Welcome to your June Newsletter.

Greetings fellow Mondial pilots, and welcome to the June edition of your Cloudhoppers Newsletter. This is the edition prior to the Mondial Air Ballons Festival and so is realistically the last time you can receive the most up to date information regarding the Mondial Air Ballons Cameron Balloons Solo Record flight, and so I urge you all if you are taking part to read the section and ensure you have a copy of both files prior to leaving for the event.

G-CJRK on its first flight.

For your Pleasure this month we have:
- Derek Maltby describes his first flight in G-CJRK.
- New Balloons / Second hand Sales updated.
- The Solo Record Flight Update. The Final Entry list and the two files you need to have.
  - Interesting photos G-BKFG.
  - Cameron Stock O-31 For Sale.
  - Details on the Annual OMM for 2017.
Please send to me your items for inclusion in future editions of the newsletter to the email address below. Without any more waiting, let’s get into the newsletter.

Steve Roake- Editor. Steve.roake33@gmail.com

1. Ed Speak- G-CJWY has arrived!

On June 23rd I travelled up to Bedale in Yorkshire for a lovely balloon festival but with one thing more on my mind than any other subject. This was to be the hand over of my lovely New Cameron Balloons O-31 G-CJWY, factory fresh and ready for the Solo Record Flight in Chambley. I had looked forward to this moment for so long since concluding the agreement with Cameron Balloons at the end of last year.

![Photo of Cameron Balloons official handover]

Whilst this may look staged, it was actually my idea. Official handover of my new Cameron O-31 with Craig Moore Director of Cameron Balloons.

Temptation to get it out and have a go in it was so strong it took all of my resolve not to get it out of the bag, but I had always said, its first official outing would be the record flight and I’m a devil for sticking to a principle. For sure it will get a cheeky inflation privately prior to going to France just to ensure all is well with it but nothing publically. One thing I was keen to do as a Brand Ambassador was to get Craig Moore, (the director who was bringing it to me), to show me...
exactly how the bottom end went together because I really needed to know. Whilst I will have a cheeky inflation of her prior to journeying to France for the Solo Record Flight, the balloon won’t be flown prior to the main event. I did take the opportunity at Bedale to assemble three times the bottom end so that I am happy with how the thing goes together.

Having amassed the number of entrants we have assembled for this unique event, particularly as it’s a one off never to be repeated (as far as I’m concerned), I am delighted to reach the point where we now just have to go and go this thing. So fingers crossed for some great weather and away we go.

Steve Roake.

2. Essential Extras – Alas empty again!

Another empty month. I have nothing with which to fill this section of the newsletter for this month, so until I do it will remain empty.

3. Features Section

Jerky’s Maiden Flight – and I’m Still Learning! - By Derek Maltby

We were fortunate that one of my previous balloon sponsors decided to buy another Cameron 105 balloon envelope to go with the bottom end that had been sitting dormant for a couple of years. BWS Security of Bath had recently purchased another security company and the change of name to BWSStandfast warranted a new balloon positive publicity and the opportunity to provide the unique experience for their guests.

I was already flying the Bristol Blue Balloon and can’t fly them all so made an approach to Phil McCheyne who had been learning to fly for as long as I can remember (surely it can’t be 20 years Phil; you must have still been at school when you got involved!!) He has the type of outgoing character a sponsor needs and the passengers like, to provide the confidence (even if he wasn’t a real pilot yet – one day!).

I convinced Chris Jenkins the MD of BWSStandfast that a matching branded pair of a 105 and a hopper would be very unique, especially in the security sector and that although I couldn’t fly the big BWS balloon as well, the hopper is good to fly when the weather may not be suitable for flying the big ones! He was convinced – blimey! Chris has been a great sponsor of two previous balloons of mine; first a Viva 90 with banners purchased in 1995, which then induced them to buy a properly artworked balloon in 2000.
All the balloons have been manufactured at the local Cameron’s factory where the service is second to none and the customer attention is both personal and informative. We placed the orders in November 2016 for the winter build for delivery in April 2017. Both were to be identical apart from Jerky, which was to have the lightweight fabric and although it was to be a ‘Z’ type and artworked like its bigger brother, should not weigh much more than the usual ‘O’ type.

We took delivery of both balloons prior to the Kemble Balloon meeting and although the weather did not look promising it turned out better than we could have hoped. The first flyable slot was the Saturday morning where we were able to inflate Jerky (G-CJKY) and Jethro (G-CJRO) alongside one another!

