



The Scoop

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For more information, contact Mick Murphy Editor PO Box 53, Southbury, CT 06488

INTRODUCING THE CONNECTICUT CREW DIRECTORY

For most pilots finding good crew is getting harder and harder. In the spirit of ballooning and making sure that we get all those interested in participating out and about on a more regular basis. I was thinking that we could list all the crew people available for crewing. We could make this list available on our web site similar to the commercial operator's section. If you would like to be listed in the Connecticut Hot Air Crew Directory please fill out the attached form and e-mail back to Blarney007@aol.com or via snail mail to PO Box 1528 Litchfield, CT 06795. Once the list is compiled it will be published in the newsletter and also placed on the web site to be used by other club members.

Name:						
Address:						
Telephone						
Home:		Work:		Home:		
BFA CAAP: Level						
Please circle the days and times that you are available to crew						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
AM / PM	AM / PM	AM / PM	AM / PM	AM / PM	AM / PM	AM / PM
Comments:						

Plainville Pantry Press

As we all know the Connecticut Lighter Than Air Society has long been a strong supporter of the Plainville Food Pantry. However our local charity is in need of support again for the less fortunate. I am not suggesting that the club dip into the till once again but at the next meeting I think it would be a nice gesture if club members could bring in any of the following items and we could make a combined donation on behalf of the club.

The Pantry is in need of the following items.

Macaroni & Cheese	Shampoo
Canned or Frozen Hams	Bleach
Laundry Soap	Syrup
Pancake Mix	Cooking Oil
Juice Boxes	Paper Good
Beef Stew	Paper Towels
Children's Cereal	Milk
Feminine Products	Eggs
Cleaning Supplies	Orange Juice
Meats	Product

Monetary donations and gift certificates are accepted to purchase items that they do not receive through regular donations.

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

2K2 CLAS Meeting Schedule

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

2002 Northwest Connecticut Balloon Festival

The 2002 Northwest Connecticut Balloon Festival is scheduled for June 28, 29 and 30th. If you can attend all the flights and would like to participate in the festivities as one of the official pilots please contact me right away. Frank Bart 860-584-1300 or events@adventureballoon.com.

Although there are only a few official pilot slots with rooms left, all club members are invited to attend any of the flight windows they wish. I will need all the usual paperwork if you intend to fly. Free propane will be provided

CLAS Education Meeting: April 18, 2002

Meeting called to order at 7:45 p.m. Members present: Gloria Koczera, Mike Bollea, Charlie Perrault, Tony Roswell, Al Theodore, Mick Murphy, Macarena Parra, Lisa Huck, Santo Galatioto, Jim O'Brien, Harold Cable, Jack Perry

Minutes

Mick Murphy raised an item of business related to the Plainville festival in August. He has been asked by Dale Martin, the event organizer, to serve as the single point of contact for members of the public wishing to buy rides at the festival. Mick suggested that participating pilots might accept \$50 less than the full proposed \$200 per passenger ride, with the excess divided between a donation to CLAS and to the Plainville Fire Company to support their favorite causes. Mick will raise it again at the next business meeting, but wanted people to start thinking about the issue.

The theme for this Education Meeting was map-reading for pilots and crew, and **Santo Galatioto's** fast-paced presentation including practical tasks using the maps he supplied was well received. Santo will submit the presentation to the Scoop as an article.

The home-baked goodies brought by **Macarena Parra**, soon to leave us for the left coast, were appreciated by all.

Respectfully submitted, Jim O'Brien, Secretary.

Competition results for the Marlborough event:

Due to excessive wind the back-up date of Sunday May 5th was chosen. Last Sunday was probably the calmest day so far in year 2002. Seven Balloons set up at the North end of Salmon River Airport. The one surprise was the horse farm just to the East side of the North end. Maybe they're used to aircraft, for they hardly moved as I used my whisper burner to gain altitude. I volunteered to be the Hare and was therefore determined to place the target within the half hour. With the many fields around the area it really wasn't much of a challenge. However, after some elation, that cheer was quickly dashed when some wild-man came out of a cabin hollering about some NO TRESPASSING sign. So off I went allowing the chase to deal with him, and thinking oh darn, the first red zone in this area! Next field over, there was Daryl taking down his Balloon. I could not warn him due to different radio frequencies, however, with the wild man running over to Daryl's Balloon, it took the heat off my chase crew.

First place went Daryl Smith, second Randy Riley, third Mike Bollea.

