



GAS DIVISION NEWSLETTER

Official Publication of the BFA Gas Division

Volume 2, Issue 1

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MAY, 2001

AA-3 Distance Record Attempt by Troy Bradley

Since last year, along with a team of many volunteers, I have been planning to attempt to break the AA-3 distance record. The sanction period opened on December 1st, and Lou Billones began a daily routine of analyzing the forecast to find a suitable weather pattern. Early in the window, an opportunity arose. The weather looked good enough for our team to head to Denver for an attempt. Unlike a hot air flight, that can launch practically anywhere, we were limited to where we could get helium. Mike Chandler, President of Valley Welding Supply, lined up a helium supplier in Denver to fill the balloon. Unfortunately, the trajectory shifted as we got closer to our launch window, indicating a flight into the Gulf of Mexico, and necessitated canceling the attempt. It was still early in the season, so we drove home knowing we would have another opportunity.

That opportunity came in early February. Once again the launch site would be from Elizabeth, Colorado (just south of Denver). The plan was to launch between 1800Z - 2000Z, with very light surface winds and a trajectory that would take the balloon southeast initially, turning more easterly as the flight progressed. It looked like an ideal window, with no weather en route, with more than sufficient speed to break the record. A group of Colorado balloonists helped us with the inflation, and at 2000Z we were ready for launch. The launch went without a hitch, and I climbed immediately to 9,000 MSL. The winds were not as fast as the forecast or pilot reports, so once I cleared the Class B airspace I climbed to 12,000 MSL where I found the 35+ mph winds we wanted. When the afternoon cooling began, I ballasted enough to stay between 11,000 and 12,000 MSL.

Once I was stable I got ready for the long night



(photo by Ray Bair)

Troy Bradley launches his AA-3 attempt.

ahead, organizing the small space in the gondola and putting on several more layers of clothes. It was then I entered a deck of clouds. This didn't concern me since the forecast was for a weather free flight, and I assumed I would exit as quickly as I entered the area of moisture. Wrong! Instead of exiting I began to ascend higher into the clouds, eventually topping out slightly above 14,000 MSL, without ballasting. The bright side was a GPS reading of 55 mph. The down side was the steady snow and the added weight on the balloon. I was right on the edge of an unforecast, unexplainable, rapidly forming area of snow. After the flight every model, every forecast, and every opinion was explored, and we still don't

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EDITORS' COLUMN
by Peter Cuneo & Barbara Fricke

First, our apologies for the late arrival of this newsletter in your mailbox. We held release hoping to give you definite info on the selection of the 2001 Gordon-Bennett Qualifier. This decision will be made in the near future.

Now on to the interesting events of this quarter. Both Richard Abruzzo and Troy Bradley launched valiant record attempts in the winter of 2000-2001. Richard's attempt targeted his father's duration record while Troy aimed at the AA-3 distance record. Articles on each attempt are included here.

On a negative note, the planned summer 2001 Danville, IL, National Gas Championship has been cancelled. This event was to be held in conjunction with a hot air weekend with common organizers but reportedly had independent sponsorship. Loss of the hot air event's major sponsor, Oldsmobile, put the organizers in retreat and they regrettably chose to axe the least established event on the agenda. This is the second year running that this event has been grounded. The fate of the 2000 teams' entrance fees is uncertain.

So where do we go from here? We believe the word is DIVERSITY. Bring new and varied people into the sport both as competitors and equally importantly as sponsors. This will give us options that we currently do not have. To generate new outside interest, we must project a professional, exciting and unique image. So let's keep working together to publicize the sport to outsiders and to keep an eye out for possible new sponsors. Most of all, let's work to maintain the camaraderie of this small group of very special folks. □

AA-3 Distance Record Attempt continued from page 1

absolutely know what happened. I guess that is what makes ballooning fun, dealing with the unknown.

