



he Scoop

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Dear CLAS members:

As the outgoing president of the club I want to take this opportunity to thank the many individuals who helped keep the club going over the last two years. Without mentioning any names, we are fortunate to be blessed with so many hard working dedicated individuals.

Competition is alive and well; the newsletter is better than it has ever been (nice color photographs in December); the Web-site is a new and welcomed addition; education has done some great things and has many more planned; social events (winter dinner, etc.) help keep us together; T-shirts and other club collectibles are available; the new calendar was a smashing success; and the many other things that go unnoticed like snacks at meetings help to make the club the success that it is. Attendance at monthly meeting has been on the rise. If the trend continues, we'll have to find a new place to meet.

We are now in the very capable hands of new leadership. All of our new officers are hard working and dedicated individuals that have the desire and drive to continue with the above noted events, improve upon them and introduce new events and ideas. This can only be possible with your help. There are two ways that you can help the club: 1. Volunteer to serve on a committee. 2. Get others to join the club.

The bigger the club grows the better it becomes. With increasing numbers come new volunteers to help us achieve our goals. The number of pilots in the state is somewhat of a finite number. I have reviewed the FAA list for the last few years. After you remove those that have died or just obtained the rating to add to their certificate, there remains a small group of pilots, less than 80. The club has on its roster about 40 pilot from Connecticut. There are pockets of new pilots that we can attract. Daryl is working on the pilots in the eastern part of the state. We should also try to recruit former members and potential members from Rhode Island and Massachusetts since they do not have a club serving those pilots. Remember, more members mean more events and a healthier club.

Our greatest growth should be in the crew category. We have about 25 registered crew club members, not even one per pilot. If every pilot pledged to bring in at least one new crew club member this year we will be on the right track. With an increase in crew membership, we will be able to develop new programs to keep up interest in the sport.

The **new dues structure at \$20** is meant to keep things simple and to help the club grow. It was difficult to try to convince a crew person to join for the old rate of \$29, but \$20 should make that task an easy one. This is the perfect opportunity to help the new leadership make the club the best that it can possibly become.

Thanks again for your support in the past and I'll thank you in advance for pledging you support to our new leaders.

Sincerely yours,
Santo

February Education Meeting Notice

The February CLAS Education meeting will be at the Oxford Airport on February 15, 2001 at 7:30. We will meet at the main terminal building. The airport manager has given us the use of the airport conference room for a short meeting before and after the tower tour. To get to the Oxford airport take Route 84 West, or East, to Exit 16. When you get off the highway, turn south and follow route 188 south for about 1-1/2 miles. Turn Left on to route 486 (I think it has a unique road name like Airport Road or something) and follow it for about a 1/2 mile to the airport. There will be signs along the route directing you to the airport. If you get lost call me on my cell phone 860-428-6769 and I will help guide you to the airport.

Here is a partial outline of some of the things we will be talking about during the meeting that you may want to brush up on. Class D airspace, hours of operation, communications with a control tower, services available to balloon pilots, traffic flow at the airport, control tower light signals, runway markings, VFR weather conditions, right-of way rules, weather reporting information, aeronautical map information, where to find information about the airport, and other related topics.

Following the tower tour we will get back together in the airport conference room where we will talk briefly about the "WINGS" program. If you are a student pilot bring your logbook for me to sign you off as having received the required aeronautical knowledge ground school training for FAR 61.105 (b) 1, 4, 5, 7 and 13(i) and airport operations required in 61.107 (b)(7)(iii).

