



Issue Number 30

February / March 2009

Dear Hopper fans,

February / March dawns, and with it the downside of Newsletter editing arrives. If you have some successful Alpine events, then you are inundated with material to fill the second month's edition of our magazine. If like this year, those events had less flying and subsequently less opportunity for hopping, you tend to struggle with the level of content.

In an effort to inspire you to add to content, we are adding an occasional new section where you the readers supply your favourite jpeg on hopping or duo chariot flying with a small piece telling us all where, when and why your favourite happened and what in particular you like about the shot in question.

Whilst mentioning the above, I'm sure you will all join with me to wish Richard Sargeant a speedy recovery following fairly major surgery to remove a Tumour from his thigh, let's hope the doctors are right and have got it all. Hopefully Richard will be up and about shortly and look forward to catching up with both Richard and Gabi at the Renamed Solo Meet (now the Black Horse Mayday Fiesta), with his new Hopper G-GABI (LBL35A), over the May Bank holiday weekend. The reason I have mentioned this in conjunction with the new section, is that whilst conversing to Richard in hospital, he has agreed to supply his favourite shot with prose for next month's selection. Therefore for all of you who are slow off the mark, you now have two months to find me a jpeg like this one below, and plenty of time to get the text right.



Proving great jpegs are still to be had; this stunning Ultramagic Duo Chariot shot from Chateau D'oex HB-QTC M-56 C/N 56/40 flew (jpeg by Sandy Mitchell).

Contents

In this 30th edition I have for your reading the following choice subjects;

- 1, **Ed Speak**- Freshening Up the magazine
- 2, **The Features Section**-featuring the following submissions:
 - Hoppers at Alpine Meets
 - Even More information on G-CFPS Sky 25-16 from Bill Teasdale (or should it be teaser)?
 - Favourite shots and why
 - Tales from Adrian Cox
3. **Updates for the Newsletter/Website/ Forum talk**
4. **Homebuilt Section** -
5. **Gallery Pages**- Another mixed choice of hoppers selected by your editor for inclusion including some new balloons.
- 6, **Manufacturer News / Events / Updates**
 - 2009 Solo Meet renamed
 - BBML Inflation day.
- 7, **For Sale /Wanted Section**
 - G-BSAK Colt 21A Envelope is for sale
 - G-BSDV Colt 31A Envelope is up for grabs.
 - G-BVRL LBL 21A complete kit for sale
 - HB-QIT LBL 35A for sale in Switzerland.
- 8, **Last and not least.**
 - G-BUPH just deregistered any ideas on its status?

1, Ed Speak by Steve Roake - Freshening Up the Magazine

Winter is a time of feast or famine from an editorial viewpoint. The Alpine meets either supply loads of material or practically nil and whilst the answer this year wasn't nil, a general lack of great flying weather in Europe, and a Pound that continues to slide against the Euro, coupled to a self imploding monetary market and recession saw less teams than normal depart for the events in Switzerland /Austria this year. I heard from those attending Mauterndorf Ice and Fire in Austria, that attendance was down by a third this year and the weather wasn't kind to those who did attend.

In these situations your editor has to find alternative ways to fill column spaces and thus I am initiating a slight revamp of the magazine to include occasional features for when famine arrives. So by pushing creative license to the max I am introducing a feature called **Favourite shots and why!** This is designed to be a chance for you to send in your favourite hopper or duo jpegs with a small amount of text stating why you rate the photo and where and when it occurred .I will start it off with my all time three favourite graphs for you to consider. Naturally for this feature to prosper, it needs you to take up the challenge and support the feature. Email address is as always Steve.Roake@ntlworld.com , and I am looking forward to your submissions.

Adrian Cox is a recent member to the forum and he supplies us with tales from hopping over the years with G-EROS and G-BKIZ .Now residing in France, Adrian is a lapsed pilot, keen to get hopping again soon and with the enthusiasm shown from his submission, you can see why. I am also looking for Homebuilding news please folks as this section has been found wanting of late.

