



Cloudhopper News

Issue No. 135

March 2021

Happy Easter Everyone. Once again, it's time for the Cloudhopper's Newsletter.

Hello troops and welcome to Issue 135 of your favourite lighter than air aviation periodical. Once again, it is my onerous task to briefly entertain you.

March is upon us and with it we start to look forward to spring and with it the optimism that things including the weather will shortly be improving. The corona virus is slowly being controlled with jabs being rolled out to many and a phased return to flying will start shortly.

What do you have this month for me to read I hear you say?

Henrik Hvid takes delivery of the first Kubicek BB8EF, shortly followed by an Austrian example. Douglas Hoddinott gives us the inside view from a Manufacturers perspective.

People in hopping this month speaks to Cameron Balloons Design expert Dave Boxall.

Bill Whellan donates a copy of his book to the Annex 21 UK Community.

The very popular Pro Tips series continues with parts three and Four of how to build your own Hopper.

Glen Everett makes his own inflation fan.

Suddenly the market is busy, and we are in the right place With the latest news on what's happening right now. Check out the photo of Greg Winkers Tetrahedron. Usual stuff – anything for publishing, to
steve.roake33@gmail.com

Contents

Ed Speak – Have I just emerged from hibernation?

Essential Extra's-

Nothing this month

The Features Section :
People in Hopping meets Cameron's Dave Boxhall. Kubicek burst onto the market with their new hoppers.

Homebuilding-

Pro Tips- Parts 3and 4 by Kevin W Haynes Glen Everett makes his own fan.

New Balloons

OY-ROC and OE-RNW

Second hand News

Surprisingly busy with one recent sale and another great kit ready for sale

Interesting Photos

Superb shot of Greg Winker's Tetrahedron again

Gallery pages.

VH-HOP first flight photos

Manufacturer / News

New events from John Tyrrell



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Cloudhopper News

Issue No. 135

March 2021

Ed Speak – Have I been in Hibernation?

Mid-March and I'm feeling like I've just woken up from months of winter hibernation. What you may ask, has got you feeling like this?

Look around you at what's going on in the world of Cloudbopping . Suddenly there is a wealth of stuff going on that simply wasn't happening last month. For examples, here are some things that have happened within this month.

Kubicek burst upon the cloudbopping scene with their BB9EF and E models . Two get delivered into Europe in quick succession and I get the low down from the 'UK dealer on a manufacturers perspective on launching a new product and I also talk to Douglas Hoddinott (the UK representative) on their plans for a bottom end. Douglas writes about the birth of a new product from the perspective of the manufacturer and how they like to listen to their clientele.

Solo Systems from Albuquerque NM, suddenly have a batch of hoppers which are test inflated before being made available for purchase. They also have some exciting news with regard to making these craft available in the UK.

Cameron Balloons of Bristol are about to deliver another O type hopper to a new client in the UK and get ready to send another "long haul".

So, people, did I miss something or has the world finally woken up from its Covid slumber? Suddenly there is a plethora of new hopper content out there And it seems it is all happening this month. Isn't it funny how after months of inactivity, everything happens at the same time as the manufacturers gear up for the 2021 season.

I also have to, publicly thank Bill Whelan and Dr Sandra Rolfe for their generosity in sending me two copies of their book called "Flying Sew High- the journey to the world record", one copy of which, I have forwarded to Tim Wilkinson for the Annex 21 community to be based at the Clubhouse at Sackville Airfield, Riseley Bedfordshire. It certainly looks a nice read with some great photographs and a good reference point for all who come across it.

Articles for inclusion are always considered with thanks, please send as ever to the following email address: steve.roake33@gmail.com

Stay safe Steve -your Editor.



Newsletter sponsored by: 



Cloudhopper News

Issue No. 135

March 2021



Winging its way to Sackville Airfield is a copy of the above book.



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Cloudhopper News

Issue No. 135

March 2021

Advertisement

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A hand holds an ICOM handheld radio with a digital display showing "RECALL CH 02" and the frequency "118.200". The radio's keypad shows various menu options like "ENT ANL", "CLR DEL", and "SCANN". The background features a large, colorful hot air balloon in flight against a blue sky with clouds.

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Cloudhopper News

Issue No. 135

March 2021

2, Essential Extra's – nothing again this month. Dire times for all

3, Features Section

People in Hopping Meets: David Boxhall- Cameron Balloon's Shape Designer

Once again, I've trawled the network to find someone influential within ballooning to ask for their views on Cludhopping. This time around I have grabbed David Boxhall who is the "go to guy" at Cameron Balloons for anything special shaped design wise. I would also say with his time there, Dave has seen the development of the Cameron hopper brand and so is perfect to chat to on this subject. For this I am thanking him for his time and hope you all appreciate his efforts to support our sector of ballooning.

SR: So just a bit of Background on Dave. Where are you from, what age are you and what did / do you do as jobs (particularly within Ballooning)?

