



Issue Number 17

June/July 2007

Hi folks.

Astonishingly, I find there is enough material to produce another Newsletter! Why start a monthly (or by monthly in this case) magazine with such an extreme statement? Clearly the message of no input and the magazine will fold hasn't got across to some of you! Yes it is that fundamental. I have talked the hind legs off the inflation fan and still you expect the product to arrive without your personal input. The only reason that I felt inspired to write this month is two fold, firstly Neil Ivison showed some support and instead of offering help and not delivering ...it arrived as promised and secondly the total FARCE surrounding the demise of EuroHop needs to be aired and if we are ever going to get another version of it together, YOU the subscribers to the list are going to have to say exactly what you want from it and when you want it to happen.

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In this 17<sup>th</sup> Issue I have for your reading pleasure;

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3. Updates for the Newsletter / Website
4. Homebuilt Section -

- Tim Ward -revises the Hopper mirror arrangement which is an Essential Extra!
5. Gallery Pages-
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    - The Official One Man Meet goes to Italy
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    - Metz - An idea!
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  8. Last and not least.



In New Ownership, G-RIME Lindstrand 25A is proudly displayed by Neil Ivison coupled to his "brand New" Cameron Bottom End

### 1, Ed Speak by Steve Roake - My say, your say!

As you all know by now, Barbara Reed and I agreed to pull the plug on EuroHop just nine weeks before the event. This was a tough decision for both of us, not only because of the immense efforts expended on the idea but also due to an over riding lack of concrete commitment by you the membership to definitively state your intentions to come and more importantly lodge your entry forms and pay the miserly £35-00 entry fee. Whilst we were both saddened by the result of closure, the simple facts are this. You could not advertise and publicize the event based on the level of commitment given when we pulled the plug. I will never divulge exactly the numbers, but for us to have persevered for so long under the pretext that you wanted it to happen and then get let down at the last moment and subsequently receive such levels of support after the announcement of closure from people who intimated that they probably would have come anyway does little to stem the desire to walk away from all of this. I personally received quite a few "interesting" emails on this subject, some of you thought that with the OMM going to Italy this year (more on this later!), that perhaps we were diluting the formula for either or both events. Some blamed the lack of a closure date for entry's, I myself felt six months was more than adequate time for you to decide if you wanted to go.

Ian Chadwick came up with probably the best idea on how to proceed for the future if you deem it is worthy of doing. Ian suggested a poll asking;

Where you want this to be? (I thought that France and Chauvigny was great).

When would you like it to be held (what month of the year)?

What would you wish to be done with the format?

Other points of relevance to be taken into account?

Was Metz a deciding factor in saying No?

So over to you, did we think too big for our collective boots? Are we attempting something too grand for hopper folks? What is the way forward .This really needs your input so you all know where to talk about it (on the forum) or directly to me with your thoughts  
Thanks.

## **2, Features Section- Neil Ivison has the first New Ultramagic Hopper fan in the UK.**

### **Ultramagic 3HP fan**

Having recently purchased a hopper there was one remaining piece of “essential” kit that remained to be sourced to go trailer free ballooning, a “small fan”



Over recent months this has been a reasonably hot topic with various members of the group reporting loss of performance in longer grass from their 3hp fans.

Not wanting to rush out and buy a fan straight away I decided to wait a while and have a good look at what was around.

When you look at the fans in use by hopper pilots, it is mainly 5hp fans (fine for those with big vehicles!), or Lindstrand 3hp hopper fans. Does anyone out there have a Cameron 2.5 hp fan who can tell us what it's like??

During a conversation with Paul Dickenson & Tim Revel at the Icicle meet I was informed that Ultramagic were producing a 3hp fan of their own. Several months later, having seen a number of Lindstrand 3hp fans struggling in longer grass at various hopper meets over the last few years, I decided to follow up with Ultramagic to find out what their fan was like. Unfortunately Tim was only able to send me some pictures as there were none in the UK. Tim did however kindly offer to enquire with other dealers for their experience.

The pictures that came through had dimensions which showed the fan to be similar to the LBL variant in width and depth. (Depth 40cm, width 55cm, height 65cm).



