



Cloudbopper News

Issue Number 90

October 2016

Hello Everyone,

October is traditionally a very busy month, and this year is exactly the same, with reports from all over the place. In particular, we have for you reports from the 31st Annual One Man Meet, and one from Albuquerque thanks to Jerry Paulin.

Interestingly in the new balloons section we seem to be on a spurt with no less than three new allocations this month. Plenty of activity in the second hand market with a couple of examples of quick sales based around appropriate pricing. There is a good trend here, which seems to be sustained and Cameron Balloons seem set to help the void with a couple of new Stock O-31's being built over the winter.



Nice photograph from David Head of four hoppers at Kirchberg at the recent meet. Apparently there were five present but on this occasion only four had turned out.

Lets dive into the newsletter without further delay.

Steve Roake- Editor.

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1, Ed Speak- Great to see Constant revision at Cameron's

Freshly returned from the One Man Meet and it seems to me as though evolution is running through Cameron Balloons. Yes, we saw signs of it at Bristol two years ago but if ever you need evidence that the times are a changing, it was clear to be seen at the OMM. In the past the Old Cameron's would create a product and put it out to the market and that was it. The new improved Cameron's are still developing the product and are intent on constant refinement and listening to client's wishes. This was particularly evident in their Hopper bottom end which at this year's event, had a couple of changes pointed out to me by Nick Purvis with the intention of making the component more user friendly. They seem happy to discuss where the improvements are placed and the thought process behind the changes. Long may this way of doing business continue, because it really works. Is Now a good time to say my number one pet hate in hopping is twisting my neck 180 degrees to see a fuel gauge via a mirror? Surely in this fantastically advanced world we live in someone has an answer that can be implemented. My idea is a small impellor inline between tank and burner that reads flow. If calibrated to the volume in the tank it could read fuel used in percentages and relay that info via Bluetooth to a remote display such as a mobile phone. Now Tell me people, am I barking up a tree –or is it possible?

The superlight O-31 is still selling well but Nick also eluded to the fact that Cameron Balloons are making a couple of Hopper envelopes for their stock section of the website. It seems they wont be hanging around for long.

If you look in the new allocations section of the magazine you'll see that there are three brand new balloons this month, and I can attest personally to the speed of the second hand market, where I witnessed two bottom ends being bought within a week of one another as an owner upgraded. All of the above statements prove how popular Cloudbopping has become and how it continues to expand and how new blood continues to flood into join us. Long may this trend continue.

I must say I was slightly disappointed with the lack of any presence at the OMM from Lindstrand Technologies. Perhaps I'm expecting too much too soon, but I thought they might have had something to show us in the UK by now and the OMM was the perfect place for it. The US registered example is still active but the



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newly registered G-CJHV has yet to be unveiled to the public.

Steve Roake.

2, Essential Extras – Dip tube gauge marking.



You know something funny happened to me at this years One Man Meet. Somebody (and I forget who), wandered over to me as I was setting up to fly and remarked about what I had done to my Dip tube gauges on my tanks. Thinking that it is a good idea, I then thought I'd share my technique. Using Day glow orange tape, I have marked on the gauge from 20% and below. Reason for this? Sometimes when you have cranked your head around to look in your mirror its hard enough to see the pointer let alone read the contents section. So I know when and if I get to the point where the pointer reaches or exceeds the day glow region, then I have to land quite quickly. Just a simple idea to help you with fuel management, and as far as I am concernedan essential extra!

3, The Features Section

The Annual One Man Meet- By Steve Roake.

The first weekend in October has every UK hopper fan on their toes as it means its One Man Meet time once again.



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The 31st occasion of the event, was held at Tissington Hall in Ashbourne Derbyshire as the second time at the same venue. Traditionally the event stays in one location for two years and then moves again around the country to a new region. This year my anticipation was fairly muted as I had considerations on my mind that normally don't play a part in making my decision whether or not to fly. This year I had decided that after the event my hopper was going to be sold on and having prospective buyers in tow I felt a responsibility to not take excessive risks when deciding whether or not to fly, which just adds to the number of variables that you figure out when making your decision in the field.

