



The Scoop

Monthly publication of
The Connecticut Lighter Than Air Society

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CLAS 2004 PHOTOGRAPHY CONTEST



2003 1st Place by Jack Perry



2003 2nd Place by Charlie Perreault



2003 3rd Place by Cindy Smith

Get your cameras out and snap some pictures for this year's photography contest!

The contest is open to all CLAS members and their families. Limit **three** entries per person. Members may submit pictures taken by non-members but those entries will count toward the members three entries limit.

Subject: Anything related to ballooning.

Submit photographs with your name and town where picture was taken on the back.

8 x 10 prints are preferred; please no smaller than 5 x 7. Electronic files are not acceptable as entries you must submit a print.

The CLAS membership present at the September 16, 2004, meeting will select by vote 12 photographs: First, Second, Third Place and 9 Honorable Mention. These twelve photographs will be featured in the Connecticut Lighter than Air Society 2005 Calendar.

Prizes:

1st Place - 4 calendars

2nd Place - 3 calendars

3rd Place - 2 calendars

Deadline 7:30 pm, Thursday, September 16, 2004. If you cannot attend the September 16th meeting give your entries to a friend that will attend or mail entries to Jack Perry, 206 Railtree Hill Road, Woodbury, CT 06798.

The 2004 Northwest Connecticut Balloon & Craft Fair at Goshen, CT

By Daryl Smith

The 2004 ballooning activities in Goshen Connecticut ended much the way the festival started, weathered out. Friday night's forecast for rain and thunderstorms proved to be accurate. Frank Bart tried to get a balloon standing up on the field for the spectators before the storms approached, but as soon as his lift-gate hit the ground a flash of lightning and a clap of thunder sounded. Almost like a signal from Mother Nature saying, "Don't even try", or maybe it was "Do you feel lucky today?" or "Go ahead . . . Make my day". Either way, Frank and his crew ran back to their Headquarters building and the rain started coming down hard.

Frank and Barbara planned another delicious spread of food, drink and snacks for the Friday night Pilots' Party. So after the rain stopped pilots, crew and invited guests went to the party tent next to the live music bandstand for the familiar, balloon, pilot and crew stories washed down with the usual array of spirits.

Saturday morning came with the forecasted fog, mist, low ceiling, and little to no wind. We had the usual discussions about visibility observations which ranged from ½ a mile to better than 6, depending on how badly you wanted to fly. At about 8:00, with more rain in the forecast, and seeing it in the distance, ½ to 6 miles away

depending on your viewpoint that morning, the Saturday morning flight was called off officially.



Photo by Charlie Perreault

Frank and Barbara made space for CLAS to have an exhibit space in their headquarters building again this year, Thank-you, Frank and Barbara Bart. Charlie Perreault brought in his Cameron basket and spent a good part of the non-flying time educating people about ballooning, systems and talking ballooning. He did sign up one new member I know. Mike Bollea had his old envelope on hand for people to look at and nap on. Other members were also on hand to help out Charlie and to talk people about our sport. Mike Bollea also brought in his TV monitor and played scenes from his library of ballooning flights and of his recent trip to Anderson SC. (Didn't see any video of the transmission change in SC Mike) Frank and Barbara sponsored a children's coloring contest and hung each entry on their trailer inside the Headquarters building.

Saturday night's pilot briefing centered on wind direction and gusts (again. After discussions about flying from the Goshen mountain top down into nearby valleys where calmer wind conditions *should be*, a final decision was made to cancel flying

GOSHEN CONTINUED)

not in the valleys. But, spectators did not go home with out some ballooning entertainment. About 8 pilots set up their baskets and burners and gave a "Burner Blast" light show for the spectators as darkness fell onto the field.

