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A TRIBUTE TO THE UNITED STATES

This, from a Canadian newspaper, is worth sharing.

America: The Good Neighbor.

Widespread but only partial news coverage was given recently to a remarkable editorial broadcast from Toronto by Gordon Sinclair, a Canadian television commentator. What follows is the full text of his trenchant remarks as printed in the Congressional Record: "This Canadian thinks it is time to speak up for the Americans as the most generous and possibly the least appreciated people on all the earth. Germany, Japan and, to a lesser extent, Britain and Italy were lifted out of the debris of war by the Americans who poured in billions of dollars and forgave other billions in debts. None of these countries is today paying even the interest on its remaining debts to the United States.

When France was in danger of collapsing in 1956, it was the Americans who propped it up, and their reward was to be insulted and swindled on the streets of Paris. I was there. I saw it. When earthquakes hit distant cities, it is the United States that hurries in to help. This spring, 59 American communities were flattened by tornadoes. Nobody helped.

The Marshall Plan and the Truman Policy pumped billions of dollars! Into discouraged countries. Now newspapers in those countries are writing about the decadent, warmongering Americans. I'd like to see just one of those countries that is gloating over the erosion of the United States dollar build its own airplane. Does any other country in the world have a plane to equal the Boeing Jumbo Jet, the Lockheed Tri-Star, or the Douglas DC10? If so, why don't they fly them? Why do all the International lines except Russia fly American Planes?

Why does no other land on earth even consider putting a man or woman on the moon? You talk about Japanese technocracy, and you get radios. You talk about German technocracy, and you get automobiles. You talk about American technocracy, and you find men on the moon -! not once, but several times - and safely home again. You talk about scandals, and the Americans put theirs right in the store window for everybody to look at. Even their draft-dodgers are not pursued and hounded. They are here on our streets, and most of them, unless they are breaking Canadian laws, are getting American dollars from ma and pa at home to spend here.

When the railways of France, Germany and India were breaking down through age, it was the Americans who rebuilt them. When the Pennsylvania Railroad and the New York Central went broke, nobody loaned them an old caboos. Both are still broke. I can name you 5000 times when the Americans raced to the help of other people in trouble. Can you name me even one time when someone else raced to the Americans in trouble? I don't think there was outside help even during the San Francisco earthquake. Our neighbors have faced it alone, and I'm one Canadian who is damned tired of hearing them get kicked around. They will come out of this thing with their flag high. And when they do, they are entitled to thumb their nose at the lands that are gloating over their present troubles. I hope Canada is not one of those."

Stand proud, America!

This is one of the best editorials that I have ever read regarding the United States. It is nice that one man realizes it. I only wish that the rest of the world would realize it. We are always blamed for everything and never even get a thank you for the things we do. I would hope that each of you would send this to as many people as you can and emphasize that they should send it to as many of their friends until this letter is sent to every person on the web. I am just a single American that has read this.

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2001 CLAS Meeting Schedule

January.18	Budget and dues approval and committees.
February.15	Oxford Tower Tour & Audit committee report.
March.15	Business Meeting.
April.19	Wings Program.
May.17	Business Meeting.
June.21	Duats.
July.19	Business.
August.16	Navigation and GPS
September.20	Nominations.
October.18	Crew Training.
November.15	Elections.
December.20	Holiday Party

Refreshments Committee

<u>August</u>	Mike Bollea
<u>September</u>	"OPEN" and accepting a Volunteer!!!
<u>October</u>	"OPEN" and accepting a Volunteer!!!
<u>November</u>	Mick
<u>December</u>	Party

Windsor Locks Flight Standards District Office



Tele: (860)654-1000 or **Fax:** (860)654-1009

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www.faa.gov/region/ane/flight_standards/index.htm

CLAS 2001 Competition Schedule

September 29	Waterbury-Oxford Airport
October 27	Jillson Square, Willimantic

Newsletter On-Line Via the Net

For all club members that are willing to visit our web site at
www.lighterthanair.org

And log in and to download and print there own copy of the newsletter
please e-mail Jack Perry with your current e-mail address.

