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Where were you?

Bristol, CT September 16, 2001 / My call came at about 5 minutes after the first plane hit. Mike Russell called me from Chicago and told me to turn on CNN. I told him I haven't had cable TV since last November and he told me to "turn on anything" because an airplane just ran into the World Trade Center. I said I didn't even have TV because the only use my TV gets is when my kids are visiting they occasionally watch a Disney flick on tape. I figured it was some small airplane that made a bad turn while flying down the Hudson River for the typical sightseeing journey. He said it was no Cessna it was an airliner! I left the house and tried to find any store locally that had a TV....there was none. I then remem-

bered that ESPN was about a mile away and since I still freelance there occasionally my key card could open any entrance-way so I made my way down there. On the way there I dialed up my brother who works for a brokerage firm in Jersey City, NJ, which is less than a straight-line mile from the World Trade Center directly across the Hudson. After about fifteen rings someone answered his phone and said

they were evacuating the building because of the plane crash and GOODBYE! I still had no clue what was going on until the phone rang again and Mike Russell said that a friend of ours who was working in the city just saw another airliner fly into the second tower.

When I pulled into ESPN I parked and entered the broadcast center at the far end of the building and as I walked past a vacant control room saw a monitor showing a shot of the burning towers. I spent a few minutes listening to some news anchor talking about the crashes being an obvious act of terrorism and then realized that I heard no noise and saw no one else in the hallway. For those of you who have never seen the ESPN buildings in Bristol it is a complex of several buildings literally surrounded by satellite dishes of all sizes. You could say it is one of the most advanced state of the art audio/video communications networks in the world. When I realized there was no one in the hall I wondered if these buildings had also been evacuated, as they could be a target. I walked down to another control room and saw a few people watching multiple news networks and asked no one in particular if this building had been evacuated. I got very strange stares from everyone. The

building was not evacuated and six of us watched as the Towers burned, replays of the second plane hitting and then the buildings fall.

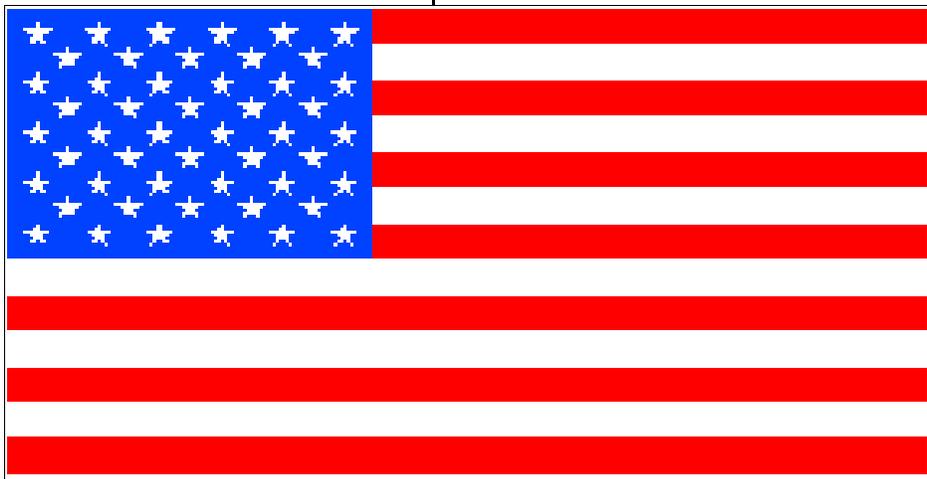
I left ESPN and drove over to Robertson airport. Just as the attacks started, a flight instructor I work with had departed Robertson airport with a student for a dual cross-country flight to Martha's Vineyard. They were immediately ordered by ATC to return immediately to their home base in the interest of national security, and were told nothing else. He said it was an eerie ride back.. In the pilot lounge a corporate helicopter pilot who flies a Sikorsky S76 for GE was having a cell phone conversation with a United 767 Captain who was in Washington, D.C. The United captain told him that rumors are floating about the United crew area that

the jet that crashed in Pennsylvania was actually shot down by a USAF F16. The story proves to be inaccurate at that time however in the days following, information from the news media comes to light that President Bush actually OK'd that scenario if the jet approached a major city and couldn't be turned

away. By the middle of the day it was taking on a very Kennedy assassination like feeling even though a large number of the people I work with and see during the day weren't even out of diapers or born when that happened.

