



The Scoop

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10 Supersonic Milestones in Aviation History

Source is from Encarta

In just a century, powered flight radically transformed everything from family reunions to aerial combat. It is easy to forget how quickly the airplane progressed from the eccentric fantasy of a handful of aviation pioneers to an ubiquitous feature of modern life. Here are some amazing facts and moments that illustrate the supersonic speed of development during the airplane's first century.

1. Sir George Cayley gets the idea

Between 1799 and 1809 English inventor Sir George Cayley created the concept of the modern airplane. Cayley abandoned the ornithopter tradition, in which both lift and thrust are provided by the wings, and designed airplanes with rigid wings to provide lift, and with separate propelling devices to provide thrust.

2. Glider pioneer Otto Lilienthal lifts off

German engineer Otto Lilienthal made his first successful flight in a glider in 1891, making him the first person in history to launch into the air, fly, and land safely. Five years later, after more than 2,000 successful flights, he was killed in a gliding accident. His work inspired two young bicycle builders, Orville and Wilbur Wright, to pursue their own glider and airplane designs.

3. The Wright brothers defy gravity

[Orville Wright's](#) historic first airplane flight, on December 17, 1903, lasted just 12 seconds and covered a distance of about 120 feet, a measurement shorter than the wingspan of many modern airliners.

4. U.S. mail rises to the occasion

Airmail service made its debut in 1911, with irregular trips between cities in England. In the United States, airmail became widespread before passenger air travel became popular--by 1935 there were nearly 29,000 miles of regular airmail routes in the United States.

5. Warfare takes to the skies

When [World War I](#) began in 1914, military leaders doubted the value of military aviation for purposes other than surveillance. But by the war's end in 1918, airplanes had been used in pivotal bombing missions and aerial combat encounters between "flying aces" such as Manfred von Richthofen (known as the Red Baron) and Eddie Rickenbacker.

6. The jet engine propels commercial aviation to new heights

Although commercial aviation began in January 1914 with a route between Saint Petersburg and Tampa, Florida, it did not take off in the United States until after World War II. The jet engine, a wartime technological advancement, debuted in commercial aviation in 1952. It hit the big time in 1958, when Pan Am inaugurated Boeing 707 jet service and cut flight durations in half.

7. Chuck Yeager breaks the sound barrier

Until [Chuck Yeager](#) became the first pilot to exceed the speed of sound in 1947, nobody knew whether a pilot could successfully control a plane under the battering effects of the shock waves produced as the plane's speed neared Mach 1.

8. Supersonic flight goes up for sale

In 1976 the Concorde, the first commercial aircraft designed to exceed the speed of sound, embarked on simultaneous inaugural flights from Paris and London. The luxury aircraft crossed the Atlantic in three hours, enabling passengers from Europe to beat the time difference and land in New York City before they left London or Paris.

9. Passenger counts top 1 billion

In 1987, for the first time, airplanes carried more than 1 billion passengers worldwide. By century's end more than 1.5 billion passengers flew annually. In 2002 Hartsfield Atlanta International Airport ranked as the world's busiest airport, with nearly 77 million passengers handled--that's more than 210 thousand passengers per day.

10. Terror quiets the skies

When all flights over the United States were grounded for about one day following the terrorist attacks of September 11, 2001, U.S. skies were free of aircraft for the first time in nearly a century.

CLAS Fly-outs Coming up

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.

October CLAS Fly-out

The CLAS Competition Saturday, October 25th was definitely one of the largest monthly club fly-out events of the year. Eight balloons met at the meeting point and moved on to the Aquaturf for a beautiful blue sky sunrise launch. Visibility was unlimited with a calm to light southerly wind, a perfect day to fly. I was the hair balloon with my crew person, soon to be a pilot, Chris Johanson doing the flying. Chris set us down in a large field in Southington Recreation Park. As soon as the other balloons lifted off Erwin Dressel was in the air after departing from his front yard and was close by the pack, bring the total fly-out count to 9 CLAS balloons in the air. To the north we could see Robert Zirpolo and Mat Dutkiewicz. Other said they think they saw Clyde Livingston up to the north and Mick Murphy out in the west.

