



The Scoop

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October 2003

CLAS 2003 Photography Contest Winning Entries



Second Place - Charlie Perrault



Third Place - Cindy Smith

Second Place Charlie Perrault

First Place Jack Perry

Third Place Cindy Smith

Honorable Mention



Charlie Perrault



Beverly Theodore



Cindy Smith



Jack Perry



Mike Spiegel



Cindy Smith



Charlie Perrault



Mike Bollea



Mike Bollea

CLAS Fly-outs Coming up

October Fly-Out – Saturday, October 25th – We will meet at the Commuter "Park and Ride" lot on Route 10, 1/4 mile north of Route 691 at exit 3 in Cheshire, CT at 6:45 AM. We will do competition sign-ins, check wind conditions and move on to a launch site at 7:00 AM. (Sunrise is at 7:15 EDT)

Pilots - Sign-in for the CLAS Competition will be at 7:00 in the "Park and Ride" lot at Daryl Smith's vehicle. (Remember to bring your baggie and know your competition number) If you miss the check in it is your responsibility to check in with Daryl before he takes off at the launch site and to find out what the task is.

Crewmembers – Please also sign-in at Daryl Smith's vehicle too. If you are not crewing for a pilot we will help hook you up with one. If you arrive late, and everyone has left the "Park and Ride" lot, we will leave information and directions to the launch field we have gone off to on the pay phone in the "Park and Ride" lot. (Remember to leave these directions there for the next person that Daryl Smith on his cell phone at are running really late.

A plane ticket to Ireland \$500.00 USD
A pint of Guinness at the local pub 3 Euro,
Jack with hair gel priceless!!

The back-up fly-out day will be first day of Eastern Standard back-up day, same information as Park and Ride. Breakfast will be at Gene's restaurant near the Aquaturf.

Sunday, Oct 26, which is also the Time. So if we use Sunday as the above only meet at 5:45 AM at the

November Fly-Out – Saturday, November 29th – We will meet at the Skylark Airport in East Windsor at 6:45 AM. To get to the Skylark Airport take Route 91 North to exit 45, Turn right and follow Route 140 East for about 1.3 miles, turn right on to Wells Road, the airport will be .7 miles down on the right. There are also signs along the way directing you to the airport. (Sunrise is at 6:56)

Please review your CURRENT New York sectional chart concerning the Class C airspace around Skylark airport. The only exit from Skylark is to fly East on a magnetic heading of about 330 degrees clockwise to 170 degrees. Any other heading will bring you into Class C controlled airspace, AND you must remain below 2,100 feet until clear of the Class C area. If wind conditions are unfavorable for a flight from Skylark Airport we will try and find another launch site in the area or stay on the field. Only vehicles transporting balloon systems are aloud on the runway. All other chase vehicles must remain in the parking lot.

Pilots - Sign-in for the CLAS Competition will be at 6:45 in the airport parking lot at Daryl Smith's vehicle. (Remember to bring your baggie and know your competition number) If you miss the check in it is your responsibility to check in with Daryl before he takes off at the launch site and to find out what the task is.

Crewmembers – Please also sign-in at Daryl Smith's vehicle too. If you are not crewing for a pilot we will help hook you up with one. Breakfast will be at the truck stop on Route 5, 1 mile south of the Route 140 Route 5 intersection.



Photo Ellen Dressel

Just Wind

A special thanks to Bill Armstrong for last months history lesson and presentation for the release of his new book "Just Wind". It was great to expose many newer balloonists to the likes of Tom Gatch and Larry Newman's historic balloon expeditions.