88 Regular Members

**only 13 members no longer receive a printed copy
of the Scoop**

CT Junior Balloonist News

The Plainville Balloon Festival

Andrew O'Brien
Race Brook School
Mrs. McConville

The Plainville Balloon Festival is something that I look forward to all year. The massive balloons of many different colors, floating high above the clouds in woven baskets, and the beautiful yellow glows in the evening sky are some of the things that make the Plainville Balloon Festival great.

After walking around the fair for a while, it is time for the inflation of the balloons. It is a very beautiful sight. Many colors rise up to full size. You feel like you are an ant below the huge bags of air. The great nylon spheres give you a warm feeling inside. Before you get a closer look they lift up into the sky. "Oh well," you think, "there's always next year."

Most people don't get to fly at the fair, but I have an advantage. My dad owns a balloon. Flying is great fun for the passengers, but it takes a lot of concentration to fly the balloon for the pilot. There are many parts of the balloon such as the scoop, the propane tanks, the deflation line, and the envelope. It is a great feeling being up in the air. You feel like you are a cloud floating high above the ground. But the birds sometimes get annoyed. You have tons of fun until you land.

After the flight most people are ready to go home, but some people stay for the glows. When it gets dark, the pilots light their burners for the last time in the day. Because it is dark, the light from the balloon shines through the envelope [fabric] and creates a bright yellow glow in the sky. The balloons look like light bulbs lighting up the night. This is one of my favorite parts of the fair.

So if you like bags of color starting to flair, floating with the clouds high in the air, and rainbow balloons in the evening sky making a glare, then you'll have fun at the Plainville Balloon Fair.

Southington Apple Harvest Balloon Rally

Saturday October 6, 2001 at Derynowski Elementary School located one block south of the town green on Rte 10. Directions: 84 east or west to Exit 32 (Rte 10, Queen ST) go south for two miles (appx). One block past town green turn right onto Eden Ave. Go past bakery and turn left into parking lot for school field. Drive around the PERIMETER OF THE FIELD!!!!!! Flight time in October should be appx 6:30a.m. For more info contact me at 203 250 8441. Propane sponsored by the kind folks at Boulevard Fuels of Southington. Fill up post flight at a place to be designated soon. Thanks....RZ

LANDOWNER CARDS

The new landowner cards have been handed out at the last meeting and boy to they look great. Now that we have spent the money for these new cards lets get them out to the landowners to show our appreciation. Lets see is these cards have a higher return rate then the last ones or maybe we just have not been handing them out????

Year-to-date only **9 Land-owner cards have been returned.** Only two comment have been noted on the returned cards

- One was a farm in Morris CT, looking for local pilots to possible schedule a ride and when Tony responded to the request.
- The other was a comment from a woman in Avon who said "It was such a pleasure having you — feel free to drop by anytime!!"



CLAS 2001 PHOTOGRAPHY CONTEST

DATE CHANGE!

COMPETITION WILL BE HELD

September 20, 2001

FOR SEVERAL REASONS THE PHOTOGRAPHY CONTEST WILL BE HELD AT THE SEPTEMBER 20TH MEETING RATHER THAN THE JUNE 21ST MEETING

AS ORIGINALLY SCHEDULED. THAT GIVES EVERYONE ALL SUMMER TO GET SOME GREAT PHOTOGRAPHS (PHOTO'S DO NOT HAVE TO BE TAKEN THIS YEAR).

SIZE LIMITATION HAS CHANGED: MINIMUM SIZE 5X7, MAXIMUM 11X14

PRINTS FROM COLOR COPIES MAY BE SUBMITTED BUT WE WILL NEED AN ORIGINAL NEGATIVE, SLIDE OR GOOD QUALITY 8X10 PRINT TO SCAN FOR THE CALENDAR.

KEEP IN MIND THAT HORIZONTAL FORMAT PHOTOGRAPHS WORK BEST FOR THE CALENDAR.

CALENDARS WILL BE READY FOR THE NOVEMBER 15TH MEETING.

