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Monthly Magazine



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Dear Aeronauts,

Now that autumn is with us, we have had some activity in our sport with the One Man Meet, the 2nd Barolo OMM and the Albuquerque festival. Whilst all featured flying in various degrees, our first thoughts go out to our own Keith Sproul and his family after Keith suffered a horrendous crash at the New Mexico festival with unfortunately a fatality to his passenger Steve.

Mercifully, whilst having very serious injuries Keith is still with us and I know all of you would join me in wishing him a full recovery ASAP. Our collective condolences go out to Steve's family and the fund raising for Keith and Steve's families in the USA is testament to how our community comes together when one of our own is stricken. A sad accident goes to show that we are all at risk when we go fly and I ask you all to remember to FLY SAFE!



Gabriela Sargeant in downtown Barolo-jpeg thanks to Richard Sargeant

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Dawn over the 28th OMM -Back to Husbands Bosworth for 2008 jpeg by Steve Roake

1, Ed Speak by Steve Roake - My OMM at Husbands Bosworth!

Husband's Bosworth was once again the venue for this year's OMM, and again I got it wrong! How I hear you say? Last year my accommodation was 29 miles from the event and a good 40 minutes drive each way. This year, whilst only 9 miles away, my hotel for the event was found via some of the most challenging back roads that the Gps could find and i still took 25mins on the

drive each way. The other unfortunate fact for me was that for the second time in three years I once again failed to fly. My trusty crew man Les got a late call to go on a surprise holiday to Corfu with his fairly recently new girlfriend and unfortunately I couldn't get a replacement. Whilst some offers of help came forward, nobody actually stepped into the breach. With Saturdays flying repositioning to Kelmarsh, on my new centred map it appeared that within 30 mins I would be off the map According to the met (which in the end proved to be inaccurate as the winds dropped)? Not a problem I mused, since Sunday am looked like a "Bobbing session" across the airfield in the masses. However, early morning fog and again not feeling happy about all things being in place, (possible new crew, unfamiliar drivers of my car, and a consequentially more stressful inflation), my enthusiasm to fly waned again so working on the three strikes principle I binned a mid morning opportunity and came home with another blank. Certainly not a total Loss due to some great company , the ability to get to know new folks and catch up on industry news and take some photos for the Newsletter but definitely an expensive way not to fly!

2, The Features Section- Views of the OMM

The OMM report by Steve Roake

For as long as I can remember, I've Looked forward to the Annual One Man Meet(OMM) in October with great expectations because in my eyes you have all year to plan for it, find the funds and finally indulge yourself in the company of equally like-minded pilots, crews and enthusiasts. My early introductions were crewing for Tony Bubb with wife Pat and I still hanker the years that were like the LLansfarrant Court Hotel experience in Raglan Wales where we were ensconced in a country house hotel for the

weekend, flying from the front lawns, all sitting down to eat together and whiling away the evenings in big leather chairs in front of a roaring log fire, slowly getting "oiled", knowing you only have to stagger upstairs to your bed nearby.

Now I am no statistician, but over the 28 years the event has been organised, flying in October has invariably led to successful launches during the weekend and this year was no exception. Phil Dunnington (the organiser) tried initially to get a hosting in Devon, followed by Monmouthshire but both venues proved inadequate for various reasons, so following the previous year's success, Husbands Bosworth (Hus Bos) in Leicestershire was a natural choice having great facilities and being located fairly centrally enabling flyers to come from all corners of the UK and abroad. Most of the flyers arrived as expected, the two most people looked forward to seeing in the air, Malcolm White and Pauline Baker from Ireland had to cancel at the last moment and vowed to try again next time. Truly a shame, as we were due to see both their lightweight Bulmer's Duo Chariot G-CEOI, the Smart Telecom 31A EI-DJZ and the record breaking LBL9X G-CEHX, all of which would have started great discussions. Another late absentee was Tim Dudman, but by and large most of those expected arrived on Friday afternoon. Registration was held in the club house at Hus Bos Gliding Club with a good proportion of teams indulging in the excellent food on offer once flying for the day had been abandoned.