Daryl Smith – CLAS Education Committee

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Sunshine: Terri Rollinson
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E-mail: Trozwell@aol.com

Winter Dinner: Al Theodore
Phone: 860-658-0228
E-mail: abtheo@aol.com

2001 CLAS Meeting Schedule

- January.18 Budget and dues approval and committees.
- February.15 Oxford Tower Tour & Audit committee report.
- March.15 Business Meeting.
- April.19 Wings Program.
- May.17 Business Meeting.
- June.21 Duats.
- July.19 Business.
- August.16 Navigation and GPS
- September.20 Nominations.
- October.18 Crew Training.
- November.15 Elections.
- December.20 Holiday Party

Refreshments Committee

February	Al Theodore
March	Ellen Dressel
April	Cindy Smith
May	Penny Christy
June	Carlos Kebe
July	Pat Johannesen
August	Mike Bollea
September	“OPEN” and accepting a Volunteer!!!
October	“OPEN” and accepting a Volunteer!!!
November	Mick
December	Party

Windsor Locks Flight Standards District Office

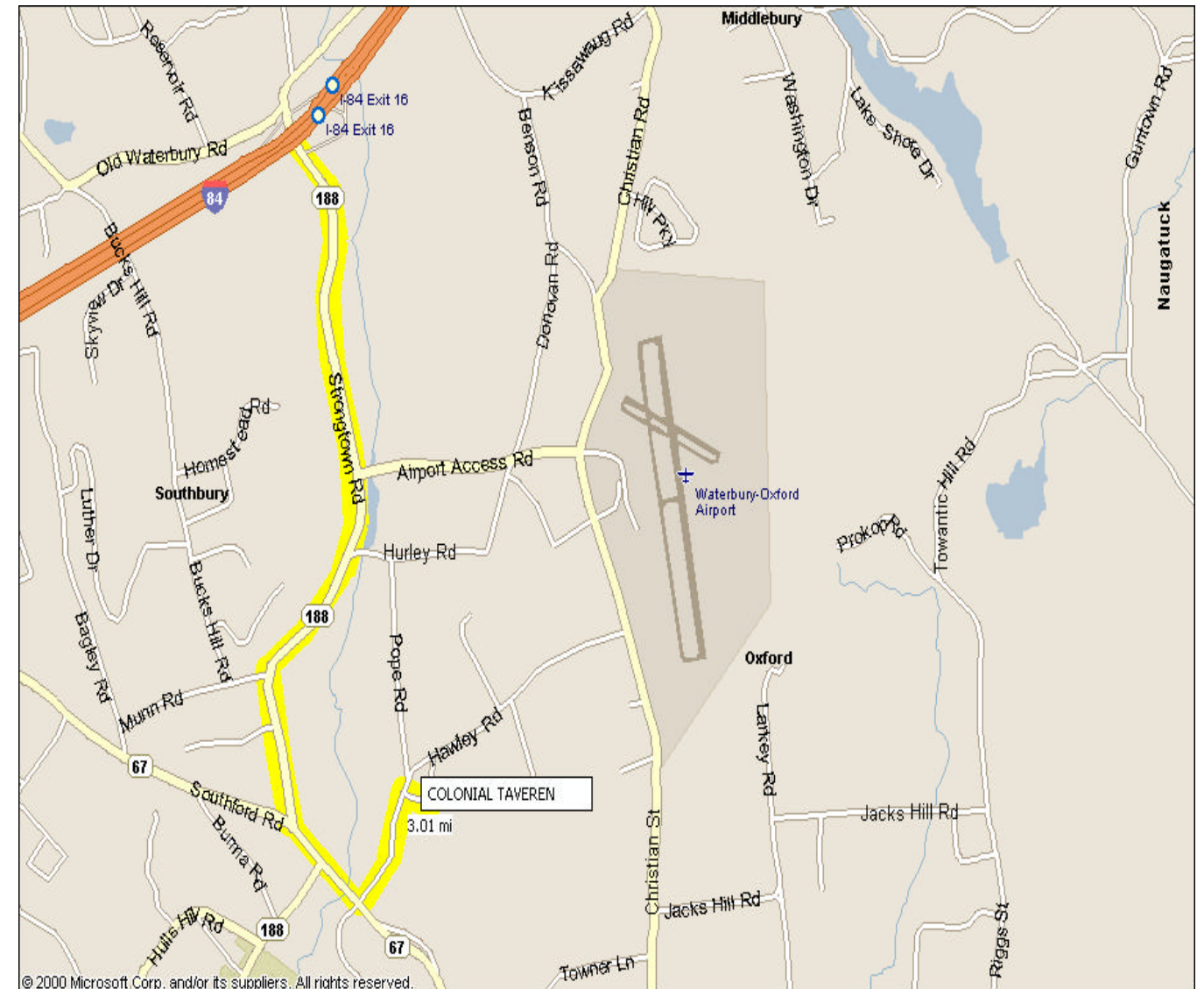


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www.faa.gov/region/ane/flight_standards/index.htm

