



Volume XVI, Issue 11

The Scoop

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December, 2003

Not everything about it is good

by [Ed Quillen](#) Last Wednesday, America celebrated the 100th anniversary of the first powered, sustained and controlled flight of a manned heavier-than-air machine.

All those qualifiers are important, since lighter-than-air balloons had been carrying people since 1783, when Jean Franois-Pilâtre and Franois Laurent embarked on the first free flight (previous manned balloons had been tethered) for 23 minutes over the French countryside.

Their invention, the hot-air balloon, is still in use. Others applied the principle to develop buoyant aircraft that could be steered, like blimps.

Many inventors of the 18th and 19th centuries turned their attention to kites, which had been around for centuries. They tried to extend the principle to gliders that could carry a pilot, and eventually to a powered aircraft.

But the power was the major problem. All they had was the steam engine, which required heavy stuff like coal, water, boilers, condensers and the like. The resulting mass didn't matter all that much on the ground or in a ship, but its low power-to-weight ratio made flight nearly impossible, though some people tried.

Among them was Aleksandr Mozhaysky, a Russian who built a steam-powered monoplane which he launched down a ski jump in 1884. He stayed aloft for a few seconds, and during the Cold War, the Soviet Union cited this to claim that a Russian had invented modern flight.

There were French, English and Austrian inventors who also built machines that got off the ground for a few moments, but the real thing had to wait for a lighter power plant - one that didn't need a heavy external boiler. That arrived with the internal-combustion engine which, by 1900, was coming into use for horseless carriages. All the pieces were available a century ago, but somebody had to figure out how to assemble them. Wilbur and Orville Wright were not semi-literate rustics. They were proof of Thomas Edison's observation that "Genius is 1 percent inspiration and 99 percent perspiration."

They methodically designed and tested wings, propellers and engines. Their experience designing and building bicycles was highly relevant: Balance was vital on both, as was strong but light construction.

So it was that on 10:35 a.m. on Dec. 17, 1903, Orville Wright flew for 12 seconds along sandy dunes in Kitty Hawk, N.C. That's certainly an important event worthy of commemoration, but is it one worth celebrating? Conservatives might note that the airplane led to perhaps the largest "takings" of private property in American history. Most states had property laws based on English Common Law, which had the doctrine of "To whomsoever the soil belongs, he owns also to the sky and to the depths." Such traditional property rights would obviously stand in the way of any aviation industry. So, in 1926, Congress passed the Air Commerce Act, which declared that the "navigable air space" (everything above "the minimum safe altitudes of flight," typically 500 to 1,000 feet) of the nation was a public right-of-way, open to all citizens. Thus, millions of Americans lost property rights without compensation, in total violation of the Fifth Amendment of the Constitution (an action upheld by the U.S. Supreme Court in 1946). Further, the airline industry was a result of immense federal subsidies, starting with the Air Mail Act of 1925. By 1929, the direct subsidy was \$6 million, and that didn't count the construction of beacons, radio stations, emergency landing fields and the like.



WINTER DINNER
JANUARY 31, 2004
COLONIAL TAVERN, OXFORD, CT

TIME TO GET OUT, KICK UP YOUR HEELS,
HONOR OUR CLAS CELEBRITIES AT THE ANNUAL WINTER DINNER. THIS YEAR WE WILL CELEBRATE AT THE COLONIAL TAVERN IN OXFORD (WE WERE THERE IN 2001)

TIME: 6:30 PM - COCKTAILS (CASH BAR)
7:30 DINNER

MENU CHOICES: STUFFED FILET OF SOLE
PORK MEDALLIONS
BONELESS CHICKEN BREAST

PRI X FI XE: \$30 PER PERSON

DIRECTIONS: Rt 84 west to exit 16. Turn left off ramp onto Rt 188 and go to traffic light (about 2 miles) turn left at light onto Rt 67, go straight through next traffic light, take 1st left (about 1/4 mile) on to Hawley Rd. Colonial Tavern is on right about 1/4 mile down.

NAME:

NUMBER ATTENDING _____ X \$30 = \$_____ ENCLOSED

MENU CHOICE: please enter number of meals

_____ Pork _____ Filet of Sole _____ Chicken

RETURN TO: POLLY LASHER
258 OLD WOODBURY ROAD
SOUTHBURY, CT 06488

RESERVATIONS MUST BE IN BY JAN 17, 2004

Minutes from the 21Nov03 CLAS Meeting

There were 21 attendees: Paul Niznik, Mark Sand, Kevin Brielmann, Santo Galatioto, Bill Costen, Al Theodore, Mick Murphy, Cindy Smith, Tony Roswell, Terri Rollinson, Any Goodyear, Ellen Dressel, Mike Bollea, Erwin Dressel, Jack Perry, Charlie Perreault, Penny Christy, and Daryl Smith.

