



The Scoop

The Connecticut Lighter Than Air Society publishes this newsletter for its members and interested parties. Portions of this newsletter may be reprinted if credit is given to the writer and to CLAS. The opinions expressed are not necessarily those of the organization or members of this organization (but if they are, they'll be exceptionally good ones). For more information contact Penny Christy 12 Blue Grass Rd., Middletown, Ct 06457 Phone (860) 857-8757 e-mail pmchristy@earthlink.net

Volume XX, Issue 1

"Winter-Spring" 2007

CLAS MEETING May 17, 2007

Come to the Plainville Municipal building (Rte 372) on
Thursday, **May 17, 2007** at 7:30PM

CT Balloon Events
Plainville Balloon Festival August 24th – 26th

CLAS Meeting Minutes, February 15th, 2007

In attendance: Ellen & Erwin Dressel, Mark Sand, Charlie Perreault, Mike Bollea, Penny Christy, Garry Guertin, Lisa Huck, Santo Galatioto, Jim Goodwin, Daryl Smith, Tom Murphy, Tony Roswell, Kevin Brielmann, Alan Jarman, Robert Zirpolo & Lesley Pritchard

Meeting began at 7:30 p.m. by Charlie Perreault, our new president.

Treasurers report: \$6210.95 in the checking account. Cost of the Winter Dinner was more than attendance but with the sale of the calendars we are ahead.

Seminar to be on the 3rd of March 2007 and it will be held at the Air Museum in Windsor Locks. Garry Guertin was given the go-ahead to secure the caterer at \$15/person. List of presenters and scheduled discussed: Kevin Brielmann, Robert Zirpolo, Daryl Smith, Santo Galatioto, Jim O'Brien, Harvey Hubbell, Jim Adams & Attorney Michael Foy

Discussion:

Award of a rotating competition trophy: Kevin Brielmann is still working on an idea for 'R. Salzberg' award. Discussion also about a winner 'ribbon for the basket.'

Competition to be only one Saturday with Sunday as back-up. Schedule should be set and not altered.

Meeting adjourned at 9p.m.

Respectively submitted, Ellen Dressel, Secretary

Letter from the IRS renewing the club's non-profit status was completed and mailed back to the IRS. They needed to know if we were still in existence and our gross receipts were under \$25,000.00.

Refreshments for March Meeting: Mark Sand.

CLAS Meeting Minutes, March 15th, 2007

There were not enough members to make a quorum of 12 to have a formal business meeting.

CLAS Winter Dinner January 28, 2006

(Many Thanks to Ellen Dressel and Lisa Huck for their hard work and our wonderful evening.)



New Officers: Charlie, Santo, Mark, and Ellen
This year's cake was from Mike Bollea again and was a picture of the restaurant!

Connecticut Lighter Than Air Society - 2007 CLAS Officers were installed:

President:	Charlie Perreault	860-536-7393	bythefireplace@earthlink.net
Vice President:	Santo Galatioto	203.432.9873	Santo.Galatioto@yale.edu
Secretary:	Ellen Dressel	203-272-6119	edressel@cox.net
Treasurer:	Mark Sand	860-426-0814	mdsand@snet.net



Gene's Corner House Restaurant at 1219 South Main St. Plantsville, CT

CLAS AWARDS

CLAS Challenge for points during CLAS Competitions went to Charlie Perreault

Art Laliberte Perpetual Crew Award was not presented.

Judith Ushchak Perpetual Crew Award was not presented.

C.L.A.S. Competition Winners For 2006

Pilot Competition - CLAS Challenge: A total of 13 Pilots came this year. With all the bad weather we had in 2006, we did not get any Hare & hound races in. But we did come up with a Winner for 2006.

First Place: Charlie Perreault with 18 points

2nd Place: Mark Sand with 14 points

3rd Place: 12 points: tie: Jim Regan & Mike Bollea.

4th Place: 6 points: James O'Brien

5th Place: 5 points Penny Christy.

Crew Competition Winners:

We had a total of 33 crewmembers show up for year 2006.

Winner for 2006 is Debbie Smith with 6 points.

2nd Place: Steve Uschack with 3 points

3rd Place 2 points: Garry Guertin

CLAS Meeting Minutes, April 19th, 2007

Educational: "Photography from a Balloon"

Presented by CLAS Member, Rob Macfarlane, Professional photographer and photo competition judge

Early 2007 April Fool's Day Flight *by Mike Bollea*



We flew out of Fieldstone Ct. just north of Erwin's house. Mick Murphy set up along side of us, and we flew beside him to take some photos of his new homebuilt. Then Mick when up higher and flew north past the Aqua Turf. We stayed low going south, and landed near the big nursery off W. Johnson Ave. We exchanged passengers and crew and took off up to 3,200 ft. We passed over Mick down below us again, going south.