I always enjoy the passion shown by new people I meet within this sport and over a few hours in the company of Roman Mohr and his lovely wife, I was reminded by the very special things that we share when flying this category of balloons and his enthusiasm for this style of aviation was very apparent and it is always a pleasure to meet new friends at the OMM and hear of their personal solutions to operational snags that crop up. We all glean useful tips from each other and incorporate those that suit

our circumstances. I always am aware that within this environment we have hundreds of hours of experience to harvest and so I listen intently to the stories that arise in circles of conversation at these events. This sometimes help you question your position regarding future purchases, and a good example of this was a conversation with Steve Burden which made me re-evaluate my future purchase and reiterate to the manufacturers that a purchase isn't just about the price or envelope weight but it is important to take stock of all your options and make sure that the manufacturers deliver exactly what you want.

On Saturday morning the numbers were bolstered by late arrivals including both Graeme Houston and Mark "stumpy" Stelling both bringing hoppers from Scotland. Whilst the met wasn't favourable for the hoppers with 220 at 10-12knots on the surface most crews hung around the airfield discussing the merits of gliding with some taking up the offer of special trial flight pricing. This wasn't a problem because the consensus of opinion was that Saturday pm and Sunday am slots were the anticipated flyable times prior to the start of the event so in reality, the best was yet to come!

Saturday afternoon's briefing was held outdoors as the weather had got better, and whilst the met showed 210 degrees at 6-10 knots on the surface with a max of 15 knots at 2000ft, and with the exposed airfield (perched on a hill), nobody showed any great desire to fly until Andy Austin volunteered his alternative launch site in a sheltered location near Kelmarsh and so everyone decamped to access the possibility of flying from there.

The venue proved to be a big hit and very do-able as progressively over 18 hoppers flew joined by some larger local balloons. Highlights included seeing Peter Gooch in his namesake G-OOCH (Ultramagic H-42) having endured a protracted paperwork exercise to get the hopper registered.



Ultramagic's Paul Dickenson leaves the crowded Kelmarsh Launch site on Saturday pm in G-CEFB his H-31. Jpeg by Nikki Byrne.

I got a chance to assist Roman Mohr with his inflation taking time to witness the "Dongle" in action.(lavatory type handle hanging on a loop of the rip line keeping it clear and easily acquired whilst negating the likely hood of fowling in the flying wires). Once all had departed, I returned to the flying club for more of their fantastic food in the company Of Dave and Neil Ivison (who also chose not to fly along with Roger Kunnert who had assisted Peter Bish).

The returning Pilots spoke of a nice flight with less wind than predicted with most talking about 7-8 knots "upstairs" and next to nothing upon the landings.



*Saturday Night's first Flight of G-OOCH Ultramagic H-42-jpeg
by Steve Roake.*

After some beverage refreshment the evening curtailed and we all returned refreshed on Sunday morning for the briefing. During the journey to the launch site from my hotel, the weather was patchy mist and fog but clearing but after the briefing some ventured onto the launch site but the misty weather rolled in and engulfed the area (at one point enveloping Gavin Chadwick's tethered hopper to the point where you could hear him but sometimes only see the outline of the balloon). The direction was now more northerly with surface winds given as 158 at 2 knots and 11 knots at 2000 feet but increasing during the morning.

Most crews took the opportunity to appreciate the flying club's cooked breakfast and await the clearing weather as predicted. This tended to be a protracted wait, with a mixture of winds coming and going but slightly unsettled in their nature. By around 11am four or five hardy souls took off towards Bruntingthorpe with Neil Ivison reporting lower level winds of only 4-7 knots. Whilst it was perfectly flyable, the later flying slot didn't inspire many to head skywards with most thinking that the best of the weekend had happened and having achieved some flying all seemed satisfied in having participated in another flyable OMM. This left the prize giving ceremony with some special awards given, one to Graham Houston (the cock up award), for losing his car keys on the launch field and then finding them after flying. Julia Dean won the award for getting into the air first (a nifty pair of children's wellies). So that was the OMM from my perspective now over to others!

