



The Scoop

Volume XV, Issue 11, December, 2002

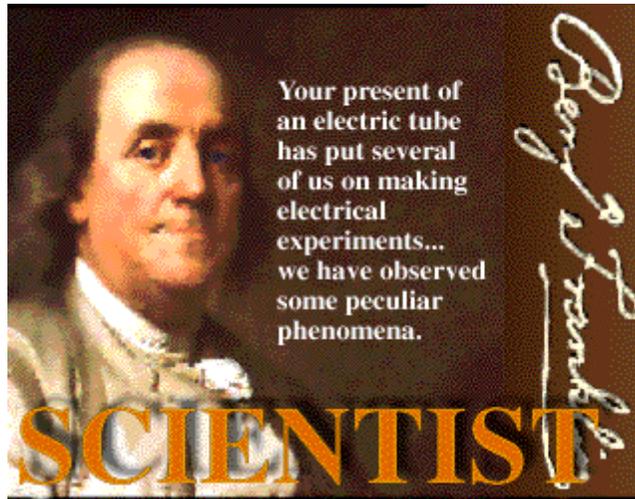
This newsletter is published by The Connecticut Lighter Than Air Society for its members and interested parties. Portions of this publication may be reproduced if credit is given to the writer and to CLAS. The opinions expressed are not necessarily those of the organization or members of this organization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

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

In the 1700s, a scientist was someone who thought about the way things work and tried to figure out ways to make things work better. Today, that definition is still true. Every time Ben Franklin saw a question and tried to answer it, he was a scientist. Every time you ask a question and try to get an answer, you too are a scientist. Ben is most famous for his questions about electricity, but he also experimented with many other ideas in nature.

In 1743, Ben observed that the southwest. He thought it was opposite direction to their winds. course could be plotted. Ben rode chased whirlwind three-quarters more about storms. So, in a way, He even printed weather fore- day's meteorologists don't chase they do continue to plot the Since Ben spent so much time Atlantic Ocean, he became very currents and shipbuilding. Ben people to chart the Gulf Stream. ture on each of his eight voyages Stream in detail.

In November of 1783, Ben hap- working on a Peace Treaty to end the American war against England. From his hotel window, he was able to watch the world's first known hot air balloon flight. The balloon lifted the Montgolfier brothers off of the ground as the first human beings ever known to fly. Ben was very interested in the idea of flight, predicting that one-day balloons would be used for military spy flights and dropping bombs during battle. Soon, balloons were actually being used for recreation, military, and scientific purposes. Even though they could not yet be steered, many people volunteered to take a ride just for fun! Sadly, Ben Franklin died three years before the first American hot air balloon voyage. In 1793, Jean Pierre Blanchard lifted off from the Walnut Street Prison Yard in Philadelphia, beginning the hot air balloon craze in America.



northeast storms begin in odd that storms travel in an He predicted that a storm's a horse through a storm and of a mile in order to learn Ben was a weatherman too! casts in his almanac. To- storms on horseback, but course of storms. sailing to Europe across the interested in both ocean was actually one of the first He measured its tempera- and was able to chart the

pened to be in Paris, France

Notice to all Members:

The FAA has set a Final Rule requiring pilots to carry an approved form of photo identification while exercising the privileges of their pilot certificate.

You may read about the final rule at:

<http://www.faa.gov/avr/arm/pir01023.htm>

The BFA and the AOPA feel this new rule change will cause no hardship or additional cost to the aviation community as we are now required to produce such identification for application for a pilot certificate or rating. If you have any questions or issues with this final rule you may contact either the FAA directly according to the document above or you may contact your BFA representative as a liaison to the FAA.



The FAA has accepted the Internet as a valid source of information for pilots to obtain weather and NOTAMs, but only from qualified Web sites. Vendors may become a Qualified Internet Communication Provider (QICP) by following the steps outlined in the FAA's Internet Communication Advisory Circular. The new FAA National Airspace System (NAS Aeronautical Information Management Enterprise System (NAIMES) Web site is available to the entire aviation community and can be used as a starting point to obtain information from qualified vendors. The agency will provide a public listing of all QICPs on a designated Web page. Users must register for a user ID and password. Information available on this site includes U.S., Department of Defense and international NOTAMs and the ability to conduct a NOTAM search on a radius or flight path; ATCSCC weather links to the Collaborative Convective Forecast Product (CCFP), PIREPS, METARs, TAFs and NOAA Composite Radar Summary; and other aeronautical information, including Atlantic/Pacific Tracks, RVSM information, and ATC System Command Center real-time NAS information. This Web site can be used by individuals, airlines or groups. Registration will not be required after January 2003.