It was a perfect morning and having owned and flown a previous 34,000 cu. ft. hopper (G-EZER), which I sold about 10 years ago, I was once again able to adapt to hopper flying; like falling off a bike! One drawback I found was that adding all the instruments to my legs, arms and lap takes time; the OS map I stowed in an iPad waterproof pouch, although I was flying with Memory Map on my iPad strapped to my leg.

Flying felt simple and one burn of the main burner sent a shudder through the fabric and onto my seat like a car accelerating and gave you the confidence the burner was hitting the ‘sweet’ spot. There was plenty of time to spin around in the chair, do a 360 and as the brother’s J & J were flying alongside each other, I was able to take photos of Jethro with my iPad just by stretching the elastic far enough off my leg. I took videos, selfies and still pix; a very pleasant flight.

I worked for and made a landing in the former RAF Kemble and came into land over some parked jets for a drag landing at about 5 knots. I forgot how wet one side of your body gets when being pulled through the dewy damp grass.
I had remembered to shut off the pilot light prior to landing and all in all was very pleased with myself. A few things of note for next time; the map I had been flying with must have fallen off somewhere on my flight path! As the pouch it was in couldn’t be done up due to the size of the map, it was no longer watertight or strong; on landing I was left with the harness attached to the top plastic edge but nothing else! Good job I had the iPad map.

There was so much to be done on a maiden flight launch and I had no regular crew there (apart from my wife – but she doesn’t count as many of you will know!) It was just after take off I realised I didn’t have the retrieve radio or the two strikers I had attached to lengths of string attached to Karabiners. I managed to phone the crew to tell them I had no immediate contact; they searched and found them all in the long grass. Of course I didn’t know this until we met later and wondered if I had dropped the radio and strikers too! I need to make up an instrument board like Andrew Gregory; quick and simple! And the board!

So for those of you interested, the Jerky envelope weighs 32 kgs and I used 20 litres of propane for this 40-minute flight and I am a whopping 103 kgs. The ambient temperature was around 12 degrees.

Although Phil glowed Jethro on the Saturday evening in challenging conditions, I decided it was not suitable to hop again on the Sunday morning so went for a spin with Phil in Jethro. We were late for the second briefing at the off-site launch field (whilst the fog was clearing) and didn’t know that the marker drop target task had been cancelled!
We got closest but wondered why everyone else missed it by a long way to land in the airfield. We flew on and on and on looking for somewhere suitable without crop; another lesson learned. Always get to briefing and don’t rely on others to tell you what was said; they miss important bits!

So my next hopper flight was to be near Chew Valley Lake three day later, close to where I live. This time I had five crew; too many this time but they all wanted to have a look and play with the new toy!

So adopting the lessons learnt I inflated in perfect conditions and stood Jerky up; all instruments and strikers attached. Then Paul said “You’ve got a hole in it”, I didn’t know what he meant; I had been so careful in inflating in the calm conditions and nothing I was aware of had gone wrong. He pointed up behind me and there sure enough were three lower panels burnt out and melted! (so easily done – Ed, I’ve done that).

Truth is if you’ve never burnt a hopper – you’ve never flown one!

I couldn’t understand how this had happened but later realised I had so many crew holding me down just like you do for a big balloon with a basket; I hadn’t told them any differently but in the photographs later, it is possible to see the obvious!

There is no gimbal on a hopper burner frame to alter the angle of the flame; consequently, with the crew holding me ‘firmly’ on the ground, the burner is aimed backwards behind my head and although it wasn’t windy, it was directing the flame into the fabric! I didn’t know. Another lesson but one to share so others new to this lark don’t make the same costly mistake.

So, two flights done; lessons and stories for both of them. I hope the next flight is uneventful!

Derek Maltby
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Solo Record Flight – Final Update No 6 by Steve Roake.

Update number six of the Mondial Air Balloons ,Cameron Balloons Solo Record flight is here. This will be the last update from me unless there is anything pressing to tell you all but I would say , Watch the notice board in Chambley just in case we need to give you last minute updates.

As stated last month, In order to satisfy Guinness and Get our record flight verified we will be pursuing the path of providing evidence to back up our claim.

Therefore I have included a landing form and Notes for you to all download which will have specific items required to be filled in by you all and returned to me please after the flight. The sooner they are returned the better, and whilst it says 31st July as a return date, I know some of you wont be back by then so asap please.