Until now I don't think anyone of us has realized how common it was to see flying machines in the air until they were all taken away. Today is September 16th, since Tuesday Sept. 11th I have seen six of those machines, two Army Chinook helicopters on their way to Bradley from New York City and four airliners, two on Saturday 9/15, two on Sunday 9/16. The Part 91 VFR flying world has not yet been returned as of seven days after the attacks and as I write this there is no big push being undertaken to do so.

The world of free and easy flying and living that we once knew is now a thing of the past. We may now be just another of the countries in the world where machine gun toting guards stationed in our airports are the norm. We are now a country of people where Middle Eastern looking people make some of us nervous. I hope I don't become one those who give in to the paranoia.



2001 CLAS Officers

President: Tony Roswell
Phone: 203-264-5066
E-mail: Trozwell@aol.com

Vice Pres: Daryl Smith
Phone: 860-742-3681
E-mail: Daryl@kbz.com

Secretary: Ellen Dressel
Phone: 860-272-6116
E-mail: Edressel@99main.com

Treasurer: Jack Perry
Phone: 203-263-5962
E-mail: Jackp02@sprynet.com

Historian for Life: Mike Bollea
Phone: 860-677-0647

Webmaster: Jim O'Brien
Phone: 203-891-8333
E-mail: webmaster@lighterthanair.org

Committee Chair Members

BFA Liaison: Santo Galatioto
Phone: 203-397-0521
E-mail: Santo.galatioto@yale.edu

Competition: Mike Bollea
Phone: 860-677-0647

Education: Daryl Smith
Phone: 860-429-9462
E-mail: Daryl@kbz.com

FAA Liaison: Robert Zirpolo
Phone: 203-250-8441
E-mail: rzirpolo@jvanet.com

Flight Manual: Penny Christy
Phone: 860-638-3803
E-mail: pmchristy@earthlink.net

Membership: Ellen Dressel
Phone: 860-272-6116
E-mail: Edressel@99main.com

Nominating: Open

Products: Cindy Smith
Phone: 860-429-9462
E-mail: Daryl@kbz.com

Refreshments: Carlos Kebe
Phone: 203-639-4883
E-mail: tato@aol.com

Sunshine: Terri Rollinson
Phone: 203-264-5066
E-mail: Trozwell@aol.com

Winter Dinner: Al Theodore
Phone: 860-658-0228
E-mail: abttheo@aol.com

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

<i>November</i>	Mick
<i>December</i>	Party

Windsor Locks Flight Standards District Office

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



Kenneth D. Roach Manager
Bob Martens, Safety Program Manager
Robert.Martens@faa.gov
(860)654-1002
Peter Lindberg, Safety Program Manager
(860)654-1033
Peter.Lindberg@faa.gov

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

CLAS 2001 Competition Schedule

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

Sue Fraher has informed me and requested that I pass the word along that, in addition to adhering to the current NOTAMs, low flight over reservoirs should be avoided. One pilot of a fixed wing aircraft has already been arrested for such activity. While she acknowledges that we often fly low over water, do splash and dashes etc. and that these activities are legal, it is her opinion that it would be prudent to avoid these areas due to heightened awareness and anthrax scares. Consideration is being given to include these areas in future airspace restrictions. Low flying complaints are already increasing from all categories of aircraft. What was once normal and accepted has now become subject to question. Let's not add to the complaint workload of the FSDO. Sue also emphasized the need for all pilots to keep up with the changing NOTAMs.

Santo Galatioto

CLAS Meeting Minutes from July 19,2001

The meeting was called to order at 7:50 PM by CLAS President, Tony Roswell.

A quorum of 12 was present: Al Theodore, Terri Rollinson, Tony Roswell, Daryl Smith, Jack Perry, Mike Bollea, Charlie Perreault, Cindy Smith, Gloria Koczera, Penny Christy, Kevin Briemann, Carlos Kebe.

Treasurer's Report: Checking has \$1789.94 and the 3 CDs total \$5250.

Sunshine: Steve Ushchak sent us a note thanking us for his John Deere hat.

Products: Value in hand: \$2580.92

None at Goshen this year.

Plainville: Tony will call Dale to find out if we can sell CLAS products.

Durham fair? Tony will ask what Ellen did last year for a booth.

Woodstock and Brooklyn Fairs? Cindy will ask about these.

Membership: No new members.

Next Month: Daryl Smith will talk navigation and GPS.

BFA and FAA: Santo is not here.

Many possibilities were discussed for:

Winter Dinner The Silo, J. Timothy's, etc. (Penny will check on Lloyds in Middlefield for 60-100 on a Sat. evening.)

Get together mid-season

Breakfast fly-out.

