



Cloudbopper News

Issue Number 88

August 2016

Hello fellow flyers.

August, Mid Summer, and a very busy period for the flying season. In this edition of the newsletter we have reports from The Bristol Balloon Fiesta, Streatley Nightglow and with a number of international events chipping in with interesting photographs.

A full review of what was worth seeing at Bristol follows and for us hopper fans, there was plenty on show not only in terms of hardware but also interesting new innovations in regards to software that should in time transform the way we fly once approved. Ian Chadwick updates us on the CAA's views with regard to 8.33 radio frequencies, (although we need to do nothing instantly), it will help you see the direction that is being plotted.

The New balloons section features an Ultramagic H-31 for Bruce Ross, whilst at least three second hand examples have recently appeared on the classified adverts. G-CIJJ also has a new owner.

Whilst we await a response from the organisers of LMAB Metz to our proposal to run a Hopper World Record flight on 2017, sufficient interest has emerged to see that it is clearly viable and of interest to all and so preparations continue and the current status of the event is here for all of you to keep up to speed with planning details. Manufacturer News includes a new dedicated website for Lindstrand Technologies specifically for ballooning products. Anyway, more on all of the above as we progress but for now let's get into the meat of the Newsletter and continue to enjoy our flying Season.

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CAA 8.33 News. Nick Purvis reveals a new application.

1, Ed-Speak – “Buzzing” with anticipation for the World Record Attempt.

Late last month I suggested that we should attempt a New Guinness recognised World Record Flight during LMAB Metz 2017. Initial interest from you guys as I expected was



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substantial and positive, with over the 29 needed participants indicating their desire to attend and be part of this unique opportunity. Naturally, you await confirmation from the organisers for approval to proceed and as we speak I'm still awaiting an official reply. I cannot see why they should have any difficulties with the request because firstly I am doing all the administrative duties, freeing them of the responsibilities so that they can focus on the overall event.



With thanks to Graham Bann – G-BXYI had a rare outing at Bristol.

Furthermore, manufacturer interest in partnering the event is exceedingly healthy and frank constructive discussions have taken place to establish the parameters by which we can work together to achieve the objective, and I hope to be in a position to announce more when LMAB agree to allow the flight soon. Potentially this is the biggest thing I've been involved with since the inception of Cloudhopper News in 2004. It would be no understatement to say I am personally Buzzing with excitement at how things are evolving and see this as an endorsement of everything we have done up till now in promoting One Man ballooning to the masses.



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Naturally some commercial sensitivity surrounds ongoing discussions but rest assured when and if I can announce anything, here is the place where that information will become public knowledge.

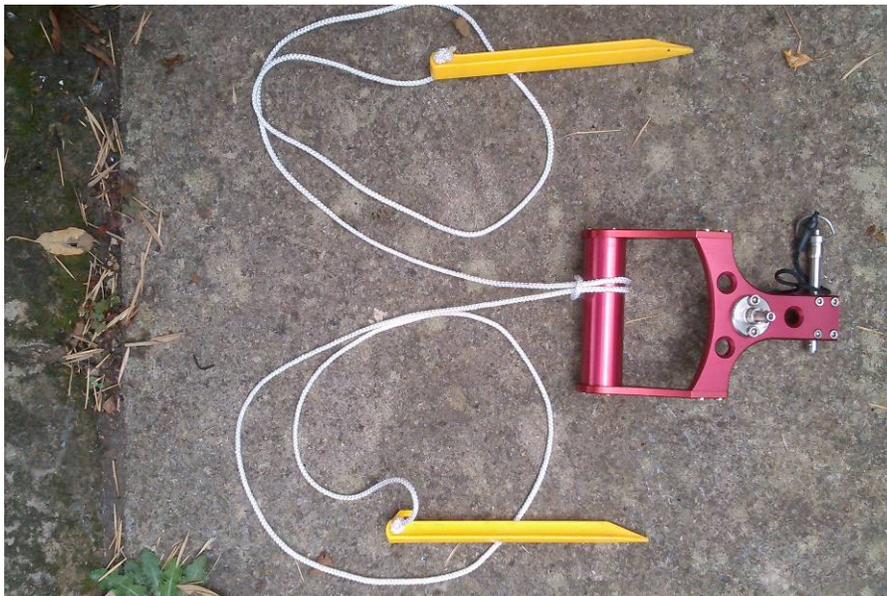
I am always saying that Hopping is in rude health, never has that statement been more correct than now.

