



Cloudhopper News

Issue Number 65

July / August 2013

Hello People welcome to Issue 65 of your Newsletter

After what has seemed like a lifetime, we have had some Festival events and fortuitously some flying. Both Metz and Bristol generated good amounts of flying, even if for me it was the least amount ever for a trip to Lorraine. For a multitude of reasons my Metz was memorable but more on that later.



This rare photo is Nigel Bourke enjoying his first ever hop in G-SIPP , his Lindstrand 35A- read his story in this issue.

There is what can only be described as a cultural revolution going on at Cameron Balloons at the moment. Hannah Cameron the director is pushing through big plans to modernise the brand and that includes our sector of the marketplace. Whilst there are obviously commercial limitations to what I can tell you, I am working with them to get to where we feel their products should be in our

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sector. Naturally when the timing is right, all will be revealed. Suffice to say the new bottom end was launched in Chambley and a review of it is included here.

Metz was a bumper year for duos and hoppers this time around and a report on the event is included in this edition. I shared my flying with old pal Lawrence Grey, and he lost his hopping virginity whilst at the event. I have to say, there is a weird feeling following your own balloon lol.

Credit also needs to be given to Ultramagic Balloons who have recognised the hoppers and Duo flyers at Metz supporting the Solo-Challenge with an award. The normal hopper day flight unfortunately didn't take place and then due to problems with one of my crew, I didn't make it to the awards ceremony, and generously I was the first recipient of this prestigious award. The subsequent prize is currently in the post.

1. Ed-Speak – Developments and Fast Flying.

With the control of Cameron Balloons Limited shifting to Hannah , it seems that there is what can only be described as a concerted effort to bring the brand bang up to date utilising all the latest media . They are also freshening their website and looking to see what needs improving in the product range. Now don't get me wrong, anyone who has been in the business as long as they have, must be doing something right so the broom doesn't need to sweep the whole lot out. However with some senior management retiring there has been a chance to internally promote and one outstanding new director is a chap by the name of Craig Moore. He and I are collaborating in a small project that I hope will benefit our community, more on this whenever I am allowed to say so.

Whilst we all went to the festival Mondial Air Balloons at Chambley, France (otherwise known as Metz), with great expectations, the nature of the event was such that there were very hot days (up to 36degrees Celcius) and generally stronger winds than expected.

I was out there with a friend sharing my 90 and hopper when, on one evening slot, we flew from the launchfield north towards Hannonville Souzement. Nothing special about that, with the knowledge that less crop had been cut than usual for that



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time of year (so locating a landing field was more critical), but I wasn't prepared for the 15.5 knot landing I was to experience. The evening met forecast had predicted 6-8 on the surface but flyable conditions and I have to say my inflation and launch were unremarkable. However once airborne and at 200ft I turned on the GPS. Bloody Hell this is fast! This was going to be a short flight, over 15 knots at 200ft. for twenty minutes I assessed my situation. I had achieved 13knot plus landings on grass before but lack of options lead me to look for the first field with other balloons in it. This emerged as a ploughed one and as I approached, luckily for me three Frenchmen appeared to be heading for my touchdown point. Coming in very low over a tree line, the first did a brilliant rugby tackle of my legs, whilst his two colleagues grabbed onto him. I still dragged the four of us 60-70 feet across the field. To say this kind of flying focuses your mind is such an understatement. I thanked my gallant "Ami's" and packed the envelope away and stood by the seat unit waiting my slightly under experienced crew to arrive. Within half an hour, I needed to lay the seat unit on its side, and hunker down behind the envelope bag as it was too strong to stand up. The torrent of winds that came through was amazing and eventually I was retrieved around 10-40 pm, certainly was a flight to remember.

Steve Roake

2, Essential Extra's / Tech Talk- Nexus 7 Tablet.