The final figure for the number of entrants appears to be 53 of us . There are 53 and Andy Booth with G-LORY, who will also participate if the attempt takes place later on in the week.

All the participants photographs are online at www.cloudhoppers.org under the Solo Record Flight section should you like to see who else is attending.

Here is the list of entrants

<table>
<thead>
<tr>
<th></th>
<th>Balloon Type/Reg</th>
<th>Country</th>
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<tbody>
<tr>
<td>1. Martin Mitchell</td>
<td>LBL31A G-ONCB</td>
<td>UK</td>
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<tr>
<td>2. Geoff Lescott</td>
<td>UM H-31 G-CHIM</td>
<td>UK</td>
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<tr>
<td>3. Jackie Hibberd</td>
<td>Cam V-42 G-BWEE</td>
<td>Holland</td>
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<tr>
<td>4. Marie Banks</td>
<td>LBL 21A G-BVRL</td>
<td>UK</td>
</tr>
<tr>
<td>5. Tim Orchard</td>
<td>LBL 31A G-BZIH</td>
<td>UK</td>
</tr>
<tr>
<td>6. Bart Geeraerts</td>
<td>Cam O-31 G-CIMW</td>
<td>Belgium</td>
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<tr>
<td>7. Adrian Brown</td>
<td>Um H-31B G-UHOP</td>
<td>UK</td>
</tr>
<tr>
<td>8. Kevin Tanner</td>
<td>LBL 25A G-HOPR</td>
<td>UK</td>
</tr>
<tr>
<td>9. Simon Whatley</td>
<td>Cam O-26 G-CKSW</td>
<td>UK</td>
</tr>
<tr>
<td>10. Steve Roake</td>
<td>Cam O-31 G-CJWY</td>
<td>UK</td>
</tr>
<tr>
<td>11. Ian Chadwick</td>
<td>Cam N-42 G-BMWU</td>
<td>UK</td>
</tr>
</tbody>
</table>
12, Berhard Pferscher  LBL35A  OE-RCB  Austria
13, Rick Van Veen  Colt 21A  PH-MSR  Holland
14, Edcar Vermullen  Sky 31A  PH-ZSL  Holland
15, Christian Colle  Cam Z-31  F-HEYC  France
16, Marcus Ekeroos  UM H 31  G-CEFB  Sweden
17, David Head  Cam O-31  G-CJIX  UK
18, Ann Rich  LBL 35A  G-SIPP  UK
19, Gareth Gray  Cam N 31  G-BGHS  UK
20, John Tyrell  LBL 31A  G-FFFT  UK
21, Joe Daly  Cam N-31  G-BEUY  Ireland
22, Paul Spellward  Cam O-31  G-CJYJ  UK
23, Stefan Vogul  Um H 42  D-OOUU  Germany
24, Steve Burden  Colt 31A  G-GELI  Germany
25, Ben Sanger-Davis  Colt 21A  G-BOLR  UK
26, Daniel Bauer  Homebuilt  67BUR  France
27, Bruce Ross  Um H 31  G-DVCI  UK
28, Kenneth Karlstrom  Cam V-31  I-B882  UK
29, Benoit Simon  Cam Z-31  F-HHOC  France
30, Olivier Cuenot  Cam 42ss  F-HSBJ  France
31, Nick Purvis  Cam O-31  G-CJOI  UK
32, Peter George  CC A25  G-CCKZ  UK
33, Andrew Walker  LBL 35A  G-CFAW  UK
34, Herve Harlet  Homebuilt  22 KD  France
35, Anke Gundrum  LBL 25A  G-BYYJ  Germany
36, Michel Lafourcade  Homebuilt  31 NW  France
37, Tony Attwood  LBL 31A  G-CFRF  UK
38, Alan Turner  Cam Z-31  G-CINN  UK
39, Tom Hilditch  LBL 25A  G-CBZJ  UK
40, Colin Butter  LBL 31A  G-CIET  UK
41, Mike Woodcock  Cam O-31  G-CIJJ  UK
42, Tony Jay  Cam O-31  G-CJXK  UK
43, James Lawson  Cam Z-31  G-CBLN  UK
44, Simon Church  Airtour 31  G-BLVA  UK
45, Mathieu Dekock  Homebuilt  N6141K  Belgium
46, Walter Hoffman  Cam H-34  D-OKES  Germany
47, Tony Brown  Cam H-34  G-EROS  UK
48, Aron Nyiri  Homebuilt  HA-726  Hungary
49, James Mueller  Homebuilt  N314SU  USA
50, Marieke Schoonderbeek-Ridder  Colt 21A  PH-MSR  Holland  
51, Erik Jan Dooneward  Colt 31A  PH-EJD  Holland  
52, Filip Audenaert  UM H42  OO-BVQ  Belgium  
53, Sydney Sevrin  Cam O-42  OO-BSS  Belgium  

And if later in the week after 27th July  
54, Andy Booth  Airtour 31  G-LORY  UK.