Charlie Perreault brought out his new Cameron 90 for its madden flight accompanied by Amy Goodyear as his instructor pilot. It took Charlie longer then most to get set up and in the air because he was taking his time and doing a through preflight and check out of the new system before launching. (way to go Charlie)

At low level the winds headed pilots and crew south to Southington Recreation Park where Chris and I had landed and put out the "X". As the competitors flew by the baggies started dropping. Pilots who took a higher track at first found themselves slightly off target to the east. As they went higher they started heading back north to the Aquaturf. Dropping down again the flight track brought them south again to the target area. A true "Box

Wind" condition. Santo, Mike Bollea and Frank Bart made 2-3 passes at the "X". New member/pilot Mark Sand of Mystic, CT came in first place as he drifted within a few feet of the "X" on his first ever competition flight. (Beginners luck? Or good competition skills? Time will tell us all Mark)

After about 30 minuets of maneuvering to the "X" most pilots got up high and went north. After one to one & half hour flights, the box wind conditions were still working. Pilots had to fly north past there intended landing site and descend into a wind going the opposite direction, landing to the south.

After pack-up about 27 CLAS members met at Genes Restaurant for breakfast, high flying stories, digital picture viewing and some instant video replays of the flight from Mike Bollea which all made for a wonderful start to the day.

Competition standings for the day, reported to me by Mike Bollea were as follows:

Daryl Smith - Hair Balloon
Mark Sand - 1st place (in his first CLAS Competition)
Mike Bollea - 2 nd
Jim O'Brian - 3ed
Randy Riley - 4th
Santo Galotioto - 5th
Charlie Perrault - No score
Frank Bart - No score
Erwin Dressel - No Score

Our Week in ABQ

When Diana and I were thinking of going to Albuquerque, NM for the Balloon Fiesta, our objective was to go and enjoy ourselves. Crewing and flying wasn't to be our job. I hadn't taken a vacation from my sign shop for years, and Diana had been working really hard, too. Our occasional weekends were ballooning efforts, and we were due for time off. Knowing that some friends were going to be there was enough for us to think it would be fun to just go play tourist. Well, we were lucky and got to go.

Getting out there and into our accommodations wasn't a big hassle. We were again blessed with good timing and planning. Finding the Fiesta was like looking for a stop sign. ABQ is made for the Fiesta. There are hundreds of volunteers in the facility to get you there and get your parking fee. Police have exit ramps clearly indicated with illuminated signs, and traffic blocked off so the parking lots are filled smoothly. You may wind up walking a quarter mile if you don't have a crew pass, but there's parking for hundreds of thousands. There were almost a million people there in the 10 days of the event. That's a lot of people, and a lot of cars. The field is the lushest piece of greenery in the city of ABQ; about 100 acres of perfect grass. No cuttings (they're blown away by helicopters) and when it rained, they brought in helicopters to dry the field. Local TV stations sponsor balloons for things like dawn glows, so there's a spot every morning about balloons on local TV stations. There was coverage on The Weather Channel. My wife even showed up in a morning interview for a local station, but we didn't see it.

All balloons are designated places on the field, which is plotted out in a grid marked with numbered and blue-lighted posts. Paved roads criss-cross the entire area and are marked with green lights. It's great when you get there before dawn. The

Zebraws are in charge, and they can do what needs to be done. "Get it up, get it hot, and get it outa here!" was the slogan I saw embroidered on one.



Well, we went out on our first morning thinking we're tourists. No cameras. I'm a film nut, if you don't know it, and I thought I'd kill a dozen rolls if unchecked. We just walked around and looked. We did not see many people we knew as we walked around, but just allowed ourselves to be caught up in the maelstrom of fabric we were observing. It was the most incredible sight I have ever seen. Diana and I were so glad we came. Later we ran into Jim Regan, Ted O'hara, Jon Radowski, saw Ed Lappies and were offered a ride by Ray Fornier. I never did run into him to collect on the offer.

Later that day, Saturday, we knew that the winds weren't good for an afternoon flight, and having wanted to check out the vendors (there are HUNDREDS!!!) we went to the field to shop. There was no charge for parking or entry. We had a good time, got our pins and t-shirts, ran into some crew people from here, and were going to leave when we spotted a shape balloon inflating on the field by itself. We went over to see what was happening, and met the crew, who were just making some last minute adjustments to a balloon they had only finished 10 days earlier in Brazil. It was one of two almost identical balloons looking like HoneyBees. There was a girl and a boy bee. It turns out that they can launch the things together, much like a ribbon tie, flying with their hands together. We were hooked. We were there the next morning inflating the two, Diana on the crown line, me at the throat.

