

August, 2011



The Telescopes



Newsletter Editor needed

CLAS is in need of newsletter editor this year and we would like any interested parties to step forward. Please send inquiries about the position to info@aerblarney.com or call 203-910-4955.

Responsibilities:

- Publishes the Scoop newsletter on a regular basis and distributes the newsletter to the club membership by email
- Solicits information for the newsletter from Officers, members and anywhere you can along with few color photos.

August Contributing Editors

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Jack Perry	Don Palen
Jim Regan	David Hooper
Penny Christy	Alan Sanderson
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The opinions expressed are not necessarily those of the organization or members of this organization (but if they were they'd be damn good ones!!!).

Mick Murphy temporary Minister of Propaganda!!

Cover photo: Jack Perry NECC Photo Shoot!

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Minutes – CLAS Meeting of July 21, 2011



The meeting was called to order by CLAS President, Mick Murphy at the Plainville Police Station, at 7:35PM.

Members in attendance were: Garry Guertin, Mick Murphy, Tom Murphy, Dan Decker, Jeanne Decker, Jack Perry, Charlie Perreault, Tony Roswell, Rick Silva, & Mark Sand.

Sunshine Committee: Bill Volk is currently battling MS, Tony to send a card.

Winter Dinner Committee: No report.

BFA/FAA Committee: “Vote for Mick Murphy”

Competition Committee: No Report

Education Committee: Reminder to members that Tom Crouch has been scheduled for a presentation on Thur. Sept. 15, 2011.

Nomination Committee: No Report

Audit Committee: No Report

Safety Seminar Committee: BFA Competition Division putting together a program. More info. to follow at the Sept Meeting.

Treasurer Report: No Report ☹

Old Business: Going forward, all regular CLAS meets are scheduled at the Plainville Police Station public conference room.

New Business

CLAS Tax Exempt Status – CLAS has received a notice that the club needs to file annual taxes due to not having file taxes for the last several years.

AOPA Aviation Summit – looking for pilots and balloons to glow and possibly fly on 9/22, 9/23, & 9/24. Ref. AOPA.com

CLAS Picnic – Erwin & Ellen will be hosting the annual CLAS picnic at their house on Sat. 8/13/11. Special notice will be sent out.

Fly Out – Planned for the Whalen Farms in Bethlehem, CT. More details will be sent out.

Meeting was adjourned at 8:20 PM

Respectfully submitted by
Garry Guertin
CLAS VP



PLEASE VOTE

Candidates for upcoming elections to the BFA Board, Gas and HACD Boards have been announced. Candidate election statements are posted on the BFA website.

The announced candidates for the North East Regional Director Candidates: :

Larry Konash & Mick Murphy

Ballots must be returned buy August 19th to BFA OFFICE

WWW.BFA.NET



HEALTHY CREW DYNAMICS

Chemistry, teamwork, small group dynamics – whatever you call it, how your crew interacts, cooperates, and achieves can trump a world championship, the latest equipment, and decades of experience when it comes to flight safety and ballooning enjoyment. Whether your crew is open source (new faces every time) or task force (familiar faces) matters less than the culture your crew chief creates. Both peak performances and civil wars are created and nurtured from within. This isn't feel-good pop psychology; it's essential every pilot and crew chief understands how this works and how to troubleshoot glitches that come up during a flight or season.

We've all seen it and been there. The Peak Performance Crew is short on hands, faces high winds, smiles and laughs, acts decisively with minimal direction, and somehow launches their balloon perfectly as if there's no wind at all. The Civil War Crew is 15 eager faces out of sync, yelling at and over each other, in conflict (pouting and melt-downs), and struggles to hot inflate safely in dead calm conditions. The former bonds and achieves with no apparent effort, the latter implodes after super-human efforts. We'd all like our crews to hum like a Swiss watch, but is this really necessary? And what can you really do when your crew lurches erratically like a cold diesel?

Yes, healthy crew dynamics are absolutely essential to safety for every crew. The smallest trigger can begin a spiral-ing cycle of more stress and less safety and fun. A single bored, frustrated, angry, or disenfranchised crew member can distract or derail an entire crew. Distrust, dislike, misunderstanding, and confusion compromise safety via poor communication, judgment, and decision-making. Discord among spouses, family members, friends, and colleagues who crew together can continue long after a flight and may ruin an entire event, season, or even relationship. Good luck putting a replacement cost on that!