That day we would stay high and fly past the Aqua-Turf going north, and down low we would go south. We landed in the Aqua-Turf parking lot where we launch our C.L.A.S flights. Great 1½ hour flight - very slow box winds this morning. Thanks Mark, for the flight. Allen, thanks for coming out with only 1-1/2 hrs of sleep. We always have fun.



For next year's calendar?

Key things I learned ballooning in 2006

By Charlie Perreault, CLAS President

How to paint Landing Zones Green – While you're out there flying and you see a house or business that looks as if it would make a nice landing spot, take pictures of it. The nicer the landing spot... the nicer the pictures should be. Afterwards print out some of your best pictures into 8x10 glossies that the landowner or business manager would like. Then do a little leg work to meet with the land owner at a convenient time to give him/her the prints (along with a photo CD). How many landowners are offered free aerial photos of their place? I have not met a single person or manager who was not sincerely impressed.

Handing over the aerial photos opens a perfect opportunity to explain to the landowner how and when you took the pictures, along with some of the ups and downs of ballooning. It also gives you a comfortable chance to ask the landowner if it would be ok to land on his or her property if the need arises. At these moments the landowner feels free to say yes to a new friend and not pressured to say "OK, but don't do it again" to an early morning intruder. The landowner or business manager is also in a position to explain their concerns or areas of sensitivity, like a driveway or loading dock that cannot get blocked, or some livestock, landscaping, or plants that must not be disturbed.

And by asking first, they will be looking out the window with a friendly attitude, and the pilot will already have an understanding landowner's sensitive areas. With a lot better chance of that sensitive area not being the area under the basket, or blocked by the chase vehicle.

Often a red zone gets created when a land owner gets caught off guard at the wrong moment. Sometimes their business or his/her peace and quiet is interrupted. And having no prior contact or any understanding of the people causing the "interruption", they are upset. People like meeting at better times other than sunrise, and they enjoy receiving interesting personalized gifts.

When explaining to other pilots that it is ok to land at a location, be sure they understand any limitations or landowner concerns that go along with the permission to use.

Important Tip for Crew or Balloon Followers. - One of the most valuable tips taught to me by a Crew Chief named Ellen Dressel, was how to park at a possible balloon landing site. Ask the crew to look for the nearest tree or light pole and park under it to leave the open areas for the balloon. This parking rule needs to be explained clearly before launch to all crew and drivers of chasing vehicles. Be sure to include the friends of passengers that want to follow. By helping them to understand the open space needs of a landing balloon, they can keep chase vehicles out of the way and also direct sightseers to safe locations. I've been standing in a parking lot waiting for a balloon coming in from a few hundred feet away and had sightseers pull up and park alongside me or behind me to watch and take pictures. By having a clear understanding of my job, including examining and securing an open landing site, (especially when it comes to parking lots) makes the job at the landing go more smoothly and safely.

Inexperienced crew likes to pull out into the middle of a parking lot to make sure you can see them. They just want to show you that they're there for you. By helping the crew understand their assignment at the landing site, they can help you secure an open and safe landing site. Once you're safely on the ground you can easily talk your crew through everything you need done step by step. But when you're busy making that final approach, you may not have the free time to redirect crew. And it may be too late to move vehicles to make this landing site. By having a clear understanding of your landing site needs, your crew will make the whole operation look more professional to your passengers and the sightseers.

CLAS 2007 COMPETITION

First 2007 Fly-out/Competition has yet to occur

We will send at least 2 email reminders out each month, as well as publishing it in the newsletter. We're going to vary the tasks this year, so it's not the same thing every time. We may even score multiple tasks on the same day if the weather will allow it. And I'll try to get you the standings each month for the newsletter.

2006 CLAS Competition Schedule

Date (s)	Location	Details
April 14 (15)	TBA	Windy
May 12 (13)	TBA	
June 9 (10)	TBA	
July 14 (15)8	TBA	
August 25 (26)	Plainville, CT	
September 8 (9)	TBA	
October 13(14)	TBA	
November 10 (11)	TBA	
December 8 (9)	TBA	
January 12 (13),2008	TBA	

Competition flights are scheduled for the second Saturday mornings.
The next morning (Sunday) is the back-up date.



One of Chris Mooney's horses



NEAM Entrance

2007 CLAS Calendars: Gone!!

Congratulations, Gary on another successful calendar campaign.
Get your pictures ready for next year.



