



# The Scoop

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## CLAS Member receives BFA Presidents Award.

For those of you that do not belong to the BFA or attend CLAS meetings you might now know that Polly Lasher has received a BFA's President Award for her dedication to safety and the countless hours of dedication as Education Chairperson for the BFA. Below is an excerpt from the Presidents Letter in the February issue of Skylines.

"The BFA invests a lot of energy in the Safety Seminar process. We provide guidance for those starting safety seminars, establish standards to satisfy insurers, sanction seminars that meet the guidelines, track attendees and report attendance to the insurers. We also publish a few texts useful to seminars. One person provides a huge amount of energy to pull the whole thing together, and I'd like to thank Polly Lasher for her commitment and dedication to making flying safer. She has been our Education Chairperson for many years now, and run some great seminars herself in Connecticut." Rick Jones, President of the BFA.

Congratulations Polly for all your hard work and dedication!!



## GROUND SCHOOL

On Feb. 9, during the Liberty Balloon Company Ground School in Manchester, NH, BFA President, Rick Jones, presented his BFA 2001 President's Award to Carroll Teitsworth for his outstanding contribution to the world of Hot Air Ballooning. Carroll owns Liberty Balloon Company in Groveland, NY and each year he conducts Hot Air Balloon Pilot and Instructor Ground School all over the United States. Carroll's commitment to quality instruction with emphasis on weather and safety, not only keeps the sport alive, but also helps hot air ballooning to grow. For a man who has an outstanding ability to stand up in front of a crowded classroom and teach all day, this award left him almost speechless. CLAS members in attendance: Penny Christy, Charlie Perreault, Erwin Dressel, Carlos Kebe, Diane Tomassetti, Gloria Koczera, Clyde Livingston, and Mick Murphy.

## How To Serve Champagne

SERVING CHAMPAGNE with style — removing the cork quietly, cooling the wine to right temperature, and to keep it in the glass and off your guests — is not a natural gift. It requires a little dexterity, concentration, and a good dose of practice.

Champagne should be served in long-stemmed flutes or tulip shaped glasses.

These are designed to enhance the flow of bubbles to the crown and to concentrate the aromas of the wine. Never chill or ice the glass, as it would take away from the enjoyment of the wine. Incidentally, since the surface texture of crystal is rougher than ordinary glass, more bubbles form on

these glasses.

What one drinks champagne out of has often been dictated by fashion. The champagne coupe or saucer-shaped glass, while very popular, was never designed for drinking champagne. It is unstable and does not allow you to fully appreciate the benefits of the wine. There is a legend that it was modelled from the bosom of Marie-Antoinette. Hugh Johnson states that this is not entirely without foundation. "The Sèvres porcelain factory did take a cast from this august model and produced four detailed white bowls that were mounted on elaborate bases of three goat's heads to adorn the Queen's Dairy Temple at the Château de Rambouillet near Versailles. The dairy still exists; as does one of the four coupes."

Champagne is to be served cold at about 43 to 48°F (7°C). In this range the smell and taste of the wine can be fully appreciated. This temperature can be achieved by placing the unopened bottle in an ice bucket — one-half ice and one-half water — for 20 to 30 minutes. Or, you may refrigerate it for 3 to 4 hours. the refrigerator temperature is too



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[www.faa.gov/region/ane/flight\\_standards/index.htm](http://www.faa.gov/region/ane/flight_standards/index.htm)

**2K2 CLAS Meeting Schedule**

*(Continued from page 1)*

cold for the bottle to be left in there for extended periods. It should never be placed in the freezer.

Only remove enough of the foil to be able to loosen or remove the twisted-wire hood. It is wise to keep a finger or thumb over the cork at this point as it could pop out of its own accord. If the cork is loose, remove it carefully with the wire hood. Most often though, the cork has to be eased out. To do this, hold the bottle away from you and anyone else, at a 45 degree angle. It is prudent to place the mouth of the bottle nearest the first champagne glass to be filled in case the removal of the cork is mishandled and the wine begins to gush out of the bottle. Hold the cork and gently turn the bottle in one direction. Turn the bottle and not the cork.

The cork should not pop. As the saying goes, "The ear's gain is the palate's loss." You waste bubbles when you pop the cork. When properly executed it should come off with a quiet sigh.

Before pouring, the neck should be wiped with a clean linen. Then begin by pouring a little — an inch or so — into everyone's glass allowing the froth to settle. Then go around and top up to about two-thirds. This will prevent any frothing over. The correct way to pour a bottle of champagne is to hold the base firmly in one hand with the thumb in the punt and the fingers spread out along the barrel of the bottle.

Champagne has reached its maturity and is ready for immediate consumption as soon as it leaves the champagne house.

The important conditions are a constant, cool temperature and no light. The bottles must be stored horizontally to keep the cork moist and thus retain its elasticity. This will keep the gas in and the air out.