So not long till until we all meet up in Chambley, have a good trip out there and please don’t forget to download the relevant forms which will need returning to me with the photo evidence from both your pilot log books and the balloon logbook – this is very important.

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Monzial Air Balloons, Cameron Solo Record Flight 2017.

Dear Pilots,

Thank you for joining us - from all around the world, to participate in this unique, solo, record-attempt balloon flight. Please find the following notes to assist us all in our united goal for a safe, memorable and hoped for, record-breaking flight.

- Please at all times adhere to our rules of the air. It is worth remembering, with such a large number of small balloons around you, that it is desirable to give your balloon ‘neighbour’ space, even if that slightly delays your take-off.
- The flight record-attempt is for the highest number of balloons in the air at any one time, so enjoy your flight and please fly for at least an hour or longer if possible.
- In order to comply with conditions to recognise the record flight, evidence is needed from you after the flight.
  - Please email all the following evidence to the Record-Attempt Organizer, Steve Roake: steve.roake33@gmail.com
  1) Landing Form - fully completed and countersigned.
  2) A photo or photocopy of the entry in your pilot logbook.
  3) A photo or photocopy of the entry in your balloon logbook.

These three pieces of evidence, will provide essential details required to get the record ratified.

If, in addition, you would like to send any photographic, video, Go-pro or memory-map evidence taken during the record-attempt flight (which, if possible should include date & time on it) that would be welcome evidence too. There is also a ‘Balliff’ who is witnessing the record-attempt flight event, on behalf of Monzial Air Balloons.

After the record-attempt flight, you will also receive a Thank You Gift & Voucher courtesy of Cameron Balloons Ltd. and a Certificate of Participation from Monzial Air Balloons team.

After the flight, all valid information will then be submitted to Guinness World Records for approval. Details of the progress of this submission will be available on the Clouddhopper’s and Cameron Balloons website & Facebook. Finally, from me, Cameron Balloons and Monzial Air Balloons – thank you – have a great, safe & record-breaking flight.

Mondial Air Ballons, Cameron Balloons Solo Record Flight 2017

Record Flight - Landing Form

Flight Date: ____________________________________________
Pilots Name: ____________________________________________
Balloon Registration: ______________________ Balloon Size & Type: ___________________________

Take off Place: _________________________________________
Take off Time: _________________________________________
Map Grid reference: ________________________________

Landing Place: _________________________________________
Landing Time: _________________________________________
Map Grid reference: ________________________________

I hereby confirm that on the above date, I was the Pilot participating in the Mondial Air Ballons, Cameron Balloons Solo Record Flight and that the information submitted is both accurate and true.

I understand & confirm that I am happy, for this information including photos, videos etc. to be submitted as evidence proving the validity of this record flight attempt to Guinness & that some items may be used for PR, websites etc.

Signed by Pilot (Name in Print) ______________________________ (Signature) __________________ Date: __________________

Witnessed by (Name in Print) ______________________________ (Signature) __________________ Date: __________________

Witness Address: __________________________________________

Please ensure the form is completed & returned to organiser steve.roake33@gmail.com by 31st July 2017.

This section of the Newsletter is intentionally left empty
5. Homebuilding Section-

Homebuilding is still taking place, it just seems that the current choice of sizes are outside that which we would consider as relevant for this section of the newsletter.

5. Interesting Photos.

Simon Whatley flying G-BKFG his Thunder Ax3 chariot came across this unusual event during a recent flight across Bristol. Clearly a different take on a “splash and dash”.-photo with thanks Simon Whatley.
6. New Allocations This Month / Changes of Ownership

This month, having been slightly extended there are three new Hopper allocations and the first belongs to Richard Parry who after some time in deciding, chose an Ultramagic H-31 for himself. G-CKBJ is c/n 31/17 and features artwork of Richards long term sponsor Chelsea Financial Services. The second one has been known for a while but was registered on July 3rd and is an Ultramagic H-42 for Josh Taylor of Lichfield. G-CKJT is c/n 42/23 and I'll have a photo of this for next months' newsletter.