Its just a joy to see such craft as G-BXYI the Fairy Hopper out and flying again at Bristol Fiesta having not flown for the past two years.

Steve Roake August 2016.

2, Essential Extras – Geoff Lescott has a solution to inflation problems.

Made a little gadget to stop my hopper bottom end falling over while doing the cold inflation phase. Thought that it's a simple thing to make & saved grovelling around attaching the bottom wires while the thing falls on it's side halfway through. I used to use the two Lindstrand padded bags, but this works much better & can be detached when you're astride the cylinder before hot inflation. A great essential extra.



Looks like it originated from a camping idea –Ed. Like any of these solutions, it is whatever works best for you and can be of help to others, many thanks for that Geoff.



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3, The Features Section

Bristol International Balloon Fiesta 2016

This is a review of the Fiesta from two distinct perspectives. Firstly, an overview of the activity and then specifically what was of interest for us hopper fans. If you looked at the synoptic forecast a week before the event with a massive high centralized over Britain, you could have predicted that all seven flying slots would be achieved, but such are the vagaries of the weather that initially the Thursday to Saturday morning slots remained unflyable. The traditional shapes rodeo on Thursday night simply didn't happen and the Nightglow was at best spirited. The prevalent anticyclonic system had to pass at some stage and it was simply a case of wait and see at what stage flying could take place. For the first time ever, I had decided to enter the event rather than just spectate, with the intention of watching each slot and then if I thought it was flyable I would assemble the hopper and fly after the bun fight had dissipated. This proved to be a good idea because it gave me a chance to witness all the action before entering the foray. The organizers were acceptably cautious and took the right decisions to "can the launch" slots based on great met. information.

This gave the assembled teams plenty of time to be sociable and to catch up with old friends prior to getting serious and performing to the massive crowd that always features at Bristol.

By Saturday morning briefing, the confidence was building with most predicting a very light and variable Sunday am slot and the possibility of a potential late sat pm slot. As the evening briefing took place, it was evident that flying could be possible, and with a large audience in attendance, flying was allowed but with big emphasis on safety and clear instructions to understand the flight would be brisk and probably not for "low-houred" pilots or those with fears as the landing would be challenging.

Surface winds were detailed as 5-8knots with 12 -15 from 500feet up to 2000. What wasn't expected was the wind shear that emerged on takeoff at a few hundred feet. Such is the nature of the bowl launch field that you could move 30 feet and have a lovely inflation or get false lift and a spirited inflation. One team suffered a broken burner frame during this time and two very large passenger ride balloons had incidents which would



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result in CAA interviews after the event and potential remedial actions against them. Some interesting shaped balloons left the launch site and in reality if you were prepared to wait, the conditions stabilized somewhat and normal launches were possible. Having a hopper helped my decision which never got serious, and I had already thought of a plan for Sunday morning. The 125,000 crowd got excited about the flight and stayed on for another Nightglow and Fireworks. I took the opportunity to get an early night and was delighted to awake at 5am to flat calm. Light and variable had arrived and at the 6am briefing the prevailing winds were between 3-5knots with little on the surface. Watching some 120 odd balloons launch from the 156 entered, and seeing them try with predicted difficulty to find some space to land locally, I had decided that when I hopped (right at the end as the conditions weren't due to breakdown until gone 9am), I would in all probability stay around the launch site. Of some seven known hopper entries, that morning five emerged. The rarest of those on display was G-BXYI the Cameron H-34 of Stephen Harrowing of Margam Wales, which hadn't come out of the bag for two years. This free flew as did Peter Gregory in G-OBAB the Lindstrand 35A. As the arena cleared, Cameron Balloons took the opportunity to tether G-CIJJ the Ultra lightweight O-31, on its last official outing before departing to its new owner. Joining it besides myself were Martin Mitchell(G-ONCB) and Trev Read (G-SEAT). Whilst the last four of us didn't leave the launch Site, in reality this proved to be a shrewd move as quite a few of the returning teams complained of over zealous farmers demanding substantial amounts for landing fees. Some of the arena activity is caught in this photograph by Sandy Mitchell.



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Four Hoppers at play, Ashton Court, Bristol, Sunday morning.

Most balloon teams departed from the site after Sunday morning but there was also a successful Sunday evening launch (mainly local teams), meaning that three from seven slots were



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actually flown , given the winds seems quite lucky.