Philip Bryant, President
Balloon Federation of America



Novembers Link of the Month is: NASA's Origins Program at: <http://origins.jpl.nasa.gov/>

NASA's Origins Program seeks to answer two enduring human questions that we once considered around ancient campfires, yet still keep alive in today's classrooms: Where do we come from? Are we alone? "Over the course of the next two decades, the Origins Program will develop the sophisticated telescopes and technologies that will bring us the information we seek." This NASA site is the home page for the Origins Program.

Letters to the Minster of Propaganda

Dear Mick:

Please provide some good weather on the weekends for a change. . . I can't take much more rescheduling!

Regards,

Thad

Competition News

For November and December the theme will be the long jump. Everyone is on their own for competing in the competition. I'll just go over the rules:

Based on the winds, pick your launch site and fly as far as possible within the confines of the state of Connecticut. You need a witness to verify your launch and landing site, and they must sign your statement covering the flight. If possible, have the landowner of each location sign or copy the landowner card they filled out. Needless to say, you can not make any landings before your final touch down. You can make as many attempts as you want; however, the cut off date will be December 31st 2002.

Respectfully,
Mike Bollea and Erwin Dressel
(Competition CO-chairmen)

The Weatherman

It was autumn, and the Indians on the remote reservation asked their new Chief if the winter was going to be cold or mild. Since he was an Indian Chief in a modern society, he had never been taught the old secrets. When he looked at the sky, he couldn't tell what the weather was going to be. Nevertheless, to be on the safe side, he replied to his tribe that the winter was indeed going to be cold and that the members of the village should collect firewood to be prepared.

Also, being a practical leader, after several days he got an idea. He went to the phone booth, called the National Weather Service and asked, "Is the coming winter going to be cold?"

"It looks like this winter is going to be quite cold indeed," the meteorologist at the weather service responded. So the Chief went back to his people and told them to collect even more wood in order to be prepared. A week later, he called the National Weather Service again. "Is it going to be a very cold winter?"

"Yes," the man at National Weather Service again replied, "it's definitely going to be a very cold winter." The Chief again went back to his people and ordered them to collect every scrap of wood they could find. Two weeks later, he called the National Weather Service again. "Are you absolutely sure that the winter is going to be very cold?"

"Absolutely," the man replied. "It's going to be one of the coldest winters ever."
"How can you be so sure?" the Chief asked.

The weatherman replied, "The Indians are collecting wood like crazy."

PBS Living in Iowa

On Friday 29th November there will be a story on, "Living In Iowa". The byline reads, "Meet balloonist Ed Yost, best known as the inventor of the modern hot-air balloon and the holder of several gas-balloon world records. However, see what's really important to this ballooning legend. The program airs at 8:30 for 1/2 hour.