Finally, for Simon Whatley (Cameron Balloons employee), there is G-CKSW which is a new type. See more in the manufacturer news section, but basically it is a Cameron O-26, a new size. The c/n is 12108. With a bit of luck this should debut in chambley and again I hope to have a photograph of this next month.

Second Hand Movements

No Known sales this month of second hand Hoppers, but it is noted that Chris Dobson has for sale G-ISOB a Cameron O-31 with only 3 hours on it total time.

7. Gallery Pages –

Your Editor’s choice of new and interesting hoppers and duo’s active in the world of ballooning or good themed photos.

With Mondial Air Ballons only weeks away, here is my chariot for the Solo Record Flight on her test inflation. G-CJWY, Cameron O-31 weighs in at 32Kgs.
Pretty stock hopper from Cameron’s

Unbelievably still on a special offer deal from Cameron Balloons, is this Lovely stock hopper which is on a special price of £7800 using the discount code “Facebook Deal 01”. Contact Cameron Balloons in Bristol to secure this beautiful beast and enjoy the saving over list price. Amazed it hasn’t sold yet- Ed!
8. Manufacturer / Event News / Industry News

I did hint a while ago that there was to be a new type from Cameron Balloons. Currently in build and hopefully ready in time for Chambley and the Solo Record Flight is G-CKSW which is the first ever O-26. This size was specifically made with the new smaller lightweight 40litre fuel tanks that are now available from Cameron’s, and this particular model is for staff member Simon Whatley. Keeping it true to the super light ethos, Simon has opted for three lightweight colours with minimal artwork and even the registration is lightweight printed onto the fabric. Expected weight is naturally sub 30kilos and when known I will advise the final figure.

OMM 2017

News released on June 26th from hosts John Tyrell and Wendy Rousell, tells us that this years One Man Meet will be centred in the Cotswolds as previously predicted. Using the time honoured technique of shifting sites after two years, we will find ourselves based over the weekend of October 6th-8th at the Mill House Hotel in Station Road Kingham Oxfordshire. This lovely setting in a premium environment has a launch field on site and with a gas supply only 5 miles away, all looks set for a great year. The organisers have asked that you come with two tanks as gas will only be available on the Saturday morning. Please register your interest with John and Wendy at onemanmeet@btinternet.com.

For anyone on a budget for this weekend, I personally located fine accommodation some 3 miles away using Airbnb, whilst putting in Kingham Oxon as the guide, and there are both Travel lodges and Premier Inns within striking distance of the site if it doesn’t appeal to your wallet.

With this in mind, please also follow the Facebook page because local resident Alan Turner, has promised to try and negotiate a special rate for the weekend and also to source some B&B listings locally.

Lindstrand Technology’s “Nomad”

Towards the end of June, Lindstrand Technologies quietly launched their take on a collapsible lightweight basket which
they have called the Nomad. Weighing in at a very reasonable 27 kilos. Whilst I haven’t had feedback directly from Lindstrands, it appears that their take on the lightweight fold up and travel easily market will sit well alongside the opposition.

As you can see from the company’s release above, the size appears reasonable and you can tailor your kit to suit yourself. Mated to a vortex burner, you now have a choice from three companies. Price as yet is unknown but for more details phone Kelvin Oakley on 01691 671888.

Heads up for Chambley

One to watch out for in Chambley, I can exclusively tell you that on the Cameron Balloons stand will be a brand new Inflation fan for lightweight balloons. This new type of balloon inflation fan
marks a change in the way power is delivered. No longer is the focus on the amount of brake horsepower produced with more emphasis on the amount of air moved. Already sold to a client, this fan is small enough to be portable but with great output. Make a point of seeing it whilst you attend the Mondial Air Ballons Festival.

I have also been given a heads up that for the Bristol International Fiesta there should be a “De Luxe” hopper offering. This fulfils a customer driven need for a more upmarket finish as opposed to the current standard offering. If your desire is for a more accomplished look to your bottom end then check out the results of this customer driven initiative.

A quick note on membership numbers, Facebook reveals we are currently at 1044 which is a gain of 10 in the last month which is good to see, please lets sustain the growth people, so inform all of those who might benefit from membership please.

And so that was the “Chambley special June” edition of the Newsletter, hope you all enjoyed it. **Fly Safe people … 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.

For all previous newsletters visit [www.cloudhoppers.org/Newsletters](http://www.cloudhoppers.org/Newsletters).

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