There's no magic bullet or formula to turn a Civil War Crew into a Peak Performance Crew, and sometimes the dynamics just don't work. In many ways, the crew chief has an impossible task: leading a team (whose cast, number, skill level, motive, and commitment change throughout the flight) to precisely perform complex tasks in a highly dynamic yet unstructured environment quickly and safely, often with little or no planning. When clearly visualizing results is difficult, the quality of the experience more largely determines the nature of your results. Thus, your crew's software becomes as or even more important than its hardware.

Not every Civil War Crew can fully evolve into a Peak Performance Crew, but there are steps which clearly improve your crew's dynamics. You'll recognize many of these from your own experience; others will only ring true with time. Some seem trivial, others not even worth mentioning. All, however, can make a drastic impact on the quality of your flight safety and crewing experience. Among the most notable in several categories are:

EQUIPMENT

- **Simplify:** streamline everything you do and carry, keep nonessential gear to a minimum, make checklists so nothing's left behind
- **Keep it clean:** pick up after yourself (maintain order, value, and pride)
- **Assign everything a place:** make sure everyone knows where things go, then put them there
- **Fix it:** replace what doesn't work NOW whether it's an inflation technique, fan cage clip, or shoelace - failure can cost many times more than replacement parts
- **Put it back in its place:** the next time you need it, you'll need it NOW with no time to search
- **Ready it for next time:** fill it with gas/helium, coil/bag it correctly, strap it down, etc.

CREW

- **Clarify expectations:** both what to expect and what is expected
- **Consider motives:** volunteer crew show up for very different reasons than paid crew
- **Assign clear roles early:** who's the crew chief, who drives, who fills the cooler, who charges and works the radio, who navigates, etc.

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(Continued from page 4)

- **Delegate:** ballooning is a team sport, not an individual event
- **Trust:** give every crew member a job and let them do it. How well they perform reflects on you and your training
- **Keep your crew fed and watered:** they'll be more productive, loyal, and agreeable

COMMUNICATION

- **Relax:** deep breaths and clear thinking can get you through any situation
- **Stay close or in touch:** stay together, near your vehicle, or within reach at all times
- **Let it go:** focus on the present and not events at home, office, elsewhere
- **Praise and reward achievement publicly:** handle all other matters privately, especially if you must offer criticism
- **Share credit with your entire crew:** pilot and crew chief accept responsibility when results fall short
- **Ask questions:** admitting you don't know can make you feel silly while not knowing can prove deadly
- **Listen:** even if you are the most experienced, hear everyone out
- **Focus on what goes right:** more will go right, and there's more of it anyway
- **Manage issues and behavior, not personalities:** "Let's try this" gets you further than "Man, was THAT stupid or what..."
- **Watch more, talk less:** signals, cues, and events often send messages more quickly and accurately – tune in and create your own codes
- **Stop, think, then talk:** there's always time to take a moment for reflection – don't make matters worse with knee-jerk charging in
- **Nip it in the bud:** clear up misunderstandings as they occur and before they escalate
- **Deal with it:** resolve conflicts before the flight's over or live with differences

STRATEGIES

- **Leave it behind/for later:** pets, babies, smoking, and alcohol distract you and expose you to risk
- **Plan ahead:** one minute of planning saves 15 minutes of doing, undoing, or redoing – act promptly but refuse to be rushed
- **Mind details:** that dime of gas, last helium balloon, or dead battery can cancel a flight and cost lots of time, money, and headache
- **Set meetings times and places:** be crystal clear on when and where
- **Write it down:** don't rely only on memory or electronics. Keep paper and pen nearby for weather conditions, phone numbers, directions, etc.
- **Arrive early or start earlier:** lateness forces rushing and mistakes – allow enough time
- **Follow directions and the rules:** they're usually there for good reason

Repair Station Article

Emergency Procedures

By Alan Sanderson

The previous article covered fuel management, and provided a description of some common fuel system and burner configurations. A thorough understanding of the normal operation of your balloon system will equip you to handle abnormal or emergency conditions you should rarely encounter. Review the balloon manufacturer's flight manual for additional information specific to your system.