Once opened, a bottle of champagne need not be consumed in one sitting. If properly closed – inexpensive champagne stoppers are made just for this purpose – and it is placed in a refrigerator, it should be good for another "bubbling" for up to sev-

*(Continued on page 11)*

January	17	Business
February	21	Education
March	21	Business
April	18	Education
May	16	Business
June	20	Education
July	18	Business
August	15	Education
September	19	Business
October	17	Education
November	21	Business
December	19	Party

## CLAS Business Meeting: January 17, 2002

Meeting called to order at 7:46 p.m. Members present: Mick Murphy, Al Theodore, Terri Rollinson, Tony Roswell, Daryl Smith, Jack Perry, Jim O'Brien, Mike Bollea, Ellen Dressel, Dave Lasher, Polly Lasher, Charlie Perrault, Kevin Brielmann, Penny Christy, Cindy Smith, Macarena Parra, Gloria Koczera, Erwin Dressel, Carlos Kebe.

### Minutes

Read from The Scoop by Ellen Dressel. Accepted as read.

### Treasurer's Report

**Checking account: \$983 CD's: \$5395.72**

\$250 check sent to Plainville Community Food Bank in exchange for use of meeting room. Accepted as read.

### Correspondence

None.

### Sunshine

None.

### Products

**Merchandise on hand: \$2169. Current sales: (not reported)**

Cindy Smith reported Christmas merchandise sale "fairly successful."

### Membership

*Current number: 86*

Forms passed out. Members should supply e-mail addresses; form needs to be modified. Will send out reminders after Winter Dinner. Dues are same: \$20, \$5 additional vote. Tony Roswell suggested a set of updated by-laws be prepared for distribution to all members. Mick Murphy suggested putting it online.

### Flight Manual

Penny Christy was not able to digitize the maps satisfactorily. They will be printed (color copied) by Jack Perry's company instead. \$118 for 50, \$177 for 100 copies (+shipping from KY – maybe \$200 total). Penny will print text, and donate book covers (plastic cover and hard ring-binders. It was agreed that a copy of the manual provided to all in-state members, and on request to out-of-state members. Second (crew) copies will be charged for., KB suggested charging for second copy, typically useful for crew. Map-reading was suggested as an education topic.

Motion to print 100 copies to make available to all members, distributed to in-state, available on request to out-of-state. Unanimously passed.

### Education

SafetyFest on May 18, also seminar following day (Sunday, May 19). Options are Wesleyan Hills (Middletown) or Mick Murphy's company (Watertown) alternatively. Daryl Smith suggested combining with a club flyout and pot-luck brunch, probably finished by 2-3pm (5:30am sunrise). Generally agreed to be a good idea, also to avoid spreading out the seminar over the year. Penny questioned availability of A/V equipment in Middletown. Mick suggested we could do more hands-on stuff, along with classroom. There was discussion of the flying area in Middletown. Daryl requested suggestions, ideas, location preferences, with a view to making a decision at the next business meeting. Tony Roswell requested suggestions for education for the year.

### Competition

Tentative dates set for competition. Top 10 for CLAS Challenge sorted out. Will be announced and awarded at Winter Dinner, and complete list of 29 participating pilots will be in the Scoop. Also top 3 crew. Will return to having Sunday backup for 2002. Also, winds aloft competition limit will be raised to 25 at 3,000, which would allow the competition from AquaTurf to be counted, Mike Bollea reported. Polly said that was changing the rules after the fact. There was some confusion about whether there is a permanent plaque for the long jump competition. Plaques etc. should be explicitly included in the budget for the Winter Dinner.

Discussion on limits. Used to be 8 on the surface and 25 at 3,000. Reduced for "new pilots" to 6 and 20, and only Saturday, which destroyed competition. Proposal is for 6 and 25 and pilot discretion, and Sunday backup. Dave Lasher suggested all member should be welcome in order for competition to take place. Goshen was given as an example where not all pilots are invited. Motion to accept recommendation. Unanimously passed.

### FAA

Liaison not present. No major news. Fighter surveillance rumored to be about to end.

### BFA

No report.

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### Winter Dinner

Report from Al Theodore. We have 40 signed up. Only 1 nomination so far for crew member of the year award – more needed. Macarena Parra asked for good stories for Sh\*t Happens award. Buffet menu: Ham, Scrod, Beef tips.

**2002 Budget TR needs members for audit committee, which will report on 2001 books by March meeting. There was discussion of the need to set aside funds to pay SafetyFest speaker expenses. Not yet clear what the expenses will be. Contribution of \$250 to food bank questioned by Polly as too expensive, equivalent to about \$25/meeting. Tony highlighted expenses of Scoop as a major portion of membership dues. We send out about 80 copies per month, including the 10 or so freebie/swaps with other clubs, cost about \$120/month. 16 members have elected online only. A suggestion to publish the Scoop bimonthly was readily dismissed. Mick will investigate cheaper pricing. Motion to increase newsletter-only to \$15/year (to cover costs). Unanimously passed.**

Product income is pure profit and we're running sales. Sale to appear in next Scoop. We should be able to raise some income from them. We could swap products with other clubs and sell them here.

Motion to accept budget as proposed and modified. Unanimously passed.