Balloon Trivia 101

1. Who attempted the first "Jet stream" flight to cross the Atlantic?

- A. John Wise
- B. Thomas Gatch
- C. Jules Verne

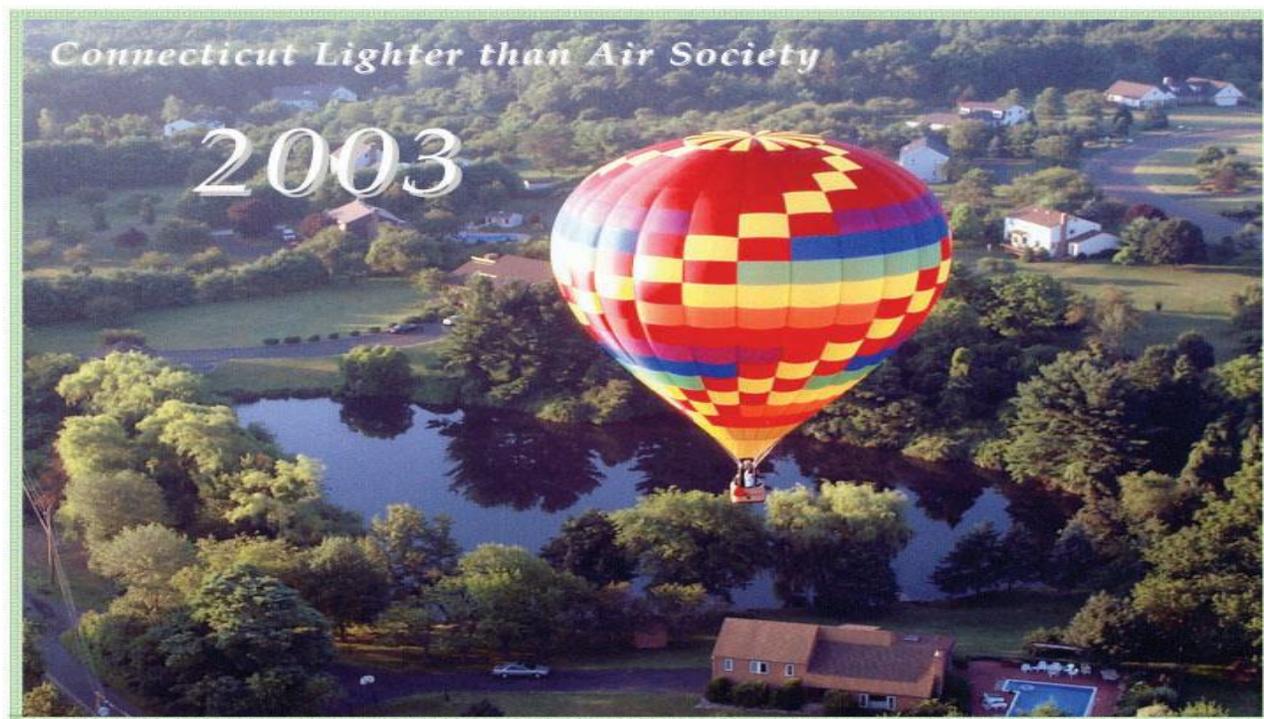
2. Which of the following Trans-Atlantic Balloons did Ed Yost not make?

- A. Silver Fox
- B. Eagle
- C. Zanussi

3. Which pilot team flew the "Flight to Freedom"?

- A. Don Cameron & Major Christopher Davey
- B. Strelczyk & Wetzel
- C. Per Lindstrand & Richard Branson

I will try and create a new quiz each month relating to safety, history, FAR's and other balloon related trivia. I will dig around the archives and hopefully start offering prizes to the winners. To be eligible to receive the prizes the winner must be present at club meetings to win. Who knows more to follow in the next issue.....