QUESTIONS CONTACT JACK PERRY

Competition News and Schedule

There were no competition results for August at the Plainville Balloon Fest. I'll take the heat for placing the designated target too far East. Our Competition for September will take place on Saturday the 29th at Oxford Airport. This will be an effort to continue building good relations started earlier this year with the tower visit at Oxford. I'll be asking the Airport Manager, Michael O'Donnell, to post a notice in their terminal office for any Pilots interested in balloons to come out for Balloon launch on September 29. Also, to get on the best possible terms with Oxford Airport we hope to fly four to five Airport personnel.

The Competition for September will be to see who can fly furthest in one hour and fifteen minutes. It will be based on the honor system and remember the chase crew will never keep a secret.

The rules are as follows:

Arrive at Oxford Airport between 6:00 and 6:30AM. and sign in at Mike Bollea's truck. We will be laying out the Balloons along the taxi ramp. Since they need to shut down the Airport for us, we will all launch at the same time. We will meet at Mike's Truck for the Pilot briefing at 6:30AM and then prepare to launch for 7:00AM. The clock will start at 7:00AM and all Balloons will have landed by 8:15AM or be disqualified.

The Pilot's briefing will cover wind direction, red zones, and we'll synchronize our watches. We will also assign to each Balloon the Airport people planning to fly. Most important, will be the restaurant chosen for our after flight social. Our backup date for September 29 will be October 6, the Apple Harvest Fest in Southington.

Our October Competition will be back at Jillson Square in Willimantic on October 27th with a backup date on the 28th. Daryl and Cindy will host the after flight social again. Let me remind everyone what a great time we had this past Spring there. This time it will be a theme social, an Albuquerque Tailgate Breakfast. Pancakes, eggs, coffee and paper products will be provided by Daryl and Cindy. Everyone should bring something to share like fruit, bagels, cream cheese, pastry, muffins, orange juice, apple cider or what ever. Each member will be responsible for their own Champagne. Everyone attending needs to contact Cindy, as soon as possible, to RSVP and to let her know how many people are in your group and what you are bringing, so we all don't show up with the same thing. Daryl and Cindy can be reached at 860-742-3681.

October Fly-out & 1st CLAS Albuquerque Tailgate Party

Ever been to an Albuquerque Tailgate party? Then make sure you don't miss the CLAS October Competition and after flight social.

The October Club Fly-out and Competition will be held at Jillson Square in Willimantic on October 27th with a rain/wind date of October 28th. After flying everyone is invited to Daryl and Cindy Smith's house in Coventry for an Albuquerque style Tailgate Party. Dress the way you would, or did, in Albuquerque, and bring food items to share with others. Daryl and Cindy will provide pancakes, eggs and coffee. As typical with an Albuquerque Tailgate party, Cindy Smith will be the coordinator handling RSVPs for your group and will have the list of food suggestions to bring. Some of the suggestions are: bagels, cream cheese, pastries, fruit, orange juice, apple juice, napkins, paper plates, plastic forks and knives and anything else you think would be appropriate. I know that at least one club member out there had some of Ruddy's Barbecue sauce from one of Albuquerque's finest Rib joints. (Would go good with eggs Frank)

Everyone will be responsible to bring their own Champagne and you might want to bring your own folding lawn chairs. Dress is Albuquerque launch field attire. A special award is on hand for the person who is chosen to have the best Albuquerque attire.

Schedule

Sunrise – 6:15 AM

Estimated Launch time – 6:30 AM

Tailgate Party Starts – 8:30-9:00 AM

Crew competition event (optional) – 10:00 AM

You don't have to fly or crew in the competition event to come to the tailgate party, just RSVP. To RSVP or for directions call Cindy at 860-742-3681 or e-mail at daryl@kbz.com. If the weekend looks like a total washout weather wise, or because of airspace restrictions, we will have the Albuquerque Tailgate Party anyway on Saturday, October 27th at 9:00 AM. Call us the night before at 860-742-3681 for an update on weather and events.

This is also a good opportunity to invite any potential members to join us and help increase our clubs membership. If you know of any pilots, crewmembers or friends who are not involved in our club invite them along, and encourage them to join the club. We hope to see all of you at the October fly-out and tailgate party.

