



The Scoop

Volume XV, Issue 10, October, 2002

This newsletter is published by The Connecticut Lighter Than Air Society for its members and interested parties. Portions of this publication may be reproduced if credit is given to the writer and to CLAS. The opinions expressed are not necessarily those of the organization or members of this organization (but if they were they'd be damn good ones).

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

CONGRATULATIONS TO THE WINNERS! CLAS 2002 PHOTOGRAPHY CONTEST



FIRST PLACE
CHARLIE PERRAULT



SECOND PLACE
MIKE BOLLEA



THIRD PLACE
ELAINE PRESTHOLDT



JACK PERRY



DAVE LASHER



TERRI ROLLINSON



TERRI ROLLINSON



ERWIN DRESSEL



TERRI ROLLINSON



CINDY ROYS



ELLEN DRESSEL



RICHARD PRESTHOLDT

Atlantic Balloon Crossing Ends in Connecticut . . . Bad break for Balloonists?

“Crash Landing” “Emergency Landing” “Balloon in trouble” These news terms will get anyone to stay tuned. What started out as just another day on Wednesday, September 25th quickly turned into a fast paced chase for a record setting balloonist.

When I got to my office at 6:30 AM, to start getting ready for the day, I turned on the morning news on TV. I soon heard “Breaking News” “a balloon is in trouble” and would be making a “crash landing” in Connecticut. I quickly went through my mind a list of all of the pilots I thought would be up flying mid week. I started to dial one members cell phone, but quickly stopped. I didn’t want to distract any pilot that may need to be putting all of his attention into flying the balloon just to answer questions, that at that moment, would be very distracting.

Later in the news broadcast I learned that British adventurer and balloonist David Hempleman-Adams, had left Pittsburgh, PA early on the morning of Tuesday, September 24th in his gas/hot air balloon. He was attempting to be the first balloonist to cross the Atlantic Ocean solo in an open wicker basket. Equipment problems would be causing him to terminate his flight in Northeast Connecticut before heading out over the ocean.

I sat at my desk and wondered what it would be like to undertake a flight like this and soon realized that he would be landing only about 10 miles from my home. I jumped out of my chair, woke up Cindy, grabbed my flight bag and gloves, and we both headed to the garage to get started on what could be an interesting chase. Now when you leave the house that early, and that quickly in the morning, no thought is given to what you put on, or even what color everything is.

As soon as we got out to the main road we noticed more then the usual amount of local police and state police cars on the road. We passed two Channel 30 news crew thought they must know where the balloon is going and after them. We quickly turned around and started caught up to them at the next intersection the road and pulled in behind them. They had no other information then we did, but they sighting was over Stafford Springs and reportedly heading south.

The news crew was trying to figure out to head more southerly. I told them I lot and would help them figure out start heading. I got the winds aloft vice and started to plot a calculated Stafford Springs. Cindy and I started calculated flight track and general direction the balloon would be heading, with the vehicles close behind us. We asked pedestrians along the way if they had had information that concurred that we course. We than came across a volunteer told us the balloon was much further down wind so we speed up the chase. We got to the landing site just in time to see the police cars, fire trucks and a string of news vans and cars filing into a farmer’s field. The balloon had just touched down about 50 feet off the road in a small group to trees.



Vehicles and loon is going and after them. We tion on the side of They had no other knew the last the balloon was

what road to take was a balloon pi- which direction to from Flight Ser- flight track from heading on to the rection we thought Channel 30 news policemen and any sittings. Some were on the right teer firemen that

When we tried to approach the balloon a policemen stopped everyone from entering the property, as they should have, and asked us to stay on the road. They did not know what was going on with fuel and for the public’s safety to please stay away.

With all of the spectators standing in the road, and the news crews anchors anxious to catch comments from by-standers, started interviewing people in the crowd. Once they got Cindy to start talking about balloons and chasing them, she soon became the expert in the group and all of the attention shifter to her and later to me. NOW this is the time you start to realize what you put on this morning and what color it is and about shaving and combing your hair.

After the news crews and most of the firemen left the site turned into what looked like just another balloon landing. A small amount of people were left behind to pack up and do some landowner relations, who buy the way was wonderful. And who had the same comments we usually hear “oh you can land here anytime”.