Cameron Balloons Stand

The second part of this review deals with the content of the Cameron Balloons stand. It cannot be overstated how much Cameron's have embraced the Ultralight ballooning, and their stand complete with multiple umbrellas in the roof lining, reflected how much they have recognized the demand for more ultralight products. Centrally placed in their exhibit was a mid sized Peugeot Van with 5 seats and still space in the back for a collapsible O-56 kit. Strategically placed by the open rear doors was the latest version of their small inflation fans. Complimenting this display was some round the world memorabilia celebrating the success of the recent attempt.



Neatly trimmed Duo Chariot.

From our perspective, the two items of greatest interest were a nicely trimmed Duo Chariot bottom end, and a lovely trimmed New Hopper unit which was the work of newly employed Niko who normally makes baskets as well as trimming harnesses.



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A very nice bright Hopper Bottom end.

This latest bottom end is a great improvement on the generally conservative colour schemes we are used to. The blue harness really richly compliments the red trimmed black seat unit. If I had one small comment, I would say that the system needs the "Cameron" titles more prominently displayed on the two upper straps, because most of the manufacturer titling will be not shown when the pilot is strapped into the seat.



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Storage is available with pockets that Velcro join the sides.

Craig Moore of Cameron Balloons stressed that with



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such a bespoke product, individual desires can be addressed to suit each customer. Therefore, no two hopper bottom ends will be similar.



Nice View of the useful wheels.

Coupled to the hardware on display was a useful "App" software package that was demonstrated to me by Sales Director Nick Purvis (discussed elsewhere). Popular for most types of Phone or Notebook, this type of application will in time become the norm and replace a plethora of traditional instrumentation carried by the pilot. A simple fastening mechanism with integral



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sender unit not only gives hours of utilization, but updates very quickly. The rate of innovation by Cameron towards our sector is impressive and when I discussed my number one desire for a digital display for fuel rather than continuously having to crank your neck, they said that they have experimented with a solution, which may see the light of day. That was Bristol and very enjoyable it was too.

Steve Roake.

Streatley Nightglow

The annual Streatley Nightglow took place this year on the Monday evening following Bristol Fiesta and followed the familiar format of basically turning up and tethering whatever you want as and when you feel like it. This year the weather played ball with the prevailing winds dissipating around sunset making tethering fairly easy. Naturally we are interested in hoppers and this year in what was a disappointingly low turnout there was one tethered and one laid out. Geoff Lescott brought with him G-CHIM his Ultramagic H-31 and let a number of people experience the unique pleasure of tethering these interesting crafts. Colin Butter laid out G-CIET his Lindstrand 31A hopper but it wasn't tethered. So all in all a slightly dismal turnout as these two featured in only 7 balloons tethering but sometimes events are like this.

Steve Roake

Ernie Hartt reports from "Hoppers and Friends Balloon Meet" in Fort Collins.

Fort Collins Colorado saw 5 Cloudboppers and 1 basket balloon take to the skies on Sunday 21st August for the second Annual "Hoppers and Friends" Balloon Meet. Denver area hopper pilots Russ Beusing, Clayton Crouch and David Vines were joined by Rick Kauffman, currently out of Billings Montana, and California's Ernie Hartt (on his usual Summer Odyssey), and Rachael Metzgar from the Fort Collins area and flew the basket balloon. Dan and Nancy Griffin hosted the mornings flight and we took off from their back yard.

Sunday dawned with favourable winds, and all headed Northwest towards Fort Collins down low and shifting



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towards the East higher up.



Russ' Balloon was the first "Hopper up", and he was up and out of the launch site quickly. The other balloons then inflated, and Rachel, David, Ernie and Rick took off about the same time, while Clayton allowed local crew Sarah Telles a chance to tether before he flew off. Rick mostly played around low over open space, while David was up and down to get different directions, with Ernie following him as his chase crew Jenny was flying with Rachel to take pictures. But Clayton soon joined David and Ernie over a park, after which David climbed up into the east.

Wanting to stay low, Ernie switched to following Clayton, landed in a small park a short distance away. All 5 'Hopper pilots had good flights and fairly easy recoveries, and met back up at Dan and Nancy's place for a tailgate afterwards.