A real topic of current interest is the use of tablets with the maps loaded onto them for flying purposes. Whilst the market leader (Apple) is also the most expensive, if like me you are trying to justify the outlay, my good friend Dan Wilson showed me in Metz a cheaper answer to the problem with the same solution. His answer and manufacturer of choice is a Nexus 7 tablet. Dan's version is the smaller 16 GB version which retails for about £160 which is available everywhere. This has ample capacity for the memory maps which apparently take around 2GB of space for the whole of GB(which in landranger 2013 edition retails for about £100 and allows you to licence 5 different devices). So for all the same attention and detail for half the cost of an apple i-pad this seems the most suitable solution and once again- an essential extra!



3. The Features Section

The 13th Lorraine Mondial Air Balloons (Metz to you and me)

Last weekend in July sees the by annual pilgrimage to Chambley Air Base, home of the Lorraine Mondial Air Balloons(LMAB), better known as Metz. Confidence was fairly high as we left the UK high pressure weather system for France, departing on Thursday 25th July on an early morning ferry. Initial feelings as I drove into the region were the lack of landing fields that had been harvested and the increased number of fields populated with sunflowers. I always like to set up home on my campsite a day before the event starts , because then you have time to get everything set before going to the check in and refuelling prior to the Friday evening first flight. For the first time this year I was taking both of my balloons with a second pilot (my good friend Lawrence Grey), with a view to flying them both at Forgetting , all other concerns , my number one intention was to now land as fast as possible safely. This would present itself some 20 mins later as I spotted three balloons in a ploughed field and as I came screaming into the field of choice three savvy guys were lining themselves up to catch me. As I piled into my landing the first guy rugby tackled me expertly, with his two companions clinging onto him. I still managed to drag the three of them some 70 feet. Boy that was fast and thanking my French savours I packed the envelope away and placed the bag next to the seat and awaited my retrieve who were caught in traffic. Within 40 mins a gale that you couldn't even stand up in arrived and I ended up hunkering down to get protection from the wind, even having to place the seat unit on the deck. Finally found around 10-40pm it was a very quick interesting flight. This experience would lead me to deciding to stay on terra firma later in the week which proved to be a good call, as the track concerned was ridiculously devoid of suitable landing places for hoppers let alone regular balloons.

One side effect of the cloudboppers newsletter, the forum and the Facebook page has been the continued expansion of numbers of hoppers attending the festival and thanks to Sandy Mitchell for confirming the numbers, this year we had 23 different craft flying with at least one other known to be attending, even though it didn't actually fly. The popularity of these craft is ever growing



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as they now represent the cheapest way to stay current in times of financial restraint , let alone adding the fun factor of the actual flying . Since 2007, the LMAB committee have welcomed Hoppers with open arms, and this year a special award has been commissioned with support from Ultramagic Balloons Ltd, and it's with many thanks to Joseph and Carlos Costa that our segment of the industry is being recognised.

In a normal Metz we would have had a line up day for the cloudhoppers, however with one eye on the unsuitable winds and the pressing need to achieve the world record line up of 409 balloons , unfortunately this year it failed to take place and subsequently very generously the award was presented in his absence to Your Editor ! Unfortunately I was needed elsewhere as one of my senior crew persons had managed to get himself arrested, and so missed my award!



Lawrence Grey at play- photo by Andy Doggett



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Next outing was the following morning and thank goodness a nice 4-5 knot drift down towards Chambley village. This flight was notable for two reasons. Firstly my Buddy Lawrence Grey was to lose his hopping virginity on this flight and secondly I got to chase my own balloon whilst flying the 90A which I have to say is really weird. Flights like this are perfect for orientating yourself in a craft that you aren't used to, and so following Lawrence through his first trip in a hopper took me back to my first ever experience and I have to say he did really well, however chasing your own balloon is just dead spooky.