Objectives:

The proper choice of emergency procedures is based on training and risk management. You will be forced to choose between some actions that may involve serious risk of injury to yourself and your passengers. The primary objective is to avoid an on-board fire that could result in serious burns or death. The secondary objective is to minimize injury from a potential hard landing. Recovery prospects from such injuries are better than from burns.

As you read this article, review the balloon systems you fly and try to understand what procedures could apply to your system. Your understanding of the available options should buy you enough time to get everyone safely on the ground.

Glossary:

For the purposes of this article, we will define some of the terms we will be using.

A **manifold** is a fuel line that connects one or more fuel cylinders to a burner, usually by connecting to the primary valve on each cylinder.

A **ball valve** turns on or off in a quarter turn of the handle.

A **poppet** valve turns on or off by pulling directly on the valve stem or releasing it.

A **screw valve** turns on or off in one or more turns of the handle.

Emergency Procedures

Balloon manufacturers prescribe maintenance procedures and life limitations on fuel hoses and cylinders that should maintain safety. In spite of these procedures, it is possible for mechanical devices to malfunction. Some possible malfunctions and the workarounds are described below.

Fuel Hose Leak

A fuel hose can develop a weak spot from abrasion or kinking. It can also become weakened if it is left full of liquid propane. A temperature increase will cause extreme hydrostatic pressure from liquid expansion, possibly rupturing the hose. If you see frost or liquid propane on any part of your fuel system, **immediately shut down all pilot lights or other ignition sources**. Turn off any fuel valves connected to that manifold, and **slowly** release the pressure through the blast valve. **DO NOT RELEASE A LARGE CLOUD OF PROPANE INTO THE ENVELOPE, as it could cause an explosion when you light the burner**. Relight the burner using a secondary manifold or the liquid fire system, and land as soon as possible using the secondary fuel system.

Cylinder Valve Leak – Ball Valves

If your cylinders are equipped with ball valves, try turning off the leaking valve. If that does not immediately stop the problem, the leaking valve must be disconnected from the manifold. Turn off all pilot lights, and slowly bleed the propane from the manifold connected to the leaking valve. Ball valves are normally equipped with self-sealing quick disconnect fittings, so you can physically disconnect a manifold from the leaking valve and continue to use the remaining cylinders on that manifold.

Cylinder Valve Leak – Screw Valves

If your cylinders are equipped with screw valves, they can develop a leak around the valve stem. They have a primary O-ring seal that can fail, and a secondary backstop seal. If you discover a leak around the valve stem, try turning the valve to the full open or backstopped position. This should cause the backstop seal to operate and stop the leak.

If this solves the problem, leave the valve open until after you are on the ground. Otherwise you must turn off the leaking valve and all other cylinders connected to that manifold. If your system uses self-sealing quick disconnect fittings, you can disconnect the leaking valve from the manifold.

Uncorrectable Leaking Cylinder

If you still have a fuel leak from a disconnected cylinder, cover the cylinder with a jacket or blanket to direct the leaking fuel away from the burner or passengers. As propane is heavier than air, it should drain through the sides of the basket. If you do not smell propane, you can relight the burner from another fuel source and seek a landing spot immediately. Maintain a low enough descent rate that the leaking propane is not blown into the envelope. **Turn off all pilot lights before landing**.

If you smell propane or are already in such a descent that the propane is blown up toward the burner, you are in an extreme emergency situation, and you should consider throwing the leaking cylinder overboard on a drop line or in freefall, if you can drop it safely.

Otherwise, brief all your passengers for a hard landing where they bend their knees slightly, and firmly hold onto the edge of the basket with both hands. You may hit at 800 to 1200 feet per minute, but you will not be burned.

(Continued on page 12)

The Dundalk Flight

By
David Hooper

The Dublin Balloon Club was booked for an ascent to take place in Dundalk on the 17th of May 1970. The launch site was the sports fields beside the Convent a short distance from the sea and little north of the town, where we arrived just 20 minutes before we were due to take off. The balloon had been badly ripped the previous day and Joan had worked all evening and part of the next morning to carry out the repairs.

