



# Cloudhopper News

Issue Number 89

September 2016

Greetings once again fellow Aviators.

Do not be troubled by the fact that September has blown In, Summer is far from over and whilst others talk of Autumn, there is still plenty to get pleasure out of with regards to Hopping and all that goes with it. For you in your favourite lighter than air Magazine this month we have reports from Scotland's Premier Balloon festival. Strathaven was held over the August bank holiday weekend, and besides being the only balloon festival in Scotland, let me tell you lovely folks, it was the best they have ever had since the event started in 1999.

Coupled to this we have a report from the 2016 Sackville Airfield "Grass Roots "event with all the inside gossip with what was occurring or not.

Geoff Lescott has sent in a historical guide to his two hoppers for you all to enjoy.

Looking ahead we focus on the Annual One Man Meet, held for the second time in Derbyshire at the idyllic Tissington Hall near Ashbourne. This event is a real must for any hopper fan, and it is really the event that put hoppers on the map. Now in its 31<sup>st</sup> year of being held, the OMM has a very good average of being flyable, so if you are doing nothing over the weekend of the 7<sup>th</sup>-9<sup>th</sup> of October, I expect to see you there having fun like the rest of us.

Depending on timings this Newsletter will be either very early this month or a couple of days late as your editor has accepted an invitation to join in the fun at The Irish Nationals, held this year in Loughrea County Galway Ireland. Now it will either be "Grand" or very "Messy" but should there be hopper activities during the week, rest assured I will report back with all the juicy bits.

So without further delays, let's dive into the Newsletter.

**Steve Roake- Your Editor.**

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## 1, Ed Speak- "Small Changes" help the magazine.

I don't know if you have noticed but of late we really are starting to move the magazine along the lines I always had in mind for it. Not only are we getting better reporting from events (except for mine which remain as always one dimensional), but in the last two editions of the magazine we have had items on offer which will enhance your flying going forward. Firstly, a very good deal from Glen Everett regarding an 8.33 compliant radio which your editor will be getting himself, but also last month a truly remarkable application from Nick Purvis (of Cameron Balloons Limited), which you will note, they added nothing to, so that you get the maximum benefit from. Again I really see this as the future of how we will go flying and also intend (perhaps for Xmas) to treat myself to this upgrade.

The World Record flight in Metz 2017 also got a resounding vote of confidence in August When Adam Barrow from Australia contacted me, stating that three balloons are prepared to come half way around the world to participate in what I know will be a monumental event for all who take part in it, the like of which I see hard to replicate. When you see people prepared to put their hands in their pockets to attend such an event you know that you are doing something truly great. Once the authorities have given it the go ahead, a dedicated page on the website [www.cloudhoppers.org](http://www.cloudhoppers.org) will be established to give the latest up to date information about the challenge , who is participating, with what balloons etc. for all those who have a vested interest in the challenge, be it from a spotters perspective , or as a participant. We aim to keep you informed at every stage of the evolution of the process. I simply can't tell you what it is like for me – feels like a pregnancy – and I just can't wait to execute the day!

Some interesting balloons continue to crop up on the used marketplace with Colt 21A D-OLCE a shining example. Ex G-BWBJ, this Warsteiner Beer Liveried hopper is advertised on [www.Balloons4sale.eu](http://www.Balloons4sale.eu) and if you are small and light enough, is a great purchase.

The continued success of "Cloudhoppers" as a brand sees no signs of abating and used examples continue to find quickly new homes With a marked surge of interest in the balloons. Even old exponents of the craft, such as Derek Maltby, for example, speak about the desire to return to the fold and repurchase an example.

Times are good – Enjoy! **Steve Roake.**



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**2, Essential Extras –** Empty once again!