These two turned out to be the darlings of the Fiesta, winning the Favorite Shape award (even with the Space Shuttle balloon making it's first appearance there!), and appearing on the cover of the Albuquerque Journal. We had a fantastic time learning about Victoria Balloons, the new balloon company owned by the builders of these play-

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

(Continued on page 5)

Picture yourself in a

Convertible



While you might not be able to *'put the top down and feel the call of the open road'*, you can certainly feel the thrill and performance of a new Cameron. In fact, when it comes to stepping into a new Cameron, you're already half way there. No matter what brand of balloon you currently fly, there's no need to give up the basket, burners, and tanks you already own, you can simply upgrade the envelope. We'll provide the necessary

paperwork, so all you have to do is connect the envelope and go. And with our easy carabiner-connections, even hooking up the envelope is a snap. You'll soon be on your way to enjoying the benefits of Hyperlast™ and Caliber™ fabrics and the quality and performance of a Cameron. So if your current envelope is getting a little tired...

...why not try a new Cameron Convertible, and get rid of your old rag-top.



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(Continued from page 3)

ful things. One of the owners is an experienced pilot and balloon manufacturer, and the other is an engineer with experience designing and building acrobatic aircraft. When it comes to engineering balloons, this guy is a rocket scientist. He has been the consulting engineer for most of the special shaped balloons that have been coming out of Brazil in recent years, and has been an airworthiness engineer and flight safety specialist for more than 10 years. He is the former head of the Experimental Aviation section of the DAC (the Brazilian civil aviation authority).

Some new innovations were included in the design of these balloons. One was a new material for the basket. It's similar to wicker, but it comes from Chile. It's lighter in color and in weight, while as strong and resilient. The envelopes were made of a very tough fabric but were lighter than would normally be expected due to an innovative suspension system. They were made with expert sewing skills throughout, and inflated nicely. Attaching them to each other was a 6 in. by 3 ft. Velcro. The girl bee was equipped with a rip cord to detach in flight. They were built in an incredibly short time; 75 days.

I don't know enough yet to tell you everything about this company, but I heard enough to know it's a likely challenge for American manufacturers, especially in price. I believe the two Bees were sold before the former owners returned to Brazil. I believe they are still on holiday for a while. The balloons have been invited to New Zealand, Germany and Canada for starters.

The rest of the week was a blur of colorful fabric, hot air and the Albuquerque Box. I took 10 rolls of film. As you



can see, my camera did its job. But it is just not possible to convey with film what 800 balloons look like doing box winds in a competition event over an essentially flat 100-acre field surrounded by flat terrain. Many pilots, including Ray Fornier made two or three passes at the targets. Some mornings the winds were going pretty good too, and several of the pilots were approaching the target at 12-15 mph, 20 feet off the ground.

The effect of Sandia Mountain on the field is amazing. It's a 12,000 ft tall morning sun blocker for the valley, keeping the surface winds draining down and the upper winds warming up, thus producing "box winds" on a regular basis. During the week on Monday through Wednesday there are no evening flights, so a lot of crews go up the 2 ½ mile (!) tram to the top of Sandia, where there's a great restaurant, aptly named High Finance. One of our local crew friends worked there, which helped with the average hour or more wait list at sunset. We also took time for a very rewarding day trip to Sante Fe. The galleries and rich native culture there are worth the trip on the 75mph speed limit highway

there. It was only an hour drive at that rate!

I will publish my first limited edition calendar this year thanks to this effort. I also hope to help introduce the American ballooning public to the merits of the Victoria Balloon Company, and introduce new innovations to the sport of ballooning. Go to Victoria-balloons.com and learn more about their story.

Randy Riley
Owner: R. Riley Signs LLC
Pilot of the Red-Red Balloon

2003 Festival des Montgolfieres in St. Jean sur Richelieu, PQ

By Penny Christy

Old Home week! It appears as if the CLAS pilots are discovering and rediscovering this exceptionally well-run event. This was the festival's 20th year and there were several of our CLAS pilots who flew. Bill Colyer and Pat Anderson, Robert Zirpolo and Kristen Brighenti, Mario de Stefano (Worcester, MA), Jim Regan, Brad Daar, Clyde Livingston, Gene Burnstein (Brick, NJ) (He FINALLY joined CLAS!) and moi, Penny Christy. We all experienced our 10 days (more or less) of attempting to speak French with our local crews. What a family we are with our crews after the week of their dedicated work!