On arriving we were relieved to find an onshore breeze which meant that after a short time on tether, we could make a free flight inland. The crew was Maurice Cronin as Pilot in Command (P1), and I as P2, with Mike Alexander driving the retrieve car with trailer.

The day was fair with blue skies and some cumulus cloud at around 3000 feet. After liftoff we drifted inland crossing the Dublin-Belfast road at 500 feet over open countryside. We then made a climb to nearer cloud base and noted that the clouds and us were drifting seawards on the prevailing westerly wind. At ground level, the surface wind was well marked by the smoke from a line of grass fires streaming inland. We discussed these observations, and both being glider pilots familiar with sea breeze fronts, considered the possibility of drifting a short way out over the bay on the westerly, then descending into the onshore breeze and flying inland for our landing. We had made out-and-return flights before, but only over land. The weather was quite mild and unlikely to produce the vigorous "Sea Breeze Front" that we had used in the past to soar our gliders over Baldonnel. We were both in favor of this minor adventure which all the weather indications suggested was a certainty. I had my 8 mm cine camera on board and filmed the progress of the flight which unfolded exactly as planned....

except for two factors not thought of.... The first factor for us on board was that we did not know how far out into the bay that the onshore breeze would be effective. The other factor was that we did not consider the panic affect on our retrieve crew when seeing their balloon apparently drift out to sea. The tide was out and the mud flats gave way to water we nervously descended to find out just where the sea breeze started. Surprisingly, we had to come down to a 200 foot basket height before we stopped moving out to sea. An onshore movement occurred around 100'. We eased the basket down to about 30' above the water when we thankfully skated in at something like 10 knots much to our relief. Maurice lifted us up to 100' or so to cross a small coast road and a line of cottages whilst I took more film. As we passed over a few upturned faces he just had to call down "Is this Ireland?".

Once over land the breeze increased so that we still had 10 knots up at 300' as we passed over the main road bridge just north of Dundalk. A mile or so inland we started planning our landing. But fate had one more trick to play. For the landing run, Maurice was in control of the burner and I was to pull the rip cord at his command. We came in low coasting up to clear a hedge and drop in on the far side. I pulled the rip on the command and we both saw the wires and shouted so at the same time, giving me a friction burn in the process. We missed the wires and on thudding in my helmet slide forward over my eyes. By the time I could see again we were surrounded by a herd of cattle and stayed there until our retrieve team arrived. Thankful to be down!



PILOTS' TIPS No 1: If you find yourself heading towards **controlled airspace**, don't panic because you can't remember what to say.....But don't avoid talking to the controller because you are nervous. (from the BBAC)

REMEMBER it's good to talk!!



CLAS Picnic



August 13th, 2011
4:00 p.m. till?

1476 Highland Ave, Cheshire CT

PLEASE! RSVP with your choice of
meat:

Hot dogs or hamburgers

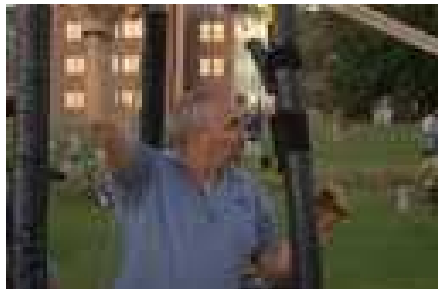
You need to bring: hors' d'oeuvres,
Side dish as a salad or beans, etc, or des-
sert.

A chair if you want to sit.

H2O or soda will be provided.

edressel@cox.net or 203-272-6116

PLEASE! RSVP



The New England Camera Club Council

Is a non-profit umbrella group for about 80 camera clubs in the New England states (Connecticut, Rhode Island, Maine, Massachusetts, New Hampshire, and Vermont). The Council sponsors a variety of events and services for the photographers of New England including: Annually they sponsor a three-day photography conference each July at the University of Massachusetts in Amherst, MA, which is one of the largest in the United States. Over 1200 photographers from the U.S. and other countries attend the conference. Attendees range from beginner to professional photographer. This year they celebrated their 66th annual Photography Conference. Two members of CLAS (Rob & Pam McFarlane) are also NECCC members and were allowed to invite three balloons to participate for the photo shoot along with several members of CLAS volunteered to attend. The NECCC was kind enough to list the balloon-



ists from the Connecticut Lighter Than Air Society as in attendance in the promotional flyers.