Competition: Saturday 21July2001

If there is a 20 degree difference in winds at different altitudes, it will be a target event. If not, then it will be a Hare and Hound. Mike Bollea says that we need to be sure to sign in at a fly out. Re-member your baggie, or Mike will run out.

By-Law Changes: The Vote was affirmative (by 4 votes) to change the minimum age for membership to 14.

Flight Manual: Penny reviewed the currency of the classifications of many sites that were in the old manual. It was decided that many need to be rechecked, since members have landed in some with warm receptions.

The meeting was adjourned.

Respectfully submitted, Penny Christy

(Substitute Secretary for Ellen Dressel)

--- Penelope Christy

Thank-you, Steve & Judy Ushchak, for making your land so accommodating to hot air balloons and balloonists. You have always supported us with a protected launch sites. We heard that you even asked the contractor who is building a storage facility on the north side of your property, to cut the tree line so it would be easier for us to approach your fields.

Attached is a picture of your Ushchak farm as I did a touch and go in one of the fields this year.

--- Penelope Christy

Sept 20th, 2001 Meeting Minutes

Meeting called to order at 7:55 pm.

A moment of silence was observed for the victims and their families in the Sept 11th attack on America.

Minutes were read from the July 19th business meeting, M.M.S.P. to accept as read.

Treasurers Report: \$1595 in the checking account. \$5200 is the current balance in the C.D.'s, M.M.S.P. to accept the report.

Sunshine Committee: Cards sent to Mick Murphy's Father, \$35 to the memorial for Polly Lasher's Mother in Fl. A card is to be sent to Ed Yost, on the loss of his wife. **Products:** No change, as we are unable to set up a festivals to sell products.

Membership: New member Carolyn was introduced to the community. **Flight manual:** Penny is working on the new format and is making progress. Putting access on the web site for members only. **Education:** Oct. meeting to be geared to crewmembers. Also time will be available for those that need the navigation series for their program. Next year safety seminar will include a one-day experience to encompass the additional material needed by balloonist. **Competition:** Mike Bollea reported, 16 signed in at Plainville, 5 Baggies not paid for or returned. Number 18 was thrown and landed on K-Mart's roof. A reminder that pilots and crew need to sign in prior to flight to receive their points. Next event will be the fly out at Oxford, if weather not agreeable we will meet for breakfast.

IMC Insurance Co. will be contacted and asked if they could give the Club a blanket notification for pilots insured by them for launch landowner. **BFA-FAA:** Review of the regulations now being imposed by the FAA after Sept.11th. It was stressed the importance of doing what is being asked of us. **Winter Dinner:** Al Theodore had menus and prices from two locations, The SILO in Plainville and LLOYDS in Middletown. No vote was taken as to choice. October meeting will be at Wesleyan Hills beginning at 6:30 pm with a potluck supper. **Nominations:** only one was needed, secretary. Jim O'Brien had agreed, but at the meeting had to decline. Santo volunteered to run if no other nominations came forth. There was no objection from those present.

FAA Regulations became effective Sept 12th. Santo reported from flight service that the class B air space has been enhanced. No longer the upside down cake. Now the air space goes from the outer ring to the ground. **Please stay out side of this area.** JFK air space is 25 miles. This is true of any other large airport.

Weather NOTAM's regarding this change or listen to 121.5 on radio. No low flying if avoidable and clear Bradley's' airspace.

Meeting adjourned at 9:05.

Respectively Submitted

Ellen Dressel



BFA Jr. Balloonist Press Release - September 23, 2001

Tina Reeves, BFA Vice President and Youth Programs Chairman is proud to announce that Jim Smith from Tigard, Oregon will be joining her in Co-Chairing the BFA Jr. Balloonist Program.

Jim has become known for his outstanding efforts in promoting and providing leadership to BFA Jr. Balloonists in his area in the Pacific and Northwest. His dedication and enthusiasm will be much appreciated by the International Jr. Balloonist Program, a program that promotes the value of an education, staying off drugs and alcohol and setting and achieving goals not only in aviation but in life.

Jim can be reached at 503-590-5250 or check out his website at www.pachigh.com or Email at: pachigh@yahoo.com

Message from Jim:....I believe that programs such as the JB Program go a long way to helping the youth of our communities to

learn and grow into the adults of tomorrow. Providing the overall mission and direction, the program relies heavily on local Pilots, crews and clubs to implement it at a local level. I believe this is a critical success factor for the program by providing tools for families to involve their children and for others to mentor youth interested in the sport of ballooning.

Long before I became involved in Ballooning some 12 or 13 years ago, I was active in youth activities as a parent, supporter, coach and organization board member. I get a lot of satisfaction from participation in youth programs, watching the kids grow, learn and benefit from the programs.