Steve Roake

Team Pegasus at the Husbands Bosworth - One Mans Meet 2008. (Tim Ward's Diary from the Event).

October 10th 11th & 12th October 2008.

Friday.

Following a particularly miserable day in the office, a forecast for the following morning, which was lousy and Bryce being tired after partying through University fresher's week. I was not sure if we were ready to travel that evening. However after a few texts between Bryce and Tom, which included what time, are you getting here?!!! And my wife, being very eager to get us out the door. – Mmmm? My mind had been made up for me so we set off for the 1 ½ Hr trip down to Northamptonshire.

We arrived at around 21:30 to meet up and complete team Pegasus for the weekend which was John & son Tom Hilditch, Myself and son Bryce and the famous Mike (30,000 Ft in a builders bag and fountain of knowledge) Scholes. The evening was spent talking about what had happened since the last time we met and watching the younger ones sinking a few too many beers but ha-ho - you're only young once ☺

Saturday.

As expected, Saturday Morning's weather was too windy, so we decided to visit the vintage fly-in at Sackville Lodge Airfield... Many old planes arrived including a DH Gypsy Major and various Tiger Moths, Pits Special and a replica of a Hawker Hart also there were a fair number of microlites on view. One particularly beautiful aeroplane called a Luscombe 8 (I think) took my eye.

Saturday Evening was perfect for hoppers. We travelled to a takeoff site at Kelmarsh where about 17 (I think) hoppers took to the sky. John flew his Lindstrand 25A and landed at lovely village called Braybrooke. It looked a splendid evening with plenty of low, slow flying.

Normally at the OMM, a pub is selected for an evening meal, however due to the fantastic facilities (including café) at the Husbands Bosworth Gliding centre it was decided to have the meal there. However, in comparison to last year's UK OMM, not as many teams returned to base as I had anticipated. Those who were there had plenty to discuss with a fair number of beers being sunk. Plenty of laughs were heard from the gatherings on each table until very late.



Team Pegasus - right to left - John & Tom Hilditch, Tim & Bryce Ward, unfortunately Mike scholes had gone walk about...jpeg Tim Ward

Sunday.

The airfield was fog bound early on, so we all retreated to the café where breakfast was served. Later on when the fog cleared some hoppers flew, however whilst Tom was eager to throw his Dad into the air at the drop of a hat, John and myself had already discussed the weather and as the wind speed looked a bit brisk for leg dangling and the fact that we had had such a good weekend we decided to leisurely pack for the journey home and get ready to watch the prise giving. All in all, it was another fun hopper meet. It was nice to sit and chat to people I had not met before, hear stories of daring do, have some laughs, and of course, watch some lovely flying take place which wets the appetite for next year's event, wherever that may be.

All the best,
Tim Ward.

Finally a view from local Flyer -Neil Ivison

After the success of the Not the One Man Meet last year it was decided to bring the proper UK One Man Meet to the same location, The soaring centre [Coventry Gliding Club] based at Husbands Bosworth, Leicestershire, a very friendly club who regularly allow those of us who are local to use it as a launch site [and occasional landing target].

Due to illness I missed Friday night and Saturday morning, but by all accounts I didn't miss much as the wind was too strong for flying.

I arrived at Husbands Bosworth Saturday evening to find a large congregation of pilots and crew. The wind was still a little brisk, with the gliding clubs exposed hill top situation not helping matters an alternative launch site at Arthingworth [near Kelmarsh Hall] was to be used. The field proved to be a perfect sheltered field which aided a number of easy inflations. Still not feeling 100% I passed on flying and decided to take the opportunity to stand back and watch/help others when needed.

The whole field seemed to have a relaxed feel as the hoppers took to the sky. Julia Dean was bravely first away in her sky 31 and looked to disappear rather quickly. By the time the second hopper made it into the air things seemed to be calming down and any initial fears over the upper winds disappeared. 21 hoppers and a few bigger balloons flew making a fantastic sight in the sky. Towards the end of the evening the wind had backed and slowed enough for a couple of hoppers to fly straight up the launch field and land within its boundaries.