Appleton couple survives deadly balloon ride

Staff and wire

BURLINGTON A hot-air balloonist died Saturday night after apparently suffering a medical emergency that caused minor injuries to two Appleton residents who jumped from the balloon's basket after it crashed into some trees.

The victim was identified as Michael Lathrop, 50, who operated Chocolate City Balloon Co. near Burlington. Lathrop was giving a ride to Scott and Mary Jo Gehl, of Appleton, when he collapsed. Scott Gehl said Sunday that his wife, a teacher at Maplewood Middle School in Menasha, always said she wanted to do two things in life take a hot-air balloon ride and swim with dolphins. As a birthday gift, he arranged for the couple to take a balloon flight Saturday over rural Walworth County.

The balloon had been in the air about five minutes and had climbed to approximately 1,100 feet when the pilot suddenly slumped over. "At first we thought he was playing a joke," Gehl said, but the balloon quickly descended and the pilot remained motionless.

Gehl said a frantic three minutes ensued in which he first tried to resuscitate the pilot, radio for help and work a series of switches to fire up the balloon again. He said he was too busy to think about being terrified. As they approached some trees, the Gehls braced themselves for the impact. "It was a jarring hit," Gehl said. After they hit, the balloon, which was several feet off the ground, was dragged through the trees for about 75 feet before it came to a halt a few feet off the ground. At that point, Gehl got his wife and Lathrop out of the basket. The lightened balloon started to take off again, so Gehl scrambled to get out, jumping about 11 or 12 feet to the ground.

MetLife Blimp Blows Away in Mo.

KANSAS CITY, Mo. (AP) - A MetLife Blimp in town for a professional football game broke away from its mooring during a thunderstorm and landed about 75 miles away in rural northern Missouri.

The blimp's 20-foot mooring mast broke at about 8:30 p.m., and it floated away from Downtown Kansas City Airport in 50 mph winds. The unmanned blimp landed about two hours later, said Joe McBride, a spokesman for the Kansas City Aviation Department.

Startled Kansas City residents called police and local television stations after seeing the massive object sailing through dark skies lit up periodically by lightning.

The deflated blimp came to rest on top of a truck. Its passenger compartment was banged up and a wire fence dangled from it, said witness Paul Sturm. McBride said no one was injured. McBride said airport police and employees of the company that owns the blimp had tried to stabilize the dirigible, but the wind was too strong. "It was futile," McBride said. "The mast snapped and they sort of watched it float off. And it went to the northeast and they lost sight of it."

OPERATIONS AT TOWERED AIRPORTS

**Wednesday, September 26, 2001, 7:30PM
EXECUTIVE FLIGHT SERVICES / WATERBURY-
OXFORD AIRPORT / OXFORD, CT**

Do you consciously avoid flying into toward airports because of the complexity involved? Do they scare you? Sure it's possible to avoid towered airports, but doing so impacts the flexibility and utility of flying. This program will include a bran new video, which reviews procedures at towered airports. We'll also review techniques for avoiding runway incursions. **A great way to prepare for the new air traffic control tower at Waterbury-Oxford and not to mention the CLAS competition fly-out from the airport! Does this mean that all participating pilots of the scheduled competition are going to make an effort to attend this meeting to show support from the Connecticut Balloonists???**

Spiedie Fest

Binghamton's well run Spiedie Fest was held the first weekend in August and moved back into town at Otsiningo Park this year for the first time in several years. Binghamton, NY is a lovely area with many hills and valleys and is a delight to fly. Morning fog limited us to two gorgeous afternoon flights this year. This generous event had a dinner



party at the Touch of Texas for us to sharpen our line dancing skills and many other dining opportunities including a sumptuous brunch on Sunday. This picture is of Diane Riem's Miss Kitty with the remote controlled Energizer Bunny's balloon on a tether behind her. The other picture is my local crew (Tiffany, AJ and Debbie) in front of Steve Goodyear's ragbag.