### **3, The Features Section**

**Strathaven Balloon Festival-** By Steve Roake.

Back in March of this year Mark Stelling rings me up asking for my opinion on the value of an older hopper envelope. G-BYNW a Cameron H-34 was in the care of Ian Ashpole who did a fair bit of its extensive commercial life when it publicised "Energis". Ian picked it up from the previous owners Flying Pictures Ltd and sparingly used it for his own pleasure. Ian who was downsizing from ballooning was selling at a very fair price and so I told Mark in a moment of madness that I would go halves with him on it if he wanted. A short conversation later, whilst he was driving, led me to collecting the hopper a few weeks later and following a clean bill of health at its C of A, it then went North to be based in Edinburgh. Mark married the envelope with a small basket and Ultramagic Mk 10 burner with two 40 litre tanks. Mark was the meet director for the Strathaven Balloon Fiesta which is Scotland's only Balloon event, originally started by Don Cameron in 1999. He suggested that I booked an EasyJet flight up to Edinburgh and join him to fly it over the August bank holiday weekend. This is how on the Friday before the public holiday I found myself at Gatwick Airport on the 08-25 flight with chauffeur waiting at the destination. Mark is literally 10 mins away from the airport and agreed to run me around all weekend and help with a duel retrieve should we fly. We literally left the airport for a quick stop at his house to load up the hopper into his car and off via his balloon store to the event. Strathaven is around an hour from Edinburgh and as you enter this quaint town you can see that the balloon festival is a really big deal to them with The whole town mucking in and contributing to ensure its success. The launch field is centrally established in a local park where some twenty odd balloons are scheduled to launch from if the weather plays ball. All of the assembled teams are staying at local hotels where the rooms have been provided for free for the duration of the meet by the Hoteliers as their sponsorship of the event and we check in to the Best Western Strathaven Hotel run by the lovely Sheila. The forecast weather for the Friday pm briefing isn't great and we soon



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realise that the flying slot wont be possible. This isn't frustrating as we know we have four slots coming up where we know the chances of flying are a lot greater.



G-BYNW Cameron H-34 photo by Brian Dempsey.

Saturday morning dawns early and we travel down for the morning briefing at a café in the park where Teas and bacon butties are provided. I am slightly nervous , not because of the weather which is giving only 3-5 knots but because here I am flying in a basket under a hopper for the first ever time. My hands are slightly tied as for starters the parachute has a known trait to stall and should only be used for the final landing, so there is half of my control mechanisms removed before ive even started, secondly im told the burners have stiff piezo knobs and the pilot lights are iffy. Then thirdly with two forty litre tanks in the basket and dual feeds, there is bugger all room for me at 6ft 2inches. As Mark departs in his 105, suddenly im thrown into it and after some faffing around take to the air with 16 other balloons. Interestingly most are loitering around a local Golf course and with Mark and I sharing a retrieve crew, I attempt to catch him up but the upper winds are barely



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5.1 knots. We preflight spoke about conducting around a 45 min flight and then looking for a landing spot, but as I get closer to the 105 I realise how pathetic the whisper burner is on this set up. I notice he is heading low over a field and anticipate his landing, but im over a cattle farm and need to move on. Eventually I can descend towards where he has landed, but without a chute I can lean on my first G-BYNW landing is hard and brutal in an adjacent field, not one of my best but close enough. Now comes the hard part as im doing a carry out. The question seems to be how best to get the kit back into the trailer and Mark suggests that we



place the basket im using inside his one so we achieve the above photograph. Envelope goes behind them in a gap and the burners are placed in the car boot along with the sixth person (me). Luckily we were a mere 2.2nm from the launch field.

Saturday pm briefing comes around really quickly and the winds have picked up fairly substantially, and whilst its still fine to fly, my lack of experience in this balloon, coupled to my inability to be able to lean on the parachute when necessary helps me decide not to fly the slot. We have to return later anyway



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to entertain the crowd with a Nightglow so with Martin Mitchell and G-BZIH the Budweiser Hopper we entertain the crowd, with some tethering and as the sun sets I inflate November Whisky early and start entertaining the substantial crowd estimated at around 9000. In hindsight, I made the right decision not to fly as most return talking of up to 14 knot winds and "interesting landings". Don Cameron who started the event flew a lightweight basket with a 56 envelope and said his landing was difficult (and that's with a reliable chute).



Sandy Mitchell catches November Whisky in the Nightglow.

