



Issue Number 20

October 2007

Greeting's to you all.

October represents probably the single busiest month of the year in terms of hopping activity. Traditionally the second week of October is the annual One Man Meet, and this year instead of one event, we actually managed two. The traditional event went to Barolo in Italy to celebrate 25 years of OMM, whilst here in the UK, a hastily arranged alternative call the "Not the One Man Meet" was held at Husbands Bosworth in Northants. at the same time. Coupled to these two events, there was also the prospect of a Hopper fly out at the annual AIBF festival in Albuquerque. Combined the two events had over thirty one man craft airborne over the weekend of 12-15th October, which in itself is a remarkable achievement.

Many thanks to the contributors this month for their collective input from the events. Ian Chadwick gives us a brief review of what events were flyable over the years. We have a report from Italy from Sarah Bettin and fantastic photographs submitted by Gabriela Sargeant who has truly captured the moments with some fantastically scenic shots.

Also thanks to Bernie Williams for the concise selection from Husbands Bosworth and to Peter Gooch for his review of activities during the weekend. The weather also smiled on both events over the weekend in question so a good number of flights took place with the Rugby World Cup semi-finals adding another

sporting connection to the recipe with some quite vocal support on offer in the gliding club hospitality area!



*Chris Dobson gets up close and personal with one of our hosts at Husbands Bosworth Gliding Club (jpeg by Steve Roake).*

## **Contents**

In this 20<sup>th</sup> Issue I have for your reading pleasure;

1, Ed Speak-Flying in October is a Bonus!

2, The Features Section-featuring the following:

- Ian Chadwick reminds us which OMM's have been flyable over the years.
- Peter Gooch reviews the Not the One Man Meet
- Sarah Bettin enjoys the delights of Barolo Italy.
- Steve Roake's hopper weekend at the NTOMM.

- Cameron balloons fix my hopper fan mesh!
  - Peter Gray uncovers a Mid Eighties review of cloudhopping from Balloons and Airships
3. Updates for the Newsletter/Website/ Forum talk
    - An early 1990's Cameron Sky Hopper is discussed
    - Feedback from the meets!
  4. Homebuilt Section -
  5. Gallery Pages- Another mixed choice of hoppers selected by your editor for inclusion.
  6. Manufacturer News / Events / Updates
  7. For Sale /Wanted Section
    - G-CBLN Cameron Z-31 is for sale by Lee Hooper
    - John Tyrell is selling his bottom end!
  8. Last and not least.

### **1, Ed Speak by Steve Roake** - Nice to be flying in October!

The chance to fly in October is always seen by me as a bonus, however the OMM and this year the NTOMM continue to uphold the tradition of defying the odds and having successful results and rewarding the participants with flyable slots. The proposed fly out of hoppers at Albuquerque simply didn't happen, and disappointingly, the efforts of John Goddard failed, not without some considerable effort on his part to bring it all together. So realistically we should all be grateful to the organisers of both events for taking the time to put on such great weekends without whom they wouldn't happen and for the lucky run of annual good weather to continue and enjoy the bonus of flying in October, long may the trend continue.

### **2, The Features Section-**



*Beautiful jpeg from Gabriela Sargeant from the OMM in Barolo Italy.*

### **Ian Chadwick -The History of the OMM Flying Years.**

The OMM was normally held on the second or the third weekend in November; only in 2000 was it on the first.

After two years of being organised by Clive Bailey, whilst Phil Dunnington was away (2002 & 2003), it was moved to mid-October by Phil, as he is normally away working throughout November.

I have attended every official OMM since 1998 and have made at least one flight in my Cameron N-42 (G-BMWU) at everyone. [Note: In 2006, my son Gavin actually flew G-BMWU and I flew a Viva 56 (G-BICU) solo, by special dispensation from Phil Dunnington].

For interest and information, the following were the flyable day(s) of each event:

1. 1998 – South Wales – 15<sup>th</sup> November.
2. 1999 – South Wales – 13<sup>th</sup> & 14<sup>th</sup> November.
3. 2000 – South Wales – 4<sup>th</sup> November.
4. 2001 – Bristol – 10<sup>th</sup> & 11<sup>th</sup> November.
5. 2002 – South Wales – 9<sup>th</sup> November.
6. 2003 – South Wales – 15<sup>th</sup> & 16<sup>th</sup> November.
7. 2004 – Lake District – 15<sup>th</sup> & 16<sup>th</sup> October.
8. 2005 – South Wales – 15<sup>th</sup> October.
9. 2006 – Peak District – 13<sup>th</sup> & 14<sup>th</sup> October.
10. 2007 – Barolo, Italy – 13<sup>th</sup> October. (14<sup>th</sup> also flyable, but I was only present on the 13<sup>th</sup>).