Think of ballooning as making love to the sky

By Meg Godlewski
8/24/2001

Most pilots know the adage "Time to spare, go by air." For the layperson, that translates to, "Take a plane, but be ready for delays and diversions." Now if you REALLY have time to spare, if you don't have a particular place to go, and you just feel like making love to the sky, consider a balloon as your personal aircraft.

With the exception of gliders, balloons are the quietest form of air transportation. Stand on a field at the end of a balloon race and you'll see what we mean. The only sound you'll hear is the muffled roar of those propane heaters that warm the air inside the balloon.

Mark West has been involved in ballooning since 1983. He notes that it's a far cry from his first aviation experience: flying E-2C-Hawkeyes off aircraft carriers for Uncle Sam. West is now president of AeroStar International, a Sioux Falls, South Dakota, company that makes hot-air balloons. "I didn't get into ballooning because of balloons," West said with a boyish smile. "When I got out of the Navy I went to work with Raven Industries because of my aviation background. They manufactured balloons and started using me for some of those applications. I started writing new flight manuals for them."

If you bought a hot-air balloon 20 years ago, chances are pretty good you got it from Raven Industries, AeroStar's parent company. "In 1980 we manufactured about 1,000 balloons a year," West said. "Now we're doing about 300 a year." Although the numbers have declined significantly, they still represent about one-third of the hot-air balloons sold in the United States.

Like any other aspect of the aviation industry, hot-air ballooning is subject to the cycle of boom and bust. The company took a hit in 1981-82 during a recession, and in 1986 Raven created AeroStar as a wholly owned subsidiary because of liability issues. "In about a three-year period our product liability insurance costs went up about 2,000%," West said. "It wasn't any particular loss experience that did it to us; it was aviation in general. It happened to everybody. That's what drove Cessna out of the single-engine business for a while, and almost put Piper out of business completely."

is the disappearance of balloon-friendly airspace. Balloons need areas that are free of obstructions for takeoffs and landings. "Those areas have disappeared," West noted.

Similar to fixed-wing and rotor aircraft, ballooning has its Experimental models as well. The West family built one that resembles a wicker loveseat trimmed with black and white cowhair. Named "Whatever," it has a 20-gallon propane tank that forms the base of the seat. Fully fueled, the basket weighs 210

pounds and will easily carry two 200-pound people.



"There are a lot of folks out there who build balloons that are little more than a seat on top of a propane tank," West said.

"You sit there with your legs hanging out. My wife has flown one of those, and she really thought it was fun to

let her feet dangle, but I wasn't really nuts about landing like that so we came to a compromise." Thus, "Whatever." Balloons don't have tachometers or Hobbs meters, so logging flight time is done by wristwatch or timer. "Any time the balloon is hot, you log that time," West said. "Flight time is logged from takeoff to landing."

Balloons are required to have 100-hour inspections, and an A&P who has had training for balloon repair must do annual inspections and any repairs. The best place in the United States to fly balloons?

"Albuquerque," West said. "It has the largest population of balloons in the country because of the flying conditions there. You got prevailing winds aloft generally from the south, and winds on the ground in the morning are from the south, so people fly what is known as

Although the FARs do not require a current medical certificate, you must have a balloon pilot's license to operate a balloon. West said training is difficult to acquire these days because balloon-qualified flight instructors are difficult to find. Another hurdle for many people is the hours that balloon pilots must keep.

"You have to get up early in the morning," West said, "and people aren't really inclined to do that. People are more into instant gratification. They'd rather go buy a jet ski and be on the lake by that afternoon than learn to fly a balloon."

Balloon flying is also a team sport; you need a recovery team (at least one person) with a truck or van to pick up the balloon after you land. Another contributing factor to the decline in ballooning

(Continued on page 7)

(Continued from page 6)

the Albuquerque Box, which you can literally fly over and over again."

While balloonists adhered to the same VFR weather minimums as fixed-wing and rotor pilots, the ride is much quieter and smoother.