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Next year's event will be in Driggs Ohio , on 19-20th August, just before the total eclipse occurs on the 21st Driggs and neighboring Jackson Hole, Wyoming, will be popular eclipse watching spots, so rooms in the area are already filling up. If you are interested in attending, we will have some camping spots available, and are trying to arrange for a few homestays, but if you want a hotel room, book soon.

Contact Ernie (ernieharttwinston@mac.com) if you are interested in attending the 2017 event.

Some short video content of the event is available using the link <https://www.youtube.com/watch?v=4qWGqNOcsC0&feature=youtu.be>

Photos and content by Ernie Hartt.



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5, Interesting Photos.



Stunning aerial shot of LTL Hopper N516LT, by Derek Maltby
at Sagrantino Italy in August



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Moody photo of Herve Moine in his Cameron O-42 F-HERV,
taken at La Chartre sur Le Loir in France on 17th August,
as posted on Cloudhoppers at Facebook.



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6, New Allocations This Month / Changes of Ownership

Newly registered this month is

G-DVCI Ultramagic H-31 c/n 31/15

This is a brand new complete kit for Bruce Ross, who supplied the great photo below.



G-DVCI Ultramagic H-31 tethered in France, photo by Bruce Ross.



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7. Gallery Pages –

Your editor's choice of new and interesting hoppers and duo's active in the world of ballooning.



Discovered by Sandy Mitchell, 67BUR is a French Homebuilt hopper, anyone know any details?



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G-CIJJ The ex prototype Cameron Balloons Lightweight O-31 has a new owner in Mike Woodcock.



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8, Manufacturer / Event News/ Industry News

Conversion to 8.33 kHz Channel Spacing-by Ian Chadwick

The current EU Commission Implementing Regulation (IR), (EU) No.1079/2012, published on 12 November 2012, set requirements for the transition to 8.33 kHz channel spacing for VHF aeronautical communications in the EU, many of which will take effect in the next two years. This is the second regulation dealing with this subject, the first being (EC) No.1265/2007 which was published in 26 October 2007.

The first IR required the move to 8.33 kHz VHF channels for air traffic operations above FL 195 in the ICAO European (EUR) region. The second IR now requires the move to 8.33 kHz VHF channels below FL 195 and encompasses all uses of VHF aeronautical frequencies below FL 195.

Only a few very specific uses of the aeronautical VHF band will remain on 25 kHz channels such as en- route offset carrier, datalink, ACARS and the emergency frequencies 121.5 and 123.1 MHz

All aircraft are required to have 8.33 kHz 'capable' radios by 31 December 2017. 'Capable' means that the aircraft radio (fixed and handheld) will also be able to tune to and use both 8.33 and 25 kHz channels with the related channel selection, transmitter modulation and receiver IF capabilities. In some cases, the aircraft radio(s) will be manually switchable between 25 kHz and 8.33 kHz modes and some radios will automatically switch between modes depending on channel selection.

All types of ground radio (fixed, mobile and handheld) will also need to be ready to operate on 8.33 kHz VHF channels in 2018. Through 2018, generally at the time of radio licence renewal, the new licence will require VHF operation to be changed over to an 8.33 kHz channel at the issue date. For those ATC and FISO airfields operating under ANO approval, safety assurance and interoperability compliance will need to be in place prior to the licence renewal date. Aerodrome information such as approach plates and the AIP entry will also need to have been notified to the CAA in time for the change over in operation to take place.

An aspect of 8.33 kHz operation that has the potential to cause confusion is that the radio or voice switch display for the operator (aircraft, ATC, FIS or AGCS) shows the channel not the frequency, although it is presented in a frequency like manner. For example, 131.425 MHz will be displayed as 131.430 as an 8.33 kHz channel on a radio front panel or voice switch display. Similarly, 131.450 MHz will be displayed as 131.455 as an 8.33 kHz channel. The 8.33 kHz channel is what will be spoken by the ground radio user and the pilot, and in some cases more numbers will need to be spoken as, for example, 131.4 MHz becomes 131.405, although the frequency remains exactly the same. ATC, FIS and AGCS



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procedures will need to be modified accordingly. The simple message is for the pilot and the ground radio user to just use the numbers presented and not to be too concerned about the frequency.