DB: I was brought up in Bristol, so I had an early exposure to balloons flying over the city. I was still at school when I joined the Red Leader syndicate (A Cameron Viva-56). Ian Kerr started the syndicate and was my early ballooning mentor and I got my licence in the beginning of 1982 at the age of 17. I worked in the Cameron factory during School Holidays and as a student (Aero Engineering at Southampton) and I returned to Bristol to work at British Aerospace after graduation. After a year or so at BAE I worked at Bristol University as a research Assistant and did a lot of flying training and operating of the university's Uvistat balloon. In 1989 Cameron Balloons approached me about the job of balloon designer and apart from a year in New Zealand and 5 years working with Andy Elson on mad projects I've been there ever since.

SR: Regarding balloons . I have to say I've only recently noticed you as a hopper man(last few years). Am I right you are a design engineer (known for your incredible work on Cameron Shapes), a fan of smaller balloons and basically the main brains behind Cameron's technically ?

DB: My work at Cameron Balloons has mostly been on envelopes (particularly Special Shapes), so although I've been around for the entire history of hopping at Cameron Balloons I've not had much to do with hopper hardware, I did



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Cloudhopper News

Issue No. 135

March 2021

design the H-type envelopes that went with the SkyHopper. Nowadays I don't even do much work with envelopes as I've taken over from John Davies looking after Airworthiness, so my name appears on a lot of service bulletins and manual amendments...

SR: What age did you get your licence and how many hours P1 do you have, and roughly how many in hoppers?

DB: I've only flown hoppers a handful of times, but thoroughly enjoy it. I suppose of my 6 or 700 hours in balloons I've only got three or four in hoppers and about the same in Vital Spark – a classic Cameron O-31 with a floating-frame basket and a Velcro Rip!

SR: Now for your sins, you were suggested for this piece by Simon Askey (because he said you've been there a long time and seen all the changes). Can you remember when the hoppers appeared and when you got involved with them? did your love of them come about? And when did you realise hoppers were for you?

DB: Until recently I had only ever flown hoppers tethered – I spent a lot of time looking down on the tops of envelopes while we were developing Smart Vent. It wasn't an exactly joyful experience, especially when somebody thinks it'd be a good laugh to cycle the vent while you're hanging on the crown ring.

I let my balloon licence lapse after Foot & Mouth in 2002 and got it back in 2018, after which my first flight and first hopper free-flight was at the Longleat Exclusive Cup in the autumn of that year. It was more exciting than I'd hoped for but I really enjoyed it. I've only flown hoppers a handful of times, but thoroughly enjoy it. I suppose of my 6 or 700 hours in balloons I've only got two or three on hoppers and about the same in Vital Spark – a Cameron O-31 with a basket and a Velcro Rip!

SR: Can you remember your first experience in a hopper. Where and when ? and how did you know you wanted one for yourself?

DB: I definitely remember seeing pictures of Colin Prescott at Tower Bridge with the Smirnoff Cloudbopper and thinking that looked like fun. I don't know why it has taken me so long to start flying them. Probably because in the first part of



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Cloudhopper News

Issue No. 135

March 2021

my piloting career I always had a 77 or a 90 loaded up and ready to go with a list of people wanting to fly in it. The effort of dragging out a company demo was just enough friction to stop me from doing it.

SR: Of all the memorable flights you have had in a Cloudhopper, which one was the best and why?

DB: I think my most memorable flight was the Longleat one (mentioned above) a little bit of low-level lurking over the crowd, followed by a section flying quite high over the safari park in a big gaggle of balloons and then a dramatic landing which was both quite fast and had me flying through some unpleasant curl over. I emerged slightly bruised, but bitten by the bug. There's a video of the landing here <https://tinyurl.com/hopldg>

SR: Any moments in hoppers you'd care to share?

DB: My hopper flying has been more eventful than the rest of my flying. I've only had a few hopper flights but I managed to stick myself in a tree at the One Man Meet last year. Fortunately, the balloon popped out again so I didn't need to be rescued.

SR: There has been a progressive history within Cameron Balloons with their hopper designs, can you retrace the steps for our readers and comment on the changes and why they were implemented?

DB: The earliest UK hopper pre-dates even Cameron Balloons – Omega (the first balloon company Don was involved with) made the Nimble balloons Back in the 70s which had the burner and fuel cylinders hidden up in the mouth of the balloon and the pilot hanging below in a harness.

In the mid-80s the Cameron made a couple of Chariot designs – the Airchair , a one- or two-person swing seat arrangement and a webbing chariot harness. A 4-gore balloon, the P-20 was even built, but was destined to be a one-off.



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Cloudhopper News

Issue No. 135

March 2021



Cameron P-20 G-BIBS.

Cameron's first "proper hopper" – the SkyChariot was launched in 1989. The burner was controlled by a motorcycle throttle-type twist-grip in the end of the seat supports.