Thanks Steve Roake
2, The Features Section

Alpine Meets

Whilst some of the traditional winter meets fared badly with their weather problems (Filzmoos and Mauterndorf in Austria for example), some had great flying weather with reasonable levels of snow and some hopper slots were taken.



G-BOLN the ex Pepsi Cola Colt 21A of Glen Everett is seen here flying at Chateau D'oex .jpeg by Sandy Mitchell.



Another Sandy Mitchell jpeg, this time Colt 31A G-BXXU.

I know who the balloon is registered to, but who flies it?

It seems that only Chateau D'oex and Mondovi were the only really successful winter events this year but Malcolm White and Pauline Baker also managed some flying whilst in Italy.



Malcolm White and Pauline Baker in G-BVDY their Cameron Concept 60 Duo Chariot, seen here at Dobbaico Italy-jpeg by Malcolm White.

Update on Sky 25 G-CFPS

I have received more information from Bill Teasdale (or should it be Bill Teaser), with reference to the ex Austrian Sky 25 kit that Zebedee List will have for sale soon. Bill informed me that it now has its' UK registration, but what he didn't say was that it hasn't been sewn on yet! So the illusive Sky remains just that for now.



G-CFPS Sky 25 in its current state - jpeg by Bill Teasdale.

So for all lovers of hoppers, this one will remain aloof for a while longer.

Favourites and why

In this new occasional section, I invite you to send in your favourite jpegs of hopper or duo chariots with some text explaining why you chose which shot and why in particular this

stood out for you compared to other shots. I thought that I would start the choices with my favourite three jpegs from since the hopper list started and why they mean so much to me. The first of these dates from the mid nineties and features one of our earliest members (now a lapsed hopper pilot), Derek Maltby. A few years ago (pre 2005), Derek had a Cameron H-34 G-EZER.



In this shot, you really get a feel for the pilots perspective .Great colours, unusual angle and a sense of him having a good time makes this **my number three** all time favourite jpeg. Thanks to Derek Maltby for supplying the jpeg.

My second all time favourite jpeg is a somewhat newer choice in respect that it only dates from last year. Pierrick Duvoisin sent to me a couple of jpegs relating to his world record flight in his

Ultramagic Ax1 hopper. The combination of a great visual with stunning background coupled with the obligatory snowy terrain adds up to one great stunning photograph; The best photo is shown below and typifies the efforts that record breakers take to achieve the goal. You can sense from the jpeg how cold the ambient weather is, and even the glint from the sun on the highly polished silver finish effect adds to the composition.



Pierrick Duvoisin supplied this great shot of his record breaking flight .

My Favourite Jpeg and why

It is hard to choose your all time favourite jpeg and along the way Thunder and Colt Demo colours (in yellow with the rainbow colours), came close to getting the vote. However there is one shot that just captivates me every time I look at it, primarily

because it once again features snow and secondly at this altitude Bill Mackinnon must have frozen his socks off. Bill is in the midst of a hopper flight at the prestigious Chateau D'oex Balloon Festival, descending at a rate of knots into the valley in G-IAMP his Cameron H-34. I never did find out who took the shot, but you can see he is clearly having fun!



Jpeg by Bill Mackinnon (but probably taken by Ian Sharpe?)

Adrian Cox- Tales of Hoppers (G-EROS and G-BKIZ)

Some of you may know Adrian Cox from days past, but as a returning hopper pilot, Adrian has plenty of tales of exploits undertaken in either G-EROS "The Evening Standard Hopper" or

in G-BKIZ his Colt cloudhopper. Here in his first submission he relates some of the numerous tales of exploits with hoppers.

In his own words are some extracts from those fun days.