Sunday morning arrived with flyable weather conditions. About 15 balloons took the field and started loading passengers. Frank Bart took off as the Hare balloon and we all followed. The flight took us east toward Torrington. Frank lowered the X and about 5 pilots got into scoring range. Only one pilot scored: Penny Christy. She won first place and the rest of the prize money was distributed among those who participated in the bag-less burner glow on Saturday night. Everyone landed in safe areas in and around Torrington. Back on the launch field pilots held there post-flight celebrations with crew and

passengers and headed off to a pancake reception breakfast.



Photo by Rob Macfarlane

Sunday night was canceled because of very windy surface conditions. Even the usual discussions about calmer conditions in the valleys couldn't have talked anyone into flying. So the festival started to close up for another season. However, everyone did get to do what we all like to do at festivals, socialize, eat, nap, talk about the weather and fly. We're praying for better weather next year Frank and Barbara, and thanks for another wonderful time at Goshen.

NEXT CLAS MEETING JULY 15, 2004 at Plainville Municipal Bldg.

Tom Callahan will attend the July meeting to review the air traffic control and radio communication with us.

I also invited Tom out to dinner the evening of the presentation as a way of thanking for taking the time to present at our CLAS meeting. I will send an e-mail out closer to the date for anyone who would like to join us for dinner

I will also be planning an interactive presentation where CLAS members will need to participate.

Mick

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...

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from NTSB NYC04CA128

On May 23, 2004, about 1900 eastern daylight time, a Cameron Balloons N90, N6123U, sustained minor damage while landing in Whately, Massachusetts. The certificated commercial pilot and three passengers were not injured, while one passenger sustained a serious injury. Visual meteorological conditions prevailed for the flight that departed Conway, Massachusetts, about 1800. No flight plan was filed for the sightseeing flight conducted under 14 CFR Part 91.

The pilot reported that the surface winds were very light during takeoff; however, the wind velocity increased during the flight. Due to the increased wind velocity, the pilot located an open field to land the balloon. During the approach, windshear drove the balloon into trees. The balloon then became entangled in trees about 10 feet AGL. A tree limb subsequently broke, and the balloon fell to the ground. During the fall, a passenger suffered a fractured leg.

The reported weather at an airport approximately 20 miles south of the accident site, at 1853, was: wind variable at 4 knots; ceiling 4,900 feet overcast; temperature 73 degrees F; dew point 66 degrees F; altimeter 29.83 inches Hg; remark lightning in the distance to the south and southwest.

The reported weather at an airport approximately 20 miles northeast of the accident site, at 1852, was: wind variable at 6 knots; ceiling 11,000 feet overcast; temperature 68 degrees F; dew point 60 degrees F; altimeter 29.88 inches Hg.

Connecticut's Newest Woman Pilot.

***On Thursday June 17th Cindy Smith
received her Private Pilot Certificate
(Lighter Than Air with an airborne heater).***

Congratulations CINDY!!

Words from our local FAA Examiner, Santo Galatioto

Chris Johanson and Cindy Smith earn certificates **CONGRATULATIONS!!**

If you read the last scoop, you are well aware that the end of June was rapidly approaching with respect to the re-appointment of the local designated examiner (me). With three weeks to go, I needed to give two more exams to meet the quota (a senseless concept if you ask me).

As it turns out, my renewal has been approved and this is in large part due to the extraordinary efforts of several new pilots and one experienced pilot. Daryl Smith provided an opportunity for the final two exams in my quest for renewal.

As you recall from last month's scoop, **Charlie Perrault and Chris Johanson** both got their Private Pilots certificates.

Chris Johanson came back for a second ride. Since he was already a Commercial Pilot for airplanes all he needed was a bit more time to fulfill the commercial requirements for upgrading his private balloon privileges to commercial. Daryl loaded up his car with balloon and crew (including Chris) and headed off to the festival at Burlington. The weather gods were smiling down on the festival and Chris got the final time needed to send him off for the commercial ride. The appropriate folks assembled at the Meadows for Chris's test (notice I didn't list any names since, last month I listed names for Charlie's ride and failed to mention that **Lisa Huck** was also in attendance on the chase). This ride was considerably different than the private ride since he now had to assume the

instructor role. Santo told him that he needed to talk the entire time as though he was teaching a new student, and did he talk. He explained every blessed aspect of the flight in terms that even I could understand. Kathy W. chuckled as Chris droned on, I said keep talking and I turned back to continue chatting with her.