There is no getting away from the fact that Derbyshire is hopper country. The combination of rolling hills, lush valleys and stone walled fields that undulate as you fly across the mainly cattle and sheep lined fauna and flora, where you can loiter if you feel like it and then fly on. Add the beauty of Tissington Hall stately home which also has a lovely ford in its grounds and you can see why this venue was popular last year, and so I drove up early on Friday arriving around 1pm to my digs at the very farm we were taking off from. The owners were away in the USA on a notable birthday celebration and yet they still allowed us to stay and I met their friends who were farm sitting, who informed me of the arrival that day of a new born calf and another imminently due. All good LRO information to pass on at the briefing.

Three o'clock arrived and everyone congregated in the allotted field at the top of the estate, to be welcomed by our hosts John Tyrrell and Wendy Rousell, who provided the briefing. Whilst not too bad to fly there initially wasn't great enthusiasm amongst the pilots present to go rush off and fly. Surface winds were around 7-8 knots (so cover as best as you could find would help), with around 10-12 knots at 500 feet and significantly higher as you gained height. My decision was to wait until the morning as both Saturday and Sunday am promised better prospects. It was good just to talk turkey to fellow pilots who you hadn't seen for a while and view the movements of both Adrian Brown and Alan Turner who were definitely interested in doing more. The allotted pub for the evenings social had been established and so there was no rush to go anywhere. Sauntering down to where clearly Adrian was intent on action, I watched fascinated at how other people prepare for flight. We all have our own system for how we set up but it is always good to see how others do their thing. Adrian for



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example had not so long ago acquired the ex G-RIME, via Jonathan Dyer, Lindstrand Mark 2 bottom end and so I took particular interest in its current condition (very nice), as this would give me a good reference point regarding where I placed mine on the second hand market. He took off around 16-30 shortly followed by Alan Turner in G-CINN reporting back ten knots at 1200 feet. Later both reported at the pub that there was a lot of cut ground for landing and they had both flown around 45 mins with no problems.



Adrian Brown prepares to fly.

Later that evening we ventured the couple of miles to the allocated pub of choice where we shared a very enjoyable evening in the company of John Hilditch and Tim Ward. It is always fascinating to see how these two individuals interact, as whilst they come from varied parts of the country, they clearly get on very well, have complimenting traits and are just bloody good company. Tim is a wealth of knowledge on older historical hoppers and has a passion for long term restoration that should be applauded. He has an attention to detail that is required to ensure a



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complete restoration to beyond factory specification. The projects he talks about will make very good future reading in this magazine. John on the other hand is a really unassuming character who really gets the most out of his hopper experiences, and can entertain you on such varied subjects as real ale and concerts. Long before we knew it, time had come around to departure time with a prompt morning briefing in mind, (07-30 to all you early birds).

Staying at Overfield Farm, I've had the luxury of being able to watch others arrive at the venue knowing it's a two-minute walk to the field for the weather and associated things from John. Role call for example was a jovial affair, some what reminiscent of being back at school for the first day. Colin Wolstenholme in particular was a focal point having been omitted off the register initially.

When we focussed on the interesting bit, i.e. the wind speed, the prediction seemed to be spot on with stronger upper winds once again and some serious speeding clouds shooting by. It was by no means un-flyable but once again initial interest was marked by hesitation. Then the brave decided it was for them. I had once again ruled out for reasons of wet fields, a brisk upper stream witnessed by the pie ball and this overriding sense of not wanting to damage the goods prior to sale. The actual met was as follows. Surface winds 5-6 knots gusting 8-10 at 020 degrees. At 500ft they said 11knots at 050 degrees, 1000ft similar direction 10knots, 2000ft was 15knots at 070. Initially nobody was particularly keen as the low cloud was whizzing overhead and came through in patches. Eventually it cleared enough for a few to choose to fly. The same two exponents from the previous night went for it and so did Ian Chadwick. I think Adrian flew his 77 on this occasion but both reported getting their equipment fairly wet. On this occasion, we didn't hang around for too long as we instigated plan B, which was to go visit the Crich Tram Museum which was fairly local and would fill the time before the next briefing at 3-30pm.