The changeover to 8.33 kHz channels will use the existing licenced (25 kHz) centre frequency although this will now be displayed and spoken as an 8.33 kHz channel, as explained above, as a slightly modified number. Radio licence holders should be aware of the changes needed to their documentation, approvals and certificates and ensure that these changes are in-hand and agreed with the CAA in time for the licence renewal. Sufficient time should be allowed for a double AIRAC cycle to ensure the changes can be accommodated. For those with licence renewals in the early part of 2018 this may mean notifying changes in the latter part of 2017. Those with a licence renewal in the latter part of 2018 may need to be brought forward to allow sufficient time for the required notifications to take place. On a positive note the fee for an 8.33 kHz radio licence will be significantly less than the 25 kHz licence fee.

A 100 kHz range example of 8.33 kHz frequencies and related channel displays:

8.33 kHz & 25 kHz Frequency and Display Table

Operating Frequency (MHz)	Channel Spacing & Op B/W (kHz)	Displayed and Spoken
131.0 / 131.000	25	131.000
131.000	8.33	131.005
131.4 / 131.400	25	131.400
131.400	8.33	131.405
131.40830	8.33	131.410
131.41670	8.33	131.415
131.4250	25	131.425
131.4250	8.33	131.430
131.43330	8.33	131.435
131.44170	8.33	131.440
131.450	25	131.450
131.450	8.33	131.455
131.45830	8.33	131.460
131.46670	8.33	131.465
131.4750	25	131.475
131.4750	8.33	131.480
131.48330	8.33	131.485



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131.49170	8.33	131.490
131.5 / 131.500	25	131.500
131.500	8.33	131.505

2018 first phase 8.33 kHz assignments <FL195. Later assignments are expected to be on new 8.33 kHz frequencies.

Although the 8.33 kHz assignment may have an identical operating frequency to the previous 25 kHz assignment, all 6 of the digits shown in the “Displayed and Spoken” column must be selected to ensure that the radio is operating in the 8.33 kHz channel spacing mode.

Selecting ###.#000/#250/#500/#750 will put the radio into ‘25 kHz mode’. Some radios have an 8.33/25 kHz switch so that only the relevant mode frequencies will be selectable/displayed.

As we speak, Ian thinks that there will be an EU subsidy towards the changing of equipment secured by the CAA. However, at this time the level of subsidy is not known –Ed.

Ian Chadwick.

Nick Purvis from Cameron Balloons Ltd on a new Application for hopping.

Digital Mapping and instrumentation

For years I have eschewed the world of digital mapping being of an age were piloting a balloon meant carrying around a Flight Bag full of maps, Altimeter, Vario, GPS and a plethora of other gadgets.

All this changed following a pleasant evening with Laurent Schibo, P2 in the Swiss Il Gordon Bennet Team who gave us such an exciting race in last year's competition.

Like many Gas Balloon pilots, they need to carry a vast amount of aeronautical information in order to safely fly in the GB competition zone, but why was this relevant to my need to find a suitable system to fly a Hopper at last year's One Man meet?

Having recently got back to Hopping I found even carrying the minimum equipment awkward on a Hopper so I set about seeing if even I could master the installation of a suitable system to work off my phone.



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The problem I had was threefold; firstly, most of the current moving map set ups are fine for navigation but what about an altimeter or variometer both of which require a barometer to drive them accurately. The second issue was the assumption from both hardware and software suppliers that everyone is a geek and hence the setting up is straight forward. The last problem, how to hold the device securely so it can be carried both on a Hopper and in a basket.

Air Nav Pro twined with a Flytec Sensbox (other devices are available) is the answer to the first problem. The Sensbox, like most Flytec devices has a good barometric sensor coupled with a quality GPS receiver. The Sensbox talks to your phone/tablet etc. via Bluetooth and is set to override your devices GPS and barometer (if it has one) The advantage is that they are much more accurate than the basic sensors that come with your phone and because the rechargeable battery in the Sensbox is so much bigger than on a phone it does not drain the phone's battery. However, the biggest advantage is that the Flytec barometer allows you to set a QNH on the Air Nav Pro altimeter.



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Sensbox



Attachment

The one facility that ANP did not have was the ability to download the BBAC sensitive areas but a brief dialog with the nice people from Xample, the App developer, and they agreed to add this feature which was done earlier this year.

So when I open the App I can see my position on an OS map complete with sensitive areas, I have all the airspace information I will ever need including frequencies, I can see and record my track together with a predicted track and my expected position in 5 or 10min ahead. Turn to the next page on my phone and I have a full screen altimeter with QNH, the next a variometer, the next page, speed and direction and so on. I have this information available in any part of the world using one of the many maps which can be downloaded from the ANP library.