In this workshop photographers learn how to put together their own fashion shoots including how to gather a creative team such as hair, makeup, wardrobe, and models. They learn how to find inspiration for shoots and how to execute their inspiration to create successful, striking images. **(Editors Note: our very own Jack Perry worked very closely with the models to create some very inspiring photos!)** After an introduction to the basics behind fashion photography, we enjoyed live demonstrations of a few fool-proof studio lighting setups. While watching the demonstration you learn posing tricks and how to interact with a model for the best results. **(This took some concentration)** After the lighting demo the instructor used captured images and work to perfect them through Photoshop and Photoshop plug-ins using a variety of retouching techniques. Techniques covered including skin softening, blemish removal, teeth whitening, and even body reshaping. After this workshop the photographer will come away with a basic knowledge of how to plan, execute, and retouch their own fashion and beauty shoots. Personally I thought the models were more interesting than the balloons but we were also the center of attention during the evening! All photos shown on this page are from Jack Perry..... All I can say is if you are ever invited to attend my recommendation is to arrive early bring a camera and have some fun.....



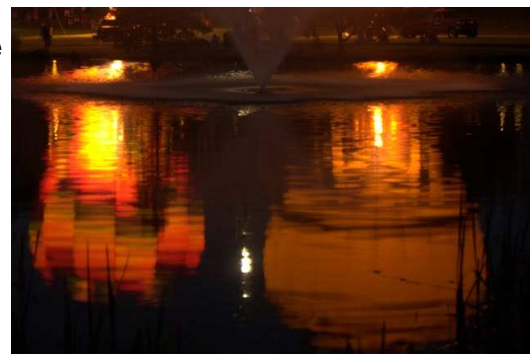
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Did you know that...?

What procedure is recommended when confronted with the necessity to land a balloon in turbulent conditions?

What do you want to know ?

(Send your question to gguertin@cox.net and a response will be provided in the next Scoop edition)

Last Month's Question:

Section 61.56 of the FAR/AIM describes the Flight Review requirements for a pilot's bi-annual flight review.

Sec. 61.56

Flight review.

- (a) Except as provided in paragraphs (b) and (f) of this section, a flight review consists of a minimum of 1 hour of flight training and 1 hour of ground training. The review must include:
- (1) A review of the current general operating and flight rules of part 91 of this chapter; and
 - (2) A review of those maneuvers and procedures that, at the discretion of the person giving the review, are necessary for the pilot to demonstrate the safe exercise of the privileges of the pilot certificate.
- (b) Glider pilots may substitute a minimum of three instructional flights in a glider, each of which includes a flight to traffic pattern altitude, in lieu of the 1 hour of flight training required in paragraph (a) of this section.
- (c) Except as provided in paragraphs (d), (e), and (g) of this section, no person may act as pilot in command of an aircraft unless, since the beginning of the 24th calendar month before the month in which that pilot acts as pilot in command, that person has--
- (1) Accomplished a flight review given in an aircraft for which that pilot is rated by an authorized instructor; and
 - (2) A logbook endorsed from an authorized instructor who gave the review certifying that the person has satisfactorily completed the review.
- (d) A person who has, within the period specified in paragraph (c) of this section, passed a pilot proficiency check conducted by an examiner, an approved pilot check airman, or a U.S. Armed Force, for a pilot certificate, rating, or operating privilege need not accomplish the flight review required by this section.
- (e) A person who has, within the period specified in paragraph (c) of this section, satisfactorily accomplished one or more phases of an FAA-sponsored pilot proficiency award program need not accomplish the flight review required by this section.
- [(f) A person who holds a flight instructor certificate and who has, within the period specified in paragraph (c) of this section, satisfactorily completed a renewal of a flight instructor certificate under the provisions in Sec. 61.197 need not accomplish the one hour of ground training specified in paragraph (a) of this section.]
- (g) A student pilot need not accomplish the flight review required by this section provided the student pilot is undergoing training for a certificate and has a current solo flight endorsement as required under Sec. 61.87 of this part.
- (h) The requirements of this section may be accomplished in combination with the requirements of Sec. 61.57 and other applicable recent experience requirements at the discretion of the authorized instructor conducting the flight review.
- (i) A flight simulator or flight training device may be used to meet the flight review requirements of this section subject to the following conditions:
- (1) The flight simulator or flight training device must be used in accordance with an approved course conducted by a training center certificated under part 142 of this chapter.
 - (2) Unless the flight review is undertaken in a flight simulator that is approved for landings, the applicant must meet the takeoff and landing requirements of Sec. 61.57(a) or Sec. 61.57(b) of this part.
 - (3) The flight simulator or flight training device used must represent an aircraft or set of aircraft for which the pilot is rated.