### Other Business

Committee lists circulating.

Motion to adjourn passed at 9:40pm.

Respectfully submitted, Jim O'Brien,  
Secretary.

## Balloon Festival Taking Off For Harwinton

By LORETTA WALDMAN  
Courant Staff Writer  
January 16, 2002

BRISTOL -- A local service club says that a balloon festival held in the city for the past 25 years must be moved to Harwinton to keep the fund-raiser viable. Relocating Balloons Over Bristol to the Harwinton Fairgrounds does not necessarily mean that the club will hold the festival there permanently, said Tyler Tegler, chairman of the committee organizing the event for the Jaycees.

"We're not trying to close the door," Tegler said Tuesday. "If in 2003, the city has a property they can offer as a permanent home for the festival, it is conceivable we would reconsider."

News of the move surprised city officials. More than the revenue, officials said, they regretted the loss of the positive exposure the festival generated for Bristol. "It's too bad for Bristol," said John Leone, executive director of the Greater Bristol Chamber of Commerce. "That particular event has been well-received. A lot of people came from all over the state."

The Jaycees had been trying to move the festival from Memorial Boulevard since August. Members approached



the city parks commission about having it in Page Park, but the commission would allow them only to launch hot-air balloons, not to set up craft and food booths. The committee then approached the school board, which agreed to let food and craft vendors set up in the parking lot at Bristol Eastern High School.

Talks began falling apart, however, when a request to the city for a \$5,000 subsidy was omitted from agendas at the November and December meetings of the city council. Mayor Frank N. Nicastro Sr. acknowledged the oversight, but said someone from the club could have brought it to his attention. As a final effort, he offered the use of a 48-

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## WINGS

A Special Opportunity For All Pilots

### Why Participate?

Regular proficiency training is essential to the safety of all pilots and their passengers. The objective of the Pilot Proficiency Award Program (Wings) is to provide pilots with the opportunity and the incentive to establish and participate in a Personal Recurrent Training Program.

### Who May Participate?

All pilots holding a recreational or private pilot certificate or higher and a current medical certificate (when required) may participate in the Wings Program.

### How Does The Program Work?

The program currently has twenty phases. Each phase requires the pilot to attend an FAA-sponsored or FAA-sanctioned aviation safety seminar, industry-conducted recurrent training program or physiological training course. In addition to this ground training each phase requires 3 hours of flight training as follows for airplanes.

1. One hour of flight training to include **basic airplane control**, stalls, turns, and other maneuvers directed toward mastery of the airplane.
2. One hour of flight training to include approaches, **takeoffs, and landings**, including cross-wind, soft field, and short field techniques.
3. One hour of **instrument training** in an airplane, FAA-approved aircraft simulator, or training device.

Flight training profiles are established for airplanes, seaplanes, rotorcraft, gliders, lighter-than-air aircraft, and ultralights. The profiles are described in Advisory Circular 61-91H. The required profiles represent those areas of operation that have been identified by accident reports as areas most likely to produce accidents.

Each phase of the program also requires a **12 month interval between awards**.

### What's In It For Me?

- Statistics show that pilots who participate in recurrent training programs have a much better safety record!
- It provides an opportunity for you to demonstrate your flight proficiency and knowledge!
- **Completion of a phase of the Wings program will satisfy the flight review requirements of FAR 61.56!**

(Note: You must have earned a phase *within 2 years of your BFR due date*.)

- For completion of each phase of the program, you will receive a distinctive set of Wings and a certificate of completion!
- It's a great reason to go out and fly!
- Earning your Wings could have a **positive impact on your aviation insurance costs!**

### How Do I Participate?

You can begin training any time, and in any order, (it isn't necessary to complete the ground training before flying). As you complete each part of the training, be sure it is documented in the Record of Recurrent Training (other side of this page). Also all flight training must be recorded in your Pilot Logbook by your instructor. The instructor should also make the endorsement recommended in Advisory Circular 61-91 for completion of training requirements. Important! If your previous awards were not issued by this office (NE-FSDO-01), you must send a copy of the previous awards with your application.

## CONGRATULATIONS

TO THE FOLLOWING CLAS MEMBERS HERE EARNED THE FOLLOWING PHASE OF WINGS.

### PHASE I

Penelope Christ  
Peter Hyslop  
Daryl Smith

Remember, if you satisfactorily complete a phase of WINGS program within the period specified by Section 61.56 of the FAR's, you need not complete a flight review.

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acre parcel of city-owned open space on Chip-pens Hill, but the committee re-jected the site as unsuitable, and in the interest of time, decided to pursue the move to Harwinton.

Harwinton seemed like the best site," Tegler

said. "It has an open enough area. Food vendors can get water and electric, and there's a building for indoor crafters."

Tegler said that keeping the Memorial Day weekend fes-



tival in Bristol would have meant operating at a loss, which would affect the ability of the chapter to fund programs such as a children's Halloween party and scholarships for graduating seniors at both city high schools. Only \$2,000 was raised last year, he said, but at the fairgrounds, the club will be able to charge admission. Nicastro said that he holds no ill will, but he also said that club members appear to be

trying to expand and commercialize the event. He's still willing to talk, the mayor said, should they decide to move back to Bristol. "I'm sorry to see them leave," Nicastro said. "I wish them well."