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Cloudhopper News

Issue No. 135

March 2021



Cameron Skychariot bottom end.

The Millennium Cloudhopper was designed by Pete Johnson in 1996 and has been steadily tweaked ever since. The harness has shown a steady evolution, and the base unit has gathered a hinge to allow it to fold, a hand ring around the swivel and a change in geometry to give a slightly less upright seating position.

SR: Can you imagine a time now without hoppers in your life ?



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Cloudhopper News

Issue No. 135

March 2021

DB: Balloons have been a part of my life since the end of the 70's and now hoppers have entered it I don't plan on letting them go.

SR: Is there anything you'd improve on the current designs with Cloudhoppers. My Wishlist for them includes Bonnano Power Plus type Burner (small, compact, lightweight and yet great versatility), on a gimbal frame that could swivel. Perhaps the next great advance with weight as the opposition will be a composite fuel tank. Stainless ones are so expensive for what they are. Development never stops as you know.

DB: We're developing a burner upgrade at the moment, and Simon Whatley has a few more ideas for the harness. A swivelling burner would be great, but it's tricky to combine with the small diameter of the swivel and the essential simplicity of a hopper. We do keep an eye on composite cylinders but to make them really work we need somebody to produce a commercial cylinder in a size large enough for ballooning.

SR: You are fortunate enough to be able to grab the company demonstrator on occasion, but do you see a time when you have your own system?

DB: I've already built my own aeroplane, and I'm toying with the idea of a self-build balloon. I'd probably build a lightweight compact 2-place balloon and keep stealing the company demonstrator hopper from time to time.

SR: With all your other sports interests like the long distance running, and with the ballooning being the day job, do you tend not to fly in your own time?

DB: I've got some non-aviation interests, a home life and half an aeroplane. My approach to ballooning is to go to a few events per year (some of them even in my own time) rather than dragging myself out after work for a flight over Bristol. Between that and a bit of test flying I get enough flying to keep me both current and confident. If I want a random flying fix, I take the aeroplane out because it's much easier and it doesn't interfere with my sleep!

SR: Finally, where do Hoppers rank in terms of flying the various types of balloons from your perspective?



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Cloudhopper News

Issue No. 135

March 2021

DB: I really enjoy sharing the experience of flight with other people, both in balloons and fixed wing. Hoppers aren't so good for that part but they're great fun to fly and really enjoyable them as part of the mixture of my aviation activities.

Thanks once again to Dave Boxhall for finding the time to both support this subject and add to our understanding of the People Behind Hopping .

Kubicek are serious about Hoppers

In recent months Kubicek have become active in the hopper sector of the marketplace. This is driven by a couple of factors. Firstly, the Danish market had an order for its second Kubicek hopper, and the UK dealer Douglas Hoddinott was keen to push a new design.

I invited Douglas to give us the insiders view into this step that Kubicek have made and he has written a piece from the perspective of the manufacturer who is reacting to customer demands. Here in his own words is what Douglas had to say.

The idea of the EF Type came back in early 2020 when I had been approached as the UK dealer for Kubicek several times about balloons of sizes between 31,000-56,000cu ft from various potential customers for a variety of projects.

While Kubicek cater and are well established for Envelopes for Ride Operations, Competition, Special Shapes and Private Use our small sized balloons options were limited to an 8 gore envelope under the E Type.

The typical E Type above 56,000cu ft is actually a popular and wonderful 12 gore design (I've brought two in 3 years). Below the 56,000 volume the design under our certification becomes an 8 gore design. This makes the balloon slightly bulbous but still an attractive and easy balloon to operate. However being a bulbous design has limitations and is also not everyone's cup of tea.

As a Kubicek dealer one of our roles is to suggest new products which the factory can make and improve their product range. In fact, in recent years this



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Cloudhopper News

Issue No. 135

March 2021

has seen the introduction of several new products including the Sirius Single Burner, Our own range of Fuel Cylinders, even Aristocratic Door Baskets.

So, I went about making the case for a new type of envelope to cater for the lightweight, sport & commercial balloonist market (a varied market) and to offer an alternative to our 8-gore design.

My hopping is limited compared to some of the readers here. I do own a hopper a Cameron N-42 (Unipart) built primarily for commercial work. It is quite a heavy envelope for a hopper 75kgs but have had a few flights in it with a Skyhopper bottom end one involving a Tesco and a Rugby Game. I have also had a go in Allie and Phil Dunnington's Cameron 31 hopper playing around Ashton Court.

As always with the Kubicek factory they were keen to listen to the suggestion and agreed to look into it. I set them three golden rules. It needed to be lightweight. Suitable for traveling and be a smooth or very least semi-smooth design capable of carrying commercial artwork. After several days of brainstorming over WhatsApp into the very early hours between myself and the factory with some conventional and radical ideas the answer was right in our face let's use the larger 12 gore E Type and shrink it.