Due to weird weather conditions we had a couple of days without flying followed by an evening flight on the 31st August which was notable for a weather situation that was freaky. I was later off the launch field than some, heading towards Charey village when I spotted the signs of a rotor taking place ahead of me. Thanking my lucky stars that I wasn't involved in it, it was clear to see that it was active and those involved in it were pretty much at the mercy of the winds. I spotted poor Martin Freeston at the bottom of the pile getting pushed down into the crops and faced with no other options he did the right thing and ripped out. Quite a few of the balloons were getting deformed as they were spat around , Lawrence in my 90 ended up around 900 feet up by the time he could stabilise and clear away from the rotor. Seeing a couple of people staying low and skirting around the edge of the weather system I followed suit determined to not get dragged into the melee. Watching it dissipate I had the opportunity to edge closer to my friends and actually ended a very rewarding one hour five mins flight within 50 metres of my compatriots. There is a video from onboard a regular balloon on U-tube of the activity.

http://youtu.be/0aUIUWI_8oU

Whilst I believe you could have flown actually 10 slots at this year's mondial, my last flight was one of those enjoyable canters across the airfield. Again following the hopper I initially headed off the airfield with the pack but decided to descend and see if the draw wind would pull me back over the hangers and an easy retrieve for the crew. This was accomplished at a very sedate knot and a half and I quite enjoyed the mincing around of the flight which is so different to the regular departures we tend to have. Thus an hour dead concluded



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my flying in Metz, with further flying not possible as I discovered a broken wheel bearing on the trailer and I also had the fore mentioned incident with a member of my crew that took up our time and to be honest left me not wanting to fly.

I managed to get the rig home and the Metz experience was concluded, thankfully more quietly than two years previously. Many thanks to the organisers for their collective efforts, and to all the volunteers without whom it just wouldn't have been possible.

Steve Roake

Bristol Fiesta 2013

The normal Bristol Balloon Fiesta event took place the week after we came back from Metz. This year the weather was good for flying and amongst the 150 balloons were four hopper participants. These were to be fair, low key private individuals flying for fun but notable events were, firstly that Tim Orchard and Marie Banks had purchased a Lindstrand bottom end to replace their original type and obviously were missing the cappel links – lol. They tethered the bottom end under G-BVRL their Lindstrand 21A on Saturday morning and then Tim free flew the rig on Sunday morning.

Also free flying on Saturday morning was Darwin Peltin in G-BLVA his older hopper and Craig Bryant who had the use of G-BXJH the old Unipart Cameron 42. Tony Jay also free flew G-EFCO his Lindstrand 25A. Cameron Balloons had on display their new bottom end in their Marquee which I understand was sold to the USA, but I gather there has been considerable interest with at least one other client interested in immediately purchasing the Bottom end.

Whilst hopping wasn't at the forefront of the flying, considerable talk revolved around the future prospects for hoppers and hopefully soon I will be able to tell you more, as this develops.

Steve Roake



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4, My interesting / First Hops- by Nigel Bourke

Since acquiring my Lindstrand Cloudhopper in 2008, I have spent a couple of years getting it transferred from the Swiss register to the UK register as a result of all the red tape involved, due to lack of correct paperwork being available but al last, the Jetstream being in the right position for once- and my work diary allowing me to have some time off, I finally managed to cut the umbilical cord, which has tethered me to the Land Rover whilst I cautiously gained my confidence and achieved my first hop on July 18th!!

All of my training had been done in Italy with Giovanni Aimo in a basket, so it was a big jump not only to UK weather conditions but also the 'seat of the pants' flying you experience in a Cloudhopper. It took minimal persuasion to encourage local experienced pilot Phil Traviss and ballooning enthusiast Richard Bowater to help me to accomplish my first flight in G-SIPP.

In order to capture the event, I used a chest mounted Go Pro camera and I managed to reduce over an hours' worth of filming down to a manageable 15 minutes, which can be seen here:

<http://youtu.be/fvpQ62Bz9LA>

Richard managed to find time to take a few pictures for me too. The wind was a perfect 5 to 6 knots and with sunset an hour and a half away I felt that there was never going to be better opportunity than this and just had to make it work on this occasion....no more excuses! After a few test rises and falls, Phil created a quick release on a handling line and feeling very comfortable about the whole situation, I agreed for him to release the knot and set me free!

All of a sudden the tension and anxiety tugging against the tether rope and rising and falling disappeared and I was floating totally free. This was reaffirmed by onlookers wishing me a pleasant trip and waving....I knew I had past the point of no return – finally!