The over all standings for the year are as follows:

Daryl Smith	10	Penny Christy	3	Mat Dutkiewicz	2
Erwin Dressel	9.5	Tony Roswell	3	Bill Costen	2
Robert Zirpolo	9	Santo Galatioto	2	Clyde Livingston	2
Mike Bollea	8	Jim O'Brien	2	Bill Coyle	2
Randy Riley	7	Macarena Parra	2	Bob Metz	2

Breakfast at Daryl and Cindy's GARAGE was a big hit again with great food and a warm day. To continue the land-owner story, obviously Daryl did not go to jail! Turn's out one of his crew members is an instructor at the girls camp, knows the owner very well and with just a few words put the wild-man in his place, kind of sent him back with his tail between his legs. To add to the happy ending was the fact that we'll always be welcome there!

Our next event will be held at the Harwinton fairgrounds May 25th with the 26th as back-up.

Hope to see you there, Erwin

News brief from Auckland,

Ross and Mary-Lee Sales hosted Pat Anderson, Bill Colyer, and Rodney in Auckland, NZ. All enjoyed flying in the festivals held in Masterton and Hamilton also attended by Brian and Louise. Bill won two events in Masterton, and one event in Hamilton. Brian and Louise were also winners. A GRAND time was had by all.

CLAS - BFA Safety Seminar Reminder

The CLAS - BFA Safety Seminar is coming up soon, May 18th & 19th. This phased 2-day safety seminar means that half of the classes you will attend at the FAA Safety FEST on Saturday, May 18th, and the other half will be at a club education meeting at Wesleyan Hills Rd in Middletown on Sunday May 19th.

There is an enrollment form in the April 2002 issue of the Scoop newsletter. www.lighterthanair.org/the_scoop_online.htm All members, any prospective members, and all crew people are welcome to attend all of the classes on both days. There is a charge only for attendees that want this program to qualify as a BFA Safety Seminar, other wise all are welcome.

While at the FAA Safety Fest wander around and drop in on the other aviation seminars that are going on. This is a good chance to view other aircraft, talk with other pilots and see how the view looks from their perspective. I would especially recommend attending the keynote speakers presentation from Captain Al Haynes. All of the presentation are free.

On Sunday, May 19, we will continue with the last 3 classes needed to complete the BFA Safety Seminar requirements. We will meet at Wesleyan Hills Condo Barn on Wesleyan Hills Rd in Middletown, CT (site of a previous CLAS education meeting) Our schedule for Sunday is:

- 5:30 to 8:00 Fly if we can in the morning. This is not part of the BFA course and is not a planed club fly-out, but if any member would like to fly before the seminar please contact Penny Christy or I.
- 9:00-9:50 – Weather How to read a PIBAL – By: David Lasher, CLAS Member
- 10:00-10:50 – Ground Crew Safety – By: Daryl Smith – CLAS Member
- 11:00 – 11:50 - Crew Training, Backing up a Trailer – By: Daryl Smith, CLAS Member
- 12:00 – 1:30 Lunch – Bring a lunch for yourself or an offering to share with everyone.

Directions to Wesleyan Hills Condo Barn for Sunday Classes

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 on Rte 9 (heading South)
- Continue south on Rte 9 for 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.

2002 BFA Safety Seminar

Registration Form

This year the club has organized a phased 2 day safety seminar. This means that half of the classes you will attend at the FAA Safety FEST on Saturday, May 18th, and the other half will be at a club education meeting on Sunday May 19th.

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

1. The following classes at the FAA Safety Seminar on Saturday, May 18, 2002 must be attended:
 - Maintenance & Repair, Electronic Flight Instruments– by: Steve Kropp, of Fly-Tech Instruments
 - FARs and Airworthiness – by: Peter Lindbergh, FAA FSDO
 - Pilot Judgment/Aeronautical Decision-Making – by: Sid Conn of Fire Fly Balloons
 - Balloon Accidents – by: Sid Conn of Fire Fly Balloons
 - Aero-Medical Factors for Balloon Pilots – By: Dr Clayton Thomas MD, CLAS Member

You must also attend the following CLAS Education Club Meeting on Sunday, May 19, 2002:

- 9:00-9:50 – Weather How to read a PIBAL – By: David Lasher, CLAS Member
- 10:00-10:50 – Ground Crew Safety – By: Daryl Smith – CLAS Member
- 11:00 – 11:50 - Crew Training, Backing up a Trailer – By: Daryl Smith, CLAS Member

If you miss any of these classes you will not meet the BFAs education requirements to qualify as a safety seminar. Make-up classes may, or may not be available. If you have any questions please contact Daryl Smith, CLAS Education Committee Chairperson, at 860-742-3681 or by e-mail at daryl@kbz.com

NAME	
Address	
City, State, Zip	
Phone	
BFA Member Number	
Pilot Certificate Number	
Rating or Crew Designation (Circle only one)	CP - Commercial Pilot PP – Private Pilot SP – Student Pilot CR – Crew Person O - Observer

NOTE: Your BFA # and Pilot Certificate # are required information that must be submitted with your application. Without this information your application can not be process by the BFA. Please, look them up NOW and insert them above.