**KRAM**

Part 2

Folks, I'm writing this story because this newsletter needs some excitement!!!! Plus you just had to be there. Day two in Statesville, NC, the land where the "three sided basket people" are born. It is Sunday morning and the weather is fantastic for flying. After my phone call to FSS, another to my chase crew to wake them up. The three of us arrive at the field and attend the pilots briefing prior to picking a spot on the field to set up. The plan was for me to fly the first 30 minutes or so, land and then the chase crew (Robert) would then fly on, I know what everyone is thinking, you are all correct, RZ chased again for me (twice, duos, 2, couple). Now inflated, Kristen and I are ready to fly. This would be Kristen's third flight of the year all in one weekend. As the balloon floated along, Kristen could not help to notice how important the tops (parachutes) colors where to her. She commented that it should be colorful like a compass rose or a smiley face, so that the passengers above can admire the view. After flying along for about half an hour, I made a landing in a dell, (look it up) and think back of an old nursery rhyme to see what the word means. With the lack of crossing roads, our chase crew was unable to locate our balloon. So we continued to fly on, with the winds were beginning to pick-up a little now, I start looking for a larger area to set the balloon down in which is no problem here in the south. With all the farmland, a plane can land in any one of the fields down in these here parts. But one of the dangers as with flying balloons at low altitudes there are large, power lines that linger around causing concern to my passenger and myself too of course. After passing off some fields, which contained cattle and horses and all the usual livestock that seems to get in the way when a pilot is looking to land.

As we crested a hill my eyes spied a

spot to set it down, moving along at the treetops the balloon cools and I commit to a long narrow field, which I'm heading for lengthwise as all of you might have guessed by now. As the ground begins to close in on the basket, the sprawling green grass had some, NO had a lot of large, fresh pasture patties. What is one to do? Burn and hope the balloon can get hot enough to clear the tree line ahead? Oh sh\*#, let's land it!

Now I'm sure you readers have a good picture as to what is going on, right? There is no fear here just laughter between Kristen and I as to what is happening. As the breeze is moving us along the grass through the cow pies we noticed they were not as wet or as fresh one thought. The basket stops upright with the two of us still laughing. Now the wind has started to tip and drag the balloon to the nearby tree line that was mentioned earlier. Now comes that decision, trees, patties, trees, patties, dragging along with our faces inches away from this organic matter, we end up passing a couple steaming piles of cow dung, now mind you that there is screaming and laughing coming from both Kristen and myself. Pulling on the vent line, all the way to the 20knot we come to stop, we climb out of the basket being very careful not step in any organic matter. As luck would have it, the envelope came to a rest without hitting anything that was fresh, however the basket was not as lucky and did dredge up some of the semi dry manure.

Standing in the middle of this field, we began to yell to Robert to come and get us. While waiting for the crew, Kristen and I packed everything up and just as we finished guess who comes over the hill to retrieve us? No other than Robert with the landowner and a smile from HAIR to HAIR as he drove through every would be pile of cow sh#\* in this field and making sure not to miss any of them, because the truck was not heading straight to us. Robert must have thought he was on a slalom course at Sugar Loaf. Let

me say this, that stuff is flying everywhere. Here is his only opportunity to get MR. CLEANS TAHOE dirty.

As we loaded up the trailer, the landowner commented on my jacket that I was wearing, that he had one himself. For you non- race fans, it was my Dale Earnhardt jacket. He also told us that we were only 12 miles away from the GARAGE MAHALL, meaning D.E.I. (Dale Earnhardt Inc.) After we dropped the landowner at his house, we then pulled out to the main road and began to hear what sounded like mud (manure) hit the wheel wells on my Tahoe and trailer. Robert began to drive faster and faster to hear that noise and laughing as he drover faster but it was all in good fun, and that's what really makes for a good road trip or as Kristen would say adventure. Back at the point of our departure I could not help but look at the mess, thinking where one might find a car wash near by. What good is a trip if you can't bring home any STINKING souvenirs? After fueling back up with propane, the three of us head back to the hotel and continue on with KRAM'S ADVENTURE. The crew and I head off to DEI to see what it is all about and let me tell you that it is quite the building. It sits way out in the middle of farmland and I do mean farmland, as we approached the Giant Structure, there laid a horse in a near by field that did not move as the truck pulled off the side of the road. I was so overwhelmed at the mirrored glass building, however Kristen was more concerned with Mr. ED lying down. As you guessed, the horse was fine and eventually got up and walked away from us.