It's also amazing as you read thru the names of balloonists who helped support both of these flights that they are the pioneers who made the sport of ballooning what we know and enjoy today. The names that stand out include Ed Yost, Joe Kittinger, Bob Rice, Bob Sparks, Bill Armstrong, Dick Rutan, Michael Fairbanks, and Per Lindstrand just to name a few that were mentioned. All of the balloonists that I mention also have attended club meetings, seminars or social events all sponsored by CLAS. I hope that many club members are saying to themselves at this time **WOW!**

"I have had the greatest opportunity meeting many of the pioneer balloonists mentioned thru being a member of the Connecticut Lighter Than Air Society." Over the years thru active club members, safety seminars and thru many of the personal relationships, membership of our club has been exposed too many of the historical pioneers of ballooning. I hope that CLAS continues to recognize the importance of exposing the membership to more balloonists that have contributed so much to our sport. As balloonists we also need to take the time to thank those for taking the time to give back to CLAS! On behalf of the membership of CLAS, I would like to personally thank Bill Armstrong for presenting "Just Wind".

Mick

COMPOSITE SCANDINAVIA

Light! Compolite CS is a light cylinder. The weight is somewhat above half of the steel weight. Thus it is easy to carry around and thus more suitable for handling at home but also for outdoor leisure activities involving barbecuing, caravans and boats. The low weight is also most valuable for industrial use such as fork lift truck applications, etc.

Transparent!— Compolite CS is transparent. The liquid level is visible, clearly showing how much LPG there is in the cylinder and thus always clearly indicating when it is time for refill. Transparency is one of the main reasons customers prefer Compolite CS. Click to see a moving example.

(You need the flash4-plugin)

Stackable! Compolite CS stacks easily casing is ergonomically designed to simplify handling and installation. The valve is

Strong! Compolite CS is designed according to advanced stress calculations. It requires little maintenance and service. The composite material developed by Composite Scandinavia has properties that gives the cylinder some degree of resilience.

Recyclable!— Since Compolite CS is made from recyclable materials and closed manufacturing processes are used in its production, a very high LCA value* is achieved. The total environmental impact including manufacturing, transportation, periodic inspection is approximately half of

* LCA value: A product assessment according to life cycle analysis in which the functional value of a product in relation to its environmental impact.

Corrosionfree — Compolite CS cannot corrode. This is true outside as well as inside the cylinder. Due to the corrosion resistance the length of this cylinder's working life is 1990, through regular testing, it is performed in close cooperation with the Swedish authorities. Over the years, tested by representatives from trial testing organisations such as the Swedish accredited inspection bodies, SAQ, and the National Board for Explosives and Flammable.

Safe — Since Composite Scandinavia has developed a cylinder that offers maximum safety. The development operation with the Swedish auditing has been monitored and registered as one of the Swedish and international industrial



Photo Mick Murphy



Kenny and Bill.) The flights took place from several location in north Meath including, Kells, Oldcastle, Moynalty, Castletown, and Kilskyre. Early flights at the Headfort School in Kells were shortened due to heavy rain but the rest of the week the weather was flyable but a bit brisk for a few flights! One quote from a CT balloonist "What will take the Irish to stop flying a hurricane?" The flying in Ireland is absolutely beautiful with plenty of fields! The Irish were also extremely warm and friendly landowners. After one afternoon flight George and I were taken back to the local pub after we stuffed all the balloon gear into her trunk and tied it off with George's belt! There should be more stories in the next newsletter including an article as to why your Minster of Propaganda was enrolled in the Kells School or Motoring! I would like to personally thank Lord Byron for paying my first year's tuition and let everyone know that my learners permits are proudly displayed on the windshield of my vehicle.

and securely for storage and transport. The valve is

according to advanced stress calculations. It The composite material developed by Commake Compolite CS impact -resistant and

made from recyclable materials and closed production, a very high LCA value* is including manufacturing, transportation, pe-

that of steel cylinders. cannot corrode. This is true outside

to the corrosion resistance the with rust or other particles vinylester and glassfibre com- extremely well. External factors or tough industrial environ- the length of this cylinder's 1990, through regular testing, oped a cylinder that offers is performed in close co- thorities. Over the years, test- tered by representatives from trial testing organisations such the Swedish accredited inspec-