Catching fish on the fly: Pub landlord uses hot air balloon to float 10ft above river... but fails to get a single bite!!

By Daily Mail Reporter:

Updated 11:30 am July 16, 2011

Taking extreme fishing to new heights one man decided to do a spot of angling from his hot air balloon.

Landlord, Dave Newman, amused regulars as he launched from the garden of his White Lion pub in Wilton, Herefordshire.

The 50-year-old hoped to catch larger salmon in the middle of the River Wye which are normally unreachable.

But after 30 minutes of casting his rod 10ft above the river Mr Newman failed to get a single bite. He said: 'It was a bit of a lark really, I normally wade in so far and fly-fish but can't get to the larger ones in the middle.'

'I thought a hot air balloon would help me reach the places other fishermen can't get to but, alas, it wasn't to be.'

The balloon, which was provided by Wye Valley Aviation Ltd proprietor Ian Ashpole, is more commonly used for carrying TV reporters and cameramen.

Mr Ashpole, told local reporters: 'The customers at the White Lion thought it was all very amazing, so it was just a bit of fun on a nice summer evening.' One blogger, hookedforver responded to the news:

2011 CLAS Schedule of Events

Last Updated
6/25/11

July	7/21/2011	CLAS Meeting
August	8/20/2011	CLAS Picnic
September	9/2-4/2011	Plainville Balloon Festival
	9/15/2011	Tom Crouch Senior Curator of Aeronautics at the Smithsonian Institution will present a special presentation to CLAS at the New England Air Museum.
	9/22-24/2011	AOPA Aviation Summit in Hartford CT, CLAS is currently working with AOPA to perform Balloon Glow and also potential.
October	10/20/2011	CLAS Meeting
November	11/17/2011	CLAS Meeting
December	12/10/2011	Santa Fly Out - Aqua Turf
	12/15/2011	CLAS Holiday Celebration
Jan-12	1/14/2012	Freeze Your Bums Flight
	1/19/2012	CLAS Meeting
	1/28/2012	CLAS Winter Dinner
February	2/16/2012	CLAS Meeting
	TBD	CLAS Safety Seminar
March	3/15/2012	CLAS Meeting
April	4/19/2012	CLAS Meeting
May	5/17/2012	CLAS Meeting
June	6/21/2012	CLAS Meeting



Fly fishing: Pub landlord Dave Newman took to the skies with his rod using a hot air balloon

© SWNS.COM

'Absolute wacko, how did he expect to land the fish... or should I say sky it as he has no net. Good effort though.'

The River Wye is the fifth-longest river in the UK and for parts of its length forms part of the border between England and Wales.

It has been considered one of the best rivers for salmon fishing in the UK, outside of Scotland but in recent years numbers have drastically declined.

Mr Newman added: 'It was my first attempt at 'fly fishing' and it was great fun but I didn't catch anything on that flight – but I'll certainly consider giving it another shot!'

WANTED

I am looking for a used trailer (something like 6x12) as my trailer was rear ended by an 18 wheeler on the way home from FL....back doors totally crushed...declared total loss....thank God tanks didn't rupture!

Would appreciate a steer if you hear of any trailers for sale... Contact Don Palen @ palen63@gmail.com>

(Continued from page 6)

Blast Valve Leak

Blast valves are normally either a ball valve or a poppet valve. Either can leak around the valve stem, but there is one design where the propane leaks into the pilot light system instead of directly into the air. A valve stem leak will normally form frost around the valve, and may drip liquid propane onto the pilot and passengers. If you have such a leak, turn off the pilot lights and turn off all cylinders connected to the manifold serving the leaking blast valve. Slowly bleed the fuel from the manifold, then relight the burner and fly on a secondary fuel supply. Warm the leaking blast valve, then lock it in the open position. You can then try operating the burner by opening and closing a cylinder valve that feeds the blast valve, unless the leak continues. The reduced fuel pressure at the blast valve should reduce the chance of a leak.

