomed you with softness... “What did I owe you? I paid in happiness.”

This story was written by Jacquelyn Paul of Albuquerque and dedicated to her husband, Skeeter Paul.

The Winds  
Welcomed you  
with softness...

### NEWS FROM HOUSTON

Sept. 1990 by Bill Murtorff

Balloon Bungee Jumping has hit Houston in a big way. Al Muir has put his balloon on tether along side Highway 6. He gets \$25 per head and the line never stops. Since he is the local expert, I wanted his advise on equipment. “A 100 ft nylon tether rope and 150 ft of rubber Bungee and you are in business.” That’s what I got and my first jumper was over Suttons’ Pond. I was at the end of the 100 ft tether when the guy left the basket. Darndest thing was when the guy jumped, the Bungee was still slack when he hit the water. What a SPLASH! I called Al with my problem and he said, “Maybe it’s 100 ft Bungee and 150 ft nylon rope.” Gee, I hope you’re right this time, Al, I hate having to visit Ralph in the hospital every night.

ED. NOTE This is a story and although amusing, one wonders why any balloonist would risk his equipment, life, and worldly possessions to get involved with bungee jumping from a balloon.



PO Box 53  
Southbury, CT 06488-0053  
WWW.LIGHTERTHANAIR.ORG

## “What Do I Owe YOU?”

Said the first timer to his pilot while the pilot was busily getting the balloon ready to be packed up.

The pilot smiled but, politely ignored the first timer while taking off the burner, untying the red line and checking the propane to be sure of no leaks.

“But, what should I pay you?” the first timer insisted, following the pilot around while he completed the deflation check.

The pilot answered: “Oh nothing. I’m glad you came along. Your joy in the experience together was my payment.”

The first timer was unsure, so he went to a member of the crew: “What do I owe for this ride in the balloon?”

The crew member said: “Well, you must ask the pilot.”

The first timer replied: “I did.”

“And, what did your pilot say?” said the

member of the crew.

“He said—‘Oh, nothing’, but I feel I must do something, so what do I owe?”

The crew member smiled, while gathering the top for sewing and said; “Stand here and hold the load tape while I sew in the top.

Follow my direction and you’ll have worked for your ride.”

The first timer obeyed, did a damn good job, but was unsatisfied. He went to another mem-



The Irish Balloonists Prayer

ber of the crew and asked: “What do I owe him for my balloon ride?”

Again, the girl said to ask the pilot. Again the replay was the same. He pressed her while she was packing the envelope into the bag — she said: “Wait till we’re through. Follow my lead and help us pack up. That’s all we ask.”

The first timer did all that was asked and soon the system was on the truck. He went to still another crew member and asked the same question. This time they told him to kneel on the line and pay attention to the tale. He did. Soon it was over, the first timer had heard the story of ballooning and the Irish balloonists prayer — needless to say he’d been doused with champagne, beer and Mother Earth, hugged, kissed and welcomed aboard with great cheer, the pin was administered and the memories had been set for life. The first timer

*(Continued on page 7)*