My fast ride at altitude came to an abrupt end just north of Garden City, Kansas when the balloon decided it was time to descend. I was in a solid cloud deck for 7,000 feet down. When I came out of the clouds I was heading south, which was good since the disturbance was moving more easterly, but my speed had greatly decreased. The plan at that point was to move south getting away from the weather, and then superheat the next morning, hopefully salvaging enough speed to still break the record. Around Liberal (Wizard of Oz), Kansas the sky rapidly cleared and it looked as though the flight had survived despite the little storm. That is when I developed a slight envelope leak, and I began ballasting 10-15 pounds of sand an hour. It didn't take a lot of calculating to figure out I wouldn't have enough ballast to make it till daylight. Rather than risk pushing on as long as possible and landing with no ballast, I chose to land in the dark.

I let the balloon descend towards a large open space near Spearman, Texas, where I leveled out and began searching for a suitable field. I was traveling 12 mph. The speed was fast, but not scary fast. I was able to illuminate the path in front of me with my landing light. I also chose to land with ample moonlight. I picked out a huge snow covered, cut cornfield and simultaneously valved and deployed the trail rope. The rope hit and stopped my descent just a few feet short of the gondola contacting the ground. At that point I ripped out and gently slid across the ground till the envelope collapsed. I flew a great circle distance of almost 300 miles in just over 13 hours. The crew: my mother-in-law Jan Stevenson, grandfather Jim Dutrow, and observer Ray Bair arrived at the landing site around an hour later. As tired as they were, the crew packed up the equipment and we began our trek home.

We achieved what we set out to do, make an attempt on the record. We learned a lot and had a good time doing it. From the experienced gained this year, the whole team is committed to another attempt next year, and I look forward to working with all of them again. □

December Fun Flight Through the Eyes of a First Time Gas Flyer by Phil MacNutt

The event was held on the weekend of December 15th in Albuquerque, and was sponsored by the AIBF. Helium, hydrogen, coffee, hot chocolate, weather briefings, and sand were all provided.

Eleven balloons were scheduled to attend, but 3 could not make it due to bad weather in Missouri (or somewhere near there). Six balloons did fly, piloted by Mark Sullivan, David Levin, Richard Abruzzo, Tom Donnelly, Barbara Fricke, and Bruce Hale. I arranged to fly with Mark Sullivan and Pat Brake. As you know, Pat is the Fiesta director, and this made me nervous. I knew if I got sand in her eyes, I'd never be invited back to Fiesta.

Jim Rice and I drove in from Austin, Texas on Thursday, and picked up my wife Jean and another friend Kay Campbell at the airport. We were all very excited to be in Albuquerque for this new experience.

Friday evening was the first opportunity for flight, but the winds were too high. Saturday evening was the next possibility. Briefing was held in the morning, and although it was blowing pretty good all day, the weatherman promised us the winds would lay down for an evening launch. Trajectory plots indicated that the flight would take us down toward Roswell, and then into west Texas by the next morning.

Filling sandbags was a treat, thanks to Mark Sullivan's sexy new sandbag-filling machine. This thing is huge. You could build a Wal-Mart parking lot with it. Mark is very proud of this contraption, and he should be, it took us very little time to fill 77 bags.

We arrived at the fiesta field Saturday afternoon around 3 pm to start the inflation procedures. There was no hurry, since the wind was blowing about 800 knots. Mark's balloon is a Wörner hydrogen system from Germany. It's the yellow one with the big beer sign on the side. This is a very well built system, and was really easy to rig and prepare for flight. I was very impressed



(photo by Jim Rice)

Mark Sullivan, Pat Brake and Phil MacNutt landing.

with the quality. I've built 3 hot air balloons, and I tend to be pretty critical about construction. The envelope has a parachute valve, which is nothing but a flap of material that is similar to a hot air envelope's parachute valve. I've only seen SkyPower wooden butterfly valves and the standard aluminum piston type valves. I am very skeptical that the Wörner arrangement will not leak, but Mark assures me that the system is tried and true. We'll see.