However, as soon as I was airborne in the first field ahead of me I noticed a few horses starting to look lively and my immediate concern was to gain height as I did not want to create a new sensitive area on my first trip!

I reported back to Phil in the retrieve vehicle that I had past



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500 feet and just at that point my batteries failed on the walkie talkie – I had forgotten to turn them off from the last attempted flight so I was going to be flying in silence - apart from the noise of the burner! There was enough power to get a response from Phil saying he had called my wife to let her know that I was in the air and consequently she rang all the neighbours in the area to look out for me and at that point my iPhone started to ring, which I did not dare answer for fear of dropping it....I really must find a secure pouch for it to hang round my neck.

Having done a 360 and checked all systems were operational, I started to relax and enjoy the flight. I thought I would try to descend to see how I would cope with the landing and found a nice field in front of me but as I approached it a herd of deer started to run wild around the field which is a local area recently set up for breeding and some of them having antlers I sensed a potential SA coming on so I started to climb fairly quickly. I then approached the local cricket field in Great Ayton but from such a height it was too late to attempt a descent as a result of the deer farm I wasn't able to easily approach the field before running into the rest of the village of Great Ayton. I therefore decided to maintain a steady 500 feet and just enjoy the flight. The sheer freedom and unbelievable views as I approached the sunset are events that you can never experience on a tether and makes the whole process of flying a Cloudhopper so worthwhile.

Purely, by coincidence...or was it good planning and wind management in terms of the departure field, I flew directly over my house. I was conscious that living in a rural area and surrounded by many fields with horses, which normally I do not see from street level, I was very hesitant to descend and make any approach to get a better view. Apart from a bit of map reading and ongoing fuel checks and the overall system checks, there is very little to do other than to thoroughly enjoy the whole experience. The neighbours were out waving and the iPhone ringing away. For some reason the Go Pro wasn't recording sound in the middle of the flight. I was aware of the sun approaching the horizon and I thought at least I should try some attempt at an approach to see how the Cloudhopper responded and what is more important, how I coped and managed the whole process for the first time.



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Last minute preparations before the off

The envelope only has about 13 hours in the log book and is very efficient with fuel with well over half a tank left. Nevertheless I knew that I was approaching the Durham Tees Valley controlled airspace and built up areas so the need to make a final landing was becoming more of a reality. Not being able to contact the retrieve I assumed that being the only Balloon in the air they would still be able to follow me and see that I was making a final approach.



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Surrounded by fields of standing crops and cattle, I had very limited choice and saw a grass field in the distance which beyond it, lead to a large wooded area and beyond that the most recent array of wind turbines – I just had to get it right first time!

As I approached the front of the field the local B-road in front of it all of a sudden became busy and I thought I had better be considerate to passing motorists and not startle them and also what would happen if a large van came by - it would probably catch me, so I gave a few short blasts to ensure that I didn't descend any nearer to the road but unfortunately this meant that I floated down the field further than I had anticipated. Having decided that I was definitely 'going for it' I rotated sideways, turned the pilot light off and gracefully landed in a field of long grass with a drag of about 2-3 yards. All of a sudden everything is quiet and I just looked at the envelope gracefully descending having given me a magical 45 mins – I thought it was a good time to tell retrieval I had landed only to remember that the batteries were flat on the walkie talkie but at least I could access the iPhone without worry of losing it. I quickly released myself from the harness, took the crown line and started to guide the envelope down whilst still leaving it to float for a while so retrieval could see it. One of the local keen aviation enthusiasts came running across the field through the nettles shouting "hello Mr Pilot, are you on your own?" I said 'I hope so because I was when I set off!' He said that had also watched me take off and followed the whole journey.

I remembered that a few years ago I had met him up in the Cleveland Hills at a para motor event which I was considering trying before taking up ballooning. If I had continued beyond the trees I would have landed on his farm, which he uses to take off when Para motoring and would have been a welcome guest...but I didn't know that at the time.