I do not have details of the OMM pre 1998, but I believe that someone has flown at the event every year since it first started, sometime in the 1980s.

A more detailed history of the OMM would make an interesting article in a future issue of Cloudhoppers!!!

The above was sent in via e-mail, thanks Ian. So we now have a challenge, who will fill in the gaps on the early years?

### **Peter Gooch gives us his personal view on the Not the One Man Meet held at Husbands Bosworth**

PM on Friday 12<sup>th</sup> October Husbands Gliding Club -What's going on? The arrival of a few strangers (to the club that is, not necessarily between themselves), lead by a familiar figure in a bright red hat. The "it's Not the One Man Meet" takes itself to the Leicestershire countryside as guests of the Gliding Centre by kind permission of Roy Speckley.

The met for Friday and the next couple of days is looking good, one or two flew on Friday afternoon, namely Julia Dean in her

chair, but the idea was to meet at the gliding club on Friday afternoon and do a bit of social bonding (have a jar and a chat) in the club house which is very well appointed, even having its own overnight accommodation (£8-75 a night) which Chris Dobson managed to book at 16-00 Friday afternoon( no heater -but heh! at £8-75 per night, a bed is good enough).



*Peter Gooch's view of Saturday morning affairs at the gliding club (Jpeg by Rowena Gooch).*

The first brief was 08-00 on Saturday morning (how civilised), - the met was low cloudbase with very little wind which would lift eventually, but with a generally southern airflow- we wait a while. The low cloud comes and goes with viz between 500m to 1500m



*Andy Austin tries G-CEJT Cam Z-31 for size (potential purchase?); with Tim Dudman in G-BXVP sky 31 and Neil Roberts G-IHOP Cam Z-31 keeping company (jpeg Steve Roake).*

And back in waves- we can still float across the airfield as there won't be any gliding activity in these conditions.

Out they all came, serenely floating in the murk, with their trusty crews dragging them back to the perimeter fences when they could go no further, taking between 10 to 15 minutes to get across the field. For the next hour or two hoppers of all sizes And colours were assembled, inflated and flown across the airfield, to the great amusement of the gliding club members who thought we were all quite "Barking Mad".

Such was the interest generated that four members of the club are considering forming a syndicate to learn and buy a hopper-now who is "barking"?

A late breakfast was on the cards taken in the clubhouse by all and sundry and well earned it was too- the catering facilities for a comparatively small club were brilliant and exceptionally good value too. A masterpiece of cholesterol enhancement for a little over four quid including tea and toast- what more could anyone want? A clearer day perhaps-which we got later on.



*John Tyrrell in G-FFFT, Lindstrand 31A.*



The afternoon briefing brought the weather we were wishing for with a gentle 6-8 knots across the field and better viz, not perfect but certainly good enough to see where you are going with most leaping into the air on a track towards Bruntingthorpe- which for you aircraft aficionados will know is where the Vulcan, that is hopefully going to fly one day is kept (and did days after - Ed!). This is where at least five of us landed amidst screaming Lambos and Ferraris racing around the track.

That evening, after flying, we all adjourned to the clubhouse for some ribstickingly good grub, provided at a very modest price by the club cookhouse-washed down by ample quantities of "lemonade"-the evening further being improved by watching England win the Rugby on the clubs TV.

The following morning dawned brighter with much better viz but a tad breezy-the entourage thus moved its launch location to Kelmarsh Hall, the site of last years' museum inflation day, where the cover was only a smidge better-good flights were had by all, including a unique experience where one pilot was thanked by the farmer for landing on his land. All and sundry once again returned to the gliding club to partake in their magnificent breakfast which was followed by "Prize Giving".

Prizes were awarded as follows:

Messrs Nick Calvert and Langley for leading the way on each slot (bottles went to crew ladies).

Andy Davey for travelling all the way from Germany.

Steve Roake for Hopper website and general assistance.

Neil Roberts for being the International Entry, coming from Wales.

Andy Austin for NOT organising the gas-if you want to know why ask Andy?

Ian Ashpole for arriving on Sunday in his Piper Super Cub and being a bit of a hero!

Chris Dobson for being a jammy git generally over the course of the weekend.

Finally Roy Speckley (now let's hear it for Roy), for the clubs splendid hospitality.

Great thanks must go to Captain Red hat and his assistant for organising an old style laid back balloon event for balloonists, along with Andy Austin for not organising the gas (joke), and the club and its members for providing us with an absolutely brilliant venue with superb facilities-round of applause for the chiefs. We will be back-if you will have us!

Peter Gooch



*Peter Gooch vaults Andy Davey in his "oversized hopper"*

Sarah Bettin reports on her weekend at the OMM in Barolo Italy.