JUST IN TIME FOR CHRISTMAS

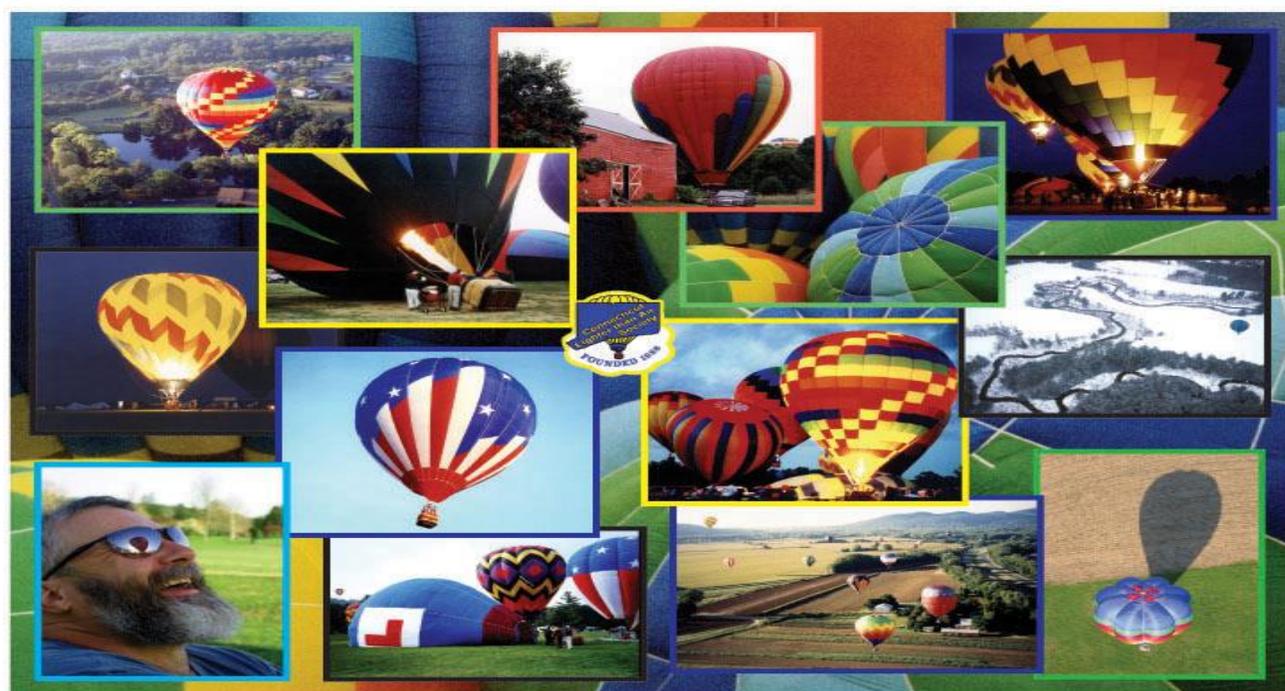
CLAS 2003 CALENDAR

1 to 4 \$8.95 each

5 to 9 \$7.95 each

10 or more \$6.95 each

Contact: Jack Perry, jackp02@sprynet.com, 203-263-5962



The Connecticut Lighter than Air Society, P.O. Box 53, Southbury, CT 06488-0053

www.lighterthanair.org



10 Top Reasons to Buy a FireFly in 2002

- ⑩ FireFly Balloons are the prettiest.
- ⑨ FireFly Balloons are American made with American design, American engineering and American ingenuity.
- ⑧ Only FireFly Balloons have long-lasting, bright and shiny polyester fabric.
- ⑦ Only FireFly Balloons have a 1000 hour/6 year fabric warranty.
- ⑥ Only FireFly Balloons have the triangular baskets which everybody loves.
- ⑤ FireFly Balloons have the only composite structure divided compartment baskets for the ride operators.
- ④ FireFly Balloons have the original and newly improved easy-to-pull parachute valve.
- ③ FireFly has your safety in mind and uses the only non-conductive fuel system and non-conductive suspensions cables.
- ② FireFly Balloons have the quietest, most powerful burner in the world, with a truly redundant Fire 2 backup system.
- ① FireFly Balloons are on sale for the month of December for a whopping 10% discount. Call your dealer or check out the details at www.fireflyballoons.net.



FireFly Balloons
810 Salisbury Road
Statesville, NC 28677
704 878-9501 · Fax: 704 878-9505
www.fireflyballoons.net

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



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. **\$5975.00**



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 s cuff leather. Powerful Zone 5 Turbo burner. List Price \$22,000 Now \$15,900 (Student pilots can get 5 instructional fights 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. Includes factory down cover, free shipping along with free flight instruction if within reasonable driving distance. 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

Miscellaneous Items

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 chasng 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.

Nomex skirt, black for Cameron V-77, excellent condition. Asking \$450.00 Call Bill Colyer at 203-255-1929 or email ayankeeballoon@aol.com

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.

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

Medium \$12

Large \$16

XLarge \$16

XXLarge \$16

Long Sleeve

Large \$18

XLarge \$18

XXLarge \$20

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

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.

NOVEMBER			DECEMBER	
SUNRISE	SUNSET		SUNRISE	SUNSET
6:24	4:48	1	6:59	4:24
6:25	4:47	2	7:00	4:23
6:26	4:46	3	7:01	4:23
6:27	4:44	4	7:02	4:23
6:28	4:43	5	7:03	4:23
6:30	4:42	6	7:04	4:23
6:31	4:41	7	7:05	4:23
6:32	4:40	8	7:06	4:23
6:33	4:39	9	7:07	4:23
6:35	4:38	10	7:07	4:23
6:36	4:37	11	7:08	4:23
6:37	4:36	12	7:09	4:23
6:38	4:35	13	7:10	4:23
6:39	4:34	14	7:11	4:23
6:41	4:33	15	7:11	4:24
6:42	4:32	16	7:12	4:24
6:43	4:32	17	7:13	4:24
6:44	4:31	18	7:13	4:25
6:46	4:30	19	7:14	4:25
6:47	4:29	20	7:15	4:26
6:48	4:28	21	7:15	4:26
6:49	4:28	22	7:16	4:27
6:50	4:27	23	7:16	4:27
6:51	4:27	24	7:17	4:28
6:52	4:26	25	7:17	4:28
6:53	4:26	26	7:18	4:29
6:54	4:25	27	7:18	4:30
6:56	4:25	28	7:18	4:30
6:57	4:25	29	7:19	4:31
6:58	4:24	30	7:19	4:32
		31	7:19	4:33

To All Our Friends In CLAS.....