Soon after purchasing my first Balloon, I discovered that schools really liked having the Balloon visit their school and that the kids went absolutely nuts. Needless to say, this has become a major part of the Pacific Peaks Balloon Company. We visit many schools; summer camps for youths of all ages and abilities, as well as providing a service to the Make A Wish foundation. The memories I have of

these trips will remain with me always.

As I became more active in our local Balloon Club I began to work with our local JB representative to discover ways to promote the program. This effort was aided by my becoming the editor of the club's newsletter. A vehicle to advertise and promote the program was discovered. Many of our members have been 'bitten' by the bug and are working hard to develop programs in their area. The Puget Sound kids teamed up with the Boise Kids and organized their club. A new group is forming in the Medford area. And we have hopes for a 'special' club here in this area organized around a school programs for deaf, hard of hearing, and children of deaf parents.

During the 1998 JB Camp at Boise River Festival, I met Tina. The friendship developed a year later at AIBF, and as they say 'the rest is history'.

Glens Falls/ Adirondack Balloon Fest - September 21-23, 2001

A huge congratulations to Bob Sommer (too bad he's not a CLAS member huh!) for taking home the BIGGEST trophy Walter Grishkot gives out. Seems Bob took a photographer and Walter up for a tethered ride to really oversee the fog blanket surrounding the Warren Memorial Airport (another great box wind phenomenon and dry runway landings). The trophy, a two handled HUGE urn, would be great if we all put in straws, filled it with something quite toxic and passed it around, oh hic...hic...hic. The trophy was for being a great sport, attending the festival year after year after year without any sponsors and still having a great time! Is there a lesson to be learned here? Congratulations !!!!

Tomassetti Diane G

2001 L'International de Montgolfières M. Christie de Saint-Jean-sur-Richelieu

by Penny Christy

This Aug. 10th - 20th, I went to my first L'International de Montgolfières M. Christie de Saint-Jean-sur-Richelieu 20 minutes south of Montreal in Quebec, Canada. If you haven't done that, you're missing out on a very well established, well organized event and an ideal vacation. There were about 127 balloons with lots of special shapes. Some pilots have flown in this event every one of its 18 years. The Saint-Jean-sur-Richelieu is a small town on the Richelieu River. The scenery is gorgeous, flat and wide open to fly in all directions. Once we're in the air, we can see the skyline of Montreal to the North. Occasional hills, that appear to have popped out of the flat earth, sparsely dot the area. Otherwise, a mix of mostly farmland with corn, soy beans, alfalfa, harvested grain, and pastures, with some treed areas made up the flying area. The Canadian Championship Pilot Competition was held in the mornings with series of multiple tasks. The rest of us had two hare and hound tasks during two afternoon flights. The hare balloon and event mascot was a blue spotted big smiling balloon with a red nose and flying ears. For the first task, I had flown 11 miles in high afternoon wind that didn't calm down, never saw the X, and was glad to find a nice pasture to land. The next task was a couple of days later and I shadowed Ronnie Nettles from West Palm Beach. He and I scored 2nd and 3rd out of 5 of us that scored. Winner took the prize, though. There are very balloon friendly landowners for miles. One farm had a



Insurance and Act of War

There was a question a week or so ago about whether insurance policies would cover losses arising out of acts of war or terrorism. Here is an article published recently in the National Underwriter, a weekly insurance industry trade journal that explains the problem in greater detail.

Act-of-War Determination Will Influence Coverage,
by Caroline McDonald

The question of the day for the insurance industry and its policyholders might not simply be how many billions of dollars will be sustained in losses from last week's terrorist attack on the World Trade Center towers but whether the action is proclaimed to be an act of war. "That's the \$64,000 question", said Thomas Mallin, president of the Downers Grove ILL - based Property Loss Research Bureau. "The main issue is whether or not the typical war exclusions would apply."

Most property policies include a war exclusion, he explained - adding, however, that "until we find out who was responsible, we really can't say for sure that there was any nation involved on the other side of this." Mr. Mallin said the official definition of a war requires "a conflict between nations, and that "if [terrorist] Bin Laden is responsible, he is not a nation even though he may be harbored by a nation." He explained that case law suggests that war exclusions don't apply except in cases of attacks orchestrated by countries that have a "recognized relationship" with the United States. If a nation is involved and claims responsibility, and "then probably that would be an act of war," he said. However, if a "fanatic religious or political group is involved, the war exclusion would probably never apply." As it stands, the issue is open to interpretation as to whether the attack on the World Trade Center was an act of terrorism, which most policies do not exclude, he said. However, "if it considered terrorism, all other exposures, such as business interruption, would be triggered," he explained.