**THE ONE MAN MEET 2007**

An email from Phil announced that this year's One Man Meet was going to be held in Italy. Barolo, Italy, to be precise. A small town set on a hill surrounded by vineyards. Superb red wine, fantastic Italian food and oh yes - we might have to do a bit of ballooning as well!

Organized by Pietro Contegiacomo and Barry Birch - who did an absolutely fantastic job from start to finish. The balloon had to be delivered to Cameron's by 12 noon on Tuesday 2<sup>nd</sup> October, at the latest. Arriving on Tuesday morning there was a small pile of one man balloons waiting to be picked up. I believe that Pietro and Barry picked the balloons up personally and on arriving in Barolo we were informed that all tanks had been refuelled and the balloons were ready to go.

We arrived on the Friday evening just in time to meet everybody at the Hotel Barolo for a fantastic meal - 7 or 8 courses of fantastic food. I can't quite remember how many due to the red wine haze that developed.



*Mass fly out at Barolo by Gabriela Sargeant (at least 13 hoppers).*

Briefing was in the town square at 8am on Saturday morning - very civilized. Barry's briefings were short and sweet - light winds, let's go flying - what more could you ask for. The winds seemed to be very predictable, flying away from the town in the mornings and in the evenings the wind swings round and we flew up over the town in the opposite direction.

Once each individual balloon had been found everybody flew - 15 balloons in total. Very gentle winds so lots of floating about and Ian Chadwick almost got back into the launch site.

After the flight we made our way to Mondovi which is about 30 minutes drive away to the Saturday market which is always worth a visit. I now have enough parmesan cheese to last for a while!!

We returned Back to Barolo for the afternoon briefing at 4pm. The wind was a little stronger but forecast to drop which it did

and it was lovely site to see all the balloons floating over the town. The landowners were super friendly and retrieving was very relaxed.

Sunday morning dawned and as we were a team of 3 pilots (Tony Brown, Nick Bettin and myself) it was finally time for me to get a flight, with quite a misty morning but similar to Saturday with very gentle winds. I flew for 35 minutes and landed just down the road from the launch site, Nick then took over and flew for 25 minutes.



*Unusual shot of the launch field by Nick Bettin in G-EROS*

Richard Ashford flying G-IAMP landed in the same field as me, Paolo Oggiano took over and landed back on the launch site. Bill MacKinnon then took over and flew up the hill towards the town and ended up landing in the Square. Gabby Sargeant also flew - her first hopper flight and Richard had just sold their hopper to Andy Walker I believe. There were rumours that as Gabby

enjoyed her flight so much they were going to have to buy another one!!

The International Truffle Meeting was on in Alba which was about 10 kilometres away. Some of the participants made a visit - 47 Euros for two fried eggs with a dusting of truffle on the top!



*Peter Bish in G-BPXG and Richard Sargeant HB-QIV fly together (jpeg by Gabriela Sargeant).*

Sunday evening was again another lovely flyable slot and because Tony was going to fly Phil Dunnington's Z31 I got my second flight of the day. The plan was that we would land close together and it looked as though we were going to land very close together as our envelopes were touching as we came in. But a car park with

rather a large lamp cluster was my option so I flew on. Tony doing his usual landed in someone's rather small front garden and the balloon had to be walked back across the road into the carpark to be deflated!! I landed on a farm a little further on. The whole family came out to greet me and it wasn't long before Nick arrived to pick me up.

The "Survivors Dinner" was held at a superb restaurant up on the hill from Barolo with many local specialties served and a different wine for almost every course - fantastic!

I wasn't intending to right this piece so did not make a note of the awards but the following is what I can remember!

The Wooden Tit was awarded to Pietro and Barry for organizing such a fantastic meet.

The Cock Up award was awarded to Phil, Pete and Stuart for losing their car on a retrieve - I didn't get a full explanation of this!

Gabby Sargeant got an award for her maiden hopper flight.

Those that were at the OMM in 2006 may remember the Wellington boots that Tony Brown was awarded for something to do with sheep! Well he returned them and they were duly awarded to Bill MacKinnon for landing in the Town Square.

Phil Dunnington was presented with a beautiful glass decanter. Can't remember by whom - red wine haze again I'm afraid! It is still to be confirmed if he managed to get it back due to luggage restrictions!

In summary an absolutely superb time was had by all!

Here follows a list of participants.