The one very troubling thing about this whole story is how the news media whipped the viewing audience up about a non-emergency. In a situation like this people do see and hear things that never existed. And once one comment gets out another person quickly repeats it. And once a news media person hears a “non-balloon knowledgeable person” repeat any of these words or terms, they are suddenly are the expert, and it goes out over the news broadcast. Although I tried very hard to calm the situation

(Continued on page 3)

(Continued from page 2)

in my interviews, the one person who could have calmed the media down about this "emergency situation" was the pilot, David Hempleman-Adams. Disappointingly, he did not deny, confirm or even try and redirect any of the emergency phrases that had been used by the reporters interviewing him. David brought a wonderful aviation ballooning adventure to this state, but he also brought negative media reporting to our sport and did nothing to try and correct it in his interviews. This will not only affect ballooning in our state but the whole country. At a time when Americans think that disaster comes from the sky and that General Aviation needs more regulation, we did not need this kind of publicity.

I had many e-mail conversations with club members and news media people that afternoon and throughout the week. The media people I contacted responded that they did have reliable sources of information to use the terms "Emergency" and "Crash Landing", but who? But never quoted the pilot using any of these terms in any interviews they did with him. I think one club member who e-mailed me summed it up best, David Hempleman-Adams was more an adventurer than a balloon pilot. And the commotion he created brought him more positive attention and fame to his adventure. However it brought balloonists, in this state and country, negative media attention about our sport.

I'm glad there are still aviation records of all kinds out there to break, and people from all nations out there trying to break them, and personally encourage them to keep trying. But, I am not happy with impressions some of them leave behind, from poor media relation skills, for us to clean up.

Daryl Smith

Hebron, CT-AP Sept. 25, 2002 11:15 AM)

The following was on Connecticut's WTNH TV Website:

A British balloonist abandoned his attempt Wednesday to become the first person to cross the Atlantic in a traditional open wicker basket and crash-landed his balloon in a stand of trees in Connecticut. When asked if he was hurt, David Hempleman-Adams responded, "only my pride." Hempleman-Adams decided to land because the autopilot mechanism on his balloon wasn't working right, his flight team in western England said. "We did not want take any undue risks," said flight director David Owen.

The basket landed on the ground, but the top of the balloon stuck out about 50 feet above the tree line, in a wooded area dotted by dairy farms about 20 miles east of Hartford.

Hempleman-Adams, 45, was alone in the 7-foot by 4-foot basket, carried by a white AM-8 Roziere balloon, which uses hot air and helium and is as tall as a 12-story building. The trip started Tuesday at Allegheny County Airport near Pittsburgh and was meant to end five to six days later in Portugal. The solo distance record for such a balloon is 3,318 miles.

The first balloon voyage across the Atlantic was made in 1978 by Americans Maxie Leroy Anderson, Ben Abruzzo and Larry Newman. Another American, Joseph Kittinger completed the first solo voyage in 1984.

Hempleman-Adams said he chose the open wicker basket because he wanted to "recapture the golden age of balloonists and explorers." His flight team said he planned to try the trans-Atlantic trip again next year. Hempleman-Adams, who lives in southwestern England, has already climbed the highest mountains on all seven continents and skied to the North and South Poles.

September Competition

Competition for October 12 will held at the Applefest. For those Pilots that plan to compete, please sign in at Mike Bollea's truck at 6:45 AM and attend a short briefing on the task. September's competition was from the Aqua Turf to the Ushchak's Aerodrome. The X was placed in the large field and Jim O'Brien came within 58 paces and got first place. Penny Christy would probably have taken second place if her bean bag could be found. Penny said it went into the large oak tree in the back 40. We couldn't find it and I suspect some squirrel is resting comfortably on that bean bag while munching some nuts. Erwin's toss was out in left field, but retrievable and therefore he has second place. (unless Steve finds Penny's bag). Mike Bollea was on the other side of town and just plain blew it! We all had breakfast at Paul's Restaurant to complete the mornings competition.

Erwin

CLAS Business Meeting: September 19, 2002

Meeting called to order at 7:46 p.m. Members present: Jack Perry, Daryl Smith, Tony Roswell, Terri Rollinson, Cindy Smith, Al Theodore, Mick Murphy, Dave Lasher, Kevin Brielmann, Santo Galatioto, Lisa Huck, Erwin Dressel, Ellen Dressel, Mike Bollea, Carlos Kebe, Robert Zirpolo, Kristen Brighenti

Minutes

Minutes from last 2 meetings read and unanimously approved.