We hang 40 inflation bags on the outside of the basket, and put 37 flight bags on the inside, for a total of 77 bags, 2,300 pounds. I've already noticed at this point that the basket seems a bit small. I'm trying to imagine 3 people in this thing for a day. And it doesn't help that I am six foot five. Thank goodness that Mark and Pat are both normal size humanoids.

Because three are flying, there is not room for the bed, so we remove it and put in an ice chest. Later in the flight, I would wish for the bed.

We turn the gas on at around 6:30, I think, and

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it doesn't take long to complete the fill. I suspect it was an hour or maybe a bit longer. The wind continued, and some of the other balloons are getting beat around, but Mark's seems to be pretty stable. If you run out of things to do tonight, check out a QuickTime film I made that shows the entire inflation in under 60 seconds (see it at <http://www.jump.net/~macnutt/dv.html>).

One of the other systems has a problem during inflation, and all of a sudden, the bag is deflated. From what I hear, the emergency rip panel was accidentally opened during inflation, and could not be resealed.

Launch is around 8:30 or 9:00 pm, and goes very smoothly. We hang the lights out, turn on the transponder, and start dumping sand. After a few discussions with the tower, we are clear, and head for the mountain pass south of I-40. Flying over town at night is a real treat. The view is much better than from the Sandia tram. Eight bags later, we are heading through the pass, somewhere around 9,000 feet. It is really warm at this point, and we are thinking that it will be a comfortable night. How wrong that thought turned out to be.

For the next couple of hours, we float along south of Clines Corner, just relaxing from all the earlier activity. The moon is out and there is snow on the ground. What a beautiful night. I take the helm for a while so Mark and Pat can kick back. We are not very high off the ground, and I ask Mark if I may ballast just a bit. He says ok, so I start dumping scoops. Keep in mind that this is my very first gas flight. I drop 5 scoops thinking that this can't be more than 100 feet or so. Mark asks how much I just dropped. "Five scoops". He just shakes his head. We climb much more than needed. One scoop would have been enough.

We cruise through the night, averaging around 40 or 50 knots. This is great fun. Of course the scenery does not change much in that part of the country. There are no roads, no lights, no animals, pretty much nothing. Our only entertainment was a few radio conversations with Richard Abruzzo and David Levin. Temperatures are very cold, probably in the upper 20s. I wish I had more clothes. Since then, I've learned that secret word that all you gas guys know. "Wiggy's".

At midnight, I call my friend Tim Baggett, and ask him to check the Internet for track data. I have brought my Kenwood tracking radio, and have it set to beacon every 2 minutes. Sure enough, Tim sees us, and watches us through the rest of the flight. He also tracks Richard and Barbara (maybe others, I'm not sure).

I'm getting hungry, so we break out the "World Famous Pat Brake Ham sandwiches", complete with pickles and lettuce in their own separate bags to keep them fresh.

Around 2 am, Mark and Pat take a nap. Mark says "Just don't hit anything". I'm tired, but fear keeps me wide awake. Things are going fine, but wouldn't you know it, out in the middle of nowhere is a single radio tower, and we are headed right for it. I gingerly ballast, being quiet as possible so Mark doesn't hear me dumping sand. I don't want to get yelled at for wasting ballast. I throw over a couple of scoops, the balloon responds as expected, and I clear the tower with plenty of room to spare.

Pat takes the wheel, and I sleep for an hour or so. Do you know how you sleep in a Wörner racing basket with 3 people? Well, first you cram yourself up in a corner with your head up against the pointed radio knobs. Then you pull your legs up so your knees are in your nostrils. After a lovely slumber, I awake an hour before sunrise, and see the first light. I've flown night flights before with my hot air balloon, but this is different, no burner noise, no flame from the burner to interfere with the night sky. This was my favorite part of the flight. Pat and I sat and talked and enjoyed the sunrise. Mark snored. I have it on tape.