HOW BALLOONING BEGAN

Hot-air ballooning got its start in the fall of 1782 when two brothers, Joseph and Jacques Montgolfier, of Lyons, France, constructed a linen bag that measured 33 feet in diameter. After inflating it through heat from a fire, they released it. The unmanned bag soared out of sight and came to land about a mile away. A group of farmers had no idea what this strange thing was landing in their field. Thinking it was the work of the devil, they attacked it with pitchforks.

Despite their unfortunate incident, the Montgolfier brothers continued their hot-air experiments. In September of 1783, in front of the king and queen of France, they attached a cage to a linen balloon and placed a sheep, a rooster and a duck inside. The animals were launched to a height of 1,500 feet. The only injury was to the rooster, which had been stepped on by the sheep.

Shortly after the Montgolfiers, other would-be aeronauts began experimenting with hydrogen-filled balloons, which had greater lifting and staying power than the hot-air variety.

The first human to fly in a balloon was Jean Francois Piulatre de Rozier, who ascended in a tethered hot-air balloon on Oct. 17, 1783. A few months later he and a friend, Marquis d'Arlandes, flew for 25 minutes in a hot-air balloon. Less than two weeks later another man, J.A.C. Charles, flew for 2 hours 27 minutes in a hydrogen-filled balloon.

The military quickly found ways to use balloons to their advantage. Because the first balloons had no means of propulsion and could not be steered, they were primarily used as platforms to view enemy positions. The U.S. military used balloons during the Civil War and Spanish-American war. The British used them during World War I and World War II for aerial photography, and balloons were anchored to bridges by means of cables to discourage low-flying enemy aircraft.

Balloonist set for Everest trip

Adventurer David Hempleman-Adams is gearing up for his solo balloon flight across Everest. He has said his final farewells to his support team today and will leave for Katmandu in Nepal tomorrow. He will then travel to Tibet where he hopes to begin his epic flight by the end of the month. The trip will take up to six hours. Today he opened the hi-tech control centre, at Keynsham, near Bristol, where the team will be based. But Mr Hempleman-Adams, 44, said weather conditions in the Himalayas are already causing him problems as a landslide eight miles long was blocking his intended pass to his 16,000ft-high base camp. He said: "We only found this out in the last couple of days. "This is the monsoon period out there and the people in Katmandu say there has been a 15-kilometre land slide." But Mr Hempleman-Adams said he was excited by the trip which follows his balloon journey to the North Pole last year. He said: "I wanted to keep the same team together at the control room because it went so well. I climbed Everest in 1993 and I thought it would be beauti-



Hi, Great flying in Gatineau, Canada - the air was so still that the minimum altitude for one morning flight was 5,000 ft. and the real moving air mass was between 6-7,000 ft. Passengers had a great view of the miniature world, curve of the earth's surface etc.....

Wish I were closer and I'd come to a ;meeting, miss you all, Diane

Annual Mooney Time Christmas Bash

DECEMBER 15, 2001

3:00pm---Until Bill & Pat leave!!!!



Bring your favorite dish!!!!

Chris & Cindy Mooney
72 Railtree Hill Road
Woodbury, CT 06798
2 03-263-0167

2nd



**Penny Christy
10 points**

1ST



**Mike Bollea
13 points**

2nd



**Jim Regan
10 points**

Competition Standings for 2001

Ranking	Name	Points
1.	Mike Bollea	13
2.	Penny Christy Jim Regan	10
3.	Mike Kirkwood Erwin Dressel	9
4.	Kevin Brielmann	7.5
5.	Mick Murphy Daryl Smith	4
6.	Frank Bart Bill Colyer	3
7.	Clyde Livingston Steve Ushchak Gloria Koczera	1

3rd



**Erwin Dressel
9 points**

3rd



**Mike Kirkwood
9 points**



AMERICAN RED CROSS DISASTER UPDATE

The American Red Cross wants to thank the thousands of people who have contacted them to offer their help in the disaster relief efforts and to request assistance in contacting loved ones. Below is a guide to the best ways you can help the Red Cross in the coming days and weeks.

If you're looking for a family member affected by the attack...