Treasurer's Report: Checking account: \$2,228 CD's: \$5,460.61 Correspondence

Sunshine

Sent card to Charlie Perrault for his mother's passing. Nancy Carney (New Fairfield), a former member, lost her son-in-law recently – will send card.

Products

Merchandise on hand: \$1,926. Current sales: \$105

We will try to sell products at the event in Meriden this coming meeting.

Membership

Current number: 88, 4 n/o, total 84

We have 11 not renewed. Some renewed tonight at the meeting.

Flight Manual : Nothing

Education

We need to planning next year's education meetings, also our BFA-approved seminar. NH will be doing Iron Butt again. Suggestions were building a balloon, doing an annual, etc (*i.e.*, a single-subject seminar). Suggestions should be sent to Daryl. Dave Lasher says IMC will only accept BFA seminar for 15% credit next year. Santo suggested we look into a cruise like they do in California and some other places, and it was agreed he should look. Santo also reported on progress at getting hold of Steve Fossett; Mick may be able to get contact through a mutual acquaintance. Tony reported that Joe Shevenell, corporate balloon pilot for the Brooks and Dunn balloon, would come and speak on the life of the "road warrior" corporate balloon pilot. Mick said Bob Sparks could come speak, also Julian Nott. Tony suggested Bert Padelt, particularly good since he's been involved with RTW attempts. Kevin B recommended that such a meeting be publicized in the FAA yellow safety circular. SG says that will need 2 months notice. The general feeling was that half of the education meetings could be speakers.

Competition

A deafening silence. The competition committee is thinking of keeping competition separate from meets like Plainville, since sign-in is a distraction for the pilot doing it. There was discussion of having briefings, and a balloonmeister, and briefing could incorporate the competition. We discussed getting better group involvement, rather than always depending on a couple of individuals. It was agreed that we should try to get a theme/focus going, and a motion to approach the Relay for Life people was unanimously approved. Mick will find out specifics.

For competition, perhaps people would "donate" a crew member to help with competition.

Next competition on 9/28 at the Aqua Turf. Also the Apple Harvest festival on Oct 12, with Oct 13 as backup; propane fill-up at Erwin's afterward.

FAA

Santo described the current FAA TFR's (temporary flight restriction) that apply to flight in the vicinity of open assemblies of people and near nuclear plants. Jack Perry got his private certificate, and Wings level 1.

BFA

It was noted that people in the BFA leave when they complain – we need to get people in the room to improve the situation.

Winter Dinner: Nothing yet. Last Saturday in January?

Nominating Committee: The following were put forth by the nominating committee to run for CLAS offices for the coming year.

Daryl Smith – President

Penny Christie – VP

Jim O'Brien – Secretary

Charlie Perrault – Treasurer

All other nominees welcome to write-in by October 10. We were reminded that the function of the Nominating Committee is to secure the agreement of at least one member to run for each office, but that all are welcome to participate.

Other Business

Did not yet send sympathy card to Gardiner family.

Several CLAS members will tether balloons in Meriden at the street festival this weekend.

Erwin reported on pincrafters.com. Could get allied with Relay for Life and do joint pins.

Photo competition took place.

Submitted with no pretense of respect whatever, Jim O'Brien, Secretary.

Nature's Palette

Todd Gross

Fall Foliage In New England!

Fall foliage in New England can range from "pretty" to absolutely breathtaking depending on the time, place, and quality of the foliage season. The rich colors inspire poets and painters, create new photographers, and change the appearance of almost any New England town or landscape. Almost anyone who appreciates nature will love New England's autumn colors!

The cycle of change begins in late summer. As the days get shorter and the trees begin to sense the loss of light, triggering an end to chlorophyll production. Chlorophyll, the green pigment of the

leaf, masks the true color of the leaf. Once the production stops, the true brilliance of the leaf is revealed in bright yellows, oranges, reds, browns, and even sometimes purples!

Both rainfall and temperature also play a part in the quality of the foliage season. The best colors seem to be preceded by a rainy summer or early fall, followed by warm sunny days and clear, cold nights during the month of October. Cold temperatures can hasten the process by as much as one week. Warm temperatures can delay the end of the foliage season from a few days, up to as much as two weeks, depending on how extreme and long lasting the warm spell is.