Daybreak comes, and we are over west Texas, as expected. We see Richard and Carol flying off to the south of us. I'm anxious to do some practice landings, and we make one approach, but it is really windy, so landings are out of the question. Unlike hot air, valving is done very slowly, and very carefully. Mark explains that approach descent rates should be much less than a typical hot air approach.

Our track is right dead center over Lubbock. Great. Downtown Lubbock is not in my top 10 places to fly over in the USA. Slipping back into

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the hot air mindset, I start thinking that I want to maneuver around Lubbock. I look at Mark and say "All we have to do is drop a couple of thousand feet, and we'll slide right north of town". Mark just looks at me. Never mind that the sun is way up, and the bag is superheating big-time. I start valving. Nothing happens. I keep valving, and it just doesn't want to come down. This is when we have a little talk about superheat. The bag then gets back to pressure altitude, and we fly right over town.

We get on the radio and FSS tells us that the afternoon winds are expected to increase even more, so we make the decision to land. It is around 11 am at this point.

We start hauling in sandbags and putting them inside the basket. I lean over to get one, and what do you think falls out of my front shirt pocket. I never liked that cell phone anyway. We marked the point with the GPS, but I'll tell you right now,

finding a phone in a 2,000 acre cotton field is impossible, even with a waypoint.

We come in for landing north of Lubbock. I drop the drag rope and hold on, as the wind is really blowing, probably a good 15 knots.

Chase is right there when we land. Jean, Jim, and Kay all look pretty tired, but I think they have had a great time. We have flown about 12 hours and have covered around 350 miles. My record before that was 2 hours and 80 miles.

So am I hooked? Well, I just bought a gas envelope (BC Products) with my new partner, Greg Winker, and I am currently weaving a basket to fly under it. Greg has also done one gas flight (in Switzerland with Hans Jorg), and we are both very excited about this new venture.

I hope to get the balloon certified in the next month or so, and then we'll be looking to do a flight in it. We realize that the gas community is very small, and we look to each of you for help and guidance as we join you in the ultimate form of flight.

A Selection of Titles Available from Valhalla Aerostation

Caproni Guasti, T. and Berterelli, A. *l'Aeronautica Italiana Nell 'Immagine 1487-1875*. Milan, 1938. 1 of 500 copies, 100 were for sale. Inscribed by Guasti, 185 pp. Elephant folio sized publication full of magnificent illustrations, tipped-in reproductions and a fabulous production of the artwork portraying early Italian ballooning and flight! Produced in the style of Bruel, some wear to extremities, calls for details. \$1,200

Comte de la Vaulx, Paul Tissandier, and Charles Dollfus. *l'Aeronautique des Origines a 1922*. Paris, 1922. Large folio, french text. #460 of 500 copies. 44 pp. text interleaved with copious full page and tipped in illustrations and reproductons, all bound in beautiful pictorial stiff wraps. This volume picks up where Bruel left off, written by three giants in the field. \$500

Maggs Brothers Catalog #545, 1930. *The History of Flight*. 677 items listed with extensive notation and research on each, citations. Contains most of the best titles in the field, excellent reference for the book collector! Fine condition, which is rare for these catalogs as most fell apart from heavy use. \$100

Seibel, Clifford. *Helium: Child of the Sun*. U. of Kansas Press, 1969 (2nd ed). 138 pp., indexed, ill. in stiff pictorial wraps. Traces discovery of helium and its detection in natural gas the beginning of the 20th century, and subsequent development for Ita use. Classic institutional history. Scarce. \$45

McCarry, Charles. *Double Eagle*. Boston, 1979. A special copy in DJ, signed by all three pilots. \$90

Warner, Edward P. *Aerostatics*. NY, 1926. Part of the famous Ronald Press Series, this is possibly the rarest title in the entire run of 25+ titles. Indexed, charts, graphs. Includes chapters on Statics of the Full Balloon, Statics of the Flabby Balloon, Gases and their Ascensional Forces, Dynamics of the Spherical Balloon and more! No gas pilot should be without this title... \$125