The 3hp engine is the same as the LBL variant, so other than the frame, the biggest difference I could see with the Ultramagic was the 3 tipped plastic blade, as apposed to the LBL/Cameron 6-blade, the efficiency of which is something I have personally never been convinced by. The cost is very similar to Cameron/Lindstrand, being around the £800 mark.

After a bit of thought I decided to take a leap of faith and order the Ultramagic fan. A couple of weeks later the fan arrived, with everything looking to be in once piece and well built. One only thing that did catch my eye was tie wraps holding the fan cage together, not something I was really expecting...

All that was left to do was fill the oil and petrol tanks.



Note here, the positioning of the oil fill/drain points are towards the top of the "V" in the frame, so not all will find it easy to get to, you may need a pair of pliers to turn the cap!!.

Incidentally, this fan weighs about 30kg with oil/petrol tanks full.

A few evenings later and the weather finally gave the opportunity for the 1<sup>st</sup> try with the hopper, a LBL 25A. The fan easily fitted into the car with the

rest of the kit, but I did feel the need to strap the fan down to stop it tipping over. Possibly some repacking of the kit needed here...

1<sup>st</sup> thing to note is that where I tried the fan the grass had been recently cut so none of the usual long grass, loss of power syndromes was to be expected. The inflation was done in the lull of trees so there was no wind to help the fan along.



The fan was set to about  $\frac{1}{4}$  throttle whilst I went to tab in the parachute. Even at this part throttle the fan had no trouble starting to fill the envelope. By the time I had the parachute fully tabbed the envelope was just about  $\frac{1}{2}$  full of air. Increasing the fan to full throttle soon fully pressurized the envelope without any problem, as expected. When it came to hot inflating I did find that I had to put the fan almost back to idle to stop the pilot light being blown out, guessing this is common with hopper pilot lights? (Unfortunately I did not get any pictures of the fan in use as I was a bit busy with inflating the hopper!)

Overall impression of this fan so far is that it's a very neat little fan, which under the circumstances I used it in, served its purpose very well. It's easy to handle and on this occasion had the envelope ready to hot inflate in well

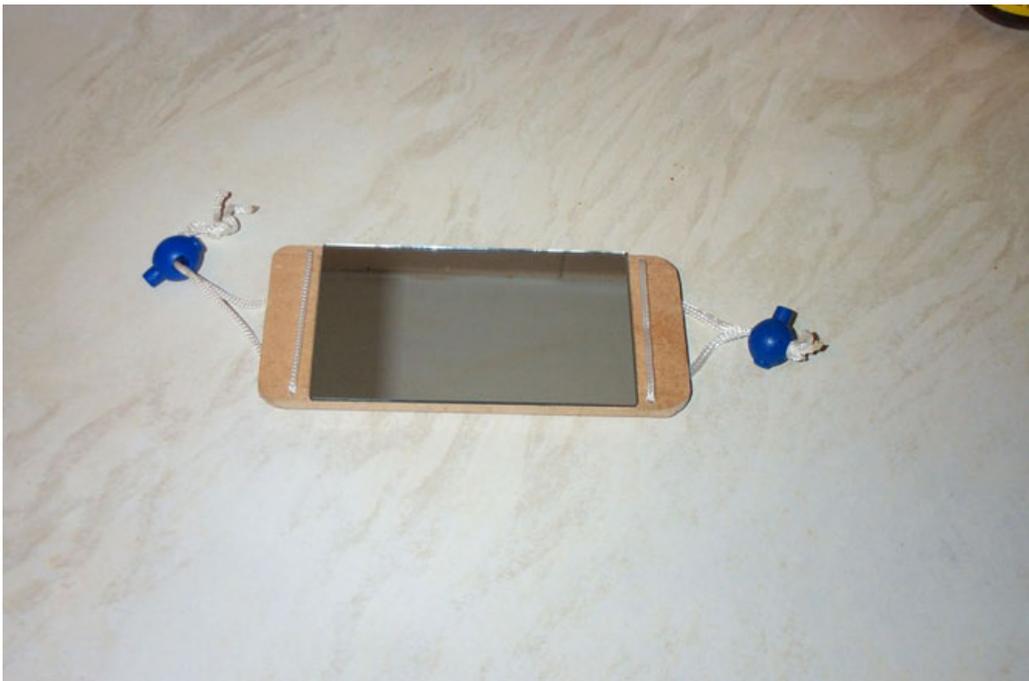
under 5 minutes. The next test will be trying it in longer grass. Once this fan has had a bit more use I will update you all on its usefulness under different ground conditions.