Pilots returning to the club house reported a 2kt landing which was frustrating knowing I hadn't flown, but with the forecast looking good for the morning I didn't dwell on it too much.

Sunday morning, as forecast started foggy, leading to a long wait hoping it would clear. Gavin Chadwick & Ali Dunnington took the opportunity to undertake a tethering check for CPL's. At one point the weather looked like it was about the clear, but changed its mind and made the fog thicker, making the inflated balloon disappear from sight.

Finally about 10am the fog started to dissipate and it was time to decide what to do. The ground wind seemed to be brisk and I was considering giving up and going home, but a little local knowledge told me that as soon as I was away from the gliding club it would calm down. As the sky seemed to be getting clearer by the second I decided to go for a short flight. A couple of the bigger balloons were starting to get ready for PUT flights at

the same time which reassured me slightly. The inflation was a lot easier than expected, but I had to be careful once the envelope was upright as the wind was trying to close the mouth slightly. Tabbing the parachute had to be done quicker than I normally like to avoid losing too much envelope pressure, but once done I wanted to be away as quickly as possible.



Neil Roberts and G-BXUU Colt 31A –Saturday Night-jpeg Nikki Byrne

With everything set I launched, first away soon followed by Mark Stelling & Tim Wilkinson in G-BSZH. I levelled off around 700ft and 11kts and relaxed to enjoy the flight. I headed north over the village of Husbands Bosworth and looked for somewhere to descend and have a play at ground level. The first place I saw was a small valley, the near side of which is a tank driving centre with three tanks being driven round. Not being able to resist I went down to have a closer look and exchange pleasantries with the people driving the tanks. As I came to the valley bottom everything slowed

up as hoped so I stayed low for as long as I could. I wanted to stay low and follow the main road north from Husbands Bosworth, but the sighting of a horse event further along my track soon put an end to it. Having to climb took me right and back into the 10-15kt winds. I was approaching a road and thinking of landing, but yet again more horses and a big 1000ft SA looming beyond it led to me climbing again. With Leicester clearly visible to the north and Leicester Aerodrome to the north east I decided to climb to and found around 2000ft a 17kt wind to take me east and into a better area. Once clear of the SA I decided to descend and look for a landing site. Whilst looking for somewhere to land Andy Kaye paid myself and Tim a flying visit in his plane before returning it to Sackville Lodge. It was a nice site, but I couldn't enjoy his presence too much due to the power lines I was flying over at the time!

Not far behind me I could see Mark & Tim landing in the bottom of a valley, a nice slow stand up, which was nice to see.

Looking ahead I was approaching an empty grass field with a road next to it. As I approached I could hear the farmer and his children in the fields below me shouting come and land...well, it would have been rude not to.

Typically the path into my chosen field took me straight over the tallest tree surrounding the field. I was doing 7kts and ripped out as soon as I was over the tree. At this point the electric fence running across the field came into view. Managing to arrest my descent just above the fence posts the balloon slowed to 2 kts and brought a 45 minute flight to an end with a nice stand-up landing.

I was quickly joined by farmer and his family who it turned out had flown with a commercial operation some years before and was more than happy to have balloons there. Thankfully he also turned off the electric fence to aid retrieve.

I arrived back at the gliding club just in time to catch prize giving. Although not everyone had been lucky enough to fly over the weekend, all seemed to have enjoyed their time at the OMM. The hospitality of the Gliding club was fantastic for a second year in a row. I must say a quick thanks to Phil for organising the event and to all who attended making it yet another successful OMM.

Neil Ivison

The Second Barolo International One Man Meet- by Barry Birch.

Well what a fantastic weekend of fun flying over the vineyards and castle of Barolo. We had 11 hoppers in all with pilots coming from the UK, Switzerland, Belgium and Italy. As people checked in on Friday it was suggested that we fly that evening as the weather was looking grim for Saturday morning.

All the pilots who had arrived early enough, we rose to the occasion to bag the slot and the local grape pickers had an extra surprise as they filled their baskets with the precious crop that goes towards making the famous local Barolo wine.