When I was flying, it was all film and SLR's so I've nothing much of Hoppers in digital format as the digital Camera didn't exist at the time. Actually, I was co-owner of my first balloon with an Evening Standard Photographer - in fact the UK Press Photographer of the year at the time, and he actually had one of the very first "production prototype" digital cameras the paper was given to test-drive, and with which we photographed the Editor flying in G-BSMS - a Viva 77, and then sent the photo image back to the London picture desk while still in-flight, using a breeze block sized mobile phone, a phone in rubber cup modem and a battery pack in a back-pack. I think this was probably the first time such a thing had ever happened - at least in the Civilian world. Mobiles were very rare in those days and had a pull-out aerial about 1ft long and came with wheels - the batteries weighed so much. With this association, naturally I got involved with G-EROS their hopper a Cameron O-34. This I flew along with G-BKIZ a Colt Ax-1 Air chair which I bought to fly in the Alps one year when G-EROS, the London Evening Standard O34 now "held" by Tony Brown, was needed for some promo stuff in London and I was planning a mountain flying trip. Surprisingly, my 4th or 5th ever flight in a balloon was a solo in EROS, supervised by an instructor in another balloon with another PUT. There I was, Solo with 3 hrs PUT in a hopper. Needless to say, the other PUT had a panic attack and smacked into the ground while the instructor was fighting him for the controls, and I, unwilling to follow the same flight plan, ended up out of sight, but landed safely.

I put on a fair few hours on EROS, which I ended up looking after. The best stunt for EROS was a cross channel flight,

undertaken by Photographer Clive Howes featuring some good shots of it over Dover Harbour. I flew EROS in the first Hopper Games at the Pete Dunnington organised event at the 1993 or 94 Luxembourg World Championships, as well as in Italy, France and all over UK. I flew at Biggin Hill, Brands Hatch and many other top sporting events and had a ball, trading tethers in EROS with pilots from the Red Arrows and the famous colliding Soukoi Russian fighter pilots, for taxi rides around airfields and cockpit time in their Hawks and Mig Aircraft and whatever, pretending I was Tom Cruise, canopy down, making whoosh-whoosh jet noises to myself.

G-BKIZ went to ALBQ a few times during the 90's flying and glowing, as well as doing meets at Zel am See and Rhoormoos/Filtzmous, braving the mountain breezes and sitting half way up a mountain at night for a "big-scale" Glow.

I also flew the Typhoo Tea GNOO hopper a bit (currently in the Zebedee list for sale), then owned by Mark Shemilt (in the latest Aerostat with a hopper endurance record). Most memorable was at Metz for the opening of the Nancy Lorraine regional airport, before Metz moved to its current site. I'd gone to Metz with G-EROS, but that had to go back to UK for a promo somewhere, so I was left with nothing to fly. I'd helped Mark Shemilt whose car had a clutch problem, who offered me use of the Gnoo Tea-bag as we used to call her.....apart from the traces of the long since removed Tetley Tea Logo, it had thousands of little perforations, you see?

The trouble was Gnoo didn't have a base with it, so I borrowed an ancient single frame burner from someone, a Worthington Tank from someone else, a Tether Vee-bridle to clip a mountaineering harness to, a quick release to hang the Worthington from, and

with one set of gas pipes curled up out of the way, and with me and the Worthington dangling...I went flying. The trouble was that the harness, while great for saving your life in a mountain fall, was not designed to hang in for any length of time, and tended to restrict circulation to certain "body parts" One was obliged in flight from time to time, to swing upside down in the harness and slide the legs over the burner frame and re-arrange the "luggage" to get the blood flowing again. Normally, that's ok but remember this is in amongst 600 balloons at Metz, and when you fly past a passenger balloon with 12 first time flyers, it looks awfully like your basket has fallen off, your gas bottle is hanging on by a thread, and you, the pilot are hanging on for your life by your knees.

The organisers were very reasonable about the panic caused, and with the addition of a plank of wood with 2 holes in it, plus a length of strong rope to form a swing seat, the problem was resolved and flying recommenced. The Teabag was from then on referred to as "Flying the Plank".

At various Italian meets I flew on several occasions one or other of the Cameron Demo hoppers - 42's I think - very heavy with all the foil deco and Cameron logos, but good solid balloons.

We put one of the Cameron Demo balloons up inside a swimming pool, tanks and burner and crew 90% under water for a red nose day 'indoor underwater hot-air ballooning stunt'. Also in Northampton, we did the pre meet press flights with Eros for the very first Northampton Balloon meet, organised by Polydron's Ronan Harvey.