The day provided us with a bit of steerage but it was necessary to navigate across Plainville to get into the south field by the strawberry patch near Norton Park. With the two of us in the air approaching an hour and a sole 20 gallon tank of fuel, it was important for him to nail this landing so we could terminate the flight with a respectable fuel reserve. And nail the landing he did. We came to rest in tall grass with room to spare. Our crew was right there to watch the landing. To get back at him for making me walk out of that orchard from his private ride, I told him "you passed, now get out!" I let him walk through the tall moist grass to a dry asphalt pack up on the adjoining property. Chris will make a fine instructor and commercial pilot.

Now with time running out, I needed to give one more test. Daryl has been saying that his wife, **Cindy Smith**, would be ready for the last year but crummy weather and busy work schedule didn't provide all of the opportunities that Daryl would have preferred; but now the pressure was on. Time was running out.

(CINDY'S TURN) Since Daryl finished up Chris, he could focus all of his attention on **Cindy**. Despite all of the poor flying weather of the winter, the tide was finally turning and she got in the required flights in preparation for the test including a solo flight in the northeast corner of the state. With all of the flying requirements met, all that remained was the written and flight tests.

On Wednesday, June 16th, just 14 days from the examiner's designation expiration, Cindy took the written test. Waiting like an expectant father outside the delivery room, the call came to my cell phone from Cindy indicating that she passed the written test.

The morning of the 17th was looking like a flyable one but as the day progressed there was some question. In any event, we agreed to meet at 5am to proceed with the practical exam if the weather cooperated. At 3:30am the cable TV weather station indicated significant cloud cover over most of the state with rainy weather forecasted for much of the day.

A call to flight service revealed that all statewide reporting stations were clear below 12,000, 6 or miles of visibility, relatively gentle winds out of the south, the nearest convective activity was over the Ohio river valley and rain was locally expected to begin around 10am.

We put a pibal up in the commuter lot and decided upon Panthorn Park since the actual winds were a bit different than forecast (no surprise). Near the surface things were initially quiet so we were able to play a bit at Panthorn. As soon as we climbed up we had steerage from the north through the south east.

The sky was gorgeous with high clouds blanketing the area and the hint that rain wasn't far behind. She planned for and navigated toward Recreation Park at a painful 1.8mph with the Aqua Turn as a back-up. I instructed her to maintain straight and level flight and she did so within 2 feet of the assigned altitude for quite some time.

Once over the park we began a steep decent to the park when we entered a sheer near the surface at about 100 feet that turned us 100 degrees to the left and increased our speed to 6mph. With the park out of reach and the knowledge of the low level sheer, she set us up for a skillful landing into the Aqua Turf. She clearly demonstrated her skill as a private pilot and was so certified.

After a quick pack-up at 6:45 am, there was the gentle pitter patter of rain on the windshield (remember, they said 10am). We started the day with two pilots in the car and ended with three as we went to Genes for breakfast.



Charlie Perreault over Broad Brook Reservoir before his landing in Wallingford during the last month's CLAS Competition. Cindy won that one!!
(Photo by Will Jepson)

MORE Words from Santo

The FAA was pleased to hear that the renewal requirements had been met since it is to their benefit to keep the examiners active but the required activity level has to be maintained.

Now that the end of June pressure is off, lets not forget that we need to repeat the activity for next year and that starts this July first. With the thought of loosing an examiner in the area, many commercial pilots stepped up their activity with some of their students. The students also stepped up their activity. Many hours were spend in a short amount of time to prepare for their exams.

I am both grateful for the concern and efforts of the instructors and the students. Lets keep up the increased level of activity and get more folks certified. This is an exciting time in our sport.