Mass Launch-jpeg by Gabriella Sargeant

Saturday morning was cancelled so most people dispersed for some wine tasting and visiting the Truffle Fair in nearby Alba. That evening the conditions had improved

slightly but we had low cloud cover and not a great direction. After a delayed start, everyone got away with most getting over the town of Barolo and some retrieves were quite late getting in but this didn't affect the evening festivities.

Sunday dawned with glorious conditions and I had an especially big grin on my face as Richard Sargeant the Swiss Lindstrand Dealer invited me to fly the demonstrator. Well what a buzz, this is my local flying area for bigger balloons so it was great to be floating over the vineyards I know so well and instead of chatting to people in a basket, calling out to other pilots with whoops of joy.



Andy Walker (G-CFAW) and Steve Burden (G-HOPA), both in LBL35A's prepare to go-jpeg Gabriella Sergeant

I can honestly say that the Lindstrand kit is absolutely top rate and a beautifully designed balloon and chair. I noticed that a lot of the pilots at the meeting use this type of hopper and I can see why. User friendly, great

attention to detail, and you feel very safe strapped into the well padded chair----now where is my check book...and why has my other half got that funny look on her face!!!

Sunday pm was probably the crowning glory with a great turn out by the public and the very light wind conditions, giving pilots the chance to fly close together, which was a magnificent spectacle for all those on the ground. Everyone who flew that slot came back feeling very pleased even though the direction for landing had been predicted as problematic. Some of the local children got a chance to get up close, as a small basket hopper was tethered so that they could get nearer and see what makes these little balloons fun to be around.

Each evening had a highlight of sampling fine Italian cuisine in a different restaurant and the local town hall helped by offering us 3 superb alternatives and the excellent food was accompanied by great wine and many laughs.

On the last evening we made a special presentation as a memorial to Paolo Contegiacomo the Italian pilot who really paved the way for all those who followed here in Italy, and a man who by all accounts enjoyed his ballooning and having friends fly alongside him which is what this event was all about. His brother Pietro has continued in his footsteps and in so doing has created an International Event here in Barolo but with the real emphasis being on a relaxed atmosphere and flying with friends.

We felt Richard Sargeant to be a worthy recipient as he and Gabriella brought real enthusiasm to the event and although keen to make a hopper sale seemed to be just as happy to show off their new toy and were always on hand

if you needed some extra bits and pieces. But they, like the rest of us just had great fun flying. Well done. We hope that this meeting will become a regular event on the ballooning calendar and we are already making plans for next year.

Barry Birch

Albuquerque and Hoppers

Jonathan Trappe reports from Albuquerque

I launched from the field on the first day, Saturday. It was a big deal for me. I had come out to fiesta last year with 0 pilot hours. The last day of Fiesta 2007 I ordered my hopper from the Cameron tent then started flight school right after, as soon as fiesta ended. I dreamed of bringing the balloon back the following year and flying it in Fiesta. The balloon has New Mexico design elements and this year at Albuquerque was the first flight of this "New Mexico balloon" that was actually in New Mexico.

I flew on the Westside of town on Friday, launching with commercial pilots doing rides. I tried to make it over to the Rio Grande, but couldn't quite steer myself that way without burning too much time and risking a late-morning landing.

Then Saturday we were out on the Albuquerque field for the balloon's maiden fiesta launch! I had really dreamed of coming back with this balloon and flying in fiesta—so it was a great morning.

I was in wave 1, and our end of the field was going out first. Ours was about the third row to go, heading to the North. I did make it over to the Rio Grande, but not without difficulty! The track was fine, and I had a good approach to do a splash-and-dash. However, a Racer came popping up underneath me. I burned, and then I was going several hundred feet above the river as I

crossed it. I did a big vent, trying to get down to the water now that the racer was gone. A big vent (and a burn shortly after that licked the nomex) had me down near the surface, but I had crossed the river by then and was on the far bank.