Mr. Mallin said the possibility is strong that the U.S. government could determine that the damage is a result of an act of aggression towards the government. In that case, "there may well be government intervention in terms of the losses," he said. "Down the road in a few weeks I wouldn't be surprised to hear about legislation giving grants or loans for rebuilding. In that case, obviously those monies would take precedence over any private insurance money that would be available," he surmised. "We were innocent in this attack, and there's nothing to stop the government from believing that the citizenry should be reimbursed, deeming the attack as one against the government," he said. He cited as example wildfires that rages out of control in New Mexico last summer. Weeks after the event occurred, he said, Congress claimed responsibility for the fire started inadvertently by forest rangers. Funds were subsequently appropriated for people with property damage and to reimburse insurers that had already paid claims.

How does this affect balloonists?

Scenario 1 - You are flying your balloon in Arizona and damage the balloon or injure passengers by flying into a cactus during the same time period that a plane is hijacked by a terrorist in Kansas and crashes. Damage to your balloon or injury to your passengers was not in any way related to the terrorist hijacking. Your policy would not exclude coverage just because a possible "act of war" was going on at another location in the U.S. at the same time.

Scenario 2 - You were shipping your balloon on the plane that was hijacked. The balloon was destroyed when the plane crashed. Depending on how the terrorist act is eventually "defined" by the government you may or may not have insurance coverage under your balloon policy. I hope this helps clarify things. Pray for those who have died or lost loved ones.

Tom Reusse / The IMC Group
Email: tomr@imcgroup.com
Web Site: www.imcagencyinc.com

THE BALLOON PILOTS' TEN COMMANDMENTS

(reprinted from the Iowa Balloonist Association, Dec., 1991)

- I. Beware of the high wind takeoff without verifying the space in front of thee and the altitude above thee, lest thee covet thy neighbors pickup or thy fellow balloonists basket skids.
- II. Tarry not after being cleared to go, lest thou become a punching bag for baskets.
- III. Ignore not thy checklist, for many are the valves, hoses and lines waiting to take vengeance upon thee.
- IV. Look to thy left and to thy right and beneath thee as thou journey through the sky or thy fellow pilots will surely buy beers for thy widow and console her in other ways.
- V. Fly not low in congested areas, for this incurreth the wrath of thy neighbor and bringth the fury of the FAA on thy head and shoulders.
- VI. Takest the measure of thy fuel for verily, tanks full of vapor are an embarrassment at 1000 feet.
- VII. Push not through rain clouds lest the Angel Gabriel be waiting on the other side.
- VIII. Trifle not with the thunderstorm lest the fabric of thy sky chariot be rent, and thyself be cast upon the firmament.
- IX. Be wary of weather prophets for the truth is not always in them.
- X. Check frequently thy altitude lest the firmament riseth up and smite thee.

Answers!

1. 1 to 3 mph
2. 8 to 12 mph
3. 13+ mph
4. 4 to 7 mph
5. 4 to 7 mph

2001 Ballot

President: Tony Roswell
Vice President: Daryl Smith
Secretary: Santo Galatioto
Treasurer: Jack Perry



Competition

For two weekends and a total of three days we got blown away. People got points for showing up and the following is the latest top ten:

Pilots

Mike Bollea 17
Penny Christy 14
Erwin Dressel 13
Jim Regan 12
Mike Kirkwood 11
Kevin Brielman 9.5
Dayrl Smith 7
Gloria Koczera 6
Mick Murphy 6
Clyde Livingston 6
Frank Bart 5

Crew

Ellen Dressel 6
Charlie Perrault 5
Cindy Smith 4
Barbra Bart 3
Diane Riley 2
Terry Rollinson 2
Mark Abraitis 2
Peggy Hyslop 2
Rodney Schabel 2
Jack Perry 2

Don't miss the First Albuquerque Tailgate Party and Competition at Jilson Square in Willimantic on October 27th. Rain date October 28th. See details listed under October Fly-out.

We are planning another Long Jump (Fly anywhere within the boundaries of Connecticut) for November 17th. We have a launch field in Litchfield and directions for this event will be given in the next Scoop. Due to concerns over a Pilot's insurance, each Pilot should carry a copy of their insurance that they could give a nervous land owner at the launch sight. The club will have a listing from IMC but not everyone is covered by IMC.