We also had a new Canadian family of pilots join CLAS as I joined their Montgolfieres club in Quebec. Jean Guy Sicotte and Helen Viens are two new members who fly a beautiful balloon with large black tree silhouettes against a colorful sky-to-earth transition of colors. They run a great small balloon event near Magog in Quebec, which I hear is absolutely beautiful with its undulating terrain.

It was good to see all my friends from Florida, too, since they all seem to migrate through the festivals up the east coast and they end up in St. Jean at the right time. Sam Nettles was too busy this year and promises to return next year. How about you next year, Joanie? What would going to St. Jean be without breakfast at Mannequin Piss?

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**The Joys of an Easy Vent
By Penny Christy**

I was given the opportunity of flying a Cameron demo Z90 balloon in St. Jean while my new one is being finished. This one has an Easy Vent and two turning vents. Thank heavens I had read the manual and knew where all the vent lines were supposed to go. It takes a couple of minutes to set up the first time. Now I wouldn't have it any other way.

First of all, turning vents are just as much fun as they are useful. I face the direction of the balloon flight for the whole flight! With a basket of passengers, it greatly simplifies my job! I also saw a pilot at Battle Creek spin on launch over the crowd and out of the airport so everyone could see his sponsor's banners. One opportunity that St. Jean offers is flying in winds that are faster than we would fly here in CT, for example. Often, I had half a mile to set up for a landing so dropping in from the height of corn tassels makes

it easy. During my first use of the Easy Vent (not to be used higher than 15 feet above ground) I was dropping in over a barn into a short field. I dragged 20 feet as the balloon did a spinnaker sail shape for a few seconds.

With each use of the Easy Vent, it was easier. I was very comfortable landing in a field during a very high wind landing. The winds had dropped off after launch and then picked up during a morning flight. I didn't like the lenticular cloud that I saw over the short mountain 5 miles ahead of me. Jim Regan and I both saw someone pulled down by a rotor on the lee side of Mont St. Hilaire, a hill that is surrounded by flat land. I recommend that anyone who is considering a new balloon or even wants the advantage of an Easy Vent, order your new balloon with one of these vents or have one retrofitted into your existing balloon (if it is available for your type of balloon). It is a huge advantage to have so much more control of your envelope when you need to land NOW and stay on the ground.

"After these years of experience, I look with amazement on our audacity in attempting flights with a new and untried machine under such circumstances."

--Orville Wright (1871-1948)

Are you prepared in case you lose your balloon or pilot logbooks, Airworthiness Certificate, or Balloon Registration?

A FL pilot had his trailer disconnected and his Suburban stolen from a local motel during a recent balloon event. Wendell Purvis lost all his paperwork, not to mention his Suburban!! He was registered to fly in several more balloon events and needed his paperwork. Luckily, he had sent the event copies of some of his documentation, but the Registration and Airworthiness are very involved to replace. He could retrieve some of the info for the balloon from his repair station. Still, what a hassle!!!

An Albuquerque pilot had his truck stolen with his complete balloon system and fan in the back. Ray Bair did not have any paperwork in his vehicle - not that his paperwork was going to do him any good without a balloon....

The point is to think, make preparations for the best security of your rig that you can, and keep your documents as close to you as practical. Common sense when you park? Alarm your hitch? Kill

switch your ignition? First, however, make copies of everything and store them in a secure place away from



Photo Credit: Charlie Perreault

your balloon and chase vehicle.