F-HABA Cameron Z-42 at Albuquerque

I flew on, and had another opportunity as I crossed the river the other direction. I had my approach, coming in for my first hopper splash-and-dash with my waterproof shoes. Then I saw that perhaps I was coming in towards the water too fast.

It looked to be a deep spot in the river, not the 2-inch areas that the river sometimes has. I envisioned being dunked up to my chest in the water— unlikely with the buoyant tank on my back! - But it was the vision I had! I burned... and went soaring away, never getting closer than 10-feet above the river.

Judging distance above water is something I'll have to practice! I came in for a very gentle landing in a fenced field next to the large access road. I wasn't sure if there was a gate, but I knew that if I had to I could hand the gear over the fence. I never actually touched the alfalfa; my crew came to me and pulled me over to the dirt road. (I had a warning from a crew person alerting us to a wire that we may have otherwise pulled the balloon into.)



N1997W is a Cameron O-65 belonging to Michael Glen but with Chariot Bottom end

We laid the balloon down on the dirt road, and the person grabbing the load ring dragged me along the ground some, giving me my biggest balloon wound to date: scrapes on my arm. I was landed already, at a complete stop, and that is when I got scraped up a little! (He was used to pulling much bigger balloons! I was dragging across the ground shouting 'stop!')

We created a bit of a problem. I wasn't worried about handing my gear over the fence; I knew we could do it if we had to. But, balloons behind saw me land here and figured it would be an OK spot for them too, but they couldn't necessarily hand their baskets over the fence easily. The owner/land keeper was present and somewhat grouchily opened the gate for us, telling us to get packed up quick so no more balloons would land. He wanted to protect his field so he could harvest it the following week.



N48KX is Keith Sproul's 48,000 cu ft hopper seen before his accident.

The rest of the week I was completely absorbed by getting the gas balloon launched, and then was aloft under that balloon for over 68 hours, so we didn't fly the Cloudhopper another time during fiesta!

A fun maiden fiesta flight for the Cloudhopper!
Jonathan R. Trappe

The event was over shadowed by Keith Sproul's accident but the jpegs sent in of the hoppers featured were all credit to Sandy Mitchell and Martin Freeston who were there all week. As we go to press Keith continues to fight and seems to be making good progress, but with a long way to go to full recovery .Everyone on the list wishes him and his family a speedy recovery.

3. Updates to the website / Newsletter/ Forum Topics

Plenty of activity on the forum this month, but I wanted to alert you to two particularly good video clips that have been uploaded to U-tube. The first, (relating to the event in Barolo) features the hoppers at the Barolo Italy meet with Sarah Bettin and Steve Burden featuring prominently. It is such a good video, I have asked for permission to utilise parts of it on the website where we are dying out for video footage of your hopping exploits.

See the great clip using this link;

<http://it.youtube.com/watch?v=U-XPu9-fFbs>

The second clip of footage features seldom seen footage of a Duo Chariot. Malcolm White flies the Bulmer's light chariot at the Irish Nationals. Patrick Conroy filmed the event from Waterford Ireland, and whilst the video lasts ten minutes, it is worth

indulging to see the Duo chariot around half way through. See below for the link.

<http://uk.youtube.com/watch?v=ZkiWzxIqAuQ>

Homebuilt section -Premek Sixta unleashes details on his homebuilt balloon project.

Featured on the forum, Premek states

I would like to share with you my experience with the new hopper I have mentioned here about two months ago. I have been using my paragliding harness with no steel frame so far and I have the best experience with this arrangement. My landings are very smooth and easy. It's like landing a parachute or a paraglider. I do appreciate there is neither basket nor steel frame at my "bottom end". I use a whisper burner (a direct liquid burner) only. The main flight valve includes a small pilot flame valve so I don't need two hoses from the gas tank.

The fuel consumption is about 5 kgs of propane butane per hour when flown solo and when it's sunny. The black fabric absorbs a lot of solar energy. There are few photos here:

<http://clouseau.110mb.com/baloon2/>

and two videos here: <http://clouseau.110mb.com/ultralehkebalony/h%20video.html>

I have tried three tandem flights last Saturday which was OK however the fuel consumption was much higher, maybe more than 10 kgs per hour.