Right after 911, most of general aviation came all but to a halt. The recent activity has been encouraging and is the only way that our sport will grow. When we put our minds to it we can accomplish many things in a short amount of time. We are fortunate to have a renewed interest in ballooning in our area. Lets all congratulate our newest pilots and encourage them as they grow in their experiences and love of our sport.

HOT WEATHER FLYING – Be Aware and Get to know your balloon!!

When you achieve equilibrium and are ready to launch , settle a few minutes to let the pyro heat soak. (Advantage of digital instruments is that they are instantaneous.) Note the temperature at lift off AND at 10-15 minutes after lift off. That temperature difference you can use for your next flight to estimate your flying temperature.

It's tempting to fly at your max continuous temperature if you have a full load of paying passengers. If you take off at 240 Deg. F and plan for 10 degrees of margin, you can exceed that 10 degrees with spikes during short burns. Maintain at least 20 Deg. F for maneuverability and don't launch over 230 Deg. F. You can hit red line as you burn to pull out of an 800 fpm descent.

This saves you money in the long run , especially when one hour of flying hot costs you at least 10 hours of balloon's envelope life.



FEDERAL AVIATION ADMINISTRATION
NEW ENGLAND REGION
BURLINGTON, MASSACHUSETTS



FLIGHT ADVISORY NATIONAL SECURITY SPECIAL EVENT

The 2004 Democratic National Convention (DNC) is being held in Boston, Massachusetts, July 26-29, 2004. The FAA, in conjunction with the Department of Homeland Security, will establish a Temporary Flight Restriction (TFR) area as part of the security measures for this event. Additionally, there will be a Special Traffic Management Program (STMP) for IFR traffic landing Bedford (BED), Beverly (BVY), Lawrence (LWM) and Norwood (OWD), Massachusetts airports. Information regarding the STMP can be found in the NOTICES TO AIRMEN, Domestic/International, Part 4., Section 4.

The TFR will be from the surface to, but not including, FL180, within a 30 Nautical Mile Radius (NMR) of the Boston VORTAC. Additionally, there will be more stringent flight restrictions within a 10 NMR of the Boston VORTAC, from the surface to, but not including, FL180. There are two separate sets of restrictions for these areas, as noted below:

TFR Restrictions within a 30NMR of BOS:

1. All aircraft entering or exiting the 30 NMR TFR shall be on an active **IFR OR VFR FLIGHT PLAN WITH A DISCRETE CODE** assigned by an air traffic control (ATC) facility. Aircraft shall be squawking the discrete code prior to departure and at all times while in the TFR.
2. All aircraft entering or exiting the 30 NMR TFR must remain in **TWO-WAY RADIO COMMUNICATIONS** with ATC.
3. All aircraft operating within the 10 TO 30 NMR area and operating at altitudes of up to but not including FL180 are limited to aircraft **ARRIVING OR DEPARTING LOCAL AIRFIELDS**, ATC **may** authorize transit operations.
4. Flight training, practice instrument approaches, aerobatic flight, glider operations, parachute operations, ultralight, hang gliding, balloon operations, agriculture/crop dusting, fish spotters, traffic reporting, news media, animal population control flight operations, banner towing, utility/pipeline patrol and commercial cargo carrier operations that fail to meet or exceed the TSA'S domestic security inspection program standards; **ARE NOT AUTHORIZED**.

Additional Restrictions within a 10NMR of BOS:

All aircraft operations are prohibited except for:

1. Law enforcement, military aircraft directly supporting the United States Secret Service (USSS), emergency medical flights and regularly scheduled 14 CFR Part 121, 125 and 129 commercial passenger and cargo aircraft that meet or exceed the Transportation Security Administration's (TSA'S) Domestic Security Inspection Program (DSIP) Standards and are arriving or departing General Edward Lawrence Logan International Airport (BOS).

UNTIL ACTUAL TFR NOTAM IS ISSUED, RESTRICTIONS, DATES/TIMES, ETC ARE SUBJECT TO CHANGE



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and Soft
Landings!!!**