Directions to Waterbury Oxford Airport:

From either East or West on I 84, take Exit 16 and at the bottom of the ramp turn left (it is a left turn from either direction). You will be on Route 188. Follow Rt. 188 south for approx. 1 mile. There is a sign just before Airport Access Rd. for the airport. Turn left onto Airport Access Rd. This road goes to main building and the tower. The main building is on the left. Parking is usually available in the parking lot on the right behind the large hanger.



Directions to the Colonial Tavern:

From either East or West on I 84, take Exit 16 and at the bottom of the ramp turn left (it is a left turn from either direction). You will be on Route 188. Follow Rt. 188 south for approx. 2.3 miles to the intersection of Rt. 67. (The intersection is the first red light you come to.) Turn left onto Rt. 67 and proceed through the red light, and take the first left turn onto Hawley Rd, .3 miles. The Colonial Tavern is approx. .2 miles in on the right. There is a sign on Rt. 67 and another at the entrance to The Colonial Tavern. The Tavern has a long driveway.

CONNECTICUT LIGHTER THAN AIR SOCIETY'S WINTER DINNER

WHEN: SATURDAY, FEBRUARY 24, 2001
COCKTAILS AT 7:00 PM DINNER AT 8:00 PM

WHERE: COLONIAL TAVERN
24 HAWLEY ROAD
OXFORD, CT

COST: \$22 PER PERSON (CASH BAR)

DINNER CHOICE: PRIME RIB, BAKED STUFFED SHRIMP, CHICKEN CORDON BLEU
HORS D'OEUVRES, APPETIZER, SALAD, POTATO, VEGGIE, DESSERT

RESERVATION AND DINNER CHOICE TO POLLY BY **FEBRUARY 10, 2001**. \$ DUE BY FEB 16.

Operation Skyspan IV

(Re-printed with permission from Tami Bradley)

In a project called "Operation Skyspan IV", Albuquerque Balloonist Troy Bradley has launched from near Elizabeth, Colorado...just south of Denver...and is hoping to break the longest standing aviation distance world records by flying one of the smallest gas balloons ever built farther than anyone has ever done.

His Class AA-3 balloon that Troy originally helped build in collaboration with fellow balloonist Dr. Nick Saum, holds just 13,000 cubic feet of helium. That's only about one third the size of the gas balloons that fly during the America's Challenge and Gordon Bennett international balloon races. They hold about 37,000 cubic feet of helium

The existing Class AA-3 with a volume cubic meters, to 14,000 cu-1, 1922 when Comier flew



Gas balloons have no burners and use only the lifting power of lighter than air gasses like either helium or hydrogen to carry them aloft. Sand or water serves as ballast and is dropped overboard in small amounts to let the balloon go higher. To come back down, the balloonist uses a valve at the top of the balloon to release small amounts of the lifting gas. To fly the maximum distance possible requires the balloonist to ration his use of both ballast and gas while searching for the fastest winds at different altitudes and also maneuvering to avoid bad weather and terrain. It is a sport of endurance and strategy.

Providing Troy with the best weather analysis in this latest record flight is the chief meteorologist Lou Billones of Windsong Weather Services. Lou is a licensed balloon pilot and professional meteorologist. He has an uncanny ability at medium range weather forecasting and has been the key to success on many record-setting flights. He has worked with Troy in the past including one flight in which 12 world records were set.

Helium for the both the test flight and a record flight is being provided by Valley Welders Supply of Albuquerque.