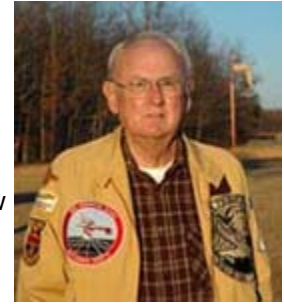
Connecticut Lighter Than Air Society - 2006 CLAS Officers

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Vice President:	Santo Galatioto	203.432.9873	Santo.Galatioto@yale.edu
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Treasurer:	Mark Sand	860-536-7393	mdsand@snet.net

From the BFA:

'SPIN DOCTOR' BILL KERSHNER DIES AT 77

Pilot, flight instructor, and aviation author William K. Kershner, 77, died January 8 in Sewanee, Tennessee, after a prolonged battle with cancer. "Bill will be remembered as an enthusiastic pilot, great educator, and friend," said Bruce Landsberg, AOPA Air Safety Foundation executive director. "He served as a sounding board on many occasions to the foundation. I called on him periodically to discuss airmanship or procedural issues. From traffic patterns to aerodynamics of stalls to IFR techniques, I could always count on Bill for good advice." Kershner soloed an Aeronca Defender from Clarksville, Tennessee's Outlaw Field—a grass strip at the time—in 1945 at age 16. After four years flying Corsairs in the Navy, Kershner worked as a corporate pilot, flight-test pilot, and special assistant to William T. Piper Sr., then president of Piper Aircraft. With the help of his wife, Betty—who typed his handwritten manuscripts—Kershner authored and illustrated a series of five highly regarded flight manuals; his *Student Pilot's Flight Manual* alone has sold more than 1 million copies. Kershner contributed often to AOPA publications, including *AOPA Pilot* and *AOPA Flight Training*. He also was known for his interest in spins, having logged more than 8,000 spins totaling some 35,000 turns. He was the national General Aviation Flight Instructor of the Year in 1992. Kershner continued to teach ground school into late December 2006. See the multimedia presentations about Kershner's work on [AOPA Online](#).



TRADING PAPER FOR PLASTIC

You can keep your paper pilot certificate forever, but if you want to continue flying, sooner or later you'll likely have to get one of the new, tamper-resistant, plastic certificates. The FAA last Friday issued a proposal that would require pilots to get a plastic certificate within two years (five years for other airmen certificates) after the regulation is finalized in order to continue exercising their airmen privileges. The rule would also require aircraft owners to notify the FAA within five days after the sale or transfer of ownership of their aircraft. Some 82 percent of AOPA members said they supported this rule when they were surveyed in 2005, and 55 percent already had a plastic certificate. The FAA has been issuing plastic certificates since 2003, after the 9/11 terror attacks prompted the agency to act on a proposal published in the late 1980s but never finalized. All pilots can voluntarily [request a plastic airmen certificate online](#), and you can keep your old paper certificate. Ordering a new certificate costs \$2, but if you want the FAA to remove your social security number from the certificate or its records, you can get a [plastic certificate for no cost](#).



Plastic pilot certificate likely to become mandatory

You can keep your paper pilot certificate forever, but if you want to continue flying, sooner or later you'll likely have to get one of the new, tamper-resistant, plastic certificates. The FAA on Friday issued a notice of proposed rulemaking (NPRM) that, if adopted, would require pilots to get a plastic certificate within two years (five years for other airmen certificates) after the regulation is finalized in order to continue exercising their airmen privileges. The rule would also require aircraft owners to notify the FAA within five days after the sale or transfer of ownership of their aircraft. "Some 82 percent of AOPA members said they supported this rule when we surveyed them in 2005," said Andy Cebula, executive vice president of government affairs, "and 55 percent already have a plastic certificate." ▶ [New certificate for little or no cost...](#)

PASSPORT REQUIRED TO REENTER UNITED STATES

There's a new item to add to your preflight checklist when flying outside the United States: passport on board? As of January 23, [you'll need a passport](#) to reenter the United States. The Western Hemisphere Travel Initiative, set forth by an act of Congress in 2004, requires everyone—including children—who travel by air to Canada, Mexico, Central and South America, the Caribbean, and Bermuda to have a passport to reenter the United States. The requirement can be waived under [certain emergency circumstances](#). If you just don't have a passport or forgot it, you will be delayed, and Customs and Border Protection officials will use what proof of ID and citizenship you have to verify your information against its databases.

CLAS 2007 4th Annual Safety Seminar March 3 at the New England Air Museum at Bradley Field in Windsor Locks

Thanks to those of you who contributed your long hard working hours to make this successful seminar happen! Deb at the NEAM, CLAS officers, Garry Guertin, Rob MacFarlane (Photography), Mike Baio (Video taping).