Now back on the road again (Willie Nelson) the Tahoe was off to Charlotte to look at a 1974 TR6 that was so rotted and rusted that you could almost hear it falling apart in the garage. I won't get into this at all. It's afternoon and the sun is still up, what

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a great time for Robert to drive. Once again we head for the main roads, NO not just yet because Kristen would like a cup of STARBUCKS coffee to go! In search for a local mall we ended up finding one and get the needed coffee to go. As ROBERT drives around the parking lot looking to find a way-out to the highway, he spots someone walking and with a blink of an eye, he says this guy looks like he is from N.Y. Lets ask him where the highway is. We pull over and ask him for directions, and also Robert had to find out if this gentleman was from NYC. As you might have guessed he was. Only a New Yorker can spot another New Yorker who probably lives 1400 hundred miles away. THIS DID HAPPEN, and Kristen and I couldn't believe it. It turns out that the gentleman was down there on a Government assignment. Back on the highway homeward bound we go. Now after some hours of driving the sun sets and night has fallen, now it

is my turn to drive. With miles of asphalt behind us it's time to stop for fuel, and the time is 1:00am. Monday morning. The tank is full and Kristen offers to drive. Sure why not, I could use a little shut- eye myself. Don't ever count her out because if you ever drove RT 81 in PA you must know what it's like at 65plus MPH with those Jersey barriers on each side of the highway, including the big semi's flying by faster than we are going. Now I'm in LALA land and there is a little voice calling out to me, Matt the truck is not going anywhere and all the lights in the dash are on. Waken by this call, I told to her pull off to the side of the road and stop on the darkest highway one wouldn't want. Return next month for the conclusion of the Three Sided Adventure. A thought to remember as you land in any field, that the all parties involved do a COMPLETE TICK CHECK. These services can be performed at any given time.

Even if you didn't fly as a crewmember, you should appreciate most of these: BB

When a flight is proceeding incredibly well, something was forgotten. - Robert Livingston, 'Flying The Aeronca The only time an aircraft has too much fuel on board is when it is on fire. Sir Charles Kingsford Smith, sometime before his death in the 1920's If you can't afford to do something right, then be darn sure you can afford to do it wrong. - Charlie Nelson just remembers, if you crash because of weather, your funeral will be held on a sunny day. - Layton A. Bennett I hope you either take up parachute jumping or stay out of single motored airplanes at night. - Charles A. Lindbergh, to Wiley Post, 1931 Never fly the 'A' model of anything. - Ed Thompson Keep thy airspeed up, lest the earth come from below and smite thee. - William Kershner When a prang seems inevitable, endeavor to strike the softest, cheapest object in the vicinity, as slowly and gently as possible. - advice given to AF pilots during W.W.II. Always keep an 'out' in your hip pocket. - Bevo Howard The Cub is the safest airplane in the world; it



can just barely kill you. - attributed to Max Stanley, Northrop test pilot A pilot who doesn't have any fear probably isn't flying his plane to its maximum. - Jon McBride, astronaut If you're faced with a forced landing, fly the thing as far into the crash as possible. - Bob Hoover If an airplane is still in one piece, don't cheat on it. Ride the bastard down. - Ernest K. Gann, advice from the 'old pelican' Though I Fly Through the Valley of Death I Shall Fear No Evil For I am 80,000 feet and Climbing. - sign over the entrance to the SR-71 operating location on Kadena AB Okinawa You've never been lost until you've been lost at Mach 3. - Paul F Crickmore, The emergencies you train for almost never happen. It's the one you can't train for that kills

you. - Ernest K. Gann, advice from the 'old pelican' If you want to grow old as a pilot, you've got to know when to push it, and when to back off. - Chuck Yeager Never fly in the same cockpit with someone braver than you. - Richard Herman Jr., 'Firebreak' There is no reason to fly through a thunderstorm in peacetime. - Sign over squadron ops desk at Davis-Monthan AFB, AZ, 1970. (It was still there in 1972.) Life is simple. Eat, sleep, and fly. Try not to die all tensed up. - Earthquake The three best things in life are a good landing, a good orgasm, and good bowel movement. --- The night carrier landing is one of the few opportunities in life to experience all three at the same time. "Now I know what a dog feels like watching TV." (A

DC-9 captain trainee attempting to check out on the 'glass cockpit' of an A-320.) It only takes two things to fly:--- airspeed and money. What is the similarity between air traffic controllers and pilots? If a pilot screws up, the pilot dies. If ATC screws up, the pilot dies. It's better to break ground and head into the wind than to break wind and head into the ground. The difference between flight attendants and jet engines is that the engine usually quits whining when it gets to the gate. A copilot is a knothed until he spots opposite direction traffic at 12