Along the way there were various other hoppers - G-SUES, a horrid Thunder base under a ...was it pink or yellow top - about a 16 I think, owned in those days by BSB or Flying pictures and good to hop over the hedge while the Passenger balloons of BSB

or Hot Airlines or primetime or First Class, or Adventure, or...well while the passenger balloons were loading up the cattle.

I proved hoppers could be flown fast - Cameron bases at least - the twin tanks and side handle bars making it a comfy stable back-landing base for the fastest of drags, best being when I out braked Kim Hull in his brand New 315 passenger balloon with super quick deflate "stop top lock top" whatever, when we were playing together one windy day.

I did 2 or 3 seasons flying for Kim in 180's and 210's with the odd try-out in the then all new world of 300's and above. Tricky thing was working a full-time salaried job as a marketing manager with a French company, while passenger flying in excesses of 30 hours some months when the weather was cooperative. How often did I dream and pray for wind and rain in summertime!!!

Amongst the more memorable exploits, dressing up as Father Christmas and low flying the M3 on Christmas morning rates as one of the best. I was attracting the attention of the Police who evidently couldn't quite bring themselves to put in a report of Santa Low flying on Christmas day!

Another exploit involved inflating in the office Car Park at 5pm in a slot cunningly arranged between the cars thanks to a couple of chums moving out of the way so I could piss off the boss and shut the light out of his office on the 2nd floor by plopping the canopy over it as I went.

Landing on Queens Parade Ground in Aldershot, I then spent 3 hours tracking down the dog that "legged it" on seeing the approach I was on.

On another occasion, I was booked by the FAA at ABQ for "showboating" above the launch/target site - a charge withdrawn

after sticking the inspector up on tether so he could see for himself that you have to spin round to keep good observation to miss the low houred Kama kaki American pilots target fixated and descending at 1600ft/min from 8,000ft when directly above the key grab poles. I've watched 2 different fatal accidents at ABQ, plus one near thing, a balloon ripped wide open but at low level, by a Kama kaki that went on to disappear into his own canopy and skittle the poles right across the launch field. Scary events include bouncing 2 big balloons together so they dent by a couple of yards each which is fine, but do it to a hopper, and its 3/4 deflated and on its way down.

Better memories include taking off in Albuquerque and landing almost 2 hrs later after 2 box overflies, taking coffee and doughnuts off the roof of an ARV in the trailer park, then landing back in the pickup bed of the chase vehicle that had not moved from its spot on the launch site since take-off.

Downsides of hopper flying include a flame-out and hard landing in the Alps above Briançon that led to 6 month physiotherapy to get back the 2" I'd lost. Other stunts included "Crown riding" the 315's, strapping I don't know how many attractive young ladies into the chair for their 2 minute flips. All in all there are lots of silly games and great moments.

Adrian Cox

Please note: The essence of the above is correct but the editor has edited the content to ease the way it reads.

3, Updates to the website / Newsletter/ Forum Topics

Quite a quiet time on the forum with little of general interest to report and with no substantial topics of note, this section is empty in this edition.

4, Homebuilt section

I am beginning to question the validity of using this section, because despite my pleas for information of your projects and where you may be in the build process, we have another month with nothing to report in this section. If you wish to drop this section let me know, otherwise please send in to me all your project news to the usual address steve.roake@ntlworld.com for inclusion in future editions of the Cloudhopper News. Thanks.

5, Gallery Pages.

This section is the Editor's choice of new jpegs, visuals and older balloons of interest or alterations.

First photo's this month are before and after shots of Andy Davey's G-BWEE Cameron Viva 42 which has been modified to now have turning vents.



In original guise G-BWEE Viva 42 -jpeg thanks to Mel Kirby



And now sporting Turning vents and a new Orange band at the bottom is "purplish"- jpeg thanks to Andy Davey



*Seen here on its' test inflation (hence the basket), your editors new toy gets its first airing .G-UHOP Um 31-Big C/N 31/09
Jpeg thanks to Ultramagic balloons Ltd*

6, Manufacturer News / Events / Updates

Mark Shemilt- Further to his recent record breaking exploits, I bumped into Mark at the handover of my new hopper envelope whilst at Chris Dunkley's repair station. In general conversation Mark told me he has another balloon in construction utilising the Ultramagic Aerofabrix material. This time the Ax1 8000cubic feet balloon will allow him a chance to challenge Pierrick Duvoisin's current record. Mark acknowledged that this particular record would be a really hard one to beat as the current level is remarkably high.