He heard the throaty noise of the Land Rover approaching the field and offered his help to pack up, which was very welcome as the field was surrounded by barbed wire. I asked him to carry stuff back to the car so he picked up the tank and put it on his shoulder! I was wearing shorts and it was only at that time I realised I had been stung by nettles on landing but the adrenaline of the whole event outweighed the fact that I couldn't find any dock leaves – a lesson to be learnt for next time – do not go flying in shorts! With the aid of



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Richard and Phil it was effortless to get packed away and off to the local pub for a well-deserved pint. Now fired up to go flying again I found that my annual inspection was due a few days later, only for me to be told that the tank needed a pressure test being 10 years old and that I couldn't fly until it had been done. Being a Schroder V70 tank, I am now waiting for delivery of parts from Germany to enable Lindstrand to complete the pressure test and hopefully I will be airborne very soon before the Jetstream starts to misbehave again....I'm definitely hooked!!

Written by Nigel Bourke

So that's the format, what happened on your first ever hop or interesting flight and how it felt compared to your expectations? Submissions to me please at steve.roake@ntlworld.com

Three Favourite Jpegs and why – By Paul Stumpf

Following a plea on facebook, some submissions have appeared for this section. Many thanks to Paul Stumpf for these three and his reasons why he likes the photographs



Daytripper



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"Daytripper" is a homebuilt 31K, made by Noah Forden of Exeter, RI (sorry, not sure who took this photo).



In Paul's second photograph is "Attitude" is a 54k Stumpf Duo Hopper, assisted build with Rick Pollack, of Shelburne, VT (sorry, not sure who took this photo either).



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Third and final photograph of choice by Paul features "Grab Bag" which is a 41k Stumpf Duo Hopper, owned by Paul Stumpf of Andover, VT (photo by Paul Stumpf).



Grab bag by Paul Stumpf

Contributions for future editions of my three favourites and why to
steve.roake@ntlworld.com please. Do it today folks and share those
memories.



4. Updates to the Website / Newsletter/ Topics of Interest

Facebook Roundup – Summer 2013 by Dave Westlake

As ever, the “Cludhoppers” Facebook page has been in receipt of some interesting postings from those interested in small balloons – the number who have “joined” (or have been “added” to) the group has now gone way past the 300 mark, up about 10% on the figure from late June which is quite a jump.

Discussions have been split between stuff for sale – no shortage of kit this month; and flying news and events where hoppers have been flown (including – as usual - some great videos). Also, various snippets of homebuilding progress (but alas not my own this month).

Eric Jan Doornewaard posted a nice time lapse video of a recent Duo Chariot flight under a yellow T&C demonstrator envelope (I think a 65.....). <http://youtu.be/gVVRDMCHNeA>

Peter George was the purchaser of the excellent Annex 2 “Customcraft A25” hopper G – CCKZ, offered for sale recently. He has done a short video of his first flight with it, a low level crawl out of the Cornbury Music Festival. <https://www.facebook.com/photo.php?v=10151572326963402> (may not play if not a Facebook subscriber).

Rick Kauffman added another brilliant video, this time Cludhopping in company with the (original) “Smillie” AX4 of Skip Pringle. He later posted pondering the question of what people’s favourite places are to fly small balloons. <http://youtu.be/o16Oe0uzlF4>

“Rolling Pilot” Michael Glen is an inspirational aeronaut and (currently) the world’s only Paraplegic balloon pilot. Your editor posted this link regarding the crowd funding of his documentary to inspire others.

<http://www.kickstarter.com/projects/478436358/the-rolling-pilot-documentary>

Malcolm White advertised his Boland basket for sale in it’s suitcase sized package. Tim Ward is trying to source an embroidered “Colt” badge to finish detailing his Cludhopper renovation project – can anyone help?

Dave Such advertised his Cameron H-34 envelope with the imaginative, modified alien artwork – this also sold quickly



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within a couple of days. With this came news that Dave has bought a replacement for it – the larger Ultramagic H-42 (G-OOCH). On the subject of those matching red and white balloons made for Philips, Steve Roake asked the question of where the others ended up.

Then it was Mondial Air Balloons time and with it came several postings, videos and nice pictures from hopper flyer (and Gorden Bennett gas balloon contender) Herve Moine.