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Richard Abruzzo's Landing in Augusta
by Richard Ret
(reprinted from AAAA *cloudbouncer*)

My phone rang just after lunch on Monday, Feb. 19, 2001. It was David Field, a fellow Augusta, Georgia balloonist. He said that Richard Abruzzo was coming to town. I asked him why? I quickly learned of Richard's flight from Albuquerque! I found it uncanny as I often would invite friends at the AAAA (Albuquerque balloon club) to come fly among the thick, lush 75' pine trees to sharpen their piloting skills. I never expected anyone to accept my offer in such a grand fashion!

Off we went to chase. As we were heading west on I-20, we established contact with his crew. About 40 miles out of Augusta, we could see Richard on the horizon heading our way. Energized further by spotting him crossing I-20, we quickly exited at state route 287 in Crawfordville and proceeded to zero in. After about 9 miles we could see him on the tree line about a mile into the woods. Finding no passable way to drive closer, two of us took to "foot", through hill and dale, jumping creeks and streams, culverts, and other various terrain.

After an exhausting climb of a densely wooded hill, there was Richard and 'Zero Gravity' about 100 yards ahead. He landed in an area where the trees were cut out, probably for telephone poles. The remains of those cut trees were strewn about with stumps, limbs and other debris covering an area about 5 acres, reminding me of the landings often repeated by typical student pilots attempting solo flights and creating difficult retrievals in our general area.

As I was approaching him, I just had to ask him if he knew the way to "Murphy's Mule Barn", a well known local Albuquerque eatery. He seemed confused like "Who is the stranger?" Could he be a fellow New Mexican? He soon recognized a familiar face, and I hope he then was glad to know he was not alone for his arrival.

My fellow foot chaser, Tony, soon reached us. Realizing that we were never to be found, he set back out to find a way for the others to reach the now famous landing spot. While we were left to fend for ourselves, Richard dutifully called the



(photo by Richard Ret)

Richard is interviewed after his landing near Augusta.

various FAA folks to report his termination of the flight. Calling a number of others, including his crew, he continued to secure his equipment, making sure all was completed and recorded. After about 2 hours, the rescue vehicle and a handful of willing volunteers arrived at the scene.

We really could have really use a Humvee(?) for this retrieval. Fully loaded, we began our journey back to the reminder of the crew who anxiously waited with champagne and warm embraces. Following the many congratulations, we took off for civilization and a warm meal with cold beer back in Augusta. The NBC affiliate was looking forward to taping for the late news and the Augusta Chronicle wanted to complete their story for the morning paper.

After much pomp and pageantry, a satisfying steak dinner, and some relaxation, Richard and his crew left for a night of rest. It was absolutely amazing how gracious and composed Richard remained all through this exhausting experience. His true dedication to his calling (ballooning) is amazing. It made me proud to be a part of it, but even more importantly, to get to know a great guy and super ambassador to our sport a little better. Thanks Richard for a most memorable experience and 'ya'll come back again and set awhile!!' □



(Photo by Wilhelm Eimers)

Sixteen teams prepare for the launch of the 44nd Gordon Bennett Race from St. Hubert, Belgium, September 2000. This photo is part of a very interesting article that we do not have room to reprint in its entirety. It is available at the following website: <http://airsports.fai.org/jan2001/issjan2001.html> then go down one more level to the article Across 7 Countries in 70 hours. It's worth the journey!

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1986 GBN-41-1000 N767SP Sky Power 1000 cu. meter helium system. Ground cloth, inflation bags, flight bags valve, net, envelope, load ring, gondola, drag rope. 6 Flights. No avionics. Will provide fresh annual. \$20,000 Rusty Elwell Amarillo, Texas 806-359-8019, RustyBK@aol.com

RENTAL BALLOON NEEDED

Julian Nott would like to rent a gas balloon system to fly in this October's America's Challenge gas race. Julian is well experienced in all kinds of ballooning and will provide his own avionics. For background please see www.nott.com. Julian's e-mail is nott@nott.com

HEAR YE ! HEAR YE !