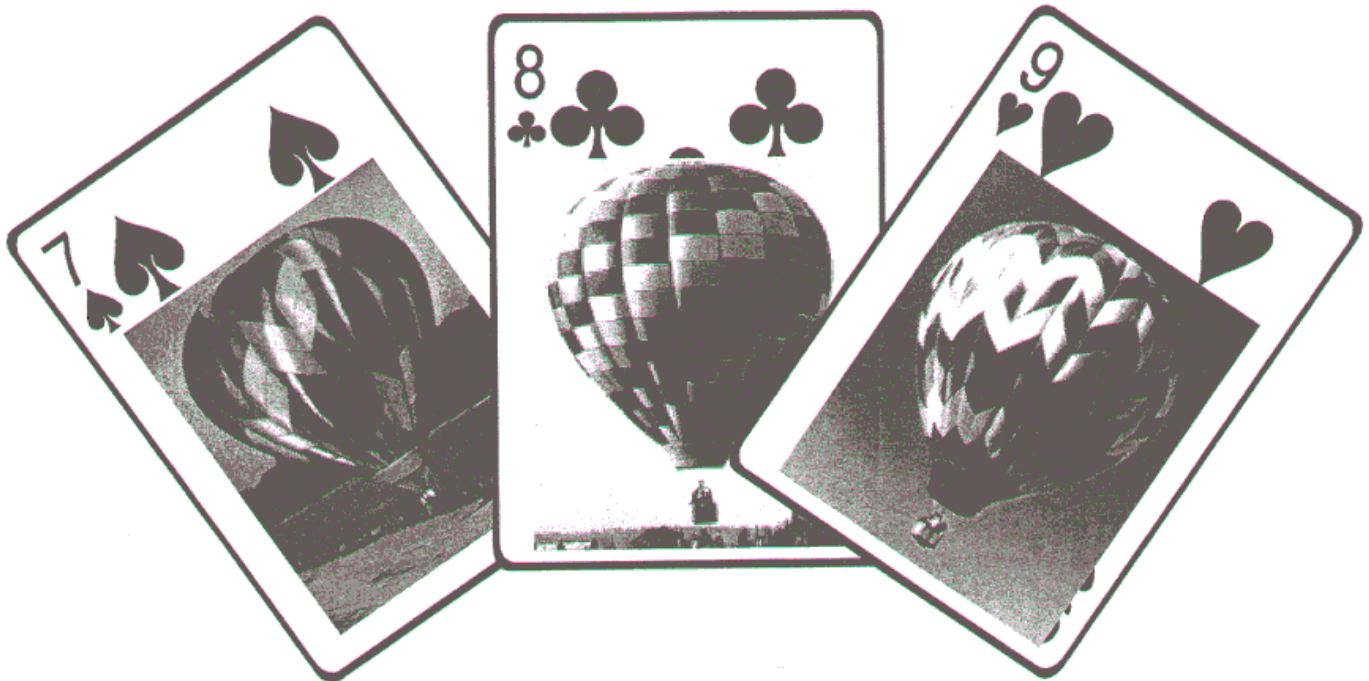
o'clock, after which he's a goof-off for not seeing it sooner. Without ammunition the USAF would be just another expensive flying club.

If something hasn't broken on your helicopter, it's about to. I give that landing a 9 . . . on the Richter scale. Basic Flying Rules: 1. Try to stay in the middle of the air. 2. Do not go near the edges of it. 3. The edges of the air can be recognized by the appearance of ground, buildings, sea, trees and interstellar space. It is much more difficult to fly there. Unknown landing signal officer to carrier pilot after his 6th unsuccessful landing attempt: "You've got to land here son, this is where the food is."

--- Penelope Christy

# WHY GAMBLE???

## FIREFLY ENVELOPES ARE A SURE THING!!



From February 15th until March 31st 2002, you can buy a spectacular new FireFly envelope\* and take advantage of these savings.....

FireFly 7B or 7	FireFly 8B or 8	FireFly 9B or 9	FireFly 10, 11B or 11
<b>7% savings</b>	<b>8% savings</b>	<b>9% savings</b>	<b>10% savings</b>
size 7B \$12,927 size 7 \$14,880	size 8B \$15,640 size 8 \$18,768	size 9B \$19,565 size 9 \$22,295	size 10 \$23,850 size 11B \$24,840 size 11 \$25,650

Fast start..... if you purchase before March 1 you will receive a rotation vent at no additional charge and if you really insist on gambling, we'll give you a South Carolina Lottery Ticket!!

\*All FireFly envelopes come with a 1000 Hour Warranty, the longest and best in the industry!

\*\*Similar savings on full systems..... call your dealer or the factory for details.

## **NOT A JOKER IN THE BUNCH!!!!!!**



### **FIREFLY** BALLOONS

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## Tentative 2002 Competition Schedule

The tentative competition schedule is as follows for 2002 with the second day planned as back up:

March 23 or 24 Skylark  
April 27 or 28 Willimantic  
May 25 or 26 Harwinton----- (Bristol Balloon Festival)  
June 22 or 23 Litchfield  
July 20 or 21 Cheshire----- (Ushchak Aerodrome)  
August 24 or 25 Plainville  
September 28 or 29 Southington--- (Aqua turf)

General rules: The competition will be canceled if the winds are greater than 6 knots on the surface and greater than 25 knots at 3000 ft as reported at the closest reporting station.

**Sign in:** To be included in the competition it is the PIC (Pilot-In-Command's) responsibility to sign in. (You must sign in at Mike Bollea's truck.)

**Pilot Briefing:** To be included in the competition it is the PIC responsibility to attend the Pilot's briefing usually conducted 15 minutes before flight time.