Phil Dunnington	G-CBIH	Cameron	Z31
Pete Dalby	G-CCSI	Cameron	Z42
Pete Bish	G-BPXG	T&C	Colt 42A
Roger Kunert	G-BYRK	Cameron	V42
Tony Brown	G-EROS	Cameron	H34
Ian Chadwick	G-BMWU	Cameron	N42
Bill MacKinnon	G-IAMP	Cameron	H34
Piers Glydon	G-BCEU	Cameron	O42
Peter Mossman			
Paul Spellward			
Richard Sargeant	HB-QIV	Lindstrand	35A
Pietro Contegiacomo	I-PULU	Cameron	
Roman Mohr	G-CDXF	Lindstrand	31A
Stephen Lacey	G-LELE	Lindstrand	31A
Steve Burden	G-HOPA	Lindstrand	35A
Barry Birch			

Many thanks Sarah!

### **Steve Roake's hopper weekend at the NTOMM**

Friday the 12<sup>th</sup> October saw some decent weather and with high expectations I met up with Andy Doggett (my trusty crew mate for the weekend), and headed for Northamptonshire with the express desire of flying at least once. We left Surrey with just over 100miles to the destination, Husband Bosworth



Gliding Club in the knowledge that there was a fair chance that I might be able to sneak a flight in that afternoon. We arrived just after 3-30pm, and to our surprise we were one of the first to arrive. Retrieving the hopper fan from Colin Wolstenholme and with winds of under 7knots, there seemed no reason not to fly. With help from the crowd (i.e. everyone around), I took off at 16-30 for a local flight.

It seemed crazy as I flew across the field, that no one else was there to enjoy the experience as well, "but the early bird gets the worm" as they say. After the flight, on reflection, having a lot of experienced folks around helping you, Sometimes deflects you from your routine, and so it was that I inflated having not done a burner check. Once upright and strapping into the seat I went back to the basics to cover all the checks prior to departure and so wasn't bothered much by my oversight, but it reminds us to do things in our own way and own time.

The flight itself was great virtually low level all the way for 1hr 15mins, surprising in the fact that there were quite a lot of features and contours in the perceived flat countryside. I am used to having to avoid livestock and therefore flew longer than I wanted to in order to land clear of them ,eventually (practically on fumes),landing on the rough edge of a sewn field at about 6knots ,only to later discover that local farmers are actually okay about their stocks. Very nice to get back in the saddle after a lay off due to local Foot and Mouth limitations in my area having precluded flying since Metz. Total distance flown was 6.4nm.

You could have cancelled the rest of the weekend there and then as far as I was concerned! Mission accomplished at the first effort, and upon returning to the gliding club we discovered that both Andy Austin (G-BZSL Sky 25) and Julia

Dean (G-BWOY Sky 31) had indulged in a short hop as well covering the airfield.

For me the only cock-up of the whole weekend was of my own making! I had pre booked our accommodation some 27miles away, and consequently had a 45minute drive on both days to the launch field and so next time, I'll be a bit closer for ease of getting there and longer in bed (sorry Andy)!

Saturday morning held conditions that would have stopped any other form of flying, but with under 5knots all morning.

I took to concentrating on photographing all the others who flew across the airfield before joining them at 10-15am (yes that late)! Hoppers are great for bobbing around in ,and to get so many on that airfield that morning vindicated putting the event on in the first place. We had a great response from the glider pilots, superb food in their flying club, allowance to use their refuelling tank and a real emphasis on everyone meeting and mixing with each other during the day.

Saturday pm briefing, some chose to fly heading North to Bruntingthorpe, but I decided to save myself for Sunday morning and in conjunction with some other pilots travelled to Stamford Hall to watch a local rides balloon launch .The Cameron Z-350 was only six miles down the road, but stood up effortlessly unlike the exposed airfield where some challenging conditions saw some interesting inflations and a chance for some annual C of A certification.

The evening entertainment included some vocal encouragement to the national rugby team in front of a hastily arranged communal television. Very nice cheap homemade food and reasonably priced beer finished the evening perfectly.

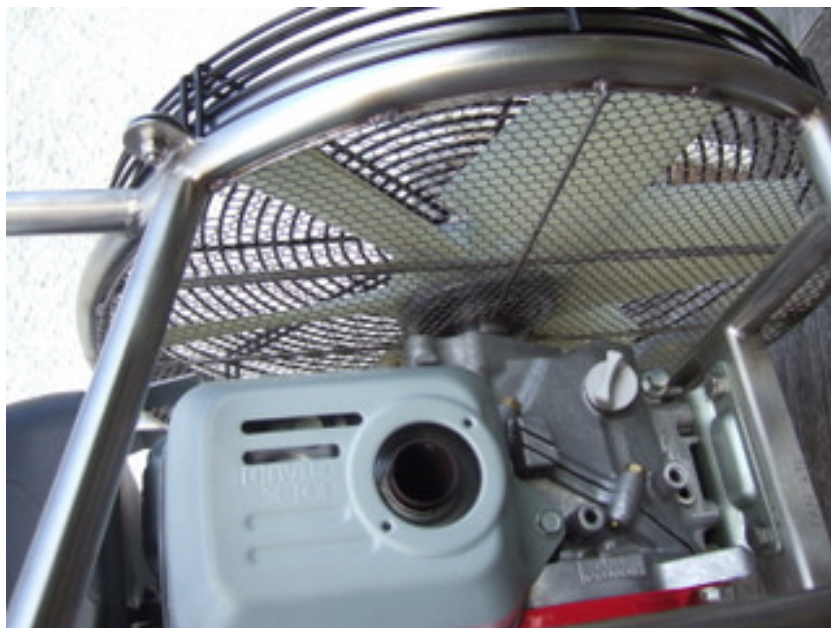
Colin Wolstenholme was the star of the whole weekend. He did briefings, refuelling, and kept folks in the mix when we socialized and basically put him last. Thanks to him the weekend went like clockwork!