As other teams returned instead of waiting until 9pm for the glow slot I started about 15 mins earlier burning in time with a local singer who is belting out Fleetwood mac songs. They decide to join in and eventually we manage six balloons for a choreographed 20 minute set for the Nightglow. At least the crowd which is 8-9 deep in places seems Appreciative of our efforts over the 50 mins we tether. At least with a hopper the packing up after is swift and easily achieved with many helping hands. Following a swift exit we join the other teams for a social with food provided once again by the generous organisers. A few quick beers and its off to bed for me.



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Sunday Morning once again gave us lovely flyable conditions . Greeted by dew on the ground and some early morning mist, we arrive at the Park for Mark's briefing and then we adjourn to our craft. The direction is once again slightly different and having some words of wisdom from our Launch master we have a lovely slow inflation. Some very early birds have come down to watch us go which is lovely and as one of the last three out of the launch field I climb to around 1000 feet and note a very pleasant 7.1 maximum windspeed. At least we are going somewhere today and in the hopper it gives me opportunity to get some valued tap time with a few decent approaches and just more general handling. By standing across the basket I manage to find a position that is more comfortable, my only complaint this am being the constant dripping from the water collecting in the burner. This is Scotland how I thought it would be with scattered farms boundried by clumps of forest with beautiful flowing mountains as far as the eye can see. Plenty of cattle and sheep to avoid but nothing to detract from a beautiful mornings flight. I have around a half dozen balloons to follow and proceed to track my buddy in his bright 105, but being slightly further ahead of me he gets a substantial amount of lift in the winds that when I arrive at the same point has disappeared. Im not far away but ive used the time to correlate my burns on the 80 hour envelope with what is being displayed on my vario. The upside of this is, I'm now ahead of the craft and the climbs and descents are far more controlled. Im still not a fan of the whisper burner, but longer burns seem to ease the pilot workload. Eventually I select a field that has Paul Wade in it with a bigger balloon, and im pleased ive practised on the whisper because as I cross the threshold of the field ,directly below me are two mares with young fowls. Luckily they seem to miss my landing but two friends are alongside them at the edge of the field just calming them down anyway as another bigger balloon oblivious of them comes close on main burner. A quick shout to them alerts them to the situation and any potential problem is averted before it has time to develop. We spend time talking to the horses as one seems on edge and about 20 mins later a farm hand arrives to check on them alerted by the Bottles of Scotch being delivered to the owners front door step. Time spent talking to the lad averts his fears, and confirms that the fowls are only a few months old, and that the twitchy nature of the mare is only her way of saying hello. I dispatch a friend to the farmers house to deliver two more bottles of Scotch, for which he gets a



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massive thumbs up from the Farmer, as he strides up the drive towards the back door a bottle in each hand. Finally we return to our hotel for a lovely traditional cooked breakfast including Haggis. This flight has reassured me that I am in fact controlling the balloon and that its idiosyncrasies can be controlled and managed even without a chute you can lean heavily on.

A relaxing day follows where those who need to “power sleep” and the rest of us indulge in the facilities the hotel provides. By Mid afternoon we return to the launch field where some of the other teams have been entertaining the crowds with tethering and answering the public’s questions. We are approaching the final slot of the event and Ive teamed up with the compare to have some audience participation. I have agreed to give him a 10-1 shout out from the masses , stopping at three because the crowd obviously werent loud enough prior to my departure . It seemed like a good idea at the time except that my inflation was slightly scuppered when mark’s inflation fan quit on me, out of fuel around a third of the way through my inflation. Having previously discussed the fuel level in the fan, I wasn’t best pleased, but some excellent work by Sandy Mitchell saved the day as she grabbed another one. Im now the last balloon of the ten flying left in the stadium and eventually we get to the point where I can do my very public departure. This is very well received and I charge off towards the other nine balloons with Mark’s advice of landing before the motorway definitely on my mind. This track is punctuated my wind turbines and at 9.1 knots I thread my way through them and over a big power line. Once again im not going to get close to my hare balloon but infact only finish 3 fields away from them as the crow flies. This doesn’t correlate to a quick retrieve, and so having packed the envelope away and dismantled the burner off the poles , I decide to walk out of the field to find the access in and then await my retrievers. Sat upon a pole at the access the serenity was most welcome and typified my impressions of bonny Scotland.