Neil Ivison

### **3. Updates from the Website / Newsletter**

### **4. Homebuilt section**

Greg Winker has informed me that there are four more instalments to his building a hopper series of fantastic articles and we await the next instalment.



Tim Ward on the other hand has a solution to a problem with the mirror on the Lindstrand hopper. As you can see from above Tim has a modified set up.



Tim says, "I mounted a mirror on a piece of wood which then attaches to the Lindstrand steel mirror. If you use two mirrors you can see the tank gauge the correct way round."



Thanks for that Tim; I guess anything that makes fuel management easier should always be embraced.

## 5, Gallery Pages.

This section is the Editor's right to submit new and older jpegs. Starting with another new Ultramagic hopper for the UK market.



G-CEJL H-31 c/n 31/08 is for Robert Wiseman Dairies and will be run by Stuart Houston in Scotland. "Freshnlo" is scheduled to be at Bristol for the Fiesta.



First action shot of *G-RIME* in its new owner's hands, sure to be a regular at hopper meets from now onwards.

If your hopper /Duo picture has yet to feature in this section of the Gallery pages, send me a jpeg of approx 600kb size for future inclusion. Usual address [Steve.roake@ntlworld.com](mailto:Steve.roake@ntlworld.com)

## **6, Manufacturer News /Events /Updates**

Bristol Fiesta News



Colin Wolstenholme recently confirmed to me that Cameron Balloons Ltd have made no progress with the hopper project reported a few months ago , so sadly it will not be at Bristol for inspection. Cameron's have confirmed they are concentrating on other projects at this time, and I guess not enough people are asking them to hurry up the replacement model for the current hopper package.

As we speak there are three hoppers booked into Bristol this year .Dave Groombridge has registered G-BXYH The Fairy Liquid Cameron H-34, Dr Neil Roberts is in with G-IHOP his Cameron Z-31 , and as said earlier Stuart Houston will have G-CEJL present but may need persuading to get it out(perhaps a job for Mel Kirby?).

### **OMM -The Italian Job**

As spoken about all year Phil Dunnington has confirmed that this year's One Man Meet will officially be held in Italy. Some thought that entries were closed, however a recent communication from Phil confirms the details as stated below.

“Entry is not closed. I have got Pietro Contegiacomo's agreement to extend entry dates and indeed the next Aerostat will carry an 'ad'. The basic deal is as follows:  
Entry Fee €150 gets you two nights' accommodation including half-board, gas, maps for two people. Transport from/to Bristol will be available for £90 per 'unit' (assuming the average 'hopper').

We are happy to have anyone else who wants to come (subject to overall logistics limits which Pietro will decide).His contact is:  
[pietro@balloonpromotion.com](mailto:pietro@balloonpromotion.com)

I can confirm that OMM 2008 will be in UK again, probably in Wales (but just maybe in the Lakes) on the traditional mid-October weekend.

Thanks for your support.”

All I can add is if you are thinking of going, please act soon Okay!  
Ed!

### **The Alternative UK OMM**

Having heard of the above event, and not being able to attend, both Neil Ivison and I felt that it may be appropriate to have an alternative event on the same weekend October 12<sup>th</sup>-14<sup>th</sup> in the UK for anyone who can't attend Italy and still wants a OMM this year. Having asked and received approval to stage an alternative from Phil Dunnington and having broached the subject with Chris Dobson, we now want your input as to where to stage it this year. We want your considerations for a venue that meets the following criteria.

- Centralized Launch venue with good directional possibilities
- Local budget accommodation( Travel lodge type plus B&B )
- Refueling facilities close by
- Good pubs with character for socializing and Food (essential)! Note plural (more than one).

- This event will be open to all comers with or without balloon
- We also need to know in advance who would like to attend.

So if you can help and know the answers please email me [Steve.roake@ntlworld.com](mailto:Steve.roake@ntlworld.com)

The more the merrier, looking forward to some positive assistance on this project please.