Sunday morning was a more spirited flight for those who chose to fly, predictably being those with more experience generally and having assessed the conditions on the launch field I found myself with Neil Roberts and Kevin Tanner deciding to stay on terra firma whilst watching the others fly.

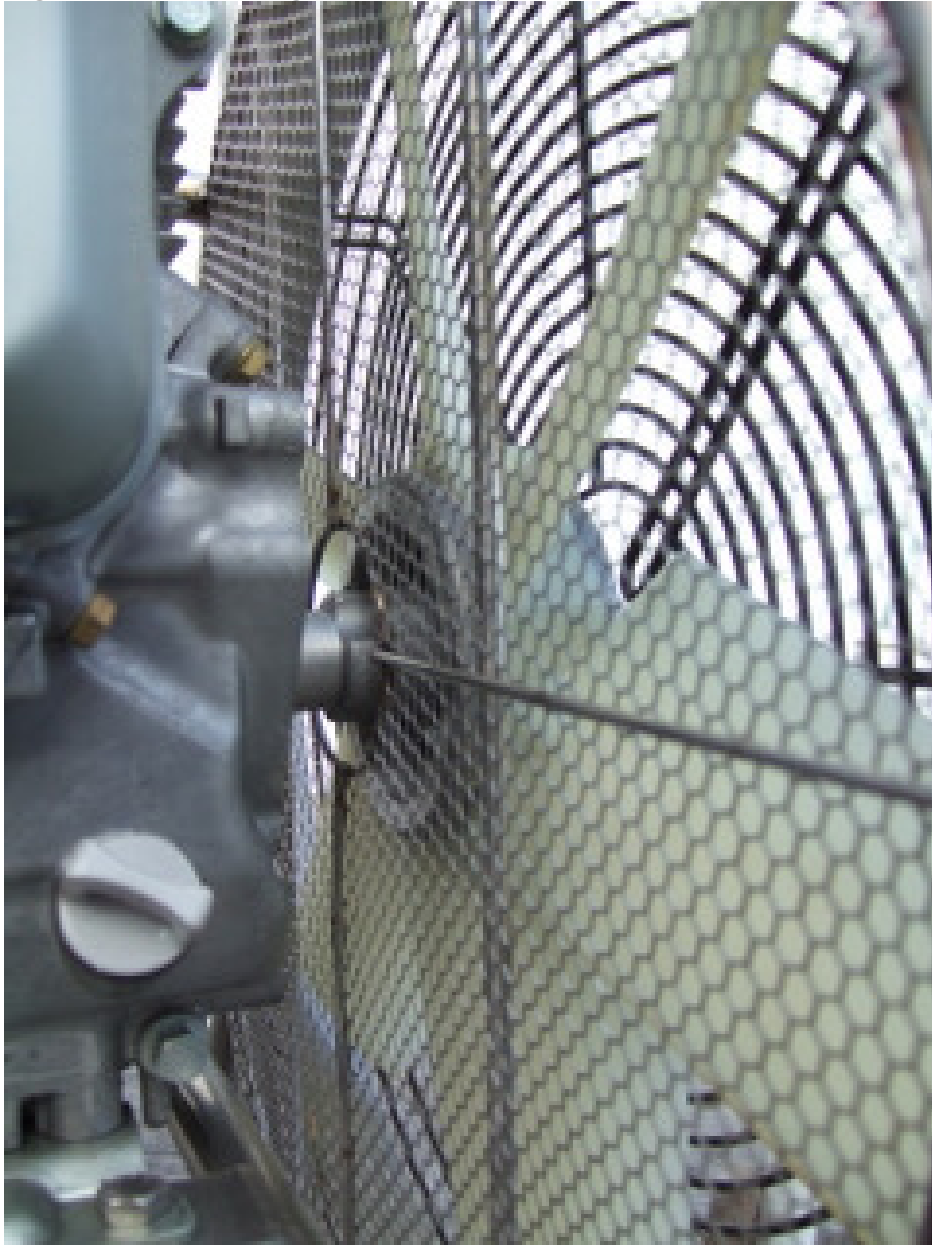
Summing Up the weekend experience from my point of view. This is the style of event I would travel hundreds of miles for. I do enjoy a centralized hotel location and love being pampered in the midst of everything that occurs(in the background),like we had one year at Llansfarrant Court Hotel in Raglan Wales but this came a close second and on a budget that suited everyone.