A very successful visit ensued and a total of six of us ended up enjoying the variety, but all too soon it was time to return to Tissington Hall and to debate the merits of flying at the afternoon slot. This would be the most successful one of the weekend as a total of eight would fly. At roll call, Cameron Balloons set up their hopper demo rig and Pete Dalby conducted proceedings from the seat. Nick Purvis and Simon Whatley were in attendance from the factory



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and both took time to show me small incremental improvements that have happened to the seat set up in the comfort department, and Nick also said that whilst the new demonstrator G-CJOI hadn't yet flown, it was present and only weighed 33 kilos even with the signature gold band in the company's colours in heavy material.

With regard to the weather, it was kind of –what you see is what you get. Very similar conditions to the morning, upper winds were fast, but nearer the ground inflation would be 5-8 knots depending upon the moment you chose to try, with some squally weather coming through, you chose your moment to fly in between patterns. I actually got to the stage of getting the balloon rigged and laid out but some rain drops and a delay took me past my self imposed cut off point of 5-25pm. Those who chose to fly included Alan Turner's son Mathew (in G-CINN), Jackie Hibberd (all the way from Holland) in G-BWEE her personally sewn Cameron Viva 42, Pete Dalby in G-CIPD the Phil Dunnington owned O-31, Simon Whatley in G-BKFG the Thunder Ax3, and Nick Purvis at the helm of G-CJOI. Joining them in the air were Andrew Davidson in G-CIGA his Um H-42 and Ian Chadwick Flew his 42 G-BMWU. Adrian Brown flew G-BZBT and finally John Tyrrell also flew in G-FFFT. The decision to not fly was definitely the right one for me. It later transpired Mathew Turner got tremendous wind shear and burnt the balloon upon landing.

My one notable gripe (echoed by others), was that for Saturday evening we were all left to our own choice of restaurants as the hosts had opted to go back to the same pub as the previous night but it had a large booking already. Some of us chose to go into Ashbourne where a very enjoyable Chinese meal was had in the market square. The thing about the OMM is that it is a sociable event and wherever possible, we should get everyone together. Never mind, we all made the best of our evening.

Bright and early (07-30), the Sunday Briefing arrived with the depleted faithful stood once again in a field deciding whether or not the weather was flyable. John's words of wisdom told us that the surface winds were a knot or two lighter than the previous morning with upper winds around the same as previously or perhaps a tad faster.

On the field much watching of the fronts that went overhead took place with some initial low level cloud clearing, leaving some more favourable to flying than others. Those who took to the air included John Hadith, Peter Mossman, Jackie Hibberd, Pete Dalby, Nick Purvis, Ian Chadwick and ever present



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Adrian Brown. The interesting point of the morning was when Alan Turner Burnt (unintentionally) another small amount of his scoop which led to a comment from Mathew as he was leaving "so I wont be paying all of the repairs on my own then"!



The lovely G-BXXU Colt 31 departs with G-BZBT – photo by Sandy Mitchell.

Peter Mossman had a small problem with a leaky valve on his chariot but once sorted departed in the immaculate G-BXXU, which at 18 years young still looks superb. John Hilditch who was the last one away, talked of strong winds during the flight up to 24.7 knots, averaging 13.7 and yet still experiencing a stand up landing. Nick Purvis suggested wind speeds of 16 knots at 500feet. Whilst naturally saddened to have travelled all this way to take part in the event, I was surprisingly sanguine about not flying, and thought if id not been selling my kit I would still have taken the exact same decision.



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Prize Giving.

With a Generous supply of Prizes donated by Cameron Balloons, We all reconvened outside the Tea rooms for the annual embarrassment called Prize Giving. A series of prizes aimed at specific traits associated with cloudhopping have over the years been won by the great and good of hopping.