Now just shrinking a balloon already in our range might sound easy in writing but there are a few things to consider. When a manufacturer or even the experienced home builder makes a balloon one obsession they both have is fabric wastage. Put simply the more waste fabric the more expensive the balloon gets which for a manufacturer will end up going on to the customer and we didn't want that. We went about ensuring the panels optimised waste to the absolute bare minimum. Next, we wanted to make the balloon lighter this meant lighter load tapes than our standard ones and looking at lighter pulleys. Fabric wise we were already sorted with our own made lightweight fabric. It needed to be adaptable too to other manufacturers bottom ends out there whether on a swivel seat, chariot or small basket so we took that into consideration.



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Cloudhopper News

Issue No. 135

March 2021

The designers at the factory started to play with the concept and work out the best design to suit the requirements the EF type started to take shape (pun intended).

The first basic 3D model came out from the designers who put a 3D model of the 8-gore design and could see the difference and hit the objectives immediately.

The project was temporarily shelved for a few months during the first peak of the coronavirus due to staff working from home and social distancing at the factory. This reduced capacity and the focus was for existing customer orders to be fulfilled, this was something I could not argue with particularly as some were my customers for the UK and needed to make sure their deadlines were met too.

The project was reactivated in the Autumn when the factory received an enquiry from Niels Hvid the Kubicek Dealer for Denmark for a small 31 for his father Henrik. The factory mentioned they were looking at building a new type of envelope and sure enough the first BB9EF.

The Kubicek technical team worked with EASA to get the Balloon type approved and had the balloon type certified in record time with the balloon finished and ready to go.

The Envelope series comes in three sizes BB9EF (31), BB12EF (42) and a BB16EF (56) and like all Kubicek products can be tailored to suit the customer's needs.

Finally - One question I get asked from this project is when is Kubicek going to look at a hopper bottom end to suit. At this stage it is very much in the idea stage at present but watch this space ;).

There you have it from the Dealers mouth. Many thanks to Doug for taking the time to enlighten us and to give to you another choice in the marketplace. They certainly seem good from the cost point of view compared to others , my only reservation at this stage is that those that have been built up till now are compared to other choices slightly heavy- Ed.

Photos of the First two delivered are in this month's Gallery section.



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Cloudhopper News

Issue No. 135

March 2021

4 Homebuilding- The New Feature "Pro Tips" with Kevin W Haynes

Pro Tips is a very generous free commodity , donated to Homebuilders by Kevin W Haynes for the purpose of allowing achievable entry level manufacture of your own hopper. Please ensure you don't abuse this gift which is put online weekly on the Cloudhopper's page on Facebook , repeated here by me and it even has its own section on www.cloudhoppers.org - Ed.

Getting rave reviews for its content , this time around we feature the third and fourth parts of Kevin's guide to building your own hopper. This time around we delve into the topics of Design and tools.

Part 3- Design

So, this time we will focus on Design considerations. Again, this is not the only way to do it but certainly some things to noodle on.

Materials selection will be next week so let's save those discussions for now.

First let's talk about missions. You really want to try to figure out what you are going to do with the balloon and set some hard limitations. Try to understand before you start designing and building what are the "must haves" and where can you sacrifice.

For example, if one of your requirements is to take advantage of FAR Part 103 ultralight operations, overall weight is going to be a hard limitation for you.

Another example, actually came up for Andy and I. That is design life. How long do you want the aircraft to last? If you build a balloon with 0.3oz fabric will it fly probably, and will you get more than 20 hours out of it? Not unless you are spending big money on the exotic and advanced materials.

Design intent sounds pretty easy, but actually writing down what you are trying to accomplish and what limitations are obstacles, can save you money and time when hard decisions come up. It's kind of like setting personal limits as a pilot. I know that in general for me, I feel comfortable flying right over densely populated areas, as long as the step change in wind speeds are at certain



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Cloudhopper News

Issue No. 135

March 2021

altitude above the ground. If they are too low, we either choose another flight area with more open spaces to land or we don't fly. That's a personal limitation for me. Same concept with designs.

I am willing to accept a higher cost but I am not willing to risk single point failures. Thus, I try to think of redundancies and what could fail in flight and what can be done in the design to mitigate it. An example of this is the load plate. As you know most load rings are just that, a big ring. But what happens if that ring breaks or accidentally is compromised by a lightning strike or powerline encounter, the result would most likely be catastrophic. If you look at the plans, our load plates have 8 holes for 16 load tapes, if any portion of the load plate breaks it is not catastrophic failure because there are 7 other load carrying sections. I am setting up bulk ordering to get the cost per plate under \$100. So, think that through, in terms of risk why do you have so many cables? In case one breaks of course. I have seen many ingenious and value engineered options from welded SS rings to aluminium climbing rings. All inexpensive, lightweight and effective. But 1 failure is catastrophic loss, isn't \$100 worth the extra cost.