The Lovely people at Cameron balloons have fixed my Hopper fan at last. If you remember it was sent back because a fault occurred with the mesh detaching behind the blade and panting.



As you can clearly see from this series of jpegs I took here, they have given the subject some real consideration and so now the mesh is strengthened with supporting rods either side of it stopping it from moving excessively.



Speaking to Colin Wolstenholme (thanks again for returning it to me) at the Husbands Bosworth OMM, I understand that they are also looking into a replacement fan blade (which to be fair has

been poor for some time), possibly as a result of the Jack Klein fan effect. I'm told that once available, the replacement blade will be made available to me for testing, so look forward to being able to tell you news on how good it is soon. Thanks for fixing the item for me.

Peter Gray sent in an article that was first published in *Balloons & Airships* on hoppers and is kindly reproduced here courtesy of Kelsey Publishing.

### **IN THE BEGINNING**

The original cloudhopper was about the size of the tank divers use, and had a small, 12,000cu ft envelope made from polyester fabric. The original concept was that the unit should be as small as possible and polyester was the ideal choice for this because it is stronger and can withstand much higher temperatures than nylon. Very quickly it was realised that they were very expensive, and did not provide sufficient duration. Cloudhoppers developed from there. The first cloudhopper which a modern balloonist would recognise as father of the type was built for the Hot Air Balloon Company (HABCO) now Flying Pictures in 1979 and was from the Colt stable. The design was based on a Worthington cylinder and 14,000 cu ft envelope, a Meccano-type burner frame with a swivel mechanism and a purpose-built burner with its blast valve on a floating hose. The pilot hung in a standard parachute harness modified to accommodate the burner frame. A second harness carried the emergency parachute and the envelope release mechanism. This Heath Robinson affair was the first certified one-man balloon and was the foundation for the first production version, brought out in early 1980.

The production version was significantly different from its prototype. It still had a Worthington cylinder but the burner frame was a swan-neck design with a swivel mechanism. The blast valve was overhead and peizo ignition had been added. Initially, it had a specially designed burner but this was later changed to a standard Thunder Mark II. A new harness was designed with provision for the emergency parachute and incorporating a seat reminiscent of a child's garden swing. An audible fuel alarm was added. Envelope sizes were now 17,000 and 21,000cu ft as the smaller envelope did not provide sufficient lift for an acceptable flight duration.

In 1980, a lightweight version of this was made for HABCO, which had been commissioned to provide one-man balloons and pilots for the film '*Green Ice*'. Rather than use the heavier Worthington cylinder, these were based on a purpose-built mini stainless steel cylinder with the swan neck frame welded to it. The purpose built burner had the pilot fed from the pressurised swan neck. The envelope was 14,000cu ft in a 'dull grey fabric'. The harness was standard. Four units were built and one spare envelope and these were flown from the top of a skyscraper in Mexico City as part of the film's plot to steal emeralds (one of the pilots was Ian Ashpole).

Meanwhile, back at the ranch, Thunder – in the late seventies not connected with Colt in any way – built a Sky Chariot. The first version was designed by Tom Donnelly and Dick Worth in 1979. It had a 17,000cu ft eight-gore envelope which attached to a one-piece chair frame. A Worthington cylinder was suspended underneath the seat. Turning vents were used on the envelope and it was almost certainly this balloon which made them popular. Later Thunder added a 21,000cu ft envelope and an extra strap-on cylinder so longer flights could be achieved. In 1980 it was modified for Thunder by Colt, so that the frame was collapsible and had nylon poles. 17A and 21A envelopes were also offered as an alternative to the eight-gore envelope. A two-man version was made in 1980 by Colt, using a 31,000cu ft envelope and two Worthington tanks. A Thunder & Colt Mark II version with a C2 burner and 30kg cylinder was introduced in 1989.

For a decade almost nothing had changed. Away from the main stream of ballooning, the cloudhopper remained the province of the enthusiast with few modifications or alterations. Then, in 1990, a Mark II version was introduced which incorporated all the relevant changes in technology that had been enjoyed by basket balloons. The envelope size was retained, as was the Worthington cylinder. A quick-disconnect was introduced for the frame/swivel assembly which was a completely new design. New valve gear was introduced including liquid fire and the leak-resistant magnum valve. The harness was modified to provide the pilot with greater comfort and therefore the ability to remain airborne for longer.