So how can you sum up the Strathaven Balloon festival ? A lovely event held by passionate people working tirelessly for the good of many. With all the local businesses onboard, this recipe really works and I for one will, if asked, will return for another thoroughly decent Bank Holiday weekend experience . Many thanks to all who made this possible.

Steve Roake.



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## On the origins of two low houred hoppers and the stories behind them- By Geoff Lescott

Or, A Tale of Two Hoppers

### First hopper Sky 25/16 **G-CFPS**

This ownership had its origins as part of the retirement sale of Bill Brogan's alpine fleet. It came to me via Zebedee with a nominal 3 hours in the logbook as it had never been registered or carried any marks. I suspect that it was just used for entertainment and put away and forgotten about before disposal. One of three unique pattern Sky balloons made for Bill, the others being a 120/24 and an even bigger 350 that eventually found its way to Turkey. I also own the 120/24 (*Brillig*) which is now retired. All three were in a very distinctive right-hand spiral of gold, red, blue, orange and yellow, so owning a matching pair was the attraction for me.

G-CFPS – *Bree*

This was my first This was my first hopper and only my second hopper tether at the Black Horse field, in June 2009. First flight followed in Metz later that year. She currently has just 26 total hours in the logbook and has been to Thailand twice. Having had to abandon the original bottom end (which is now with Dave Westlake as an Annex 2), the new Lindstrand chair and V30 cylinder plus me is too heavy for anything over 19degrees Celsius ambient, leading to the purchase of my second hopper G-CHIM.

### **Second hopper UM H-31 G-CHIM**

This one has an even more strange origin, as related to me by Glen Everett, who at one time seemed to own most of the H-31s in the UK, although he is now down to only 2/11 on the UK register.

The story goes thus as far as I remember it. The famous American rock star Jack White (& White Lines) released their album *Blunderbuss* in 2012 and were highlighting it on tour in London that year. Glen was asked to commission a balloon with the album logo artwork and glow it at the venue (*I thought that it was an open-air venue, but the tour date info on Wikki only mentions the Hammersmith Odeon*



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and the Roundhouse events for London). The Ultramagic factory designed the artwork, constructed, tested, registered **and** delivered the balloon in **two weeks** from the date of order! Amazing stuff.

Come the event, the weather didn't play ball and G-CHIM couldn't make her debut. The Tour Organisers, having said that they didn't want the balloon inflated during the stage set, then applied the famous show-biz logic of deciding that as the balloon had not been used to promote the album they saw no reason why they should pay for it! More amazing still, but not exactly welcome news for Glen, who was seriously out of pocket. As the prospect of suing the organisers didn't appeal to him, he put it on the market with nearly zero hours, well, 30minutes'test tether, in the logbook. I was looking for a slightly bigger hopper envelope, see above, and so bit his hand off.

I didn't fancy the front artwork, so Glen & Liz spent a happy hour or ten carefully removing it, using their cottage living-room as a temporary workshop. I'm told that they were still finding bits of thread months later. I've kept the applique set in case JW fancy a rematch with a water-tight contract..... Next day, I inspected & recertified at the 3-4-40 Streatley Glow: The G-INFO official picture was taken there.

I like the front logo, which is not sewn in, although never having *heard of* Jack White and the White Lines, I thought it looked a bit like the Thames Water logo, or sufficiently close to fool anyone who didn't know. White Lines has also travelled to France, Croatia & twice to Thailand.

Currently has under 12 hours in the logbook.

Many Thanks to Geoff for his interesting history to his hopper ownership, if you have a tale to tell and you fancy sharing it with all of us please feel free to send in your submissions to me for future inclusion- Editor.





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G-CHIM in Istria, Croatia with Balon Klub Zagreb.