Co-chairs: Mike Bollea & Erwin Dressel

(Continued from page 4)

cheese factory. After I met their beautiful Brown Swiss called Victoria, I joined the crew and passengers in their cheese shop that they opened just for us. Wonderful cheese! Tradition (and mandatory by the balloon event organizers) is to give a bottle of "champagne" to the landowner. One landowner had 22 bottles on one morning and 10 the next. He has a very large clean straw field. Later that day, everyone was comparing GPS readings. "What did you have?" "What did you have?" Mine read around 28 mph at 500 feet. The "Richelieu effect" is a wind just after sunrise that calms down soon. Well, it didn't that day. It was an uneventful high wind landing after which, we all scattered to help other balloons land.

One afternoon flight had been on hold for so long, that to land before sunset, we had a quick 20 minute flight East across the river. I landed on the road in the middle of a newly plowed field and my crew was caught in spectator traffic. A familiar spectator, who had helped us pack up on a previous afternoon flight, organized all the other spectators to keep my balloon fabric off the dirt as I deflated.

"Once you have a local crew, you adopt them into your family forever." When I first heard this, I casually said "That's nice". And now I will attest that it is true. They actually requested to crew for us next year! Katrina (Kat), whom many of you have met, generously offered to be my chef d'equipe (Crew Chief). We enjoyed our 3 bi-lingual young enthusiastic locals, Benoit, Philippe, and Aline and a French speaking lo-

cal, Roland. Kat and I really worked hard at our French. We all learned more French and our crew learned more English especially while dining or touring together in a more relaxed atmosphere. Champagne and helium added to the levity after flights. The locals (including the event personnel) say they only speak English 10 days a year during this event, so most of them welcome the opportunity.

I had a chance to fly each one of our crew, and Kat had enough burner time to catch on to straight and level flight! I thought I would be exhausted by the end of the week. The crews were working so smoothly that it was effortless. What a joy! I was spoiled.

Entertainment like trips into Montreal, tours of a winery, or a cruise down the Richelieu River are set up at bargain prices. Kat and I rode our first elephant, Lady Churchill, at Parc Safari south of St. Jean. Evening entertainment and concerts with good Canadian artists were available at the fairgrounds next to the airport. The other activity was SLEEP - whenever we had the chance.

It was fun to fly with friends from all over Florida, the Albuquerque, Battle Creek, Nashville, and the Binghamton events. The Margarita Machine was even there. The 2002 Canadian championships are out West somewhere, so next year's event will have more prizes and challenges for us all. My crew and I are really looking forward to more fun again next year. No question about my going back to the Festival next year.

--- Penelope Christy

**The next CLAS meeting will be October 18, 2001
the Penny Christy's Wesleyan Hills Common Barns in Middletown.**

The main topic is Crew Training. Be sure to bring your crews. Daryl has volunteered to give a make-up GPS class for those of us who missed his previous presentation in August.

The approximate agenda is:

6:30 Make-up GPS Training

7:00 Dinner starts for those not in the GPS class

7:30 Crew Training

There will be a pot luck dinner that is being coordinated by Cindy Smith. (cindyjayne@neca.com or 860-742-3681).

Check with Cindy if you haven't already.

Directions are:

From the North (Rte 9 or 91) and East (Portland Bridge):

Rte. 9 South by the CT River to Exit 13 onto Rte 17 in Middletown.

Rte. 17 turns left at the end of the "ramp."

Proceed approx. 1 1/2 miles south on Rte 17. You will cross Rte. 155 Randolph Rd.

Proceed approx. 3/4 miles to the next light (just past the Cypress Restaurant) and turn right onto Wesleyan Hills Rd.

1/4 mile further on the right are the barns and the road name changes to Long Hill Rd.

The parking lot driveway is beyond the barns as the road curves to the right.

We will be in the little barns.

From the West:

Take Rte. 691 east and it turns into Rte. 66 Washington St. for 5 miles.

Proceed to Rte. 9 and turn right.

Continue south 1/2 mile by the CT River and turn right at Exit 13 onto Rte. 17.

Rte. 17 turns left at the end of the "ramp."

Proceed approx. 1 1/2 miles on Rte. 17. You will cross Rte. 155 Randolph Rd.

Proceed approx. 3/4 miles to the next light (just past the Cypress Restaurant) and turn right onto Wesleyan Hills Rd.

1/4 mile further are the barns and the road name changes to Long Hill Rd.

The parking lot driveway is beyond the barns as the road curves to the right.

We will be in the little barns.

From the South:

Taking Rtes. 91 or 15,

Take Rte. 68 east to Durham. (5 miles east of Rte. 91)

Turn left to go north on Rte 17. for 3 1/4 miles.