**Competition Tasks:** To be announced at the Pilot's briefing.

Questions: Call Mike Bollea @ 860-677-0647 or Erwin Dressel 203-272-6116

## Attention Balloonist and Crew People

By Charlie Perreault

Balloonist and crew people are prime target to lose something to a field. We often launch from spacious fairgrounds, fields, and public parks; and sometimes land in tall grass and weeds. And no matter whether we are launching, landing, hopping weeds, or running to catch a drop line, we spend a lot of time looking up, covering a lot of ground, with our attention focused on our task. Here's a Short Story and Some Good Advise.

**((Original author of this story is unknown.))**

We've heard of horror stories about fraud that's committed using your name, address, Social Security Number (SSN), credit, etc. Unfortunately I have first hand knowledge of this, because my wallet was stolen last month. Within a week the thief ordered an expensive monthly cell phone package, applied for a VISA credit card with enough of a credit line approved to buy a Gateway computer, received a PIN from DMV to change my driving record information online, and more. But here's some critical information to limit the damage in case this happens to you or someone you know. As everyone always advises, cancel your credit cards immediately, but the key is having the toll free numbers and your credit card numbers handy so you know whom to call. Keep those where you can find them easily (having to hunt for them is additional stress you WON'T need at that point)!

File a police report immediately in the jurisdiction where it was stolen, this proves to the credit providers you were diligent, and is a first step toward investigation. But here's what is perhaps most important. I never ever thought to do this. Call the three national credit card reporting organizations immediately to place a fraud alert on your name and SSN. I had never heard of doing that until advised by a bank that called to tell me an application for credit was made over the internet in my name. The alert means any company that checks credit knows your information was stolen and they have to contact you by phone to authorize new credit.

By the time I was doing this – almost two weeks had after the thief – all the damage had been done (there are records of all the credit checks initiated by the thieves' purchases, none of which I knew about before placing the alert).

Since then, no additional damage has been done, and the thieves threw my wallet away this weekend (someone turned it in). It seems to have stopped them in their tracks.

The numbers to call are:

Equifax 1-800-525-6285

Experian (formerly TRW) 1-800-301-7195

Trans Union 1-800-680-7289

Social Security Administration also has a fraud line at 1-800-269-0271

Remember the Capital One Commercial ? **“WHATS'S IN YOUR WALLET?”**

It holds a wealth of information about you. Take your wallet apart and see what you find. If you ever lost it, how would you know what to report. Without looking in your wallet how would you find what all your license id numbers were. How quickly could you find your credit and ATM account numbers, and the numbers to call if lost or stolen. That info was on the card, but you don't have the card to look at. All your other certification numbers, permit numbers, membership numbers, shopping id's, etc... Make a list and put it in a safe spot where you can find it quickly if a lost or stolen situation ever occurs. For safety sake on many sporting and club events, I travel light, only taking what I need from my wallet and leaving the rest at home. We all hope that our events and flights will be safe and happy ones. The more prepared we are to face any problems, the better we will be able to keep that wish a reality.

Wednesday January 9 8:52 PM ET

## FAA Recommends Student Pilot Standards After Crash

WASHINGTON (Reuters) - After a teen-ager crashed a plane into a Florida skyscraper in an apparent suicide last weekend, federal aviation regulators suggested on Wednesday that flight schools make student pilots meet mental and physical health standards before enrolling them.

The Federal Aviation Administration, in an advisory to aviation inspectors nationwide, recommended that student fliers obtain medical certificates and complete questionnaires on mental health. Currently, a medical certificate is only needed when a student pilot is ready to solo. It is also a requirement for all licensed pilots. In addition, the FAA suggested that flight instructors supervise student pilots at all times, regardless of the student's age. Also, the agency said the general aviation industry should consider steps to better secure aircraft when not in use as well as require separate keys for plane doors and ignition systems. The action stopped well short of an order or a proposed rule on aviation emergency security. The agency only said flight schools should consider steps that best fit their busi-ness opera- tions. The suggestions came in re- sponse to Saturday's plane crash in Tampa in which a 15-year-old student pilot, Charles Bishop, flew a stolen single-engine Cessna into scraper, killing himself.

Bishop was the lone casualty. Authorities said he left a suicide note expressing sympathy for Osama bin Laden and was taking an acne treatment that could cause depression.

### Balloon Ride Turns Fatal

LAS VEGAS, January 26, 2002

Ben Correa reporting

It was supposed to be a one-hour pleasure flight around the valley, but a day of sightseeing turned to tragedy when a hot air balloon crashed to the ground near Mount Charleston. The pilot was killed and six passengers are hurt. Three people are out of the hospital with minor injuries. Three other passengers remain in the hospital listed in fair condition. The balloon ride was a birthday present for three of the passengers on board.