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https://www.facebook.com/video/embed?video_id=492482124171661

Herve was flying a Cameron twin tank Skyhopper bottom end under the Cameron 0-42 OO-BSS. The subject of the Skyhopper bottom end cropped up again in other postings later, with various people wanting to know more details of this now rare piece of kit. The above picture shows the cabled twist grip design.

Relating to this, another stunning picture was posted by the Trigger Balloon Team. This picture – taken by Matt Cleaves at the Bristol Fiesta – shows Doug Hoddinott's Cameron N-42 G-BXJH, now flown with the single tank Skyhopper bottom end previously owned by Rob Clements (who flew it with his Lindstrand 42, G-CBLO).





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Speaking of great pictures, Clive Wiltshire posted one of a now ancient (30 years plus) Thunder 21 Maxi Chariot (G-BKFG) seen flying recently over Bath, England.



I don't think I'm alone in thinking the Bolt design has certain elegance – the classic Thunder balloon of old (I used to own the 77 Bolt G-RAFE many years ago).

A recent edition of Cloudhopper News reported this Maxi Chariot envelope was involved in the testing of the new, revised Cameron hopper bottom end which Facebook users have discussed the merits of now it has been unveiled.

Also of interest from Cameron came the offer of two "stock" envelopes – a lightweight 31 and 42 which surely shows their confidence in offering something small for a change, no doubt to kick start sales of the new base unit.

Talking of stuff from Bristol, it was Fiesta time again and Clive Wiltshire and Marie Banks posted about their hopper activities that weekend.



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Another interesting month. For those who are not on Facebook, you have your own reasons for not subscribing. This medium of communication for the group appears to have well and truly taken over – it is worth joining for Cloudhoppers if nothing else.

Many thanks to David for his latest update

5. Homebuilt section- by Dave Westlake

Again, pulling news from Facebook, he most prolific contributor has been Jim Grazier who is building a 42 envelope in the USA. These postings have been running in tandem with those on the “Hot Air Balloon Forum and Repair” page, and the lines between homebuilding issues and “Cloudhoppers” have often been blurred as they are areas of common interest. Hoppers naturally fall into this category especially in the US, and of course in Europe the EASA Annex 2 category (amateur built and otherwise) is gaining momentum.

David Bristol posted a picture of the new prototype hopper burner he is working on....



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And on the subject of burners, Herve Moine is looking for materials (tube) and advice to repair his Cloudbhopper burner to reach the standard for issue of EASA Form 1 (i.e. so it can be used as part of a certified aircraft again – homebuilding in reverse).





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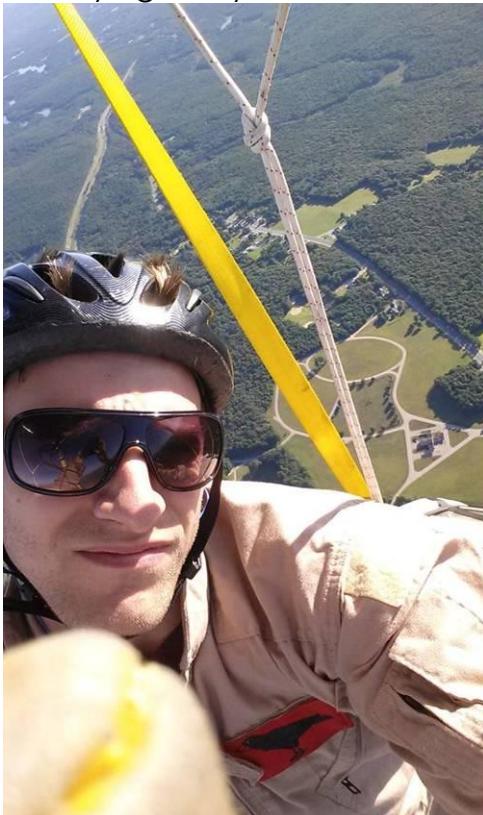
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Sam Canders and Paul Felty posted two videos (on Facebook again) centering on Noah Forden's "Day Tripper" homebuilt – the second one being a little feature on how it fits into his RV-7 homebuilt plane...