The cost of the clubs BFA Safety seminar is \$10.00. Make Checks payable to CLAS and return with this application to:

CLAS
PO Box 53
Southbury, CT 06488-0053.

This application can also be submitted at the April 2001 CLAS meetings. This registration form must be received by the education committee before the start of the FAA Safety Seminar on May 18, 2002.

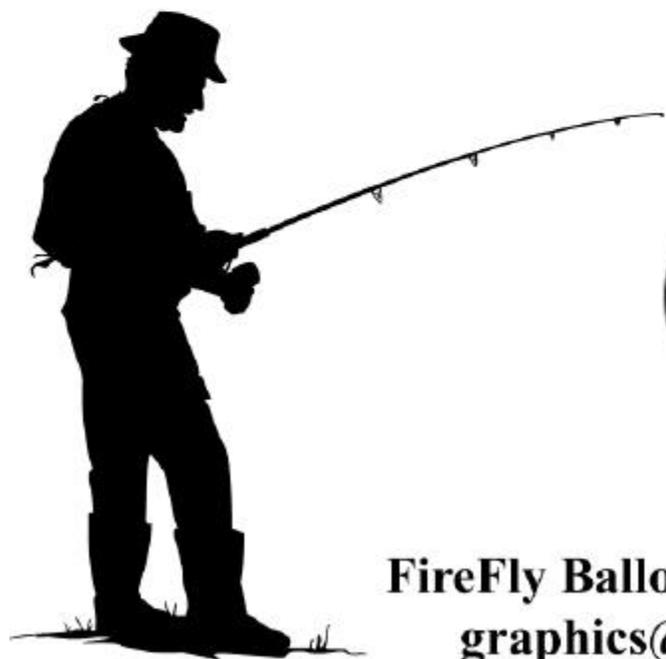
If you have any questions please contact Daryl Smith, CLAS Education Committee Chairperson, at 860-742-3681 or by e-mail at daryl@kbz.com

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Pilot saves day in balloon drama

PILOT George Barnes dodged potential disaster by just seconds when his hot air balloon was blown into the path of an on-coming train. Freak wind dragged the huge red and white balloon off course as he was taking a group of four passengers on a pleasure flight. The balloon, which was about to land in a field, veered towards a railway line where the 7.20pm Sprinter service from Manchester to Oldham was approaching.

Traveling. But electrician George, 59, steered away from the line as the train whistled past at 70mph. It landed in a nearby factory yard in Shaw, near Oldham – to rounds of applause from those on the ground. The dramatic descent was captured on film by amateur cameraman Les Brooks who chartered the balloon’s journey from a hill behind his home.

Unaware

The balloon was taking competition winners on a 30-minute sightseeing flight – but the passengers appeared to be unaware of the drama. Eye witness Les, 49, said: “I’ll never know how he landed it in such a small area. He narrowly avoided a disaster.”

“I was sitting in my lounge watching television when I noticed a massive balloon coming over the hill. “It was about

two miles away and as it came over the hill I realized that it was losing height. The pilot was operat-



AIR DRAMA: George steered his balloon away from the train

ing the burner to gain some height but it was up and down and all over the place.

“I think he did well to steer it away.” George, from Salford, said: “Things like this happen when you’re flying balloons. It’s really not a problem. You’re looking round for potential landing sites all the time.”

“Obviously I knew how close we were to the train track and could actually see the train coming but although people on the ground were worried, I wasn’t. As far as I was concerned it was a perfect ng. Christine Ingram, wife of the balloon’s owner Steve, was on board. She said: “Although we missed our landing spot we didn’t feel in any danger because George is a very skilled pilot who has flown all over the world.

Hot Tips on Hotel fires for the 2002 Rally Season.

With all of us getting ready for this years rally season I thought this article regarding hotel fires is very appropriate because we all spend a lot of time in them but I would guess rarely think about what could happen?