Rather different from everything else in this article, a one-man gas balloon was built for HABCO in 1982/83. The 53,000cu ft helium envelope was flown by a pilot dressed as Winnie the Pooh. He sat in a simple frame seat with his harness inside his bear suit! The ballast was also inside his suit.

Opportunity is the key to one-man ballooning. To get a flight as the pilot of a one-man balloon is very difficult, so it tends to become a clique. This is partly because

not many people have them and partly because they do tend to be flown only in low wind conditions. The tendency is for people who have been in ballooning for a while to get the bug for this type of flying and then it becomes an obsession – once hooked, always hooked. It is also very much a second ballooning activity – there are very few people who go to buy a one man balloon. It is not sensible to train on one and it's not cheaper than a sports balloon.

Last section of an Article taking a look at One-Man Balloons by Paul Dickinson which appeared in the March/April 1993 edition of 'Balloon & Airships' magazine.  
Reproduced courtesy of Kelsey Publishing Ltd

### **3, Updates to the website / Newsletter/ Forum Topics**

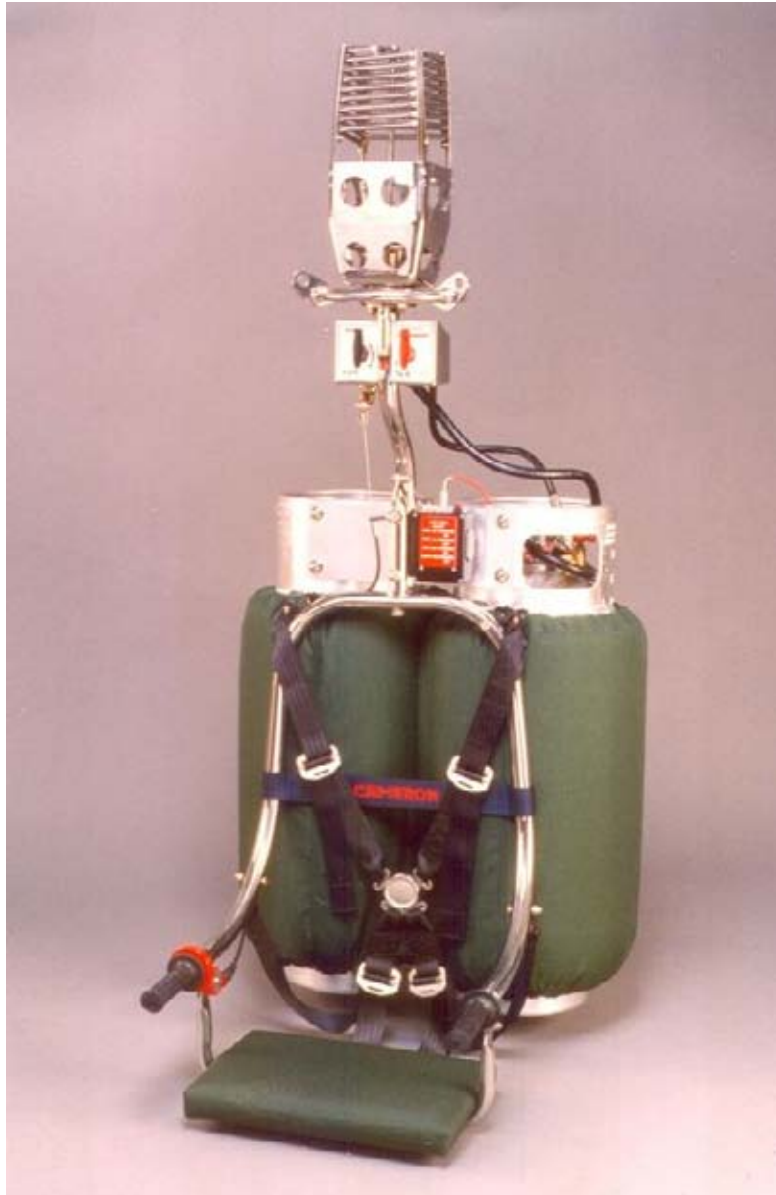
This month has had some varied and challenging debate on the forum; however the most popular topic seemed to emanate from one of Gabriela Sergeants' jpegs from Barolo Italy at the OMM. David Tanzer picked up on the strange bottom end being used by Tony Brown's Team (including Nick and Sarah Bettin) that features amongst many unusual features a twist grip burner control and electrical piezo ignitor(as seen below).



*Nick Bettin prepares to fly the Cameron Sky Chariot that dates from 1990 whilst Sarah and Tony Brown tidy up the pre-flight checks in G-EROS.*

Colin Wolstenholme dove into the Cameron balloons archives and came up with some additional information on the hopper bottom end design.





