

THE
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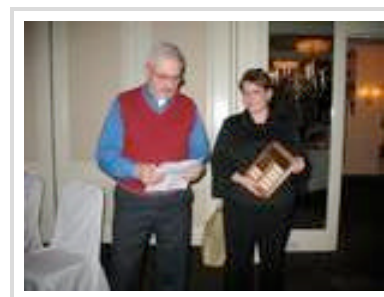
Next CLAS Meeting
Thursday, February 19th at 7:30PM
Plainville Police Department, 19 Neal Court, Plainville
Across from the Plainville Municipal Building on Rt. 372

CLAS Winter Dinner

A great time was had by all at the CLAS Winter Dinner held Saturday, January 31st at the Avon Old Farms Hotel in Avon. Jude Russell and Robert Zirpola chose a great place for dinner—some say it was too classy for us—but the resident mouse sure enjoyed our presence. The food was wonderful, as was the company, and many are already looking to next year.



Congratulations to Kristen Brighenti on receiving a Crew Award.



Congratulations to Libby Richardson on receiving a Crew Award.

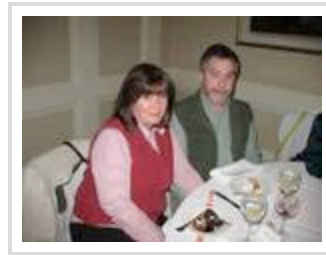
More photos on the next page...

Thanks to Mike Bollea and Charlie Perreault for these great pictures!

More Photos from the Winter Dinner



Incoming President Mark Sand had some fun as outgoing President Charlie Perreault received a commemorative gavel for his service to the club.



From The Scoop Editor, Libby Richardson

Have pictures or a story you'd like to share —email me! I'd love to hear from you.

Thanks for your contributions for this month's Scoop: Penny Christy, Mike Bollea, Charlie Perreault, Garry Guertin

Publishing Information

The Scoop is published on a monthly basis prior to the club's monthly meeting on the third Thursday of each month. Submissions for *The Scoop* are preferred by email to Editor Libby Richardson at libby_rich@yahoo.com. Photos, articles, and ideas are always welcome. Information may be mailed to 380 Hitchcock Road #258, Waterbury, CT 06705 or can be brought to any CLAS meeting. All materials should be to the Editor at least two weeks prior to the club meeting for inclusion.

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. For more information contact Libby Richardson, CLAS, PO Box 53, Southbury, CT 06488-0053. Email: libby_rich@yahoo.com; Phone: 203-988-6577

Update on Keith Sproul

Provided by Penny Christy

Here are some photos that Keith's wife, Debbie, has posted on the CarePages for Keith Sproul. Keith and Mark celebrated their 50th birthday on Jan. 7. Their wives are also twins with their birthdays on the 8th. What a celebration!! Keith is having physical therapy 5 days a week and they will probably be in New Mexico into March. They are entertaining the conversation of removing his leg cast.

Keith can be reached at:

Ladera Nursing Center
5901 Ouray Rd NW, Room 142
Albuquerque, NM 87120
(505) 836-0023



Minutes – CLAS Meeting of January 15, 2009

CLAS President Mark Sand called the meeting to order at the Plainville, CT Police Station Building at 7:38 PM.

Members in attendance were: Charlie Perreault, Mark Sand, Mike Bollea, Garry Guertin, Rick Silva, Tony Roswell, Tom Murphy, & Penny Christy.

There were no minutes from the last meeting as it was the December Holiday Party. A motion was made to waive the minutes from the last meeting and it was seconded.

Sunshine Committee: Tony sent a card out to the family of Evelyn Laliberti. The membership discussed adding Evelyn's name to the name of the Art Laliberti Crew Award. Tony will get another name plate made up that can be mounted.

Education Committee: No report

Nomination Committee: No report

Audit Committee: Tom Murphy will set a date for the annual audit and contact Garry Guertin, Rick Silva, Mike Bollea & Mark Sand for the audit.

Competition Committee: Mark Sand will work with Mike Bollea to arrange new possible events along with back-up events. Geo-Caching was one alternate suggestion that the club could do in the event of weather changing a competition event.

A motion was made to accept the committee reports as reported and it was seconded.

Old Business: CLAS Safety Seminar - Penny led discussions regarding the 2009 CLAS Safety Seminar. Mark Sand volunteered to make the certificates again this year. Penny reported that a projector is still needed for the safety seminar presentations. Penny will also ask Charlie P. if his laptop can be used for the presentations. A 50/50 raffle is planned and Penny mentioned that she already has tickets for use. Garry G. reported that he has booked Kane's Kitchen again this year for food and refreshments. Mark Sand is to contact Deb Read about pulling out the old basket at the museum for display. Tony R. will pick up the awards for speakers.