Turn left at the light (just before the Cypress Restaurant) onto Wesleyan Hills Rd.

1/4 mile further are the barns and the road name changes to Long Hill Rd.

The parking lot driveway is beyond the barns as the road curves to the right.

We will be in the little barns. You can look up Wesleyan Hills Rd in Middletown, 06457 on www.yahoo.com Maps.

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

Meriden Landing / Takeoff Permits

There is a painless process for permission from the town of Meriden for launching or landing our balloons in the city. "CITY OF MERIDEN ASCENSION AND LANDING OF LIGHTER THAN AIR DIRIGIBLES AND BALLOONS

Permission granted to:_____, etc. " releases Meriden from any liability, records our balloon registration numbers, is issued per Meriden Code 150-1A Sec. 23, and signed by the Director of the Parks & Recreations Dept.

We will have copies at the next CLAS meeting for those who wish to have permission from the city of Meriden to launch or land there. --- Penelope Christy



Tuesday, 25 September, 2001, 14:08 GMT 15:08 UK

Balloons combat terrorist threat

A Company that makes hot air balloons is building a new type of barrage balloon to use as a short-term solution for defense. The recent attacks in the reintroduction of the World War II balloons in Bristol said the low-cost deterrent against airborne terror-



The balloons are 50 feet long and use helium gas

The company already markets the motional purposes, but is now de-1944, approximately 3,000 bar-tect cities and vital sites around ing to persuade military and secu-sions of them. "Up-to-date designs both the balloons and the cables wartime equivalents," said manag-balloon's "fence" of suspension height at which the balloons oper-aim for a target without risking col-

US have stirred interest in the defense system. Cameron Balloons could be an effective ists.

small tethered blimps for pro-signing a much larger craft. In rage balloons were used to pro-the UK. The Bristol firm is hop-ity services to use modern ver-and modern materials will allow to be lighter and stronger than ing director, Don Cameron. The cables deters aircraft. The ate makes it difficult for pilots to lision with a cable.

'Catastrophic damage'

A hit close to the plane's fuselage is likely to ble saws through the metal while the inflated and engines. Even contact toward the end of off course and probably lead to its destruction. likely terrorist target on a short term basis - then the barrage balloon has a well proven



Don Cameron

The blimps could be moored at ground level, when a threat appeared. Alternatively, they could be transported in a of barrage balloons would also be less expen-skilled staffing to operate and maintain.

result in catastrophic damage. The tethers caballoon would be pulled down to the cockpit a wing would at the very least turn an aircraft Mr. Cameron said: "If you need to defend a such as a building hosting heads-of-state - pedigree."

being released up to their working height only single aircraft for installation elsewhere. A ring sive than a single missile and require little

Don Cameron has been chosen as a finalist for the SouthWest in the UK's "Entrepreneur of the Year 2001. These regional, national and international awards identify and applaud the achievements of outstanding entrepreneurs within growing, dynamic and successful business.

Can you determine how hard, how fast the wind is blowing when you see?

1. A vertical rise in smoke?
2. Flags flapping?
3. Whole trees move?
4. Grass blowing?
5. Large leaves fluttering?

CLAS October Competition and ** Albuquerque Tailgate Breakfast Party **

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

This months Fly-out and Competition will be held at Jilson 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 did, or would, 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. No word yet if a supply of Rudy's Barbecue sauce from one of Albuquerque's finest Rib joints will be there yet. (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

You don't have to fly or crew in the competition event to come to the tailgate party, just RSVP by calling 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, airspace restrictions 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.

I know Willimantic it is a long distance to travel in the AM for some members, but if you can't make it out to fly, we hope you can make it out for the after flight Breakfast and socializing at our house. Hope to see you there. Daryl & Cindy

Directions to Jillson Square in Willimantic

From Hartford – Get on Route 84 East toward Boston. Then take Route 384 East. After 8 miles 384 ends, bare to the right and follow signs for Route 6 East, Willimantic. Route 6 will take you through the center of Willimantic. Just after passing the center of town Jillson Square will be on your left next to the Jillson Cinema.

Directions to Daryl & Cindy's house

From Hartford – Get on Route 84 East toward Boston. Then take Route 384 East. After 8 miles 384 ends, bare to the Left and follow signs for Route 44, Coventry. At the 4th traffic light (there will be a Getty gas station on the corner) turn Right on to Route 31 South. Go about 4/10th of a mile and take your first Right – this will be Wrights Mill Road. Continue down Wrights Mill road for about a mile to a stop sign. Go straight, still on Wrights Mill Road, for about 1/2 mile to house number 690. You will not see our house from the road. Park in the driveway or on the side of the driveway in the grass. Overflow parking will have to park on the side of the road and walk in. If you park on the side of the road we should all park on one side, I would recommend the East side of the road.