According to Alan Caldwell, Director of Government Relations for the International Association of Fire Chiefs, many of the deaths that occur in hotel fires could have been avoided if people planned ahead, used their heads, and didn’t panic. Here’s his advice for surviving a hotel fire.

BEFORE YOU ENTER YOUR ROOM:

- Look in the corridor for the location of the nearest exit route other than an elevator (**NEVER** use the elevators in case of fire. Despite warnings to the contrary, people still die using the elevator during fires, Caldwell says).
- Count the number of doors between your room and the exit. In the case of heavy smoke, you may not be able to see the **EXIT** sign and might have to feel your way.
- Locate the fire alarms on your floor as well, in case you might be the person who needs to activate one.

ONCE INSIDE:

- Read the fire evacuation plan carefully. If this isn’t posted in your room, request one from the front desk,
- Keep your room key in a location where you can find it quickly.
- Never smoke in bed – it’s a major cause of fires in hotels – and in homes.

IN CASE OF FIRE...

1. Take your key and proceed to the door; if you smell smoke, stay low to the ground or crawl on your hands and knees.
2. Before opening the door, feel the door and the door-knob. If they are hot, don’t open the door – the fire could be directly in front of it. If not, slowly open the door and look into the hallway.
3. If your way is not blocked with fire or heavy smoke, proceed to the nearest exit and go down the stairs.

If you are trapped in your room, close the door, stuff wet towels, sheets or washcloths under the door and be ready to help firefighters locate and rescue you.

MAP READING FOR CREW

WHERE AM I AND WHERE AM I GOING, THESE ARE THE QUESTIONS? (Wm Shakespeare beware.)
This was the subject of our seminar last month!

WHERE AM I

When do you ask the question: Where am I? Do you ask it after the pilot has taken off and you are standing in the middle of a tree lined field after napping on the way to the launch site?

The key to identifying your location is to figure that out before the pilot has lifted off. In fact lets return to the time before the balloon has been removed from the trailer.

Did you ride to the launch site with the pilot or did you meet the pilot at the site? Do you or don't you know where you are?

Are you unfamiliar with the area? What tools do you have to assist you in this chase? (Map, compass, plotter, radio, GPS, cellular phone, pay phone)

While many pilots like to select the passenger from their crew immediately prior to flight time, it is important for at least the crew chief to know in advance that they are responsible for the chase.

Before things get busy on the launch field, take out the map and determine where you are and try to figure out where you are going.

A map would be a useful tool in helping you determine where you are.

After unfolding the map, Orient IT! That means holding the map in such a way so it aligns with the streets on the ground. Look at the map to find the compass rose. This shows in which direction north is pointing on your map. North is usually at the top of the map, but not always.

If you have a poor sense of direction, one easy way to figure out the compass directions is to locate the Sun for a morning flight. The Sun rises in the east. As you face the Sun, west will be behind you, south to your right and north to your left. The real easy way to determine direction is to use a compass. Most pilots don't provide compasses for their crew. If you have a poor sense of direction, you might want to carry your own. The range in cost for a new one is from a few dollars to a few hundred dollars. Even the cheapest will meet our needs.

WHERE AM I GOING

Now that you know where you are on the map and are properly oriented, you have to give some thought to where you are going.

It is just as important to know how to get to where the pilot is going as it is to know how to get to the coffee shop (Only the most considerate pilots get their crew coffee before the launch. They selfishly do this in the hopes that their crew will follow them and not lose them while stopping for coffee.)

As for getting to the pilot, you might say it is easy. I will just follow the balloon and if we get separated I will use the radio/phone for additional instructions. Well in this case you get stuck on the field for one reason or another and you can't leave the field for some time and the pilot is long gone. Also, your radios are not working, and the pilot didn't give you the lost balloon number. So, how do you find the balloon? (With all those pilot errors, you should seriously consider going home and letting him/her fend for themselves.)

Lets go back to the point in time at the launch field prior to the balloon coming off the trailer.

The driver/crew person should review with the pilot the expected direction, distance and duration of the planned flight. This exercise will also cause the pilot to think about the proposed flight and improve upon his/her preflight planning. Using the forecasted winds from Flight Service, the pilot should be able to project the general area of the anticipated landing site.

The pilot and crew should review this plan on the map. Remember the plan is only that until the flight is over. How many times have pilots complained that the winds were not as forecasted only to change what happens in reality?