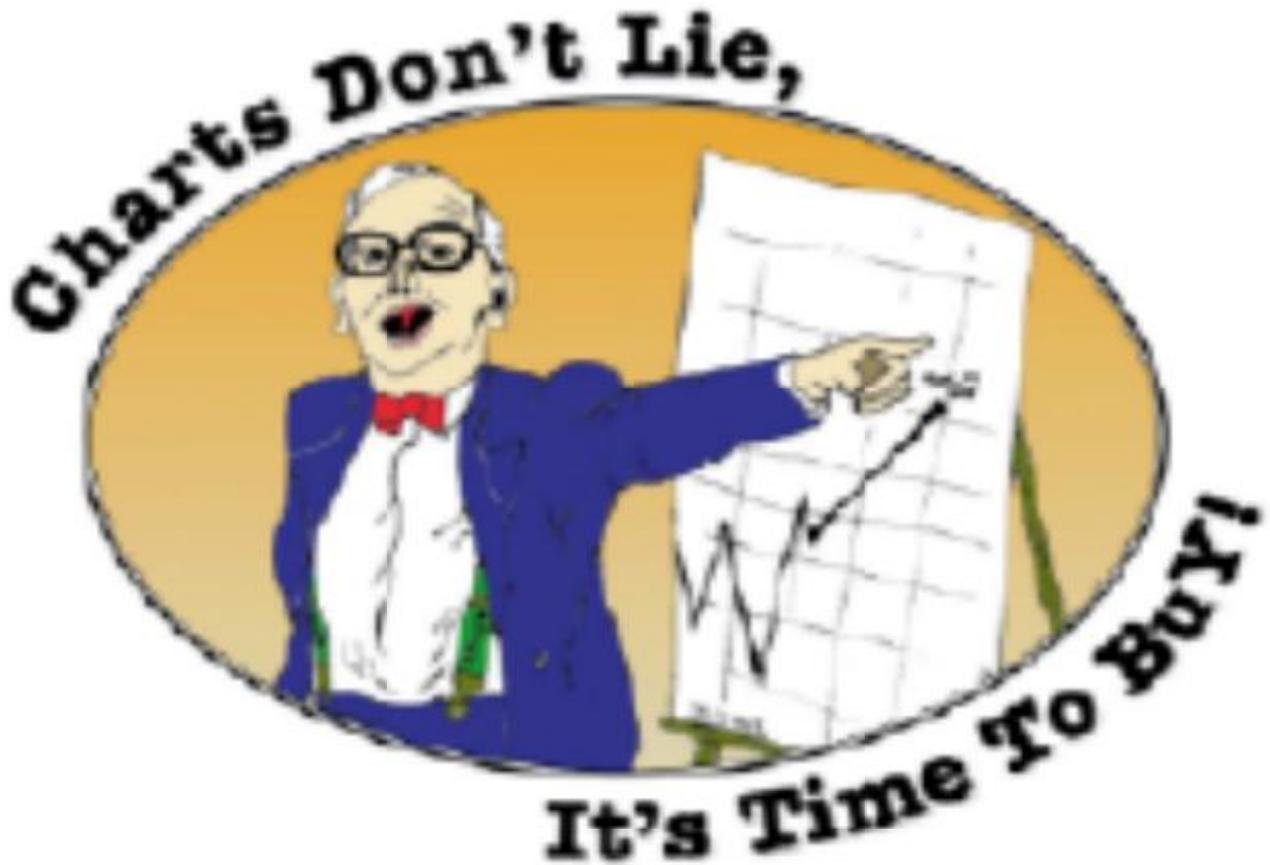
Photo Credit: Charlie Perreault

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The Scoop



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Phenomenal Landowner cooperation The St. Jean event is the epitome of 'taking care of' and 'having the cooperation of' landowners. The event organizers talk to each landowner every year and the rule is that for each balloon landing, the pilot gives the landowner a bottle of champagne or wine that is provided by the pilot or the event. What was interesting this year was that many red zones had downgraded to "no more than 5 balloons." Jim Regan landed in the road with 1000 acres of red zone surrounding him. The farmer graciously let Jim deflate on the farmhouse lawn instead of making him fly on. Some Red Zones had been caused by numbers of balloons' and spectators' vehicles damaging fields and land so the event organizers spend each pilot briefing training us. They use anything they can to impress us and since humor usually works, they even came in dressed as a Holstein cow for our livestock identification lesson.

The Seasons' balloons (Miss Daisy, Sunny Boy, and Mr. Winter) landed late one evening in the end of a barley field. The farmers were more than hospitable and I know that without the care of the event organizers, the story may have turned out very differently. Seasons flew every one of the family and friends that they could find. I met the family and my experience of these farmers was that they were incredibly generous and a delight. **Power Outage? What Power Outage?** We learned of the black-out from the news and by talking to people the next day. Since our power was not effected, most of us were in disbelief that power was out all the way from New England to the Midwest.

Robert wins! Robert won \$400 in a drawing from those pilots who glowed. Pilot packs and gifts were generously distributed this year again and, although there were many names drawn at the banquet on Sunday, not many people that I knew won the gifts this time. Last year I won a DVD player for being the first to register.

Looking forward to next year! It was tough to leave St. Jean again and although this year started with a few days of rain and cancelled flights, flying was better and better as the week went on. Sunday night was a wonderful flight and a great culmination to 10 days of unforgettable experiences.