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## **Buying a New bottom end today – what's your choice right now? -Steve Roake.**

Interestingly I recently received an email from a chap based in Geneva, who has just purchased a brand new Envelope from a manufacturer, and wasn't sure which way to go with regard to Bottom Ends. This hit a chord with me showing me that we really need a comparison – Like for Like article on what's currently available and for what reasons I would choose one over the other. Remember when you are spending the best part of £6000 on your preferred choice, you need to know all the variables to conclude the right deal for you. The current choice is limited to two choices with something due from Lindstrand Technologies at some future point. I know speaking to Per Lindstrand at the recent Longleat Ski Safari event, he confirmed that Lee Hooper is indeed working on a new version of the ever popular design gets the new company's treatment. So for now your choice is either Cameron Balloons or Ultramagic Balloons. Let's see what you get for your money from each manufacturer and then I'll tell you my preference and why.

### **Cameron Balloons Ltd.**

The Bristol Based manufacturer has fairly recently updated their hopper bottom end following on from the successful Millennium version. The great thing about the "New Blood" at Cameron, is that they don't sit back on their laurels once a new product is out, they continue to develop and refine the product until they have achieved what the client base needs. If you take the current version, the attention to detail is the first point that hits you when you see it. The hopper seat unit now comes in a recently developed split frame that helps you with storage in your vehicle. The actual seat bases itself on a paragliding background and one of the features I particularly like about it is the ability once strapped into the seat to be able to lean forward and survey around you in comfort. This design allows you to utilise any fuel tank that is in your kit, the burner is progressive in its power delivery and the environment once strapped in is a very comfortable place to be. I flew one for around 65 mins and felt very at home in the harness. The seat has evolved and now features an ability to customise the storage options to suit your needs. With thanks to Martin Mitchell we have an example of the current range here in the photo below.



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Cameron Balloons Hopper Base Unit  
-photo by Martin Mitchell



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## **Details I like about it: -**

The web straps for the leg area are a good design.

The ergonomics of the burner unit are easy to read and simple to use.

The straps for holding the tank in place are a great design.

The Karabiners for attaching the envelope to the seat unit are pear shaped and assist in spreading the mouth wider.

Nice easy to use swivel.

The harness is velcroed into place, but once you lean forward you have a freedom of movement as discussed earlier.

Attention to finish is very good especially when you check the quality of the welding.

The finish of the product can be customised to suit your choices.

The Weight of the bottom end at 18Kgs is very good.

## **Things I don't like about it**

I only have one overriding complaint about current hoppers and this applies equally to both designs. In the current age, it strikes me as barking mad that we still have to contort our bodies around to view the fuel contents gauge via one of the two mirrors, during the flight. My number one request for the future is that manufacturers incorporate the latest technology to provide us with some form of remote fuel contents gauge, probably sent via an electronic sender to a remote display that is closer to hand. Some of you may see this as a minor detail, but with the best part of £6000 going towards your purchase, I feel that a few pounds more spent on some progressive technology that makes your ownership more pleasurable is money well spent. Some sort of calibrated impellor set to tank capacity could count down used supply. I know sometime ago Lindstrand Balloons had one based on a series of lights which activated according to a setting on the dip-tube, but a percentage display has to be the way forward. Anyway, this is my pet number one desire for the future of hopping so let's hope every manufacturer takes heed and addresses the desire. I appreciate most of us fly to a watch with the gauge as a backup, but where there is a will ...there is a way.



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Moving on to the other offering currently on the market we review the current offering from Ultramagic Balloons and look at the options on the product then finally reveal which of the two I personally would purchase if I was buying currently.

## **Ultramagic Balloons Ltd**

First thing to say about the Ultramagic Bottom End is that they produce the tried and tested design that goes back a few years further than the Cameron design, and have been very successful selling the current design. There are differences comparing like for like, for example with the Ultramagic design you can specify either the Mark 21 burner or the two stage Power Plus design which was pioneered and developed by Paulo Bonnano. Both are very capable burners, with good design and quality of finish, but the Power Plus is another dimension with a lovely trigger action. Another deviation from the Cameron design sees the Um with dual feeds featuring two dip-tubes and a dedicated tank setup requirement. There are twin piezos and the blast valves and whisper controls are duplicated. You can also specify a hand gripped remote blast valve should this be desirable. I have had the pleasure of flying one of these and again found it comfortable, but I would say most people who buy this design are buying the complete package from Ultramagic although Peter Lawman proves me wrong with his unused new example. Proof of the continued success of the design comes from the photos supplied by Bruce Ross (many thanks), who took delivery of his complete kit only last month.