In the aftermath of the September 11 terrorist attacks, the priority of the American Red Cross is providing lifesaving assistance in the form of immediate disaster mass care and blood to victims and emergency workers in New York, Washington, DC and Pennsylvania. All inquiries regarding family members should be directed to your local Red Cross chapter. You will be asked to provide detailed information. Please be advised that the inquiry process will take some time given the magnitude of the tragedies.

If you want to make a cash donation ...

The American Red Cross needs cash donations to secure the special resources we need to provide immediate disaster care. You can make a donation right now through America Online. 100% of your donation will be applied directly to these disaster relief efforts. Thank you!

If you want to give blood...

Thanks to the time and generosity of everyone who gives blood on a regular basis and to the thousands who have responded to our call for help in the past 24 hours, our blood supplies are in excellent condition for responding to the immediate need. But of course we are always eager to receive new blood donations. If you want to give blood, please contact your local Red Cross chapter to make an appointment.

If you want to volunteer...

The Red Cross has thousands of trained volunteers ready to respond to disasters throughout the country. We do not send new volunteers on immediate assignment. If you want to become trained in Red Cross Disaster Services and respond to future disasters, please contact your local Red Cross Chapter in the next few days to help reduce current volume, which is extremely high.

Thank you again to all those who have responded in this extraordinary time of need.

Sincerely,
The American Red Cross

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

We need to show CLAS support to the Disaster Relief!!

How do we the Connecticut Lighter Than Air Society want to pledge our support??

- **Do we want to send money which is badly need?**
- **Do we want to organize a blood drive?**
- **Organize a tethered balloon glow and donate the proceeds?**
- **Send CLAS T-shirts to the rescuers who are requesting t-shirts, gloves and socks?**

Please think about this for Thursdays meeting and lets make a difference!

CLASSIFIED



1987 Cameron DP-70 Airship.GBNXG. 22TT.Complete w/box trailer, 2/10-gal.alum.cyls.,2-cylcc/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



1984 Cameron A-140.N9024B. 10TT s/n1067,dbl MKIV burners,42x70 Aristo.basket w/cover, 4/10-gal alum.cyls.,6 banner areas, good amt repair fabric,pull test ok 3/2000,flat bad trailer 4x8ft. \$15,500. Contact 860-678-7921 or delano120@aol.com



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



1999 Firefly AX-8.N7053Z, 45TT.5.basket,dual Mirage,DT-21,turning vent,two master tanks 25,000.



1997 FireFly AX-9.N3085Z,140TT.5.5.basket dual T3s,DT-21,6 tanks, \$27,000. Both can be viewed at www.Berkshireballoons.com



1992 Cameron V-77 Envelope with Single Mark IV Burner and 42x48 Basket with 3 ten gal. tanks, annual 9/10/01. \$4500.00. Call Bill Colyer Tel-203-255-1929.



FOR SALE: FireFly Galaxy Envelope / 7B / Four point connction / envelope annual completed August, 20001 / TT 185 hrs. - asking \$3,000 or Best Offer, call (508) 992-5608- distinctive pattern, with velcro for banners on BOTH sides of envelope!!

Miscellaneous Items

30" wooden prop with the hub. Hub fits a one inch shaft. The prop and hub where used one season an are in very good condition. Contact Steve Goodyear 401-789-4062 or Skydancerballoons@yahoo.com

Wanted

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



A special thanks to all those that contributed to this months newsletter!

- Bill & Pat Colyer / Anderson
- The BalloonWorks
- Mike Bollea
- Thad Burr
- Penny Christy
- Erwin Dressel
- Dave Lasher
- Chris & Cindy Mooney
- Andrew O'Brien
- Jack Perry
- Jim Reagan
- Tony Roswell
- Daryl & Cindy Smith
- Diane Tomassetti
- Robert Zirpolo

Ed note: If I omitted anyone that contributed, I do apologize in advance for not mentioning your name individually. Thanks Mick

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 Oct 9th for the October Newsletter.



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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 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 \$ 10
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 # _____
Make checks payable to and Mail to: CLAS, PO Box 53, Southbury,CT 06488-0053

**The Scoop / CLAS
PO Box 53
Southbury, CT 06488-0053**

FIRST CLAS MAIL