If you would like to get a great view of the vibrant display of reds, yellows, oranges and golds, you have to get to the right place at the right time! The most brilliant fall colors occur at various times across New England depending upon elevation, sun angle, and normal weather patterns.

Mid to Late September: The trees across New England's interior start to drop hints of fall color. Peak color can be found by month's end in northern Maine, the Connecticut Lakes region of New Hampshire, and the highest peaks of the White Mountains. The Northeast Kingdom of Vermont also approaches maximum by the end of September.

First Week of October: The light show moves southward, culminating with a broad spectrum of color over a wide

area in the Green and White Mountains of Vermont and New Hampshire and across the interior of Maine. The Berkshires also show maximum color at this time.

Second Week of October: At this time the best fall colors are displayed over the widest possible area in New England. The lower elevations of the Green Mountains, the White Mountains, and the Berkshires are near peak color. Colors are also maximum over a wide area along the Maine coast, interior southern Maine, New Hampshire, Vermont, the Connecticut

River Valley of Massachusetts, and the hilly terrain of north-central Massachusetts. Colors are also becoming very well established in interior Connecticut and Rhode Island.

Third Week of October: This is the best viewing time for Southern New England. Peak color in southern New England's interior shines

this week. Often southern

New England will have two bursts of color, depending on the timing of the frosts. The first burst of color occurs during the second week in October. Just over a week later around the 20th, another vibrant display happens. The second "peak", around the 16th-22nd, is usually the more brilliant of the two in southern New England.

Fourth Week of October: Best colors occur along coastal New England, while Northern New England turns brown. Residual color remains in southern New England's interior, but is usually in the dimming stage.

Please note that peak color can occur a week earlier or later than indicated due to weather conditions.

To get the latest fall foliage information for Massachusetts click [here](#).

To get the latest fall foliage information for other New England states click [here](#).

Record the true color of the leaves of various trees as they begin to change color in autumn. Observe and record which colors 1) appear first 2) appear last 3) last the longest. Science is about observing the world around us and making sense of it through our observations. See what



"Tools for Squad 18"

Hi, Everyone, I would like to make a difference for some individuals who were immersed in 9/11 and its aftermath! Wouldn't you?

I had the bittersweet pleasure of touring Betsy Ceriello's brother's Squad 18 firehouse in Lower Manhattan a couple of weeks ago. I met her brother John and the rest of the men who were on duty. Needless to say, these men had a "more than intimate" connection to 9/11. One of the men I met had crawled out of the rubble from inside one of the towers and several others, including John, were at the foot of both towers when they collapsed. They survived. But sadly, seven of the other Squad 18 members perished in the collapse of south tower.

Betsy is part of the team (called The Friends of Squad 18) that is spearheading the renovation of Squad 18's firehouse, assisting the squad with the memorial they want to grace their firehouse and hosted a neighborhood block event on September 28th. Last week, she ordered the new flooring and ceiling to finish the 3rd floor living quarters. There are several other projects in progress like individual lockers for each fire fighter, replacing old, old furniture, and renovating the bathrooms.

They have a brand new fire truck donated to them by a prominent truck manufacturer from contributions collected for that purpose. Squad 18's was destroyed that day in the collapse.

I don't know about you, but it's a great opportunity for me to contribute directly to people who made such a difference to the 9/11 disaster and especially to real people whom I have met. They are just regular guys as Betsy reminds me, and are dedicated to their job that we all take for granted ----- UNTIL we need their services. What an attitude adjustment 9/11 made to all of us!!

There is a " wish list" that Betsy's team has circulated that would make living for these guys on duty a whole lot easier.

The thing that I can really relate to is TOOLS. They have to borrow the tool kit from their fire truck every time they needed a tool for anything, even to repair something in the firehouse. John opened the drawers of their old toolbox and I saw a couple of screwdrivers and some old 1920's vintage open wrenches that all appeared to be about the same size.

They will be setting up a new tool bench. I think that a worthy effort would be to get these guys a new Craftsman, Snap-On, or the like 1000-piece tool set in a double decker roll-around tool box that they could have whatever they needed to do whatever job they needed to do in their firehouse. What would you be like if you had to go out to your car to borrow a tool from its tool kit any time you needed a tool? (There is also a selection of power tools they need. If

any of you are interested in contributing those, please let me know.)