Photos are here: <http://clouseau.110mb.com/25102008/>

I need two gas tanks and two burners for the future tandem flights.

I have done 15 free flights so far, three of them in a tandem with my friends. About a Dozen of my friends have tried tethered flights using a 50 meters climbing rope. The envelope is pretty large (37k cuft) and I have attached a nomex scoop last week. With little pilot skills, I have been flying in gentle winds only. The envelope weights 28 kgs. The fabric was manufactured by HsienChi in Taiwan and was very cheap (US\$3.20 per linear yard + tax +delivery). It's a nylon rip stop fabric with a silicone coating.

The gas tank is a fibre glass tank with an internal polyethylene liner and with a plastic protective cover. It weights 6.2 kgs if

empty. The volume is 24 litres and I fill it with 11 kgs of propane butane. These tanks are locally manufactured (see <http://www.kompozit-praha.cz/en/index.html>) for fork lift trucks or for caravan heaters. They cost about 2000 CZK (US\$60) each. They are very popular and have been pushing away the traditional domestic steel tanks. Please note that you can't see the liquid phase level in the tank - the tank is NOT transparent. The tank is hooked to the main carabiners just under the swivel and sometimes I attach the tank to my harness on my right hand side for safe landing.

There is a climbing swivel (or so called "rotor") at the envelope/harness interface which has been manufactured by company Black Diamond. I think the same swivel is manufactured by PETZL as well. The swivel body shows 26 KN loading capacity. I have very good experience with the swivel. My whisper burner partly manufactured by KUBICEK Balloons is hooked to the steel wires so if I rotate my body under the envelope I just hook the burner in the new position. Very simple and easy. Please note there is an open steel cylinder around the burner (around the jets) which shields the pilot flame. However there is neither steel structure nor heavy burner which could hit my head on landings. I guess the burner set weights about 1 kg. If I run across the landing field the burner is hooked somewhere in front of me so I don't have to worry about that.

The fan is an old car radiator fan (from a FORD Mondeo) which is strong enough to inflate my envelope in about 10 minutes. There is no need to run the car engine during the cold inflation. The 12V car battery has had enough capacity to inflate the envelope several times. The fan propeller is about 45 cm (18 in) in diameter so you have to choose a large fan. Obviously you need thicker cables between the battery and the fan as the current is about 10A.

My friend has established a new web site (www.ultralehkebalony.cz) dedicated to our ultralight balloons (my solar balloon flown in Australia last year and the hopper) however it's all in the Czech language. Sorry for that but if you have any comment to our balloons please let me know.

I wish you smooth landings. Cheers Premysl Sixta
(Taken from some discussions on the forum by your Editor)

5, Gallery Pages.

This section is the Editor's choice of new and older jpegs. Featuring in the selection this month are two brand new Ultramagic Duo Chariots, one for Germany and the second is a proof of concept craft featuring new materials for the factory to gauge suitability for a new project. As ever thanks to Both Bennie Bos for forwarding the jpegs to me and Paul Dickenson for sending over larger submissions with greater sizes.



D-OSLF is an Ultramagic H-42 c/n 42/15. This is owned by Hali Balloons in Wuppertal Germany, and made its first flight in July

at Igualada Balloon Festival. - Jpeg and info credit Paul Dickenson.

The second Duo chariot (seen below) is another H-42 from c/n 42/14 will be placed on the Spanish register as EC-??? But features a new double lined Silver material in the top of the Duo which is under development and testing for a new future project. Should anyone get information on this being registered , or any other longer term unregistered information come to light such as last month's new S5- Cameron Z-31, please forward all information to myself for upkeep of the hoppers database. Many thanks Steve.



Duo Chariot EC-??? C/N 42/14 seen at the Igualada festival.- jpeg Paul Dickenson.