Given the forecasted winds, the crew person should be able to review options such as whether to stay on local roads

(Continued on page 9)

(Continued from page 8)

or to take the highway. Certainly if the flight is going to be fast, the highway might be the better choice. It is better for the crew to know before the balloon cold inflates whether they have to turn right or left out of the parking lot after take-off.

When we are driving we seldom have a plotter, ruler or compass at our fingertips. It would be helpful to easily figure out distances on the map. A checkerboard of grid lines divides most maps. Refer to the map legend and find the scale of miles. The number of miles per inch will change with most maps. Calculate the distance in each grid. So if a grid is 2 miles wide and the pilot is expecting to go 10 miles you can easily count 5 grids to figure out the approximate anticipated landing site of the balloon. Distances between grid lines often vary in each direction.

Other means of measurement include using the map scale and using a ruler, pencil, your finger or anything else that will help you measure the distance.

The orientation of the map and review of the flight plan is essential in making the chase easier for the crew. As for the orientation of the map, some folks like to hold the map so it orients in the direction that they are driving. Others want to hold the map so North is at the top of the map. Whatever works for you is fine. There is no right or wrong way. Consider the negatives of each when making your decision on how to hold the map. If you hold it following the direction that you drive, the printing will often be up side down or sideways and difficult to read. If you hold it with north at the top you have to remember that when you are traveling south that you are going the opposite way of how you are holding the map.

With proper flight planning you will better prepared for the chase. How many times have you chased and have entered a neighborhood too soon in the flight only to loose the balloon. With a good preflight briefing from the pilot and accurate wind forecasts, you should be able to figure out in advance how long to stay on main roads vs. side streets, thus improving upon the chase.

Another good point about knowing how to read a map is to assist you in being flexible when the plan has changed. As indicated earlier, wind forecasts are often incorrect. After taking off, your pilot may relay to you a direction of flight and speed. Given this information you should be able to plot on the map about where the new destination will be.

SAFETY

Drive the car, drive the car and finally, drive the car!

Don't read the map and drive at the same time. Pull over to the side of the road before you look at the map. It will be easier to orient the map and the direction the pilot is traveling while the car is stopped. You will need to continually change your orientation during the chase. Do this without the distraction of driving.

REVIEW

- **GET OUT THE MAP AND DETERMINE YOUR LOCATION PRIOR TO THE PILOT TAKING-OFF**
- **REVIEW THE ANTICIPATED FLIGHT WITH THE PILOT FOR POSSIBLE LANDING AREAS**
- **USE THE MAP LEGEND TO EASILY DETERMINE DISTANCES ON THE MAP. USE A PENCIL, YOUR FINGERS, A RULER, ANYTHING THAT WILL HELP.**
- **WHEN POSSIBLE, DETERMINE THE EXIT PLAN FROM THE LAUNCH SITE PRIOR TO TAKE-OFF**
- **DRIVE SAFELY. STOP TO READ THE MAP**

Germany, Boeing Explore Safety

Blimp *Thu May 2, 12:26 PM ET*

BERLIN (AP) - German airship developer CargoLifter AG and aerospace giant Boeing Co. said Thursday they have agreed to explore the development of sophisticated, high-altitude blimps for use in U.S. homeland security defenses.

CargoLifter said it signed a letter of intent with the Boeing Phantom Works research and development division. CargoLifter's head of corporate development, Christian von Tuempling, said working groups will study potential uses of lighter-than-air craft by military and commercial customers, with a "special focus on homeland defense." One possibility, he said, would be large airships equipped with special sensors stationed at altitudes as high as 66,000 feet for surveillance purposes. Though such systems are only in the planning stage, U.S. military officials have said high-altitude, unmanned blimps or balloons could play a role in future missile defense systems. CargoLifter has sought to market modern versions of the zeppelin airship to move such bulky cargoes as turbines and oil rigs, but production has been delayed in part because of high production costs.