New Business: Winter dinner: It was reported that a letter of attendance was sent out to the membership via e-mail and that anyone planning to attend should contact Judith Russell or Robert Zirpolo.

A motion was made and seconded to adjourn the meeting. Meeting was adjourned at 8:55 PM.

Charlie Perreault will bring refreshments to the next meeting on February 19, 2009

Respectfully submitted,

Garry Guertin, CLAS Secretary

Connecticut Lighter than Air Society



2009 BFA Safety Seminar Registration Form

NON-CLAS MEMBERS WILL BE ON A WAITING LIST UNTIL JANUARY 15, 2009.

SEATS ARE LIMITED

This year the club has organized its 6th Annual one-day Safety Seminar on Saturday, February 28, 2009. This will be held at the New England Air Museum at 35 Perimeter Rd, Bradley International Airport, Windsor Locks, CT 06096. (Take I-91 North or South to Exit 40 (Rte 20). Take exit for Rt. 20 onto Rt. 75 North. Follow for 2.8 miles. Take left at Museum sign onto Perimeter Rd. Follow for approximately 1.5 miles. The Museum will be on the right.) The sessions start at 8AM and end at/before 6:30PM. Breakfast and Check-In at 7:30AM, mid-morning and mid-afternoon snacks, lunch, meeting the presenters after, and informal dinner out with those who are interested.

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

- Pilot and Crew Safety –** Garry Guertin and Lisa Huck
- Aeronautical/Pilot Decision-Making –** Bill Hughes (Being Confirmed)
- Weather –** Mark Schilling
- Federal Aviation Regulations –** David Tanzer – "Balloons in the National Airspace System or How to Play Nicely with the Other Boys and Girls."
- Open – 1st Half –** Don Piccard - Proposal for an Extremely High Balloon Flight
- Open – 2nd Half –** Don Piccard Tour the Museum and Q&A
- Maintenance and Equipment Repair –** Don Piccard – From Viewpoint of Manufacturer of Type Certified, Amateur and Experimental Built Aircraft
- Balloon Accidents – Panel – CLAS –** Paul Stumpf – Chair of Panel of CLAS members and guests

BECAUSE OF THE POPULARITY OF DON PICCARD AND THE SIZE OF THE NEW ENGLAND AIR MUSEUM ROOM, NON-CLAS MEMBERS WILL BE ON A WAITING LIST UNTIL JANUARY 15, 2009.

First Come First Served

If you have any questions please contact Penny Christy, CLAS Safety Seminar Chairperson, at (860) 857-8757 (cell) or (860) 638-3803 (home) or by e-mail at pmchristy@comcast.net.

Connecticut Lighter Than Air Society, PO Box 53, Southbury, CT 06488-0053

NAME	
Address	
City, State, Zip	
Phone	
E-mail	
BFA Member Number	
Balloon N#	
Insurance Company	
CLAS Member?	Current? Yes_____ No_____ New_____
Pilot Certificate Number	
Rating or Crew Designation (Circle only one)	CP - Commercial Pilot PP – Private Pilot SP – Student Pilot CR – Crew Person O - Observer

Registration Fees:

\$60 = Pilot CLAS Member
 \$80 = Pilot CLAS Member \$60 + 2009 Individual Membership \$20
 or Pilot Non-Member \$70 + NEW 2009 Individual Membership \$10
 \$70 = Pilot Non-Member

\$30 = Crew CLAS Member
 \$50 = Crew CLAS Member \$30 + 2009 Individual Membership \$20
 \$40 = Crew Non-member
 Invited Traveling Presenters are Guests

Make checks payable to CLAS and return with this application to:
CLAS, C/O Penny Christy, 12 Blue Grass Dr., Middletown, CT 06457

Notes:

- If you miss any of these classes you will not meet the BFA's education requirements to qualify as a safety seminar. Make-up classes may or may not be available.
- Your BFA #, Balloon N#, and Pilot Certificate # are required information that must be submitted with your application. Without this information your application cannot be processed by the BFA. Please look them up NOW and insert them above.
- Your seat will not be reserved until payment has been received.
- 2009 CLAS membership is \$20. Become a NEW first time member for an additional \$10 to the non-member price.
- This application will also be accepted at the Jan. 15th and the Feb. 19th CLAS meetings. This registration form must be received by the education committee before the start of the FAA Safety Seminar on February 28, 2009.
- Contact Penny Christy if you plan to stay overnight. We will look for economy accommodations for you near the museum.
- Bring your pilot logbooks for endorsement for the ground school portion of the Wings Program.

G.E.B.A. Safety Seminar & Trade Show

March 14, 2009 at Rutgers University, Piscataway, NJ

The safety seminar will be held on March 14th from 8:00 AM until 6:15 PM. Please download the registration form from the GEBA website.