6, Manufacturer News / Events / Updates



News from the OMM direct from our man at Cameron Balloons Colin Wolstenholme, that his latest design for a replacement Cameron Hopper Bottom End is due for launch at the Icicle Balloon meet exhibition on January 3/4th at The Ramada Elcot Park Hotel in Newbury. The new design is expected to be lighter than the outgoing unit and feature a fully gimbaled burner application. A full report on this item and any other hopper related news will appear in the Jan 2009 Newsletter with hopefully factory supplied jpegs.

The ongoing development of the Cameron hopper fan blade remains as stated "ongoing". Personally I have now waited over a year for them to perfect a better blade for my Honda 3.5hp fan as the current one can only politely be described as "Poorly performing", let's just hope the waiting is worth it. Colin, to be fair, is time limited on this project but now on his fourth prop is indicating some progress with Tim Dudman assisting in customer feedback on the revised prototypes

The 2009 Icicle Balloon meet will be as ever based at Scotland farm Savernake Forrest over the first weekend in January (3rd /4th) and hosted by Dante Group. Now into its 37th year, this event (when flyable), usually features winter hopper flying and with the trade exhibition at the Ramada Elcot Park Hotel near Newbury Berkshire, it is always a good place to catch up with representatives from all the big manufacturers.

For GPS lovers RG208NJ is all you need to locate the trade venue.

7. For Sale /Wanted section



"Mickey Mouse" is For Sale, the ex-G-BKVJ; Colt 21A is up for grabs in America!

1983 Colt 21A - Envelope Only \$1,500 or best offer. This envelope is offered "as is"

Mickey began life in 1983 as G-BKVJ, registered to the factory. In 1991 it was deregistered and brought to the United States. Our research tells us it was never registered in the U.S. We don't have all the details because the logbook and paperwork have gone missing. But the condition of the fabric tells us it has low hours.

While the balloon has Mickey Mouse in the side, the purchaser is not allowed to use it for promotions or other money making opportunities. They can only use it for sport and pleasure flying.

It can be flown in the U.S. as part of an ultra light system without certification.

For more information, contact:

Scott Spencer

tigerpilot@earthlink.net

1-208-375-0512

Greg Winker has for sale his LBL35A N65868 (ex G-CDIW)

Purchased from the original owner (Graham Bell), only 18months ago, this envelope has done only 44 hours total time. Since being imported to the USA, with me retaining the bottom end and have only flown it once, it has done two hours in that time.

Other than a little Arizona dust, it looks brand new. The green and blue are regular weight fabric while the yellow is lightweight fabric and saves a few kilos and makes it a bit easier to pack up. This is the lightest LBL 35A so far weighing in at 53kgs. Looking for \$7000.

For more details contact Greg Winker @ [rozierpilot@yahoo.com]

See below for recent jpeg of N65868(ex G-CDIW)



44 hours only and yours for \$7000! - Jpeg Greg Winker

And Finally

I just wanted to say big thanks and credit to the following people who have sent in jpegs, stories, links etc to me for inclusion in this month's newsletter. I love to get excited about writing about hopping and can only pass on my views of the sport as I see them. With other submissions for inclusion I can show both another view of the same event and it also charges me to write more for you the readers. I have been overwhelmed with jpegs from Hus Bos and find choosing the nicest a really hard pleasure. Sorry to those that didn't get used, perhaps we will use some more next month.

So credits to (in no particular order)

Neil Ivison, Richard and Gabriella Sargeant, Tim Ward , Mark "Stumpy" Stelling, Kev Mclaughlin/ Nikki Byrne, Barry Birch, Greg Winker, Sandy Mitchell , Martin Freeston, Colin Wolstenholme, Bennie Bos, Paul Dickenson, Premak Sixta, Jonathan Trappe, Andy Davey and Malcolm White.



G-CEOI Cameron Concept 60 Duo Chariot of Bulmer's light seen at Carrick on Suir- jpeg by Malcolm White.

Membership is currently a healthy 383 members and still rising. All articles for inclusion in future issues will be gratefully received by your editor. Please forward them to steve.roake@ntlworld.com and feedback good, bad or indifferent is always welcome. Views aired by contributors may not be those of the Editor

Safe flying Steve Roake.

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