### **Metz**

As suggested on the forum, in an absence of any communication from the organizers confirming a suggested date, it is suggested we aim to fly together Tuesday AM at Chambley, unless they come up with a late suggestion. I request that anyone going to Metz with a hopper keeps an eye on the notice boards there in case of any last minute changes.

### **Bowood House Balloon festival 2008**

As reported the other month, Bowood House in Wiltshire have confirmed their intention to stage the event again in 2008 and whilst the promoters are planning for next year, they have already indicated a desire to encourage more hoppers to the event. The dates are the 2<sup>nd</sup> May bank holiday towards the end of the month and you can already lodge your interest in attending by contacting them at [cpevents@hotmail.com](mailto:cpevents@hotmail.com). So if hopping in a large country style estate is to your pleasure, I'll see you there next year.

### **7, For Sale /Wanted section**

Richard Sargeant wrote confirming that HB-QIV His Lindstrand 35A is still available for sale. However it may now be split into component parts which may entice more interest. See below for details.

### **Complete balloon**

Lindstrand 35A Cloudhopper complete (standard swivel type bottom end, 5 point harness). Built 2003, pretty Lindstrand demo colours and Lindstrand logo which can stay. Approx. 30 hours tt, very good condition. Approved for use with almost any manufacturer's Rego slave cylinder up to 70 litre making an ideal combination for hot/high/long distance flights or a very heavy pilot! Currently in Switzerland. Price complete without cylinder £5750 ovno. Will split – see envelope and bottom end sections. SV25 50 litre Rego slave, £700 extra with balloon. Tiny and powerful "Klein" hopper fan, almost new, much better than Cameron 2.5HP, available separately £600. Richard (Dick) Sargeant, +41 79 405 12 44, or email HYPERLINK "<mailto:richard@sargeant.ch>" [richard@sargeant.ch](mailto:richard@sargeant.ch).

### **Envelope**

Lindstrand 35A Cloudhopper envelope. Built 2003, pretty Lindstrand demo colours and Lindstrand logo which can stay. Approx. 30 hours tt, very good condition. An ideal Cloudhopper for hot/high/long distance flights or a very heavy pilot! Currently in Switzerland. Price £4500 ovno. Bottom end or complete balloon also available – see bottom end and complete balloons sections. SV25 50 litre Rego slave, £700 extra with balloon. Tiny and powerful "Klein" hopper fan, almost new, much better than Cameron 2.5HP, available separately £600. Richard (Dick) Sargeant, +41 79 405 12 44, or email HYPERLINK "<mailto:richard@sargeant.ch>" [richard@sargeant.ch](mailto:richard@sargeant.ch).

### **Bottom End**

Lindstrand 35A Cloudhopper bottom end (standard swivel type, 5 point harness). Built 2003, pretty Lindstrand demo colours. Approx. 30 hours tt, very good condition. Approved for use with almost any manufacturer's Rego slave cylinder up to 70 litre, ideal for long distance flights. Currently in Switzerland. Price complete without

cylinder £1950 ovno. Envelope or complete balloon also available – see bottom end and complete balloons sections. SV25 50 litre Rego slave, £700 extra with bottom end. Tiny and powerful “Klein” hopper fan, almost new, much better than Cameron 2.5HP, available separately £600. Richard (Dick) Sargeant, +41 79 405 12 44, or email HYPERLINK "<mailto:richard@sargeant.ch>" [richard@sargeant.ch](mailto:richard@sargeant.ch).

Best regards,

Richard

### **And Finally**

I am very pleased to announce that the membership has finally topped the 305 mark and amongst those who have recently joined our community is Ian Ashpole, whom I 'm sure is known to most of you for his stunts .I'm sure seeing Ian “perform” over the years with his hoppers helped inspire me to getting one, and obviously I would take this opportunity of welcoming both him and all the other recent new members to our community.

Below we see Ian flying his Cameron H-34 Cloudhopper “Energis” (jpeg courtesy of Mel Kirby).

All articles for inclusion in future issues will be gratefully received by your editor. Please forward them to [info@cloudhoppers.org](mailto:info@cloudhoppers.org) and feedback good, bad or indifferent is always welcome. Views aired by contributors may not be those of the Editor

Safe flying Steve Roake.