WANTED

CLAS club volunteers, preferably people who are not pilots or pilots not involved with competing, needed to assist the competition committee. Duties will include sign in sheets, managing baggies and targets and coordinating other volunteers needed to run the clubs competition events. Must be able to be at competition events 1/2 hour before sunrise and help coordinate daily tasks to be flown. This person would be instrumental in helping the club enhance its competition events and tasks.

We also need one person to be competition host for each event. That person would coordinate any planning needed, and communicate to all members participating, a restaurant for breakfast after the competition. Our breakfast, after the competition can be a fun social event with lots of stories.

Please contact Erwin or Mike if you are interested in coordinating.

Commercial Operator Information Request

Occasionally, someone will e-mail the CLAS webmaster, requesting information on where to buy a balloon ride in a particular area. We would like to be able to point the requester to a link on our web site at <<http://www.lighterthanair.org/>>, and or send reply e-mail, containing enough information to enable the requester to proceed to contact one of our local ride operators.

If you offer paid rides or other commercial services, and you would like to be listed on the web site, please provide the following information. If possible, please send the information by e-mail, so we don't have to re-type it, which takes time and could introduce errors. If you need to send it by US Mail, please send it directly to the webmaster, Jim O'Brien, at the address below. If there is additional information you think should be included with each listing, please feel free to do so; depending on the eventual design of the list, we may be able to include it.

Please take a few minutes to do this now, so that we'll have as complete a list as possible before the start of the 2001 season. Also, if you have any suggestions for additions or improvements to the web site, don't hesitate to send them along too.

As always, thanks for your input

Please e-mail the following to webmaster@lighterthanair.org or send by US

Mail to:
Jim O'Brien
132 Cherry Hill Road
Orange, CT 06477-1702
Home 203-891-8333

CLAS Commercial Balloonists	
Business Name:	
Pilot Name:	
Address:	
Phone Number:	
E-mail:	
Web Site URL:	
Services Offered:	
Available Flying Area:	

The Safety-Fest planning committee met recently to develop the offering for the upcoming

May 12th event. The event is shaping up nicely. The counselors have requested that there be a broad offering of seminar topics. Some of those mentioned include GPS, Airspace, ATC Communications, Regulations, Preparation for a Practical Test, Search and Rescue, a variety of maintenance items and a number of topics that are specific to the different categories of aircraft. For example we will be featuring training in WX and FAR's relative to balloons, pilot decision making and a review of a ballooning accident. If anyone has any thoughts for a topic, please get them to me ASAP so the planning committee can consider them.

The FSDO has requested that we have a balloon on tether for part of the event. If someone is interested please contact me so we can make the arrangements.

The featured topic for the seminar will be the AOPA's Collision Avoidance seminar. Additionally, the author of the book

Flight of Passage, Rinker Buck, will be on hand to speak. His book is a great story about when he and his brother at the ages of 17 and 15 flew from their home in New Jersey to California in a Piper Cub. This is a great story for anyone to enjoy. The FAA will be flying in from OKC their VERTIGON, vertigo simulator.

The FAA will be charging vendors \$200 per booth to try to recover some of the expense of the event for Pratt. Last year Pratt's expenses exceeded \$10,000. There may be an area for the non-profits like us, and other clubs where we can still set up an information table for little or no fee.

IMC, the insurance people, have agreed to give Safety-Fest participants credit for attending the seminar as long as they attend 8 hours of instruction. Four of the hours will be required balloon topics and the other four hours will be of a flexible nature. The Education Committee of the club will determine which of the topics at

the Safety-Fest will qualify for the insurance credit (more

to come on that when the schedule is firmed up). There will be a \$5 processing fee for those individuals that request the notification process. Additionally, the four required hours of ballooning instruction at the Safety-Fest will be coupled with four more hours of instruction given by the club during the year to qualify for BFA sanction. An additional \$5 processing fee will be required for those individuals requesting BFA notification.

I will have a sign-up list at the winter dinner for those that are interested in helping for the event to include staffing the booth and helping with registration. I am currently looking into the possibility of scheduling a fly out after the event. If anyone is interested in helping with the Safety-Fest or has any ideas on how to make it better, please call me or send me an E-mail at santo.galatioto@yale.edu