THIS NEWSLETTER IS AVAILABLE IN AN ELECTRONIC VERSION WITH COLOR, HOT LINKS TO E-MAIL AND THE WEB ADDRESSES AND INSTANT DELIVERY. CONTACT THE EDITOR TO BE ADDED TO THE DELIVERY LIST!

Technical Note: Hydrogen vs Helium by Peter Cuneo

A current BFA Gas Division rule requires weight handicapping on all gas races if different lifting gases are used in a single race. This regulation is meant to establish a 'level playing field' and ensure that skill determines the race winner. This rule has recently been applied in the U. S. to hydrogen balloons flying head-to-head with helium balloons.

At sea level, under STP, a 1,000 cubic meter hydrogen filled balloon generates about 184 pounds more static lift than an identical helium filled one. At Albuquerque's altitude the net difference (after subtracting an amount for the extra coatings on hydrogen balloons) is 100 pounds.

However, a concern has been voiced that the dynamic flight characteristics of hydrogen are less stable and this more than offsets the greater static lift. This argument is based on the fact that the temperature lapse rate of hydrogen is almost identical to the adiabatic atmospheric lapse rate, while helium's is significantly higher (see table 1). Thus, a rising (or falling) hydrogen balloon will always stay at about the same temperature as the surrounding air.

Conversely, a falling helium balloon will temporarily become warmer than the surrounding air, and will tend to naturally stop its fall with less ballasting than an equivalent hydrogen balloon. A rising helium balloon will become cooler than the surrounding air and will naturally slow its ascent.

(Note: Adiabatic Lapse Rate is the rate at which a rising gas cools due to expansion as it moves to a higher altitude if no heat is transferred out of or into the gas. As a gas rises, it at first cools at the adiabatic lapse rate, but if it remains at its new altitude long enough, it slowly adjusts to the surrounding gas temperature and eventually settles to a lower lapse rate. Thus, in the table, the adiabatic lapse rate for air is -5.38 while the standard or actual lapse rate is only -3.56).

The argument against 'sealed ballast' says that over the duration of a long-distance flight this dynamic use of ballast will more than compensate for the initial static lift difference. The problem with this argument is that dynamic effects are very hard to quantify since they depend on flight duration, trajectory and individual flying style. For

level flight there should be very little difference between ballast usage of the two gases. There is also the opinion that the differences in lapse rates of the two gases only requires different piloting technique thus the additional ballast carried aloft by a hydrogen balloon directly correlates to longer duration. One thing is for sure, comparing the performance of the two gases over a multi-day flight is a very complex exercise involving many variables. □

GAS	Condition	Temperature Lapse Rate	
		(°F/1000ft.)	(°K/km.)
He	Adiabatic	-7.41	-13.5
H ₂	Adiabatic	-5.46	-9.95
Air	Adiabatic	-5.38	-9.8
NH ₃	Adiabatic	-4.19	-7.63
Air	Standard*	-3.56	-6.49

* for STP up to 36,000 feet above MSL

Table 1 - Lifting Gas Lapse Rates (adapted from the Scientific Ballooning Handbook)

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BFA BOARD LIAISON

Robert Willbanks

Letter to the Editors

Every day we live, we get older. If we don't learn something every day, we are going backwards. So, from time to time I try to take a moment and reflect: What have I learned?

Having the experience of observing, participating and organizing many gas balloon events, I have noticed changes that are occurring in the industry.

Now, granted, there are perceptual differences depending on which hat you are wearing. If you are crew it can be only grunt work, filling sand bags and being hollered at or it can be the fun of playing in the sand and being an essential part of the launch operation that successfully accomplishes a group task.

If you are the pilot you soon learn that flying the balloon is the easy part. The logistical coordination and responsibilities are never ending: ownership, insurance, air worthiness, crew coordination, air space, equipment, contingency plans and politics.