The first award called the **Cock Up award** was still with Mark Stelling from the previous year. I was asked to return it myself but felt if I touched it, I would have been likely to win the award. The recipient for 2016 was Ian Chadwick who got it for landing in the rain.

Next award is called **The Wooden Tit**. This lovely shaped wooden feature is presented to an individual who the panel feel "wouldn't it be nice if" ...And the winner was Andrew Davidson who decided to leave his Quick Release on the launch field when he flew.

The **Wendy's Wellies – fearless Flyer** award went to Adrian Brown who flew every slot in G-BZBT his Cameron H-34. Bottles of wine were presented to Julia Dean for pointing out it was raining whilst on the launch field, and also to Darwin Peltan who came to the meet to return a previous prize whilst not bringing a balloon.

Two other awards were given, one to Jackie Hibberd who made the 31st OMM international by attending from Holland, and then finally one to your Editor (many thanks), for continued services to hopping.

In conclusion, it was great that the 31st event continued the trend of being flyable on 29 of those 31 occasions. The dates for next year were announced as October 6-8th 2017, and talk is of a venue in the Cotswolds. We shall see. But on behalf of everyone thanks to our hosts and the organisers for another superb One Man Meet.

Steve Roake.

Jerry Paulin reports from Albuquerque Balloon Fiesta.

This year's Albuquerque International Balloon Fiesta Started off great There were over 500 balloons with more than 100 special shapes. As far as I know there were only 3 cloudhoppers at Fiesta. The new Lindstrand light weight 31k flown by Alex Court from the UK.

He flew at least 2 times. The second one I never saw but it is a Lindstrand 35A piloted by Mike Wilson of Arkansas.



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My hopper, Tree Top Flyer, a homebuilt 42k with a Lindstrand II bottom end rounded out the field. Michael Glenn had his duo chariot as well.

The first and second day is a mass ascension from Balloon Fiesta Park. Half go in the first wave and half go second. My first flight this year headed to the south with most of the rest of the balloons. It was a short flight of about 35 min and only about 2 miles. There were about 15 balloons in the immediate area where I landed including the Darth Vader balloon. A couple of the balloons got into power lines that day. Those seemed to be the only incidents of the week.

The second day the direction was to the south as well. I flew about 50 minutes and landed in a small park about 4 miles from the launch field with 6 or 7 balloons. My son flies a 77 and landed in another park about 2 blocks further on with the Lindstrand hopper and about 100 other balloons. As you can imagine traffic is a nightmare with that many people chasing balloons and all of the spectators. The air traffic is interesting as well. All of the pilots do a great job of watching out for each other.

Monday was scheduled to be the first day of completion. Weather grounded the entire field. Tuesday was a bit better but competition was still cancelled. A few balloons flew from the field. We chose to stand the hopper up for a static display both days.

Wednesday brought more favourable winds again surface to the south. This was a mass ascension day so most of the balloons flew from the field. I was off early and lead 5 balloons into a dirt field. By now the launch directors have figured out that the hopper can be up and on its way in no time.

Thursday was another iffy day weather wise. Winds headed to the north east. Launching from the field would put you on the Sandia Indian reservation. While this is allowed, it is a bit of a pain for recovery. The first competition flight got off but only a few scored. This was also the first day of the special shapes. We chose to stay on the field and watch.

Friday was the second day of competition. I launched early and flew south for a bit and found a turn to the east. Winds were very light and I landed in a small parking lot at a warehouse near the field. There was a bit of a "box" for the competitors but it kept shifting. Again only a few scored. No competitor scored on both days. First prize this year was a car that went to Arizona pilot Scott Alsup.



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Saturday we had rain. A few of the ride operators got off before the rain but recovery offered some challenges. Sunday was still wet and we had a 10-hour drive home so we packed up early. It would be great to have several more hoppers participate. I am sure the event director would accommodate a "hopper flight."

Jerry Paulin



Jerry Paulin photographed by Vanessa Sanchez.

5, Interesting Photos.

Sometimes this section is easy to populate and others like this month there hasn't been anything of any note that gets you interested in publishing the photos.