The 5th annual Mooney Family Christmas Party will take place on Saturday, Dec. 14th. We like to start around 3 PM just in case someone might like to come early and see the horses, pet the goats, and help get the Xmas bow on the donkey. Children are welcome. Come raise a glass of cheer with some fellow New England balloonist AND horse lovers. Call 203-263-0167 for directions. Chris and Cindy Mooney.

Greetings, ho,ho,ho and all that goes along with the holidays. Remember that you are all invited to the Aqua Turf Club on Sat January 4th or Sun Jan 5th (but not both) for the annual frozen ass flyout/ CLAS competition where I will be defending my only first place competitive win since the beginning of time. You can also wish Mike Bollea and Clyde a happy birthday. (CLYDE, YOU WILL SHOW UP RIGHT !!) Please remember the standard rules of no driving on the grass. The field is slowly getting smaller due to the club building walkways, fountains etc. Use your head in finding a place to inflate. Post flight breakfast at Genes Restaurant on the corner of Mulberry St and Rt 10 in Southington. If you need driving directions call me at 203 250-8441. Be there or be square.....RZ

Ho, Ho, Ho,

Bill & Pat's annual Christmas Party will be held on December 21, 2002. Starting at 6pm till Mrs. Santa gets pissed off. Bring your favorite dish, we will have a Turkey and Ham. The Bar is Open!!

RSVP 120 Flax Rd. Fairfield, Ct. 06430, Tel-203-255-1929 Email ayankeeballoon@aol.com

Bill & Pat

NOTAMS MUST BE CHECKED PRIOR TO EVERY FLIGHT

Since 911 there have been changes to our airspace that will likely become permanent such as the restriction that prohibits flying over certain stadiums. One additional change is the increased use of the constantly changing TFR (Temporary Flight Restriction) airspace. Temporary Flight Restricted airspace is just as the name implies, airspace that limits or prohibits access to airspace on a temporary basis. Such restrictions are not charted but announced through the NOTAM (Notice to Airman) system. Thus, the only way to find out if one is in effect is to get a thorough briefing from flight service or from an approved web site. In the past, TFR's were usually instituted for several miles around disaster sites to allow for safe movement through the air for rescue operations. Since 911, the TFR's that have been introduced often cover vast amounts of airspace up to a 30nm radius of the protected event. One exam-

ple of these new TRF's and the most notable of this type of restriction is the airspace that surrounds the President (of the US, not the President of CLAS) as he travels around the country. Our President is a very mobile individual. As he moves throughout the nation TFR's pop up and follow him. It is easy to be in the wrong place at the wrong time and place your license (or possibly more) in jeopardy. I was at a festival at Poughkeepsie, NY in June and the President was across the river at West Point. The TFR came within a couple of mile of this festival. We were all very aware that he was nearby. One of these TFR's could easily affect Connecticut. This President has visited Yale in New Haven as well as other area colleges and schools. A 30 mile TRF would cover a substantial portion of this state, thus making flying virtually impossible from a legal standpoint. There are many other reasons for which a TFR could be instituted. I only use the movement of the President as an example where large blocks of airspace can be restricted at a

moments notice.

The point of this message is to remind every pilot that they "must" check all Notams as well as the weather prior to each flight. The national airspace system is very complex and constantly changing. The FAA has recently pleaded with all of the aviation groups to remind their members of this fact. The numbers of airspace violations are rising dramatically. The FAA is forced to take severe action when this occurs. The recent creation of the new national security cabinet post will relieve the FAA of some of its security responsibilities. If the number of airspace violations continues, there will be instituted new restrictive measures that will limit our ability to enjoy our sport or continue with our businesses. Lets work with the government to insure that our national security is not compromised while we fly our balloons.

Santo

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
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FIRST CLAS MAIL