Event News-

The Solo Meet held at Great Missenden over the first May Bank holiday (1st -3rd May) is now integrated into the renamed Black Horse Mayday Fiesta. The Black Horse Club felt that by name changing the event regular sized balloons could compliment the hopping activity. Rest assured that hoppers are still most welcome with Kevin Tanner leasing our activities. Further News is that Ultramagic Balloons Uk are now sponsoring the event with prizes from them and competitions at each flying slot. Details and booking form are below



The Black Horse Ballooning Club
MAYDAY FIESTA
incorporating the
Solo Meet

www.solomeet.wanadoo.co.uk

May 1st , 2nd , 3rd & 4th 2009

Following the successful 'hopper get-togethers' held at the Black Horse in the spring of the last three years the BHBC are repeating this 'open' meet for hoppers and one man

balloonist as part of our MAYDAY FIESTA supported by Ultramagic UK.

The BHBC Solo Meet is for all pilots who enjoy flying alone whether in a basket or 'leg dangling'. This is a 'grass-roots' fun style meet and is open to all solo balloonists with NO maximum envelope size, however qualifying flights are restricted to pilots only.

Flights during this meet may be from two locations, The Black Horse -Gt. Missenden (Map165/891020) and Quainton in the Vale of Aylesbury, partially dependant on wind direction.

Registration and social

Registration will be by submission of a completed and signed Entry Form with appropriate fee (see details on the form).

We will be at The Black Horse from 8.00pm Friday 1st for check-in and distribution of final details and to socialise.

Any changes or updates to the meet details will listed at www.solomeet.wanadoo.co.uk.

Briefings

These will be on the designated launch field at 06.00hrs and 18.00hrs or as notified in final details and will include a Met Forecast plus any other information relevant to a safe and enjoyable flight.

Insurance

All balloon owners/operators must declare on the Meet Application Form the name and address of their insurance company and that their insurance meets the legally required level.

Maps

You will need to provide all your own maps marked with Sensitive Areas and ATC maps, any later information will be notified at briefings.

Landowner Relations

BHBC adheres to the BBAC/NFU Code of Conduct and our LRO is Amelia Timmis. We will be using "landing forms" for the duration of the meet. It is 'custom and practice' in this area to offer co-operative landowners a bottle of wine.

Legal Requirements

Pilots are reminded of their obligation in respect of the validity of licences (including current medicals), carriage of maps, compliance with the ANO and current valid insurance (including compliance with any insurance company requirement e.g. C of A)

Propane

This will be available from the bulk tank at The Black Horse and will be charged at the BHBC member's rate. You can either pay cash at refuelling or lodge an 'open signed' cheque at check-in or briefing.

Challenges, scoring and prizes

Challenges are currently being devised along with scoring criteria.

If anyone feels inclined to donate a prize and nominate a qualifying task or criteria we will be happy to incorporate it. A farewell social and 'prize giving' is planned for lunchtime Monday May 4th at The Black Horse.

Contacts

Tim Crowdy Mob: 07978 623580

Email; ballooningtim@btinternet.com

Kevin Tanner Mob: 07956 571622

Steve Roake Mob: 07721 358758

For anyone wishing to attend, I have copied the entry form for the event below (ED) and look forward to seeing you there.

Don't forget to pack the nice weather please!

**The Black Horse Ballooning
Club**

Solo Meet

www.solomeet.wanadoo.co.uk

May 1st, 2nd, 3rd & 4th 2009

This year the Solo Meet will be incorporated into the Black Horse Ballooning Club's MAYDAY FIESTA which is being supported by Ultramagic.

Free Entry for BHBC Members, Non-BHBC members £25 (which will include BHBC

Membership to Dec '09).