There is a very sound logic behind the twin dip-tube set up with colour coded blast valves, with one dip-tube deliberately cut shorter giving you a time related indicator of where you are in your flight. At the stage where supply runs out on the first dip-tube you transfer to the secondary unit and look to land. There is a high redundancy level of safety incorporated in this design with twin everything.

The complete bottom end splits down into easily portable units which come in their own dedicated cases. The weight is slightly more than the Cameron design but not massively so and isn't a factor.

I think it is around 21kgs but can't confirm that.



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Bruce Ross Um Hopper base unit features the mark 21 burner



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Reverse view showing the twin feeds.



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## **Things I like about the Design: -**

Simple easy to access controls with colour coding  
Safety built in duplicity of design  
Simple webbing design when clipping into the seat  
Nice big mirror for seeing the fuel contents gauge.  
Solid build quality.  
Comfort level in the seat.  
Weight at 21kgs is class standard (equates to a LBL Mark 2).

## **Things I don't like about it**

Besides the previously related issue of having to turn your body to see the mirror and fuel contents, my one overriding thought about the Ultramagic design goes back to what I think of cloudhopping full stop. To me its about Minimalistic flying and when you buy new you shouldn't have to worry about the integrity of the design. My question regarding the Ultramagic design is WHY? Why do we need duplicity of everything? Why do we need the twin dip-tube tank which restricts you to using a dedicated tank? Why do we need twin piezo, blast valves, whisper burners etc.? I'm not knocking the design, I'm just questioning whether or not it is necessary to have all the extra stuff and associated weight. In like for like comparison, the design is looking dated compared with the Cameron design and in particular I would say the quality of the welding is slightly agricultural when compared.

## **In Conclusion.**

Whilst I own neither of these two systems, both provide good value for money. If you said to me which would I personally prefer to buy, I would have to veer towards the newer design. I just think for me, I have no need for duplicity and the newer application of hang-gliding style of harness Takes my money. Let's be very frank here, the world is awaiting to see what new innovation, (if any), Lindstrand Technologies Ltd brings to the table and if it can match the market leader which to me is the Cameron Balloons Ltd product. However, as the saying goes ... you pay's your money ....and takes your choice.



## The 2016 "Grass Roots" Balloon Meet

Normally I'd be writing you a very concise report on this year's 2016 annual Grass Roots Balloon Festival which is annually held at Sackville lodge airfield in Riseley Bedfordshire, but this year it was cancelled just prior to the event as the organisers decided having to go fixed on the dates of the event (not a bad idea), the weather for the weekend concerned didn't warrant the calling on of the event. Forecasts were at best marginal and the forecast gave one slot (Sunday morning), as being flyable.

In the event some thirteen balloon teams decided to still turn up and fly out of Tim Wilkinson's land on that Sunday morning. Teams were encouraged still to come and take part even though the organisers had called it off if they fancied attending but without all the facilities.

However, this isn't the real story of "Grass Roots", which was initiated many years ago to be an event for balloonists by balloonists without all the associated baggage that weighs down other events. It was supposed to be stripped back bare to keep it in touch with what balloonists want which at the end of the day is just to go fly.

Now I have had some dialog with the organisers of this event who told me that in 2015 they lost some £600 putting on the previous year's event. To most prudent businessmen, when something goes wrong you cut your costs, but for 2016 "the organisers" decided to up the entry costs to £40-00 in advance or £50-00 nearer the start date, justifying the additional fees to offset costs. Sadly, your editor thinks they have the formula wrong and now you are looking at just another event, that has costs associated with it that cannot be explained or justified and so I will not be returning with a balloon anytime soon in the future. Marquee costs that are barking mad and fuel prices that were ridiculous are factors in my decision but fundamentally, certain people haven't got out and seen what is available elsewhere and been prepared to adjust their views. This has just turned into "another event", and as I keep my ear to the ground, a significant number of you seem to agree with me. The future of "Grass Roots" remains in the hands of a deluded few who think they know all the answers.