Those are the types of trade-offs that you have to consider when designing.

Design intent

Personal Limitations

Risk Mitigations/Redundancy

Then we can get into aesthetics,

Let's talk basic shape, some people like round, some like flat, some like bulbous, some like asymmetrical, the shape of the balloon is as personal as the colours and patterns.

The plans I shared are for a mostly flat spherical balloon, with 16 gores and horizontal cut fabric.

Here are some generalizations you can keep in your pocket.

More gores = more load distribution

More load distribution allows lighter weight materials

Sacrifice is generally, more gores means more sewing or labour expense in manufacturing.

If you tried to sew completely rectangular panels you would end up with a



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Cloudhopper News

Issue No. 135

March 2021

rectangular tower with no top. Thus, as most of you have seen most horizontal cut panels are slightly trapezoidal and have slight tapers on the top and bottom edges at both corners. The steeper the taper the more bulbous.

Some other things to consider are mouth geometry and deflation/manoeuvring vent control and activation. If you look at the plans, this balloon has 16 centring lines which keep the parachute vent in place and those lines attach to the same loops as the pull-down lines or the lines that open the vent. Having personally owned and spent many hours piloting the certified Adams A-B and A55S which are big brothers to this design. It is a simple and effective design that works great when its rigged properly. But if it's not rigged properly, the result is leaky or off centred, resulting in higher fuel burn and potentially over temps from rapid temp recoveries.

Some pros to this design are that we have already figured out a way to increase or decrease the size slightly without significantly affecting design geometry. For example, if you chose to oversize this balloon by 10% by cutting the panels slightly larger, the best way to do it is to add a few inches of material at the vertical centre line of each panel.

Here is an example, the current diameter at the equator is 42'6". If you were to add 6 inches to the upper and lower measurements of all panels, the diameter, mouth, and crown diameters would increase slightly. Primarily the Diameter at the equator would be calculated like this using basic math.

$42.5' \times 3.14 = 133.45$ circumference add 8ft (4 in x 16 gores) to 141.45 ft circumference and divide by 3.14 for a new diameter of 45ft. Now since the height has not really changed you can use a basic proportion formula to figure out a roughly estimated difference in volume.

For example:

Est volume = $[45(\text{new diameter}) \times 38,200(\text{current volume })] / 42.4 (\text{current diameter})$

The new volume would be in the neighbourhood of 40-41k cu.ft.

Mathematically you can do the reverse and accomplish approximately a 35k cu.ft. balloon by removing 6in.



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Cloudhopper News

Issue No. 135

March 2021

It is rudimentary but unless you are willing to go to engineering school or pay for extremely expensive CAD software you get the idea of approximating the changes.

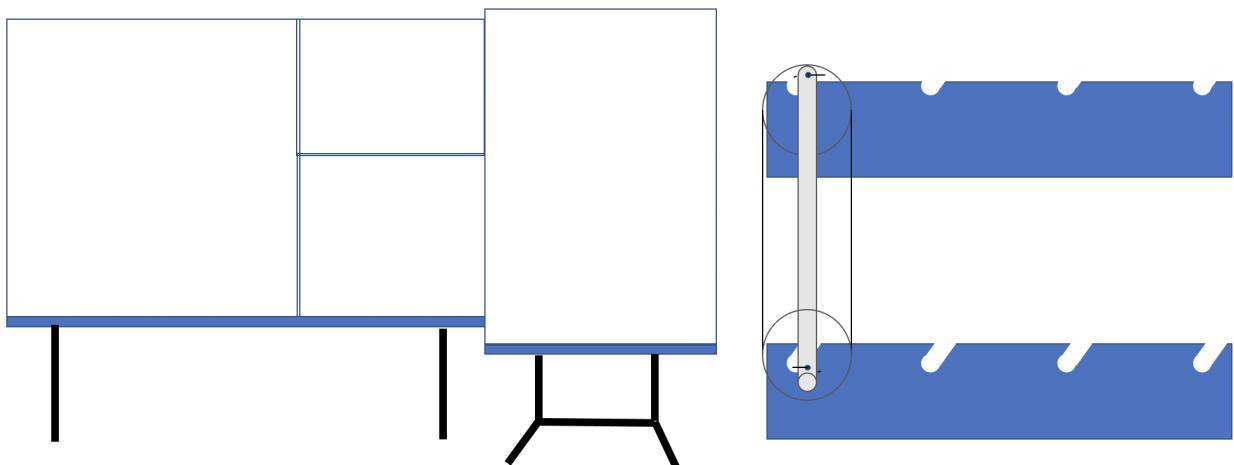
Of course, the new diameters will require a myriad of adjustments from parachute sizes to cable lengths so as I said in the beginning its always best practice to have a mentor or unbiased 3rd party double check your thought process before you start modifying designs but if your set on doing it yourself, manage your risk accordingly.