The calendars were displayed in advance of the meeting and were very well received as everyone looked for pictures of their balloons.

The Treasurer's Report: \$2467.04 in Checking and \$5515.00 in CDs.

There were no reports from the Sunshine, Products, and Membership committees.

Flight Manual: Penny asked Mike Bollea to transform his Terra Server skills to produce aerial shots of our red zones to provide a different view of them that may help identifying them better from the air.

Education:

2004 CLAS Safety Seminar at the Pratt & Whitney Training Center facility in East Hartford, CT

Food that includes Continental Breakfast with hot drinks, juices, pastries and muffins, Mid-morning refresh, Lunch Sandwich variety, salad, chips, cookies/brownies, soda and water, and Mid-afternoon sodas, water, brownie/cookies tray will cost approximately \$20/person. The club is aligned on using the P&W resident caterer to provide the food.

We have some of the bio's for the presenters and need materials from the presenters to publish in the Seminar Manual before the end of the year. Each of the members who enrolled a presenter is responsible for providing their materials to publish in the seminar manual before the end of the year.

It was felt by the majority of the club that we pay the insurance companies thousands of \$\$ for their service and that we should not have to pay for them to present at our seminar. Some more invitations are going out.

Penny will check on the availability of the P&W Museum in the Hangar for the day.

Marketing opportunities for this seminar include the Reflector (Daryl) and other balloon club publications (Mick).

Penny will assemble an ad to send out.

Reserve your spot by sending payment with your Registration. The number of participants will be capped at the first 75. (To be evaluated later depending on the response.)

Publishing the manual and the assembling the certificates are a big project and we will have a work meeting for that.

BFA/FAA Liaison:

Santo reported that this is an election year. There will be presidential candidates moving around and we have one living in this state. Pilots are responsible for operating considering all the information in TFRs. Be sure to get all the information available from the briefer for the areas around your flying area.

Winter Dinner:

January 31 at the Colonial Tavern in Oxford, CT the same place as in 2000. Be sure to enter your letters for crew awards and let Erwin know about any qualifiers for the S---Happens Award. The meal will be sit down with Fresh Fruit appetizer, Salad, rolls, medallions of pork, stuffed sole, or chicken. Price approx. \$30. Live entertainment was voted out since the cost would raise everyone's ticket by at least \$5. There's rumor afoot that we are going to call out all the vintage balloonists to play with us in this event. We will have a grab bag. Bring a \$5 gift and take one home.

Competition:

The next CLAS Competition fly-out will be on Saturday, November 29th at the Skylark Airport. We will meet at 6:45 in the parking lot and be on the launch field by 7:00. Please review the Bradley International Airport Class C Airspace around Skylark airport before flying. If you have any questions ask an experienced pilot familiar with the airspace before you launch. Do not drive on the grass at the airport and only balloon carrying vehicles will be allowed on the runway.

After the flight we will all meet for breakfast at the East Windsor Diner next to Dunkin' Donuts on Route 5 south of the airport. Lets try and make this the biggest club fly-out (or breakfast - depending on weather) of the year.

Nominating Committee:

Santo is accepting nominations for officers for 2004. So far, he has Daryl Smith for 2nd year as President, Penny Christy as 2nd year as Vice-President, Charlie Perreault as 2nd year as Treasurer. Mark Sand as Secretary. Please submit any other nominations and volunteer yourself as well.

Audit Committee:

Mick, Polly, and Jack are the audit committee and are setting up for the audit of the 2003 books.

The next newsletter is coming out mid-December. Please submit your materials by Dec. 12.

NEAM - New England Air Museum. There is still some uncertainty about the way CLAS members will support the NEAM. Bill Costen will check into our having a familiarization meeting at NEAM in the spring after our Safety Seminar.

Chris Mooney's Christmas Party is on Dec. 13 and starts at 3PM until the last person leaves.

--- Penelope Christy

Connecticut Lighter than Air Society

2004 BFA Safety Seminar Registration Form

This year the club has organized a 1 day safety seminar on February 28, 2004. This will be held at the Pratt & Whitney Aircraft Training Center in East Hartford, CT (Rt. 84 Exit 58 Roberts St., cross Silver Lane into Pratt & Whitney and follow signs to Training Facility on left before the Hangar.