The 33rd Irish National Hot Air Balloon Championships were held September 21 – 25, 2003. Forty Five Balloons in attendance including the "Bertie Bassett 155 ft-high Liquorice All-Sorts Man". Balloonist came from as far away as Sri Lanka, Singapore, Chile, England, and of course the Americans. Team America including the following (Jim Byron, Aron Brody & Debbie, Jim Chubbuck, Bill Colyer, Matt Dutkiewicz, Mick Murphy, Jack Perry, Steve Roys, Christian Sager, George York, Robert Zirpolo, Boomer,



Photo Credit Lord Byron

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Balloons land hard, injure passengers after winds increase Thursday By Todd Dukart

What began as a beautiful Special Shapes Mass Ascension at the Albuquerque Balloon Fiesta ended with several hard landings and injuries Thursday after winds picked up in the Duke City.

Four people suffered burns when a balloon made a hard landing in southwest Albuquerque. Ten people were onboard the balloon, which took off from Cottonwood Mall and was not part of the Balloon Fiesta, when shifting winds resulted in the hard landing in a field. The gondola bounced and toppled over, and its propane burners burned three women and the pilot. The women were also thrown from the gondola.

Pilot David Smith was treated for second-degree burns and released. Margaret Brown, 78, from Raytown, Missouri; Sybil Julio, 65, of Kansas City; and Clara Jo Williams, 65, from Parkville, Missouri, were injured in the accident. Brown and Julio are in stable condition, and Williams is expected to be released from the hospital Thursday evening.

Earlier, Sunny Boy, which is shaped like the sun, set quickly on a high school field at Edith and Osuna NE shortly before 8:30 a.m. The balloon's gondola hit a fence on the side of the field and the envelope became entangled in power lines. Public Service Company of New Mexico crews shut down power in the lines in order to untangle the balloon. There was no report of any injuries at the scene.

Another balloon landed hard near Edith and Candelaria NE about the same time. An ambulance was called to the scene and paramedics could be seen checking out a passenger from the balloon. The extent of any injuries was not immediately known.

A fourth balloon, Oggy the Friendly Dragon, became entangled on a light pole at Menaul High School's stadium. Albuquerque firefighters were forced to cut the balloon in order to free it from the pole.

A fifth balloon had a hard landing and snapped a pole in half near Milne Stadium.

Thursday's Special Shapes Mass Ascension took off with ground winds under 5 miles per hour, but after sunrise, upper level winds reportedly increased. It's believed the higher winds made landings more challenging for balloonists, especially those piloting special shape balloons.

Most balloonists landed safely without incident.
The Associated Press contributed to this report.



Photo Penny Christy



Headfort School

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George York's Geo-Stat
Photo Mick

The Scoop



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2003 Plainville Hot Air Balloon Festival at Norton Park in Plainville, CT

This is a favorite event for local balloonists since the Plainville Fire Department presents it to their town and we all have an opportunity to fly. Dale Martin has been the chairman of this event for the last several years and provides the balloonists with great buffets and champagne for each flight. The weekend of August 22-24 was touch and go as far as flying weather goes.

Balloons were scarce Friday night as rain threatened and droplets occasionally landed on us. Frank Bart inflated his balloon. CLAS had a static display for the public. Charlie Perreault entertained the spectators by playing ballooning videos inside his trailer. A generator running in the back of his pick-up truck powered the video equipment. Penny Christy set up her basket and burner as several children and teens climbed aboard. Even though the balloon glow was cancelled, Friday night was still a success as the sky cleared and a generous fireworks display delighted the thousands of spectators that packed Norton Park.

Approximately 30 balloons from as far as RI, NJ, VT and NH launched Saturday morning. Some pilots took advantage of the faster winds aloft and flew long flights while others stayed low and took leisurely flights around the Plainville area. Saturday afternoon was cancelled. Sunday morning's launch was led by Kevin Brielmann who flew as far in half the time as he did on Saturday. The winds on the surface calmed and eight more pilots launched.

A sumptuous breakfast for the pilots and crews finished the weekend and gave everyone a chance to tell their stories and look forward to next year.