It did take me some time to fully understand how to set the system up, however with the various Forums and with the help of Xample and Flyec, even I managed to do it. Struggling through this process gives one a much better understanding of the capabilities of ANP and how it works

My last problem took a couple of attempts to find a sensible solution for the attachment of my phone, certainly one that was versatile enough to cover all eventualities. Flying a variety of different balloons meant I had to have a flexible method of securing my phone which was both portable and easy to install. I eventually settled on the Lifeproof armband. The Velcro strapping device meant I could put it around my leg for the Hopper, or an upright or



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leather top on the basket edge.



The nature of the clip means any device can be quickly removed in case of a rough landing but it does rely on a good bond of the clamp on to a suitable polycarbonate phone or Tablet case.

Like all these systems they are very much down to one's personal choice however I do find the combination described above both versatile and flexible with the only problems being operator induced. If flying outside controlled airspace or to assess Air Nav Pro without too much outlay the Sensbox can be omitted. As with all electronic devices I would advise Carrying conventional maps as a back up.

Further information can be found on the following web sites:

Air Nav Pro (£40) <http://airnavigation.aero/product-inner/products-pricing/>



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Flytec Sensbox (£325) <http://shop.flybubble.co.uk/flytec-sensbox>
Lifeproof (£36) <http://www.lifeproof.co.uk/en-gb/lifeactiv-accessories/armbands>



Many thanks to Nick for the above informative article, it seems to be the future, we just need CAA approval to use smart devices in preference to the old conventional ones –Ed.

The Annual One Man Meet October 7-9th

With Thanks to Wendy Rousell and John Tyrrell, here is all you need to be able to attend this years One Man Meet. Its great and the countryside of Derbyshire is a treasure to fly so come along and join in the fun –Ed.



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Dear all

We have decided to head back to Tissington nr Ashbourne in Derbyshire again this year, thanks to the owner of Tissington Hall, Sir Richard Fitzherbert.

If you do not attend last year and do now know the area, Tissington is a very pretty village with a number of small shops, a pub, tea-room and is close to the Tissington Trail, for the walkers amongst you.

There is some accommodation in the village, but there are also plenty of other options around the area.

For those who prefer to camp or caravan, there are Caravan Club and Camping and Caravan Club sites very close by.

For more information about the village, have a look on the Tissington Hall website <http://www.tissingtonhall.co.uk/>, ideas for accommodation can be found under the weddings tab, but if we can help with other suggestions please do not hesitate to ask.

I have attached an entry form, which, if you would like to attend, we would like you to complete and return to us.

In the spirit of One Man ballooning, we have tried to continue the relaxed approach to balloon meets and only require some basic information. Please feel free to forward this email onto others, who we may have missed off our circulation list.

We hope you will be able to join us.

Best regards

John Tyrrell and Wendy Rousell

Email address for the return of the form is onemanmeet@btinternet.com.

See next page for the form details.

One Man Meet 7th – 9th October 2016, Tissington Hall, Derbyshire.

Open to all balloons under 60,000cuff to be flown solo, unless you are entering a duo-chair. Please complete one entry form for each pilot.



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Name

Address

Email

Mobile number for the event

Balloon manufacturer

Balloon size

Balloon registration

Will you need to purchase gas over the weekend?

Yes

No

In submitting this entry form, I confirm that all paperwork including insurance 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.

Entry fee

£20 payable by bank transfer to sort code 07-01-16 account number 34776448.

Please include your surname and balloon registration as the reference

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

We look forward to seeing you at Tissington Hall in October

John Tyrrell and Wendy Rousell



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Next Month: September's Edition

- 1, A review of the Strathaven Balloon Festival- attended by your editor
 - 2, Geoff Lescott on the History of his hoppers
 - 3, Update on the Guinness World Record Flight
- And anything else you care to send to me for inclusion.

Facebook membership continues to rise with the current level of 869. I never know if any of you read this little segment but it has been a goal for a long time of mine to get past the 1000 mark. Surely between us we can find another 131 people who would benefit from membership of our unique "club". Please help me achieve the goal.

Steve Roake

All articles for inclusion in future issues will be gratefully received by your editor. Please forward them to steve.roake33@gmail.com and feedback good, bad or indifferent is always welcome. Views aired by contributors may not be those of the Editor.

Safe and happy hopping! Steve Roake.

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