2002 Balloon Festivals

May 24-26, 2002	Balloons Over Bristol Balloon Festival & Craft Fair Bristol, CT
Cancelled for 2002	Lake Champlain Balloon Festival Vergennes, VT
June 1-3, 2001 ?	Great Hudson Valley Balloon Race - Dutchess County Airport, Poughkeepsie, NY
June 14-16, 2002	Quechee Balloon Fest and Crafts Fair Quechee Village, VT
June 28-30, 2002	Northwest Connecticut Balloon Festival & Craft Fair Goshen, CT
July 12-14, 2002	Hillsborough Balloon Festival Hillsboro, NH
July 19-20, 2002	Green River Music and Balloon Festival Greenfield, Ma.
July 26-28, 2002	Wakefield Rotary Balloon Festival Kingston, RI
July 26-28, 2002	NEW JERSEY FESTIVAL OF BALLOONING Readington, NJ Solberg Airport
Aug 2-4, 2002	Pittsfield, NH
Aug 17-19, 2001 ?	Greenville NY
Aug 16-18, 2002	Great Falls Balloon Festival - Lewiston/Auburn, ME
Aug 17-19, 2001 ?	Waldbaum's Balloon Festival - Brookhaven, NY (LI), Brookhaven Airport
Aug 23-26, 2002	Plainville Fireman's Balloon Festival - Norton Park, Plainville, CT
Aug 31-Sep 3, 2001?	New York State Festival of Balloons - Dansville, NY
Sept 20-22, 2002	Adirondack Hot Air Balloon Festival - Glens Falls, NY County Airport
Dec 6-8, 2002 ?	Mt. Washington Balloon Gathering - Schuler Park, N. Conway, NH (N. Conway Chamber of Commerce)

First Aid for Propane Freezes

- **Do** cover the frost bitten area with warm hands or light woolen material. Bring victim inside to warm area as soon as possible.
- Immerse frostbitten area in cool to cold water.
- Gently cover affected parts with light dampened or wet woolen materials, if affected area cannot be immersed in cool water.
- On affected parts, injured party should start exercising fingers, toes, and legs/
- Give patient a warm, non-alcoholic drink.
- Get the patient to a physician.

DO NOT use hot water, hot water bottles, or heat lamp on burn. **DO NOT** turn water pressure or pour water on burned area. **DO NOT** run with snow or ice, as this increases the chances of gangrene infection.

TELL THE PHYSICIAN that a freeze or frostbite from propane is parallel to a burn received from a heated object or flame.

MAY			JUNE	
SUNRISE	SUNSET		SUNRISE	SUNSET
05:50	07:50	1	05:21	08:19
05:49	07:51	2	05:21	08:20
05:47	07:52	3	05:21	08:21
05:46	07:53	4	05:20	08:22
05:45	07:54	5	05:20	08:22
05:44	07:55	6	05:19	08:23
05:43	07:56	7	05:19	08:24
05:42	07:57	8	05:19	08:25
05:40	07:58	9	05:19	08:25
05:39	07:59	10	05:19	08:26
05:38	08:00	11	05:19	08:26
05:37	08:01	12	05:18	08:27
05:36	08:02	13	05:18	08:27
05:35	08:03	14	05:18	08:27
05:34	08:04	15	05:18	08:28
05:33	08:05	16	05:18	08:28
05:32	08:06	17	05:18	08:28
05:31	08:07	18	05:19	08:29
05:30	08:08	19	05:19	08:29
05:29	08:09	20	05:19	08:29
05:28	08:10	21	05:19	08:30
05:28	08:11	22	05:19	08:30
05:27	08:12	23	05:19	08:30
05:26	08:13	24	05:20	08:30
05:26	08:14	25	05:20	08:30
05:25	08:15	26	05:20	08:30
05:24	08:16	27	05:20	08:31
05:23	08:16	28	05:21	08:30
05:23	08:17	29	05:21	08:30
05:22	08:18	30	05:21	08:30
05:22	08:19	31		

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



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 (300tt) with Single Mark IV Burner and 42x48 Basket with 3 ten gal. tanks, annual 9/10/01. \$3900.00 or Best Over. Call Bill Colyer Tel-203-255-1929 or cell 203-257-4242 and via e-mail ayankeeballoons@aol.com

Miscellaneous Items

Wanted

SPRING SAFETY REMINDER

The coming of spring is synonymous with increased flyable mornings and afternoons. The most often-published safety considerations are inflator fan overhaul, equipment check, and rapidly changing weather patterns. One additional thought for your first few flights plan to be on the launch field 15-30 minutes earlier than normal. Rig and inflate more slowly. Take time to check all hook-ups and connections. Do you have a new or low hour crew-member? Take a little extra effort and time to explain their duties. Are you flying a new balloon? (You lucky devil, you). Be sure even well seasoned crew is rigging properly. Also check your launch field. Anything new or different since you last flew from there? New houses in the area or a new fence or flag pole? **TAKE A LITTLE EXTRA TIME AND EFFORT AND ENJOY THESE SPRING FLIGHTS.**

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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 June 9th for the June 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 2nd at ½ price. The higher price prevails.**

Short Sleeve	Long Sleeve
Medium \$12	
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

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 _____

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 # _____ E-Mail _____

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