Another thing that is in very sad shape is their random kitchen knife collection. They cook for 7-10 people at a time and these have been sharpened beyond their useful lives. I think another worthy effort would be a guy-proof good quality kitchen knife set. Some of these men can really cook!! Their kitchen also needs a juicer and heavy duty blender as well.

Please call me if you or any of your contacts would be willing to donate toward these items or at least provide them at cost. All donations can be considered tax deductible as the Friends of Squad 18 is in the process of applying for 501(c)(3) status under the IRS code. It is expected to be granted. Your canceled check or credit card statement can serve as a receipt. If you need another verification, just tell me and I will convey your request to Betsy Ceriello.

Please mail any monetary contributions to me and I will apply them to whatever you want to support.

My phone numbers are:

Home 860-638-3803

Work 860-565-1161

Cell 860-857-8757

Pager 860-708-6119

E-Mail pmchristy@earthlink.net



Here's a photo of this year's crew for "Topper" (photo in the upper left by Mark Abraitis) at the Great Wellsville (NY) Balloon Rally. Note that we're all wearing the 25th anniversary t-shirt, and the trailer says (more accurately) the 27th. Topper is claimed to be the oldest continuously flown experimental hot-air balloon in the country, and possibly the world. It became 25 years old at the 25th anniversary of the Wellsville Rally in the year 2000. It was built by Bob and Dottie Batchelder, The Heable brothers, and Brian Boland. It is now owned and operated by Bob Sommer of Waterbury, CT. It has quite likely been crewed for and flown by more people than any other balloon, too.

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 FF 7 N2573B 77,000 cu. ft. 268 hrs flies pilot and two nice and tight. Nomex skirt. "4.5" 3 tank basket with T-3 burner, 3-10 gallon tanks with heated covers. Ball instruments. Sold with new hoses installed (good for another ten years), reconditioned and re-laced scuff leather, new stainless floor to wicker cable and fresh annual inspection 5/02. \$6,250



Aurora 69,000 cu ft with top tether ring installed - Manufactured May 2001 with 25 hours on the long lasting diamond weave fabric. A Paul Stumpf annual good till May 2003. Flown very cool .Aurora Stretch basket with 2 - 15 gallon stainless steel tanks (for extra long flights) with tank covers and heat tapes. Accent color weave that matches the envelope colors, Ball M57 wireless computerized instruments, and stainless steel superstructure with padded upright covers and scuff leather. Powerful Zone 5 Turbo burner. List Price \$22,000 Now \$15,900 (Student pilots can get 5 instructional flights for no additional charge.)



Lindstrand 77— 1998 Lindstrand A-77 with only 93 hours total time. Top 1/3 is hyperlife fabric. 42 x 47 Ascot basket with black leather trim. 3 - 10-gallon stainless steel tanks. Ball M55 flight instruments in matching royal padding. Jetstream single burner. Fresh annual August 02.

Balloon is in showroom fantastic condition. Includes factory down cover and free shipping along with free flight instruction if within reasonable driving distance. **Owner financing options available with as little as \$5000.00 down with 7.75% interest. (call to discuss)** Asking 18,500.00 or best offer. Contact Mick Murphy in Litchfield, CT at 860-567-3448 best in evenings 860-945-5865 during the day or

FOR SALE: 1988 Chevy G20 3/4 ton chase van. 350 V8, Complete with basket platform/trailer hitch, beefed up suspension, heavy duty shocks, fairly new tires, kick ass CD stereo, new carpeting throughout, balloon/sun roof etc. hard wired antenna for mobile radio. If this van has anything it has his-to-ry chasing balloons in New England. Mileage is a bit high but engine is very strong and well maintained. Maintenance logs available. Call for demo etc. Robert Zirpolo 203 250-8441.

Miscellaneous Items

Wanted

Collectibles: If you are looking to sell or just get rid of any LTA memorabilia or unique collectibles please contact Mick 860-567-3448 or Blarney007@aol.com.

Hot air balloons teach students about air density

New Haven-WTNH, Oct. 23, 2000 5:15 PM)

Some local students were blowing off a little hot air Monday in order to learn about science. Students from the High School in the Community program launched hot air balloons. The goal is to learn about science. This experiment taught students all about air density. "One group taped the whole inside. Well that made it heavier, and so therefore, their balloon didn't fly as long. So I think they're actually seeing in reality what books say," says Joyce Harden. As part of the project, students had to determine if weight or wind, would affect the balloon's flight path.

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 November 1st_for the November 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.

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