Given the comparable other options open to us around the same time of year, I for one amongst others have had a refund on my entry fee, and will not be intending to return anytime soon.

If they feel they can justify the hikes in costs, with



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plausible explanations then I will give them space here to redress everyone's understandable concerns with regard to the event, but I do feel before they Tell you how the world is, they really ought to get out there and try some of the other events before making such ill advised judgements.

Ballooning isn't about politics, its about giving the teams what they deserve and listening to the feedback you get from those who can be bothered to communicate with you. At the end of the day DATA will determine who is right, and sadly for me the days of 100 plus balloons at Riseley are long gone. If they couldn't break even last year, what hope for the future? ... watch this space.

Steve Roake.

## **5, Interesting Photos.**



Alan Turner's Hopper, G-CINN featured at the Recent Longleat Sky Safari event. Photo by Martin Mitchell.



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## 6, New Allocations This Month / Changes of Ownership

There is an impending New Allocation this month which as far as I know still hasn't gone live on the CAA website G-Info. This is a New Ultramagic H-31 for James Atkinson who lives in Geneva. It is due to be UK registered and obviously when it does all the details will be here for your interest.

Surprisingly at this stage of the year, for September, there wasn't any significant change of ownership occurrences in the second hand market this month, some very substantial enquiries for purchases, some tentative questions regarding selling including a very nice Chariot bottom end that will be available shortly (Jackie Hibberd is the person to contact if you are interested), but no concluded deals that have come to light.

My expectation is that this is a short term lull and may even be in position myself by the end of next month to add to what is out there on the second hand market. So if anyone is remotely interested in G-UHOP, my 2009 Ultramagic H-31B envelope only, (34,100 cubic feet and a one off from Ultramagic), and around 45 hours total time, then get in touch because it could become available very soon.



Is this the point where I write, never raced nor rallied?  
tyre kickers are not invited to bid? Loll!



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## **7. Gallery Pages –**

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



G-OOER Lindstrand 25A is currently on the market for sale, as a complete kit or split should the envelope sell first. Enquiries to David McCutcheon.

## **8, Manufacturer / Event News/ Industry News**

As you read this magazine I expect we will be participating in the annual One Man Meet, held over the weekend of 7-9<sup>th</sup> October. If by any sheer chance you have missed all of the information about it in the last few months (how could you?), then just turn up to Tissington Hall near Ashbourne Derbyshire and join in the fun. A late email to hosts John Tyrrell and Wendy Rousell



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wouldn't go amiss, stating your intent to coming at email address: Onemanmeet@btinternet.com. and I'll see you all there over the weekend.

## **The World Record Flight – Metz 2017**

As you will all know by now we are going to attempt a world record for the number of hoppers in the air at any one time in Metz at the bi annual festival Lorraine Mondial air balloons(LMAB). Progress has been slightly slow so far but with communications with the event organisers now established and Manufacturer support intentions imminent, I hope to be in a position to give you much more information regarding this subject in October. I believe I should shortly be in a position to accept entries for this event soon and as you all should be well aware, hoppers if entered as a second entry to LMAB are free to enter. More on this when a few things have been confirmed shortly.

## **Next Month: October's Edition**

- 1, The One Man Meet – all that happened during the 31<sup>st</sup> annual event.
  - 2, Irish Nationals – a review of hopping at this annual event.
  - 3, World Record Flight News Update.
- And anything else you care to send to me for inclusion.

Facebook membership continues to rise with the current level of 888. 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 112 people who would benefit from membership of our unique "club". Please help me achieve the goal.

**Steve Roake**

All articles for inclusion in future issues will be gratefully received by your editor. Please forward them to [steve.roake33@gmail.com](mailto: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.



# Cloudhopper News

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For all previous newsletters visit [www.cloudhoppers.org/Newsletters](http://www.cloudhoppers.org/Newsletters).  
and where shortly the review of current bottom ends for sale will be placed.

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