Organizers have a lot on their plate with months of planning, volunteers to coordinate, sponsors to satisfy, wavers, operational plans...the list goes on. Knowing what it feels like from both sides of an event, I can appreciate and empathize with them, BUT

It truly upsets me to have organizers steal my entry fee and tell me, "You're still entered...if we ever get a sponsor".

It truly upsets me for an organizer to tell me the weather is fine for launch when there is a thunder storm 50 miles away!

It truly upsets me to be told that I'm not a serious enough competition pilot, which translates to me that I should abandon my judgment about safety and rely on someone else to tell me when to fly, knowing that their agenda is to get the event off. My landing doesn't affect them.

It's our balloon, our insurance, our licenses, our lives.

I am not embittered about all organized events, but when they tell you one thing then do another and treat you like a "carnie", maybe the upset needs to go the other way.

Rusty Elwell. Amarillo, Texas BFA 013778
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□

CHAIRMAN'S COLUMN

By Richard Abruzzo

With spring having sprung and summer approaching, the fall season and prime gas balloon conditions will be upon us before we know it.

The gas event in Danville, Illinois has been cancelled by the organizers due to the loss of their main sponsor, Oldsmobile. The organizers claim that they intend to host the event next summer and that they will once again forward the entry fees of those whom attended last summers event that was cancelled by weather.

The three United States teams that qualified for the 45th Coupe de Gordon Bennett have confirmed that they will attend this year's race in Warstein, Germany. The weather window will open on September 1, 2001.

The Gas Division advertised in the January issue of Skylines to all parties interested in hosting the Gordon Bennett Qualifier. Although there were three parties that expressed interest, in the end there was only one organization prepared to host the Qualifier this year. The Albuquerque International Balloon Fiesta has put together a very fine package to host the Qualifier at the 6th America's Challenge this October. The Gas Division Board has just met and reviewed the proposal presented by Balloon Fiesta and accepted the proposal with the exception that the handicap ballast requirement for hydrogen balloons participating in the Qualifier must remain. Balloon Fiesta proposed the handicap ballast requirement be removed but the Board felt that there was insufficient and conflicting information on this issue, and that more information needed to be collected prior to making any kind of decision on handicap ballast. As this issue is ongoing I cannot report it's final outcome at this time.

Additionally, there is the possibility of two more opportunities to fly gas after the Balloon Fiesta. There is an effort in the works to host a gas event in early November in McCook, Nebraska and the potential of another gas rally in Albuquerque in December.

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GAS ON THE WEB

<http://airsports.fai.org/jan2001/issjan2001.html>

Willi Eimers description of how he won last year's G-B.

<http://192.149.107.13/ldb/balloonc/balloonc.htm>

National Scientific Balloon Facility real-time GPS

http://ultimaze.topcities.com/sun_12_01_01_airship.jpg

skycat concept – massive airship

<http://192.149.107.13/ice0001.htm>

<http://192.149.107.13/aust0001.htm>

National Scientific Balloon Facility Arctic & Australian Operations

<http://www.goodyear.com/us/blimp/index.html>

Goodyear Blimp homepage

<http://www.mike.voorhees.com/>

Quantum Aerostatics Homepage – modern rigid airship designs

http://www.festo.com/air_in_air/deu/body_corpo412.html

Festo Gordon Bennett pneumatic gas balloon basket

<http://www.vs.afrl.af.mil/images/balloons.html>

High Altitude Balloon Experiment (HABE)

<http://www.wpafb.af.mil/museum/history/ww1/ww1-9.htm>

<http://www.wpafb.af.mil/museum/history/preww1/preww1.htm>

US ARMY pre-WWI & WWI Balloon Section

http://www.clpgh.org/exhibit/neighborhoods/oakland/oak_n29.html

photo: National Elimination Balloon Race, 4 May 1929. Balloons inflate at Pitt Stadium before start of race.

FIRST CLASS
US POSTAGE