This balloon could absolutely be built using vertically cut panels, you would need to cut each panel in half and tape them together top to bottom.

Part 4- Tools

This time we are going to talk through some hacks and cheats for reducing your tooling cost. The reality is unless you are a repair station, Mechanic or build a lot of envelopes the likelihood of using special tools again are not very high.

Here are a few things we use that are more useful for other things.



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Cloudhopper News

Issue No. 135

March 2021

Portable/layout table Cutting Table-

Materials

3 folding tables 1ea 6'x30in 2ea 30in x 8ft

Small box of ¾-1" drywall screws

1 Roll of 2-3" Masking tape

2 sheets of ¼" plywood

1. Setup the tables 2 8ft side by side and the 6ft at the end
2. Cut the plywood into 2ea 5ft wide x 4 ft sections and 1ea 3ft x 2ft section and 1ea 2ftx 2ft section
3. Organize the plywood so that the plywood seams do not match the table seams. The long ways the plywood should be just slightly shorter, than the length of the folding tables. The table should be exposed on the side where your rolls of fabric will be. The soft taped edge will keep from nicking the fabric as you unroll it.
4. Screw the plywood to the table, if you have one, a countersink bit will help make sure the screw heads are below the surface
5. Tape all of the seams, cover all the screw heads and put at a least 3 layers of tape around the edges. Especially tape the end with the exposed table to make a soft ramp of tape to pull against.
6. Measure and mark on the table 2 points to add screws to later for your cables we will get into this in detail during the assembly discussion.
7. When you finish discard the tape remove the screws and return them to the box and fold up the tables for something else in your garage or basement later.

Fabric/Cable/Cord Reel

Most fabric is between 48-65" wide and comes on rolls that average 12" diameter at most. Thus, this should work as a temporary fabric roller.

Materials

1ea 1x6x96" board pine or whatever is cheapest unless you have a strong preference.



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Cloudhopper News

Issue No. 135

March 2021

3 to 4 $\frac{3}{4}$ -1" x 72" wooden dowels or broom handles
Wire coat hanger

1. Cut the board in half
2. Measure and mark four points 2 in from the long edge 3in from each end spaced evenly between on each board.
3. Use a hole saw to drill a hole that is $\frac{1}{4}$ " larger than the dowel size at each of the 8 points
4. Use a hacksaw or electric saw to cut an opening diagonal to the hole but the same diameter as the whole. When finished you should be able to drop the dowel into the hole easily not need to slide it in. Repeat for the other 8 holes.
5. Drill a hole $\frac{1}{8}$ - $\frac{1}{4}$ in diameter cross ways through the end of each dowel
6. Cut eight 3in pieces of coat hanger and insert in each dowel hole and bend it over so it doesn't fall out. 1 end can be permanent the other end should be easily removable but not fall out when the dowel is rotated.
7. Install the dowel into the roll of fabric and insert the coat hanger pins
8. Place the 2 boards on the floor parallel to your cutting table on the end that is slightly wider.
9. Drop the ends of the dowel into the board slots. With the opening facing up and away from the table.
10. Personally, I install my fabric so that the coated side faces down toward the table when unrolled.

Quick tip you can tell the coated side from the uncoated with a sharpie. Make an x on one side and an L on the other about 1 in apart. The non-coated side when flipped over will look like it bled completely through, because it did. The Coated side when flipped over will be visible, but distinctly more faded looking and dull.

Other uses, garage cable or rope reels and a decent outdoor towel rack.

Weight Bags

Materials



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Cloudhopper News

Issue No. 135

March 2021

1/3 of yard Any tightly woven fabric scraps of envelope bag material or balloon material is best, but zip-loc bags and dirt will work as well.

1. Cut at least 4 pieces 6in wide by 12in long (I personally like having 6 to 8 weight bags.)
2. Fold the fabric in half and sew 2 sides together. Inside out the bag.
3. Fill the bag with shot, pellets or sand.
4. Fold the end and sew the bag shut.

Alt options, zip-locks are good, they make cool cornhole bags for a little more challenge.

Rotary Cutter \$60

https://www.amazon.com/Circular-Electric-Scissors-Cutting-Machine/dp/B00JGOORGE/ref=asc_df_B00JGOORGE/?tag=hyprod-20&linkCode=df0&hvadid=219561413405&hvpos=&hvnetw=g&hvrand=15817506116004781670&hvpone=&hvptwo=&hvqmt=&hvdev=c&hvdvcmdl=&hvlocint=&hvlocphy=9011893&hvtargid=pla-364867201096&psc=1

Swage tools

https://www.aircraftspruce.com/catalog/topages/swagingtool_12-0000.php?clickkey=6674

<https://www.aircraftspruce.com/catalog/topages/gonogo.php>

If you are not up to making your own cables, any A&P should be comfortable doing it or aircraft spruce will make, test and ship them to you including a certification form if you like.