It just happens that as we go to press the XLTA event has taken place in the USA. This year it was held at Whelam Farms Airport, Bethlehem Connecticut. With Thanks to Malcolm White we have these two photos from the event. Hopefully somebody will write a report on the event for next month.



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XLTA action from Malcolm White.



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6, New Allocations This Month / Changes of Ownership

Well folks as predicted the short term lull lasted a month. On the New Balloons section of this feature this month we have three new allocations for you. As stated last month James Atkinson has taken delivery of his nice new Ultramagic H-31 G-JEMZ. c/n 31/16, which he is delighted to marry to a New Cameron bottom End. Unfortunately, at this stage James hasn't had a chance to get the balloon out yet and so a promised photo will follow as soon as he does. Chris Dobson also has a new Hopper having sold G-CEGG (more on that later). G-ISOB is his brand new Cameron O-31 c/n 12026 which again hasn't had its launch yet and so photo will come soon hopefully. Thirdly, and definitely needed is the New Cameron Balloons O-31 Demonstrator G-CJOI which debuted at the OMM.



G-CJOI Cameron O-31



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Despite utilising Cameron's signature Gold in heavy material, using lightweight artwork projected directly onto the fabric, the envelope still weighs a creditable 33kilos in the bag. Nick Purvis had the honour of it's first ever flight and was naturally delighted the way the product has turned out and flies.

Second Hand Movements

This sector has been active this month with a series of related moves. Kevin Tanner has bought your editors used Mark 2 Lindstrand Hopper bottom end, selling within a week his own Mark one unit including integral tank to Mark Shemilt. Mark has also purchased G-CEGG Lindstrand 25A from Chris Dobson forming a complete kit. G-CEGG has only 38 hours in the logbook.



G-CEGG Lindstrand 25A, now with Mark Shemilt.



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With no apologies for the shameless plug, these movements leave your editors Ultramagic H-31B G-UHOP still for sale. With 44hours and 51mins on it , the 2009 envelope has flown on 51 occasions with 4 hours of combined tether time within that total. The volume is 34,100 cubic feet and is made of ultralight material except for the parachute and the top three panels. Fitted with clear panels , it must be stressed , this balloon does not have turning vents.



G-UHOP Um H-31B yours for £4750.



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The near perfect envelope has a small scorch on the inside of the scoop, and a small scorch to one sock. It is immediately available at £4750. Contact the seller at steve.roake33@gmail.com. New project means it has to go .

G-OBLU Cameron H-34



News from Mondovi Italy where Giovanni Aimo confirms that after a protracted period of time, finally G-OBLU Cameron H-34 has been registered and can now be registered on the Italian Ultralight Balloon Register. Details of its I-B???? registration will be here when I know it. The balloon was stored for a long time as the ownership changed hands multiple times and ultimately nobody knew who was its



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keeper. The balloon has passed its annual and grab test and will fly again soon.

7. Gallery Pages –

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



G-BKFG Thunder Ax3 Maxi sky chariot flown by Simon Whatley, at the OMM. photo by Marie Banks.



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8, Manufacturer / Event News/ Industry News

Icicle Balloon Meet 2017.

Information received from Geoff Lescott confirms that the 2017 Icicle Refrozen balloon meet will be once again held at the Donnington Grove Country Club and Hotel in Newbury over the weekend of 7th-8th January 2017 and told me that hoppers have their own dedicated launch site for this event. Also the entry price for hoppers is less at £15-00 on the day or £10-00 in advance. All the details are on the website, www.icicle-refrozen.com .

Can I apologise for the non inclusion this month of the proposed article on hopping at the Irish Nationals? The contributor has been very busy and I'm told the promised article will be completed sometime soon in the near future.

Facebook membership continues to rise with the current level of 910. 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 90 people who would benefit from membership of our unique "club". Please help me achieve the goal.

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.**

For all previous newsletters visit www.cloudboppers.org/Newsletters. and where shortly the review of current bottom ends for sale will be placed.

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