Harvey Hubbell talking about his crazy hat and ballooning history including the Long Island Balloon crossing attempt.



Jim Adams and the FAA



and Daryl Smith and Logbooks



Atty. Michael Foy "Balloon Accidents – the legal side of our sport" and Santo Galatioto "Where VFR meets IFR"





Kevin Brielmann and an animated Robert Zirpolo talk about maintenance and Brooks & Dunn Balloon pilot, Joe Shevenell talks about flying all over in new places.

Sixteen Hours to Spare by Santo Galatioto

It was not long ago that we were all assembled at the annual safety seminar when Daryl Smith approached me and informed me that one of his students, Dave Curry, was ready for his Private Pilot check ride. Well, the weather being what it was, Dave had to cool his jets for a while. I knew that Daryl or Dave would call me when the time was right and that was the case. I got the call toward the end of March that Dave was ready and could we schedule the flight. To make a long story longer, Dave and I conducted the oral with the possibility of a few days of potential flying in the days ahead. This is not terribly unusual but I learned that Dave's written was about to expire on Saturday March 31st, the end of the week. Both Dave and I were available for mid-week flying but the weather once again wasn't cooperating.

The evening of March 30th arrived and the forecast for the 31st wasn't the greatest. We decided that we would assemble on the field in any event hoping for a positive turn in the weather. The morning of the 31st arrived and we met at Kathy's. It appears that the only area in the state with acceptable flying conditions that morning was the Farmington Valley. We later learned that others around the state got up and looked out their windows and went back to bed. Dave must live under a shining star because the conditions for flying were great. Dave was assisted by Brian Clark (Dave crewed for Brian when he took his test 4 months earlier) and Daryl. There were onlookers to include Kathy who was lending Mick a fan (some things never change) and others from the Murphy clan: Murf the 4th (that would be the young better looking one) and his younger brother Brendan (also very handsome). Mick crewed for his nephews as they flew off in a homebuilt.

Dave did a fine job in putting it all together and before too long we were in the air. Down low, the wind was quite cooperative for practicing take-offs and landings as well as contour flying. Once you got above 500 feet AGL things moved along at about 16 mph. Dave did all that was needed to comply with the requirements and clearly demonstrated his good flying ability. Dave has been around ballooning since he was a teenager. He began crewing for Brian's father in the purple POW balloon. He has many undocumented flying hours and was clearly at home at the controls.

As we were nearing the end of the flight, I pointed out a spot where I wanted him to try to land, knowing full well that we would have to climb to about 1000 feet and make a steep approach to get in. He did a fine job and we terminated the flight. By the time we got to the restaurant (Jim Regan joined us) to complete the paperwork, it was approaching 8am. Dave completed the test with 16 hours to spare before having to go back and take the written again. Well done, Dave. As always, Daryl gets a large pat on the back for churning out new pilots that are well equipped to take on the challenges and pleasures of our sport while helping to insure a positive future for ballooning.

Lets all wish Dave good luck and look for him in that purple POW balloon that he has acquired from Brian Clark. This will serve as a good reminder for all of us to never forget those who have served our country so well.

**Can anyone name all the pilots in this picture?
Where is this picture taken?**



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CONNECTICUT LIGHTER THAN AIR SOCIETY MEMBERSHIP APPLICATION

The Connecticut Lighter Than Air Society is a club for anyone interested in learning about, participating in, and improving the sport of ballooning. Pilots, crew, and enthusiasts alike are welcome and ALL can contribute to the safety, enjoyment and education of the sport. Meetings are scheduled monthly on the 3rd Thursday of the month at the Plainville Municipal Building (Route 372 at Whiting St.) at 7:30 PM. For more information, contact any of the officers listed in this newsletter.

CLAS DUES \$20 include membership privileges and newsletter.

Extra voting family member add \$5

Newsletter Subscription Only \$15

Decals \$2 (\$1 members)

CLAS Member Pins \$5 (\$3 members)

Landowner Pins \$4 (\$3 members – limited quantity)

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

TELEPHONE (Home) _____ (Work) _____ (Cell) _____

E-Mail _____ Will accept newsletter electronically? Yes ___ No ___

(Default will be electronically unless notified otherwise.)

CLAS Membership Info:

Single (\$20) ___ Family (\$20) ___ Extra Vote (\$5) Name: _____ Newsletter Only (\$15) ___

New ___ Renewing ___

Crew ___ Student Pilot ___ Private Pilot ___ Commercial Pilot ___ N# _____

BFA # _____ BFA CAAP Level _____ BFA PAAP Level _____

FAA Wings Level Completed _____

Pilot Certificate # _____ Type(s) of Certificate(s) _____

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