<http://www.youtube.com/watch?v=w-nzEOaEoma>

<http://youtu.be/BFUu6lF02Jk>

Also from the states is news from Zac Weindel of terminal descent testing for his Cloud Walker homebuilt. This has a somewhat unconventional bottom end.....I'm sure we will get some detail on it at some stage. It looks like a flying baby walker.



Here is another interesting homebuilt bottom end, picture from Facebook as posted by Nathan W Dieringer. I think the



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envelope and modified Raven tank was by experienced homebuilder Greg Winker? The concept of the "Tankrider" goes right back to the beginnings of one man ballooning.



My own project to build a 31 envelope came to a complete standstill for three weeks. My Singer 212 machine has cleaned up nicely, but has been with my local sewing machine repairman whilst he changed the gauge from 1/4" (6mm) up to a more "standard" spacing of 5/16" (8mm). This was not without issues – it is an early model of this type and there were initial difficulties with sourcing one of the parts which had a slightly different fitting. He has also serviced it reporting it to be in good order. I've now got it back and it's running as



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smooth as silk with a new variable speed servo motor. The 212G is well regarded as the machine of choice for homebuilding. Mine is the "141" variant with reverse. I am lucky to have it.....so I can, after some practice, commence sewing at last. Unfortunately I am way behind any schedule I had.



Again from Facebook is a blast from the past – Bob Trotter's homebuilt AX3 from 1989, pictured at one of the early UK One Man Meets. "Mad Max" G-BRBT (sadly no longer).



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This balloon was built back in the time that you could go to the Cameron factory in Bristol and buy – for a token sum – a large polythene bag stuffed with ripstop scraps (hence the colour scheme). If you were lucky, you got considerable yardage of good fabric at full width. I think nowadays they give it to charity.....shame because suitable materials for homebuilding are expensive and hard to source now (at least for a reasonable price). Probably not in Cameron's best interests to continue with that anyway with homebuilding on the up!



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6. Gallery Pages -

This section is the Editor's choice of new jpegs, visuals and older balloons of interest or alterations. If you know of a new or interesting hopper or Duo that hasn't featured in this section, then feel free to forward details of it with a suitable photograph to me using my normal email address.



G-CHIM Ultramagic H-31 –by Sandy Mitchell

Recent star at the annual Streatley Nightglow was Geoff Lescott's new purchase G-CHIM . Geoff explained that at Metz he had experienced a couple of temp flag drops on his hopper G-CFPS which is a 25 . With the extreme heat he had decided to purchase a bigger envelope and had acquired G-CHIM from Glen Everett literally the day before .



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G-CHIM second view by Sandy Mitchell

The balloon is distinctly different depending on which side you view being originally made for a pop concert promotion. The envelope had literally done nothing since being built.



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Manufacturer News / Events / Updates

Cameron Balloon's -New hopper bottom End

Whilst out at the Mondial Air Balloons Festival in Chambley Air Base near Metz, the Cameron Balloons team exhibited the production version of their hopper bottom end as part of their product stand. Strung under a cradle, there was an opportunity to try for size the seat and compare the new version against the other products which are available.



The most obvious change compared to the millennium version that this model replaces, is the inclusion of a bigger turning ring which doffs its hat in the direction of the Paulo Bonnano hopper. There is directly behind the burner block a fuel shut off cock which



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is a great inclusion situated in a good position. The level of pilot comfort is impressive, with great emphasis on the amount of strategic padding in the adjustable seat including a zipped area that either reduces or enlarges the seat area depending on your point of view.

The tubes that link the burner block to the rig are slightly longer although still detachable. The other significant improvement is the over the shoulder comfort and the support strapping gives you the ability to lean forward when strapped in. What you can't see is the improved breast plate cover that this design gives you.

I can imagine the in-flight comfort will be very nice although I did have a feeling that at 6ft 2inches the controls were seriously close to my head compared to my Lindstrand unit.



With all things Cameron, the attention to detail is exquisite with Particular emphasis on detailing such as the welding. The four



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bearing load ring has a nice action and the jets located in the four corners obviously work well.