Pilot Light Failure

A pilot light can fail for several reasons, including regulator failure, a gummed up vaporizer on a liquid pilot system, or clogged orifices in the pilot jets. In case of such a failure, you should be prepared to relight the burner using the technique described in the previous article.

Fuel Contamination

The supply chain for the propane can include oil refinery piping, pipelines, transport trucks, delivery trucks, and propane dispensers. Each of these areas can introduce moisture, rust, metal shavings, insects, and other contamination. The two types of contamination that cause the most problems for balloon systems are moisture and metal shavings. Moisture can cause fuel lines, valves, and pressure regulators to freeze, blocking fuel flow. Metal shavings and other particles can damage valve seats and "O" rings, preventing valves from closing completely. I currently use a fuel filter in my refueling adapter to trap metal shavings and particles before they get into my balloon cylinders. During annual inspections, we add 4 ounces of methanol per 10 gallons of propane capacity to each fuel cylinder. For moderate flying, this is adequate, but if you do a lot of flying, you should add methanol more often. Your repair station will have methanol, or you can get it from some speed shops or propane dealers.

Prevention:

Proper attention to maintenance and wear can reduce the risk of a failure. If any valve does not feel right, or shows metal shavings on the stem, take it to your repair station and have it checked or serviced. My hope is that you do not need to use any of the emergency procedures in this article.



Jack Perry photo Credit

CONNECTICUT LIGHTER THAN AIR SOCIETY MEMBERSHIP APPLICATION



The Connecticut Lighter Than Air Society is a club for anyone interested in learning about, participating in and improving the sport of ballooning. Pilots, crew, and enthusiasts alike are welcome and ALL can contribute to the safety, enjoyment and education of the sport. Meetings are scheduled during the months of Jan, Feb, Mar, April, May, June, July, Sept, Oct, Nov and Dec on the third Thursday of the month at the Plainville Municipal building at 7:30 pm. For more information, contact any of the officers listed inside this newsletter.

CLAS 2011 dues are \$20.00 for new and renewing members.

- Newsletter Subscription \$ 15
- Pins \$ 5. (\$3 for members)
- Decals \$ 2 (\$1 for members)
- Landowner pins (members only) \$ 21.90 (15 pins)
- CLAS T-Shirts \$ 12. And up-Various Styles (Add \$3.00 for shipping)

NAME _____

ADDRESS _____

TELEPHONE Home _____ Work _____ DATE OF BIRTH _____

New member Renewing members

Single \$20 _____ Single \$20 _____

Crew _____ Student Pilot _____ Private Pilot _____ Commercial Pilot _____

BFA CAAP: Level _____ BFA PAAP Level _____ FAA WINGS Level _____

Newsletter only _____ Pin _____ Decal _____ Landowner pins _____ T-Shirts. (S) _____ (M) _____ (L) _____ (XL) _____

BFA# _____ Pilot Certificate # _____ E-Mail _____

Make checks payable to and Mail to: **CLAS**, PO Box 53, Southbury, CT 06488-0053

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ALL Renewing members, could you please take a minute and complete an updated membership form so we can update club records!

Night glow to highlight Rock 'n Rally at Summit

AOPA will be bringing a taste of that experience to AOPA Aviation Summit in Hartford, Conn., this September. Hot air balloons will display the lighter side of GA at Airportfest at Hartford Brainard Airport.

AOPA is planning early-morning balloon inflations, weather permitting, during each day of Summit, Sept. 22 through 24. A special highlight will be an intimate balloon glow on Friday night, Sept. 23, during the Rock 'n Rally at Airportfest, with live music from the Connecticut group Out of Touch.

Any balloonists willing to participate for the glow on Friday night, September 23, 2001 please contact Mick Murphy 203-910-4955 and via e-mail at info@aerblarny.com.

This is a tough weekend with Glens Falls but I am hoping CLAS can still have a great showing to support AOPA! There will be a post glow social immediately following the glow for pilots and crew!

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