Mini Torch

Great for clearing frayed ends of load tape and nylon webbing

https://www.autozone.com/test-scan-and-specialty-tools/torch-and-supplies/dorman-conduct-tite-electrical-mini-torch/238730_0_0?spps.s=4482&cmpid=LIA:US:EN:AD:NL:1000000:ELC:71700000060662503&qclid=Cj0KCQiA7NKBBhDBARIsAHbXCB7J67C1sA-bBoD7-CmyxoJBwMX_8sWEQhnd0O3CasFea0hUoK4bDPlaAsj9EALw_wcB&gclsrc=aw.ds

Mini Hanging Scale

Great for weight and balance and load testing your swaged cables.



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Cloudhopper News

Issue No. 135

March 2021

https://www.amazon.com/Outmate-Digital-Crane-600lbs-Plastic/dp/B06X1GY9K4/ref=sr_1_16?dchild=1&keywords=hanging%2Bscale&qid=1614113760&sr=8-16&th=1

Other uses luggage, fish scale, shipping

So that concludes parts three and four of the series , it just goes for me to pass on many thanks for this Kevin , I'm sure everyone will appreciate what you are giving out for free, more next month -Ed

Glen Everett makes his own Inflation fan

Glen Everett is a renowned engineer who has amongst other projects built his own aeroplanes. Since these tasks didn't prove too onerous to this talented man, building his own bespoke inflation fan proved a task that was too hard and gave Glen the opportunity to put his own stamp on the design which also couples up for inflating his recently purchased 60,000 cu foot Ultramagic B series . Clearly some thought went into the design which also is used on his new B-26 hopper.



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Cloudhopper News

Issue No. 135

March 2021



Glen states that he made this 3hp himself, bent up the stainless tube, tig welded it. He incorporated a telescopic anti-tip device which locks out, and when not in use springs back with an internal bungee inside the tube
The handle position is designed to balance the weight to make it comfortable to carry.



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Cloudhopper News

Issue No. 135

March 2021



Glen's new Homebuilt 3hp fan.

5. New Balloons.

When I wrote my section of the newsletter (i.e. Ed speak) earlier this month , I had high hopes of an abundance of photos of new hoppers . However , in Albuquerque Solo Systems got snowed in and the intended first inflations didn't



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Cloudhopper News

Issue No. 135

March 2021

happen as predicted (so these will follow as soon as they are achieved). Over at Cameron Balloons the two new hoppers have been affected by differing delays. The first one for a UK client is awaiting its test inflation and is part of a bigger order so will wait until the order is completed. The second one which is going abroad is also awaiting its test inflation prior to its sign off and delivery. This doesn't mean we haven't any new hoppers for you because we have the first two gems from Kubicek, one for Denmark and one for Austria.



OY-ROC Kubicek BB9EF c/n 1759.



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Cloudhopper News

Issue No. 135

March 2021



OE-RNW Kubicek BB9E c/n 1765.



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Cloudhopper News

Issue No. 135

March 2021

6, Second Hand Balloons

You might be forgiven for thinking that the second-hand market is dormant at the moment, Wrong ! Certain hoppers come up for sale and are sold in an instant and wherever possible I like to hook up sellers with potential buyers. Such was the case with LBL31A G-CDUJ. Formerly with Ron Griffin in Newbury Berkshire, I was alerted some time ago that Ron was looking to move the craft on if he could get a buyer. I just happened to know Somebody looking for a full kit and placed the two parties together. A deal was done and the balloon now has a new home. Martin Axtell now assumes her ownership.

A second complete kit is just about to come onto the market. Featuring a 1999 build Cameron O-31 envelope with only forty hours on it (plus a small amount of mildew), the kit also utilises a Cameron Skyhopper bottom end and two Worthington tanks (for extended range). All of this could be a great starter hopper and for around £5000 making it a bargain . If this interests you then email me for more information steve.roake33@gmail.com .

7,News section

Strange times at the BBAC.

As you know I stood for election to the BBAC committee at the AGM which was unsuccessful unfortunately. This followed some very "dubious activity" from the chairman who sought to influence people's voting processes. This lead to a charge from the main committee of a vote of no confidence in him with the voting 7-3 against him. However, before the vote became official he resigned . Less than three weeks later, after the AGM, he is standing again for the Chairman's role.

My question for you all is, how is this even possible since he has failed to recognise his failings, and it could be said what has changed ? If this anomaly isn't sorted, I can see this splitting the club right down the middle and ultimately with a committee unable to pick a chairman out of those voted on, what hope is there going forward ? This has the potential to break the club with rumours of a break away entity to serve balloonists being created to fill the void serving members needs. Since when did ballooning become so political?

Watch this space for developments .