Seven people were in the air when they say strong winds suddenly turned a pleasant flight into one of the scariest moments of their lives. They say the pilot tried to land, but Mother Nature made it extremely difficult. Investigators say the winds were so bad it caused the balloon basket to slam into a cement wall before it crashed on the other side of the road. Richard Capp survived the crash with bumps and bruises. He says the pilot did all that he could. Ron Dupee says he knew the victim and calls this a freak accident. He says the weather reports for Saturday were perfect for flying. Even though Dupee lost a good friend, he says flying in a hot air balloon is extremely safe. Dupee says every pilot that flies a hot air balloon goes through extensive training and must be licensed by the FAA.

The one thing about a balloon adventure is you don't know where you are going, as there's no steering nor brakes. You just follow Mother Nature. The FAA and NTSB are investigating this crash. They hope to figure out why the balloon went down.



But Bishop allegedly took off without permission. The FAA said flight instructors should consider keeping the keys to the aircraft during pre-flight checks. The general aviation industry said it worked with the government to formulate the advisory. "We think they are reasonable and practical suggestions that can be implemented immediately and enhance security," said Warren Morningstar, spokesman for a major general aviation interest group, the Aircraft Owners and Pilots Association. However, Morningstar expressed reservations about the health recommendations, saying he saw no correlation between the suggestion and preventing another incident like the one in Tampa. "You have to have a medical certificate to solo, but up until that point it's the flight instructor who is in command of the aircraft." Morningstar and other industry executives have said this week that the Tampa incident was an isolated case and unique.

"This really wasn't even a security incident. This was a case of a troubled young man bent on committing suicide and doing it in a public way," Morningstar said. "He happened to chose an airplane." Security planners are concerned about the size of the U.S. general aviation community with some 200,000 general aviation aircraft operating from more than 18,000 airports

**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



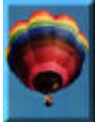
**1990 Head AX-88, N45088, 325TT**, spiral multi-color staircase design, current annual, new parachute top, Ball instruments, 4-10 gal recertified SS tanks, basket w/covers, box of fabric, inflator fan, 150' drop line, very good cond., \$4500. Trailer \$650 extra. Call 203-262-6493 or e-mail: FLYGONE@AOL.com



**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 or Best Over. Call Bill Colyer Tel-203-255-1929 or cell 203-257-4242.

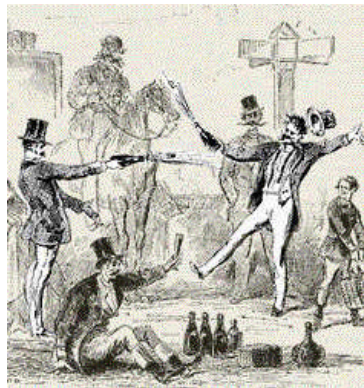
**Miscellaneous Items**

**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.

*(Continued from page 2)*

eral days. The handle of a silver spoon left dangling into the neck of the bottle will keep the wine sparkling for a few hours.



**Vintage Rating Drink ability** 1993 Very Good Drink or Hold 1992 Good Drink 1991 Average Drink 1990 Outstanding Drink or Hold 1989 Outstanding Drink or Hold 1988 Outstanding Drink or Hold 1987 Good Drink 1986 Very Good Drink 1985 *Classic* Drink 1984 Average Drink 1983 Good Drink 1982 Outstanding Drink 1981 Good Drink 1980 Good Drink 1979 Outstanding Drink

*The champagne cork is not a toy. There is about 70 pounds-per-square-inch of pressure behind it, thus making it a formidable missile. It helps if the champagne is properly chilled — at 45°F the gas is reduced one atmosphere of pressure — and you avoid shaking it as much as possible before opening it.*

**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](mailto:Blarney007@aol.com). by Oct 9th for the October Newsletter.

**CLAS Merchandise Sale**

**CLAS Club Pins** 5 for \$20  
**Landowner Pins** 15 for \$15  
**CLAS Mugs** 6 for \$25  
**CLAS Decals** 5 for \$1  
**CLAS Short and Long Sleeve T-Shirts. Buy one get the 2<sup>nd</sup> at ½ price. The higher price prevails.**

<b>Short Sleeve</b>	<b>Long Sleeve</b>
<b>Medium \$12</b>	
Large \$16	Large \$18
XLarge \$16	XLarge \$18
XXLarge \$16	XXLarge \$20

To place your order call Cindy Smith at 860-742-3681 Or e-mail at [cindyjayne@mindspring.com](mailto:cindyjayne@mindspring.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.

# **CHECK OUT THE SALES PRICES INSIDE AND ORDER NOW!!!!**

Newsletter Subscription \$ 15  
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 \_\_\_\_\_

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TELEPHONE Home \_\_\_\_\_ Work \_\_\_\_\_ DATE OF BIRTH \_\_\_\_\_

New member

Renewing members

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Single \$20\_\_\_\_\_.

Crew\_\_\_\_ Student Pilot\_\_\_\_ Private Pilot\_\_\_\_. Commercial Pilot \_\_\_\_\_

BFA CAAP: Level \_\_\_\_\_ BFA PAAP Level \_\_\_\_\_ FAA WINGS Level \_\_\_\_\_

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BFA# \_\_\_\_\_ Pilot Certificate # \_\_\_\_\_ E-Mail \_\_\_\_\_

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