*Publicity jpeg of the Cameron Sky Chariot here seen with twin tanks (jpeg from Cameron Balloons Ltd).*

The Cameron Sky Hopper base unit which used the mini Mk 4 burner in a swivel configuration, and operated via a twist grip, similar to a motor bike throttle... This hopper design used the H-24 and 34,000 cu/ft envelopes, together with a single fixed 40L Worthington fuel cylinder, with an option to have twin Worthington

cylinders linked and manifolded together ( as per the photo). Many Thanks for that Colin!

### **Homebuilt section**

Nothing to report this month.

### **5, Gallery Pages.**

This section is the Editor's choice of new and older jpegs.



*Sent in from the recent French meet at Forcalquier in Provence France, held during September, Andy Davey captured Janet Frazer in G-CDUJ her Cameron Z-31.*



*G-EROS Cameron H-34 at Barolo Italy by Gabriela Sargeant*



*G-BCEU is a Cameron Velco rip O-42 looking great after all these years OMM flown by Piers Glydon (jpeg by Gabriela Sargeant).*



*Brand New Cameron Viva 31 for Bob Knupps HS-HOP  
(Jpeg by Cameron Balloons Ltd).*

If your hopper /Duo picture has yet to feature in this section of the Gallery pages, send me a jpeg of approx 600kb size for future inclusion. Usual address [Steve.roake@ntlworld.com](mailto:Steve.roake@ntlworld.com)

## 6, Manufacturer News /Events /Updates



Interesting times ahead according to Colin Wolstenholme whilst talking about Cameron Balloons Ltd future plans. Naturally Colin has spoken about plans ahead for hoppers with some emphasis on weight saving being at the core of their plans .It has been suggested that the next hopper from them could utilise titanium as the basis of the bottom end and substantially cheaper fuel tanks will be coming soon following a joint venture with BP who are making them out of plastic! Obviously some of what was spoken about is of a commercially sensitive nature but as soon as I get approval from them to announce these issues to you -you will be the first to know.

## 7, For Sale /Wanted section

Before we start this section of the newsletter, I would like to draw your attention to some changes of policy regarding selling of hoppers both in the newsletter and on the forum. Up till now all adverts have been posted free. This position has changed .We now suggest you DONATE a fee for this service of your own choice not exceeding £25-00 payable on successful conclusion of your sale .Proceeds will be used to push the website/ forum and hopper service forward and future inclusion in both the forum and newsletters of adverts are based on agreement with these rules .Address for sending donations will be to me at 7, Grovfields Avenue Frimley Surrey GU16 8PA.

We trust you find this service both beneficial and useful and as testament to its success, last month's Duo Chariot as advertised by Sara lyth sold instantly to Bob Knupps in Thailand.

## G-CBLN Cameron Z-31 is for sale

Lee Hooper is offering for sale his Z-31 G-CBLN. See below for details.



Cameron Z-31. G-CBLN. 52 hrs, Orange with "One a day relief" artwork that can stay. Turning vents. It comes with brand new, un-flown Thunder & Colt Mark 1 hopper bottom end (Orange parachute harness) with electric ignition. All bottom end equipment recently purchased from Camerons. C of A until May 2008. Great little balloon, all in excellent condition. All equipment being stored at Cameron Balloons in Bristol... £5500 ONO  
Lee Hooper - 07973 741 025 e-mail: [lee@spiritballoons.com](mailto:lee@spiritballoons.com) or  
Colin Wolstenholme 0117 9637216

**Second item for sale comes from John Tyrrell**



Lindstrand Cloud Hopper Bottom End. Seat and burner mount directly to the 60L stainless steel tank, PRV and Internal Inspection until June 2015 and current CofA until July 2008. Date of manufacture 1995, estimated flying time around 45 hours. Finished in blue, complete with burner and tank carry bags. Recently adjusted jets by Lindstrand, flies very well under my LBL31A, flown at UK one man meet this year.



Excellent condition, offered for sale at £3150, contact John Tyrrell - [john@ixthus.co.uk](mailto:john@ixthus.co.uk) <<mailto:john@ixthus.co.uk>> or 07753 910992

And Finally



*Italian based G-NOMO Cameron O-31 is caught in flight by Gabriela Sargeant*

Membership (current to November) stands at a very healthy 320 worldwide with continued growth continuing. Please keep putting the word about, we only thrive by growth and your inclusion of articles and projects.

All articles for inclusion in future issues will be gratefully received by your editor. Please forward them to [info@cloudhoppers.org](mailto:info@cloudhoppers.org) and feedback good, bad or indifferent is always welcome. Views aired by contributors may not be those of the Editor

Safe flying Steve Roake.

© Cloudhoppers.org

Issue 20- October 2007