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

- **Weather** – Planning your next flight – Hot Air or Gas Ballooning - by Dr. Richard Clark, Prof. of Meteorology at Millersville Univ.
- **Federal Aviation Regulations** – Pilot Certification – By: Santo Galatioto
- **Maintenance & Equipment Repair** – By: Kevin Brielmann and Robert Zirpolo
- **The Science of Ballooning** (or how and why balloons REALLY Fly) – By: Andy Baird of Cameron Balloons
- **Aeronautical/Pilot Decision - Making** Panel: Andy Baird, Robert Zirpolo, Daryl Smith
- **Pilot / Crew Safety** – By: Charlie Perreault, Erwin and Ellen Dressel
- **Gas Ballooning Panel** - Kevin Brielmann, Bill Armstrong, Bert Padelt
- **Balloon Accidents** - By: The Aviation Safety Council Panel: Kevin Brielmann, Santo Galatioto, Bill Wadsworth, Kathy Wadsworth, and Robert Zirpolo

If you miss any of these classes you will not meet the BFA's education requirements to qualify as a safety seminar. Make-up classes may, or may not be available. If you have any questions please contact Penny Christy, CLAS Education Committee Chairperson, at 860-857-8757 or by e-mail at pmchristy@earthlink.net

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 \$50 Pilots (\$60 for non-members) \$35 Crew (\$45 for non-members) if received before Feb. 1, 2004. Your seat will not be reserved until payment has been received.

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 Dec. 18 or Jan. 15 CLAS meetings. This registration form must be received by the education committee before the start of the FAA Safety Seminar on February 28, 2004.

If you have any questions please contact Penny Christy, CLAS Education Committee Chairperson, at 860-857-8757 (cell) or 860-638-3803 9 (home) or by e-mail at pmchristy@earthlink.net

Charts Don't Lie,



It's Time To Buy!

The economy is picking up,

and we want to make it easy for you

to own a FireFly!

From December 1st to December 31st

15% OFF

Equipment Packages

& Full Systems!

and if that's not enough,

**You can get 15% Off
Options**

*if you place your complete device order from
November 1st to November 31st*



704.928.9907 FAX 878.9869
870 SHELBY RD. TOWNSHIP, NC 28671

CLAS Christmas Party/Meeting December 18th

The next Club Meeting will be on December 18 at the Plainville Municipal Building at 7:00PM. As usual this will be a holiday social and get-together. Bring a Holiday desert or other snack to share. We will have a small (less than \$5.00) grab bag gift exchange. Bring a gift, exchange a gift.

Cindy and I will not be attending the December meeting this year. We will be out of the country sailing in warm waters . . . but thinking of ballooning and all of you. We will even toast each and every one of you that evening. (Looking forward to that)

Since we will not see most of you before the holidays have a safe and wonderful Christmas and New Year.

See you all at the Frozen Buns fly-out January 3rd.

Daryl & Cindy Smith

The airline industry is not a result of private enterprise, and that continues to this day, with the \$10 billion bailout after Sept. 11, 2001. In other portions of the political spectrum, pacifists should find little reason to celebrate. Almost from the beginning, the airplane was developed for warfare. The Wright brothers wanted their first customer to be the U.S. War Department, but the Army initially refused to believe that the Wrights actually had a working airplane. By 1909, however, the Wrights were building military craft. And, as we learned on a late-summer day in 2001, even civilian airliners can be turned into weapons of mass destruction. The victims don't stop there. Modern jets don't just carry passengers and cargo; they carry diseases, too. Researchers at the University of Wisconsin concluded that the West Nile virus, "like SARS, is a disease of the jet-plane era. Just as SARS jumped the Pacific Ocean from China to Canada, West Nile apparently moved from Israel - site of an identical viral strain - to the United States via jet plane." Other researchers say malaria is now being spread by mosquitoes that get aboard airplanes.

There are good reasons to worry about how jet exhaust in the stratosphere might be contributing to global warming. The carbon dioxide from jet engines tends to stay up there, rather than settle to where the carbon can be absorbed by plants or the ocean. A researcher at the University of Michigan concluded that "A greenhouse gas at the stratospheric level is much more effective than one at a much lower altitude at blocking radiant energy from escaping the earth; it may explain the perplexing phenomenon of substantially higher rates of increase in the atmospheric and oceanic temperatures."

That same researcher also looked at fuel economy, no small consideration during these days of war in oil-producing regions. Fill a Boeing 747-200 to 80 percent of capacity with passengers, and do the same thing to a typical bus. The bus is eight times more efficient than the jet. That is, a gallon of bus fuel produces eight passenger-miles for every passenger-mile produced by a gallon of jet fuel. Then there's the general assault on human comfort and dignity at the airport: long lines, invasive inspections, and pervasive crowding, all too familiar to need description here.

And does all this produce a better transportation system? For many Americans, the answer is no. The major airlines don't serve rural areas with anything but overhead noise, and the smaller carriers demand subsidies above and beyond what the airlines already get.

To put this another way, someone living in my house in Salida 75 years ago could have walked to the Denver & Rio Grande Western depot, six blocks away, and purchased a ticket to any destination between San Francisco and New York City. Today, it's a two-hour drive over twisting mountain roads before you can get into line at an airport with scheduled service. That's better?