Please send your entry form with cheque made out to 'Black Horse Ballooning Club' to;

Tim Crowdy, 26 Bernard Close, Cuddington, Aylesbury, Bucks. HP18 0AJ

Entry Form for 2009 'Solo Meet'

Pilot's

Name.....

Home Address:

.....
.....
.....

Mob. Phone no. PPL/CPL No.

.....

Email

address.....

Balloon Reg. Make/Model

.....

Balloon Name Owner if not Pilot

.....

Name of Insurance Co.

.....

Policy No.

.....

1. I certify that the balloon has a current insurance policy that meets current legal requirements

2. I agree to indemnify the Organisers of the Meet and the Landowners against any claims made

Against them as a result of the operation of the above balloon.

3. I understand that all inflations, flying and other activities related to the balloon during the Meet

Period will be subject to the permission of Meet Organisers and their representatives and accept

Their authority on all operational matters.

Signed. Date

.....

There will be an 'End of Meet' social and prize-giving at The Black Horse, Gt. Missenden, Bucks on Monday lunch time.

BBML Inflation day West Woodway House (Newbury) Berkshire

Few details available for this event except for the confirmation of the dates, 20th-21st June are now set. Optimistic organisers speak of 100 balloons with hoppers playing their part. For more details see the following link

<http://www.westwoodhaygardenshow.co.uk/Balloons.htm>

They are generally well attended events.

7, For Sale /Wanted section

A further sign of the success of the For Sale section, the fan advertised last month by your editor is now sold. For your desires this month we have unearthed two complete systems and two envelopes remain up for sale with one reduced in price.



HB-QIT is a Lindstrand 35A, Currently in Bern Switzerland. This complete system comes with black and white envelope (see left).text translated reads as follows

Unique opportunity! An almost new Cloud Hopper Lindstrand 35A must complete. HB-QIT. Only 14 rides since new. Almost 20 hours. Euro: 8'000. -- bar from space. Incl. CofA for export.
Sellers details Christoph Meyer CH-2572 Sutz Schweiz

Telephone: +41 32 397 51 42
Mobile: +41 32 695 13 69
Telefax: +41 32 397 51 44
Homepage: www.ballonfahren.ch

Details of the above supplied thanks to Richard Sargeant

G-BVRL LBL 21A is for sale

Martin Axtell offers for sale his LBL 21A G-BVRL which is in Lindstrand Demo Colours with only 28hours total time. The balloon kit comes with a practically new T&C mark 2 bottom end in fantastic condition with electronic pilot light and cow burner. It features a swing seat and comes with an EASA C of A. Martin can be reached on 07742-666554 or at mjaballooning@hotmail.com .Price is £3200 ono.



G-BSAK Colt 21 Envelope for sale

Further to last month's advert, Gavin Chadwick has for sale his Colt 21A 1990. G-BSAK. 25 hrs (11 free/14 tethered). Red with artwork partly removed. Turning vents. Very good condition. Weighs only 81 lbs. EASA C of A / ARC to Aug '09. Genuine reason for sale. £1400

Gavin Chadwick - 07889 457177 or hotair@virgin.net

G-BSDV Colt 31A for Sale (Price reduced)!

Your editor is selling his Colt 31A Envelope, registered on 19th April 1990, she has done 76 hours 15 mins (last flown 21st March 09). EASA C of A until August 09, she is now surplus to requirements with the new purchase. Turning vents are currently disconnected but lines will be supplied and can be reused. In the current climate, a price reduction to £1850 seems fair from the original £2000 previously quoted. Comes with original Colt bag and stylish Lindstrand 31A replacement bag. Great entry to Hopping Balloon with loads of life left in her, she needs new Loving owner!

Contact Steve Roake on 07721-358758 or 01276-516125 after 7pm weekdays or Email steve.roake@ntlworld.com

And Finally

Membership is currently a healthy 382 members and still rising. We are getting closer to the magic 400 mark. 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 is always welcome. Views aired by contributors may not be those of the Editor

Safe and happy flying Steve Roake.



Colt 25A G-BUPH has just been deregistered anyone know its status? Believed to be resident in Germany.

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