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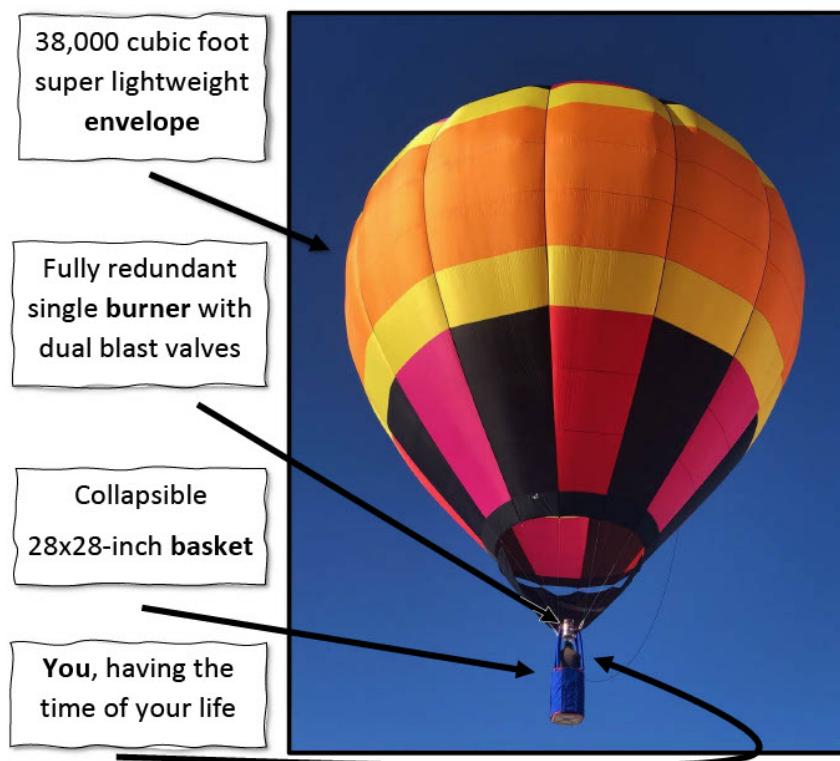


Cloudhopper News

Issue No. 135

March 2021

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Cloudhopper News

Issue No. 135

March 2021

8. Interesting Photos



Another stunning shot of Greg Winkers Home built Tetrahedron.



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Issue No. 135

March 2021

9.The “Gallery”



Congratulations to Ronald Kent , first flight of VH-HOP
Kavanagh LS-31.



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Cloudhopper News

Issue No. 135

March 2021



Looking good Sir.



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Cloudhopper News

Issue No. 135

March 2021



Events News (UK)

Just prior to publishing , John Tyrrell sent through some event dates for forthcoming festivals (so things must be getting better). All are free entry with camping available chucked in .

Cheltenham Balloon Fiesta 25th -27th June 2021
at Cheltenham race course, Gloucestershire.

Northampton Town Festival 2nd -4th July 2021
at Northampton Racecourse, Northamptonshire.

Staffordshire Balloon Festival 17th-18th July 2021
at Uttoxeter Racecourse, Staffordshire.



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Cloudhopper News

Issue No. 135

March 2021

All of the above are highly recommended with great organisation (there you go I've duped it), and fun flying with no pressure. If interested please use the form below and return to Balloontyrell@btinternet.com

BALLOON / PILOT ENTRY FORM

Pilots name	
Licence Number	Hours
Address	

Email
Mobile number for the event

Balloon manufacturer
Balloon size
Balloon registration
Private or commercial / sponsored entry

<u>Cheltenham Balloon Fiesta - 25th to 27th June 2021</u> Cheltenham Racecourse, Gloucestershire	YES / NO
<u>Northampton Town Festival - 2nd to 4th July 2021</u> Northampton Racecourse, Northampton	YES / NO
<u>Staffordshire Balloon Festival - 17th to 18th July 2021</u> Uttoxeter Racecourse, Staffordshire	YES / NO
Camping spaces -	Caravan spaces -

In submitting this entry form, I confirm that all paperwork including insurance, licence and medical requirements in respect of the balloon and pilot are in order and that the balloon is properly maintained for the purpose of flying at the event.

Please return this form by email to Balloontyrell@btinternet.com

We look forward to seeing you on a launch field in the Summer!
Wendy Rousell and John Tyrrell – Flight Team



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Cloudhopper News

Issue No. 135

March 2021

And lastly

Many thanks to all those who contributed to this Newsletter and all the others in 2021.

For the statisticians of you out there, our Facebook membership continues to expand with 1636 members now, and people still joining on a regular basis.

And Now the usual stuff. Views aired in the magazine may not necessarily be that of the editor and are as far as possible copied directly from the contributor's submission.

Thanks to everyone for your support and please keep spreading the word wider. Hoppers are only going to get more and more popular as pilots migrate to the most efficient way to fly with the best efficiency for your money.

Please send all submissions for future editions to Steve.roake33@gmail.com

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Newsletter Number 135

March 2021



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