Dec. 17, 1903, was indeed a day that changed the world. But during the centennial hoopla, we should keep in mind that not all these changes were improvements.

Ed Quillen of Salida is a Denver Post columnist.

CLAS 2003 Competition Still Tied Up

The scheduled November fly-out on the 29& 30th at Skylark Airport was winded out on both days by winds of 42 and 34 Knots at 3000 feet. It was hoped that this fly-out would beaker the ties for 1st, 2nd and 3rd places. Also because of the closeness of this year's competition, no points were awarded for just showing up and going out for breakfast on Sunday, the back-up day.

Competition Committee members decided that another attempt for a tie breaking fly-out this year should take place. Another CLAS competition fly-out is scheduled for December 6th, with a back-up date of December 7th at Skylark airport in East Windsor. All members that are in contention for 1st, 2nd and 3ed place will be contacted about this competition. All members are welcome and are encouraged to come out.

If the weather is too windy for a club competition on December 6 or 7th, we will use the Frozen Buns Fly-out, January 3 with a back-up day of January 4th, for both the tiebreaker and use the same scores for the start of the 2004 completion season. If we get weathered out at the Frozen Buns Fly-out, we will break the 2003 completion ties by having pilots stand in a fully assembled basket on the ground and throw there baggie at a target 30 feet away. Closet baggie wins. These points will be used for both the 2003 tiebreaker as well as for the start of the 2004 competition season.

We will meet in the parking lot at the Skylark Airport in East Windsor again on December 6 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 6:59)

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.

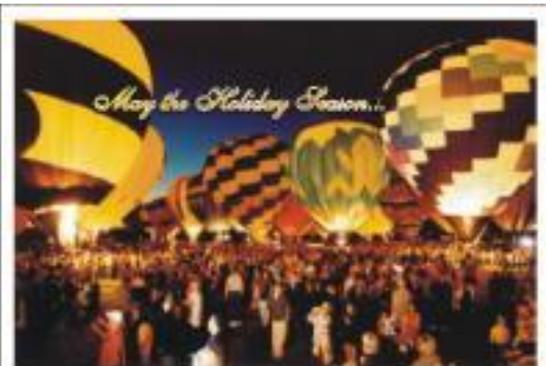
Only vehicles transporting balloon systems are aloud on the runway. Do not drive on the grass! Stay on the runway and back up to the edge of the grass and unload your balloon system. All other chase vehicles must remain in the parking lot.

Pilots - Sign-in for the CLAS Competition will be at 6:45 in the airport parking lot. Remember to bring your baggie and know your competition number. It is the pilots responsibility to check and to find out what the task is.

Crewmembers – Please also sign-in 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 next to Dunkrn Donuts.

Daryl Smith



Give your this kind of Gift!

Randy and Diana Riley

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2004 Frozen Buns Fly-out

The first club fly-out and competition will be at the Aqua Turf in Southington on Saturday January 3rd, with a back-up day of January 4th. We will meet in the parking lot at 7:00 AM. Sunrise is at 7:18.

Pilots must check in at Mike Bollea's truck and have your baggies with you. I think last year we had 6 balloons up last year. Lets all try and get out for this memorable fly-out. After flying we will meet at Genes restaurant.

The Scoop



PO Box 53
Southbury, CT 06488-0053
WWW.LIGHTERTHANAIR.ORG

First manned balloon flight in Ireland

Irishman Richard Crosbie (1755-1800, born in Wicklow) launched at 2:30 p.m. from an exhibition area at Rangelagh Gardens in Dublin his "Grand Air Balloon and Flying Barge" in which he intended to cross the Irish Sea. The balloon was beautifully ornamented with paintings of Minerva and Mercury supporting the Arms of Ireland and emblematic figures of the winds. More than 35,000 people had gathered here to view the historical ascent. Due to early darkness Crosbie decided to break his attempt to cross the Irish Sea and he landed at Clontarf. Before this flight Crosbie experimented with various balloons and released several carrying various animals as passengers. Later he made some further attempts to cross Irish Sea but without success.



FORSALE

Cameron Ball M55 Instrument Pack, 15 hours, asking \$500.00.

Cameron Basket CB301-7B 42"x48 Sports model, went with a C-80, 15 hours, comes with drop line, fire extinguisher, paperwork display brief. \$2500.00 obo. Call Bill Colyer 203-255-1929 or ayankeeballoon@aol.com

Cameron airship car fits either DP70 or DP90 w 2 –10 gal alum cyls, Konig 4 cyl 570 cc radial engine, MKIV burner w/ airship mounting, all in custom trailer. \$9,800.00 (860) 678-7921 or Katdelano@aol.com

Balloon Works T3 burner asking \$800.00 and 5 hp fan \$200.00
Contact Jack Perry 203.263.5962 or jackp02@sprynet.com