All but one of our presenters have been determined. They are:

- Dr. Chuck Wagner - Medical
- Dr. Rich Lanning - accidents
- Bob Sparks – balloon stories, Crossing the Great Lakes, Russia, etc.
- Bert Padelt – Maintenance & Equipment
- Repair – Pilots only
- Beth Miller from IMC – balloon insurance – Pilots only
- Gordon Schwontkowski – Crew chief & Crown lines - 2 hr. crew only session. Note: Gordon speaks to crew while pilots attend insurance & maintenance session in another room.
- Tom Robins – Propane system review
- Ben Hanbicki – Pilot Decision Making
- Mark MacSkimming – FAR's
- Mike Zemlachenko - Pilot/Crew Safety

Balloon-mounted radars from Israel to help Navy monitor the coastline

www.IndiaExpress.com

The Indian Navy is set to acquire two aerostat radars from Israel to fill vital gaps in the coastal security setup in the aftermath of the Mumbai attack. This is the first time the Navy will operate the balloon-mounted air defense radars that have a detection range of over 500 km and can track low-flying aircraft.

The Navy has also started price negotiations to purchase close to 300 missiles for its Barak ship air defense systems after it was given the go-ahead to deal with Israel's Rafael Advanced Defense Systems Ltd that has been under the CBI scanner for alleged kickbacks during the NDA regime. Sources said the Navy will shortly sign a deal to acquire two EL/M-2083 Aerostat radars, which are already in service with the air force, from Israel. While the acquisition was on the Navy's shopping list for a long time, it was accelerated by the Government after the Mumbai attack.

The new radars, mounted on a hot-air balloon tethered to the ground, will enhance the Navy's ability to detect enemy aircraft by providing 3-D coverage in a radius of 500 km. Three aerostat radars, for example, will be able to give seamless coverage for the entire western coast. This would be in addition to the ground-based radars already being operated by the Navy. "The biggest advantage of an aerostat radar is that it is not fixed and can be moved to any location on the basis of the current threat perception. It will give us the flexibility to deploy it on a need basis," a senior Navy officer said.

The IAF currently operates two aerostat radars and has ordered four more from Israel to boost air-defense cover. One of the radars, which can be quickly deployed at different locations, was moved to southern India after the LTTE carried out air strikes against Sri Lankan targets in 2007.

Transport Canada needs to take more action to regulate balloon industry

Provided by Penny Christy

There is no guarantee Transport Canada will take "hard and fast" action to regulate hot air balloons despite serious concerns about the safety of passengers, a lead investigator with the Transportation Safety Board said Wednesday.

In releasing the board's final report on a fiery hot air balloon crash in Manitoba that badly injured the pilot and two passengers, investigator Peter Hildebrand said Transport Canada has only made preliminary moves to overhaul the industry despite interim recommendations made back in March. The report into the 2007 crash, which happened near Winnipeg, found a combination of high winds and the lack of an emergency fuel shut-off contributed to the accident. Hot air balloons carrying paying passengers are considered private aircraft and aren't subject to the same kind of tough standards as other small commercial operations.

Although the board recommended stricter safety rules from Ottawa months ago, Hildebrand said there is no guarantee Transport Canada will act before hot air balloon tours start up again in the spring. "No regulatory changes have been made," Hildebrand said. "We are concerned . . . in terms of hard and fast action, we do not have any assurance that it will be taken."

There have been 15 hot air balloon accidents in Canada since 1997, resulting in three deaths and 26 serious injuries. One of the worst accidents came just weeks after the Winnipeg crash when a hot air balloon in British Columbia burst into flames after takeoff and plummeted to the ground, unleashing an inferno when it hit. The accident took the lives of mother and daughter Shannon and Gemma Knacksted of Langley, B.C.

The board's lengthy investigation into the Winnipeg crash found the Sundance Balloons pilot didn't try to land the balloon quickly enough once winds picked up over the city. The pilot also didn't shut down the fuel system when the balloon was headed for a hard landing, Hildebrand said. Upon landing, the basket was dragged 210 metres, pulling out the fuel line fittings and releasing liquid propane around the pilot lights triggering the fiery explosion.

Tougher federal regulation dictating when a hot air balloon can fly and requiring an emergency fuel shut-off may have prevented this accident, Hildebrand said. With regulation, Transport Canada could conduct audits, inspections and hold such balloon operators to account, he said. "We don't think it would be crippling," he said. "We think it's feasible." Sundance president Barry McGonigle wasn't immediately available for comment on the final report.

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send in your dues.**

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Because they're due now.

Thank you!

Dues for 2009 are now due. Please send in your dues money now. Thank you!

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 Police Department, 19 Neal Court, Plainville, 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 CLAS Member Pins \$5 (\$3 members)

Decals \$2 (\$1 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) _____

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



The Scoop/CLAS
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