Speaking to Colin Wolstenholme (a man who has done as much for hopper designs over the years as anyone else), I mentioned my strong belief that any new hopper seat unit realistically needs a gimballed Burner block. The counter argument is always that price drives this sector of the marketplace. However I still feel, having communicated with many prospective owners (and current owners), that the market will be prepared to pay slightly for the ultimate solution (having had an envelope half close up on me mid flight), feel the cost is money well spent. Having said that, Colin intimated he has a gimballed design ready to go (and at Bristol, fellow director Craig Moore confirmed Colin will be allowed to perfect it before his impending retirement within the next 24 months). The pricing for the new product needs confirming but is believed to be around £3800 plus vat, which makes it very competitive.





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For a definitive price and delivery availability, contact your local Cameron dealer. I hope to be able to include a flight review of this bottom end shortly.

The 30th One Man Meet

18-20 OCTOBER-STRATFORD-UPON-AVON

This year's event will move to the English Midlands and be based around Stratford

We have negotiated use of both Wellesbourne Airfield (EGBW) and Stratford Racecourse for launch sites with a range of accommodation including limited space at the NFU Mutual headquarters we know so well from BBAC AGM and Instructor meetings.

Other options are the local Youth Hostel, several chain hotels around Stratford, and a host of B&Bs. There's even a campsite in Tiddington.

Your balloon must be a 56 or smaller to attend (no matter that it might be porous and only carry one!) and you must have EU insurance and a current CofA/ARC (unless you are Annex II) if you wish to free fly.

As usual we'll kick off with a first briefing at 1500 on Friday , at Wellesbourne Airfield (GR 262549) (which has an excellent cafe) and then 0730 Saturday morning for those who can't make Friday.

Prizegiving will be held on Sunday lunchtime, probably at 'The Bell' at Alderminster GR228489. If you won a prize in recent years please bring it along or arrange for someone else to bring it along.

Entry fee is £25 + VAT (£30) if you enter and pay before 1 September , or £30+VAT (£36) thereafter. Rates have increase slightly because some of our launch sites request a small fee.

To enter, please send the following information:

Balloon reg & size

Pilot(s) name(s)

Confirmation that you have appropriate insurance and all documents will be in date for the event.

You will either need marked-up OS maps 150/151 or get a centred map from Lindsay at Aerostationery.



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Please make payments to:

Gone-With-The-Wind Ltd

a/c 00658499

NatWest Bank, Clifton The Mall, Bristol

sort code : 52-10-03

BIC : NWBK GB2L

IBAN : GB90 NWBK 5210 0300 6584 99

For queries call +44(0)7785775624 or via this e-mail.

Looking forward to seeing regulars and newcomers at these interesting new locations.

Phil & Allie Dunnington

Adverts / For Sale / Wanted section

G-BVUI is for sale



Lindstrand 25A. 1994. G-BVUI. 96 hrs. Lindstrand colours (no words) in red, yellow & blue. New EASA C of A on delivery. £1700 Zebedee Balloon Service - 01488 681527, 1700 British Pounds= (+ -) depending on Exchange rate: \$2700.00 Photo of balloon is the first one on the Zebedee list under envelopes. web page:

<http://www.zebedeelist.co.uk/list/list.php?section=envelope>

I also have the matching Lindstrand hopper bottom end that I might be willing to part with. If anyone is interested, E-mail me at advanced@gci.net, or call me in Alaska at 907 242-5860 Jack advises that £3750 buys the complete kit.



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The Klein FAN
Smaller is Better!



Tiny but surprisingly
powerful inflation fans!
9 kg empty, 10.5 kg full
(fuel + oil)

2.5 hp Honda engine
One fan easily inflates
balloons up to 2000m³
Two fans will blow your
socks off!

Contact Advanced, Inc.

advanced@gci.net

Tel. +1 907 346-3495

www.kleinfan.com

Visit us on Facebook!

And Finally.

Membership is currently a healthy 461 members and numbers are generally 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



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is always welcome. Views aired by contributors may not be those of the Editor Safe and happy hopping! Steve Roake.

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