From Willimantic area – Form downtown take Route 6 (Main Street) West to Route 32 North. After about 3 miles turn left on to Route 31 North. Continue on Route 31 North for 7.5 miles. Take a Left turn on to Wrights Mill Road (there will be a fire-house, an elementary school and Pizza Restaurant at the turn) Continue down Wrights Mill road for about a mile to a stop sign. Go straight on Wrights Mill Road for about 1/2 mile to house number 690. You will not see our house from the road. Park in the driveway or on the side of the driveway in the grass. Overflow parking will have to park on the side of the road and walk in. If you park on the side of the road we should all park on one side, I would recommend the East side of the road.

If you have any questions, or to RSVP, please give Daryl or Cindy a call at 860-742-3681 or e-mail them at daryl@kbz.com .

CLASSIFIED



1987 Cameron DP-70 Airship.GBNXG, 22TT.Complete w/box trailer, 2/10-gal.alum.cyls.,2-cylce/4-cyl.Konig radial engine 570cc, banner areas 2 sides, all very good/excellent condition, one private owner.\$25,000. Contact 860-678-7921 or delano120@aol.com



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.



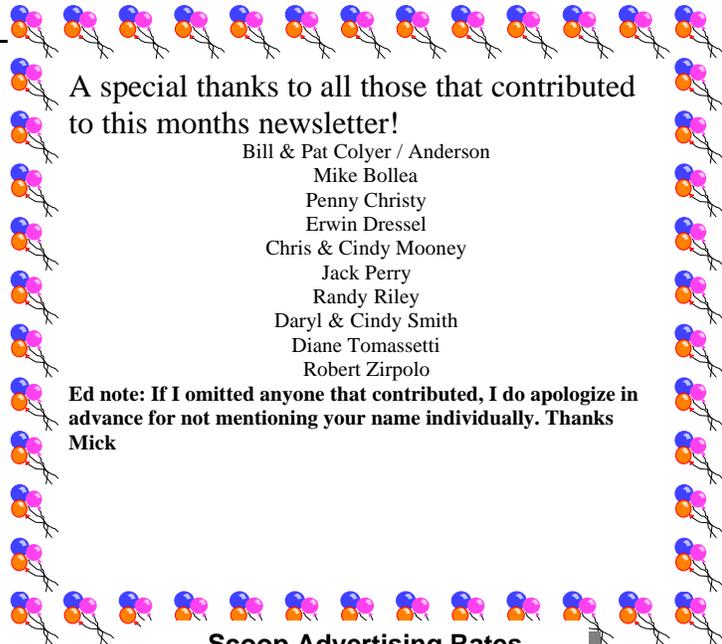
FOR SALE: FireFly Galaxy Envelope / 7B / Four point connection / envelope annual completed August, 20001 / TT 185 hrs. - asking \$3,000 or Best Offer, call (508) 992-5608- distinctive pattern, with Velcro for banners on BOTH sides of envelope!!

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
- Mike Bollea
- Penny Christy
- Erwin Dressel
- Chris & Cindy Mooney
- Jack Perry
- Randy Riley
- 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.



Custom Designed, Handcrafted Signs.
Computer-aided Signmaking and Graphic Arts.

- Banners to Draw a Crowd
- Magnetic Signs (Crew Signs!)
- Hand Carved & Gold Leafed Signs
- Vinyl Lettering for Van, Trailer or Car
- Full-Color Business Cards and Brochures
- Design Services for your Co-ordinated Look

(NEW ADDRESS & PHONE#!)

119 New Hartford Road (Rt. 44), Barkhamsted CT 06063

860-738-SIGN

FAX 860-738-4577 e-mail: rrsigns@aol.com

www.r-rileysigns.com

CONNECTICUT LIGHTER THAN AIR SOCIETY MEMBERSHIP APPLICATION

The Connecticut Lighter Than Air Society is a club for anyone interested in learning about, participating in and improving the sport of ballooning. Pilots, crew, and enthusiasts alike are welcome and ALL can contribute to the safety, enjoyment and education of the sport. Meetings are scheduled during the months of Jan, Feb, Mar, April, May, June, July, Aug, Sept, Oct, Nov and Dec on the third Thursday of the month at the Plainville Municipal building at 7:30 pm. For more information, contact any of the officers listed inside this newsletter.

CLAS 2001 dues are \$20.00 for new and renewing members.

Newsletter Subscription \$ 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