



Cloudhopper News

Issue Number 95

April 2017

Welcome to your April Newsletter.

To be completely honest with you, I wasn't intending to write a newsletter this month based upon a lack of material, but then Easter occurred and I thought based on new content I would bother, no matter how small the size of the issue.



Temecula Hoppers

for your Pleasure this month we have:

- The 1st annual Temecula hopper event.
- New Balloons / Second hand Sales updated.
- Homebuilding – Tim Wilkinson's G-CIWZ is seen finished alongside G-CJSY.
- The Solo Record Flight Update. Annex 2 is go
- Paul Spellwards lovely new Cameron O-31
- Abingdon flyout for David Head in G-CJIX
- Annex 2 Skychariot for sale G-BKBD.
- A nice Cameron Stock O-31 For Sale.
- New Balloons / Second hand Stock.

Please send to me your items for inclusion in future editions of the newsletter to the email address below. Without any more waiting, let's get into the newsletter.

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

Contents

Ed Speak –

Hopperless is no fun.

Essential Extra's

Interesting Hitch

The Features

Section –

The First Temecula Hopper meet Annex 2 gets approval for Metz

Homebuilding Interesting

Photos

G-BKBD

New Balloons

G-CJXX

G-CJRK

Gallery pages

GCJIX

Manufacturer

News/Events

Latest news on Fabrics

For Sale

Bargain

Cameron Stock O-31.

Newsletter supported by





Cloudbopper News

Issue Number 95

April 2017

1, Ed Speak- Being Hopperless is no Fun.

Well up till Easter I was fine. I'd had a flight in a regular balloon and told myself that missing the hopper was easy to do. Then Ernie Hartt posted the weekend that he had enjoyed at Temecula California USA and suddenly it all changed. Since then my feelings have flipped and I miss flying my baby so much. Since that moment there have been hopper postings everywhere with photos from Paul Spellward, Bruce Ross, Tony Jay and David Head all enjoying their balloon flights. This is like the forbidden fruit for me and whilst yes delivery of my new hopper is only mid June, time seems to be slowing down now and now dragging.

I fear this is a test for me and I am failing badly but on a plus side I do know once the new hopper appears I'm bound to love it as much as the old one and having just witnessed the Temecula fly out over Easter in California, USA, the proof that an old T&C is flying still in the ex G-BLVY proves its not the age of your craft that matters, more its ability to still deliver what you want from it. This will only be reinforced when I visit the Little and large meet in the next few weeks without my hopper, lets hope they get some great weather and I can get some good photographs.

Steve Roake.

2, Essential Extras – Interesting Hitch

Here at Cloudbopper News, we are always looking for ways to make your life easier with living with your hopper. This section, The Essential Extra's tries to bring you solutions to things that not only would help your hopping experiences, but may also be of benefit to your other forms of flying. Therefore, imagine the other day when I stumbled upon this solution to a tethering problem off the back of a vehicle, someone (who will remain anonymous) decided to perfect a solution to a vehicle tether point from the tow hitch. This simple and effective solution has proved invaluable to this person and so I thought as it is such a grand idea I would share it with you guys.

As you can see from the attached photograph, some serious thought has proceeded the manufacturing of the part which on the occasion I saw it was being utilised in multiple applications

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Cloudhopper News

Issue Number 95

April 2017

Therefore, I have no hesitation in including in the Essential Extra's section This Hitch Solution.



Hitch Solution. Photo by Steve Roake.

3,Features Section

The First Temecula Hopper Meet

Over the Easter Weekend, some great photographs emerged from the USA showing that Ernie Hartt had generally invited the hopper community to fly in the area of Temecula California . This invitation was eventually taken up by eight hopper pilots and one Duo Chariot and so became the USA's Third largest gathering of Cloudhoppers after XLTA and Brian Bolland's meet. One of the participants , Toby Brown drove from Palm Springs to take part in the event and in his words, here is what happened.

The 1st Annual Temecula Easter Hop

In early March, Southern California hopper pilot Ernie Hartt posted on Facebook an open invitation to attend an informal gathering of hopper pilots. And Facebook being the most efficient

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Cloudbopper News

Issue Number 95

April 2017

networking tool available did what it does best: quickly communicating to the interested parties exactly what we needed. Within a day, more than half a dozen pilots expressed interest in attending. The final count included myself and Ernie, Kurt Adelsberger, John Ninomiya, Jerry Paulin, Pat McGrath, with two that remained tethered, Maria Chieruzzi and Kim Zandstra Lynch, and Michael Glen with his Duo-chariot.



This would be my first flight in Temecula, California, an area known mostly for producing some of the finest California wines outside of Napa Valley. This was also my fourth Winter season out in Palm Springs after purchasing a condo back in 2013, but it was the first opportunity to bring my hopper out with me. I only recently had time to fly it locally, which is challenging requiring constant communications with the local airport control tower. I had heard that Temecula would be a much easier “balloon friendly” place to fly and I jumped at the chance at driving the 1 hour 20 minutes in the early morning to participate in this first time event.

The invitation suddenly became the largest gathering of hopper pilots in recent memory. Personally, I was looking forward to

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Cloudbopper News

Issue Number 95

April 2017

leaving Palm Springs this weekend to get away from the "crowd," for this was going to be the busiest weekend of the year. It was the start of the world famous Coachella Music Festival, which brings over 100,000 people into the Coachella valley. It was also Spring break in California so we were to expect lots of tourists. Finally, it was Easter. It was a perfect storm, and this rally was just the ticket to get away from it all.



And it wasn't just the crowds I wanted to escape. Another reason was the heat. The Saturday before the event, it was 95 degrees in the desert (35 Celsius) and Temecula was a typical 50 degrees at sunrise (10 degrees Celsius). This is why it's a great place to make wine, and it's also a perfect spot for balloons. Although I was wearing shorts the previous day, I knew to bring my jacket and wear long pants for this flight.

Up at 4am to make the early morning drive, our meeting location was in the parking lot of the South Coast Winery at 6am, a sprawling estate that included not only the winery, but also a hotel and a tasting facility. Of course being there at sunrise was

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Cloudbopper News

Issue Number 95

April 2017

before it opened, but I nevertheless indulged in a little tour of the grounds even if no wine was being served at that time. None needed or allowed, I was looking forward to getting into the air.

Our host, Ernie, told us to follow him a few yards down the road to an open field where we could all inflate together. Having never flown here, I quickly asked about what to expect. Ernie's instructions were succinct and clear: don't land in the vineyards and try to keep to the open areas and dirt roads. If we did so, we'd be just fine.

We determined that we would all try to be in the air by 7am, a mere 35 minutes from that point. Many of us hadn't been flying much and, being rusty, would take a bit longer to get our act together. Even so, we were pretty successful in following each other up at the appointed time. The winds were light and it was apparent from the 4-5 ride balloons that were ascending several miles away that it was a good morning to fly. In fact, it was a perfect "hopper morning."



The area around Temecula is around 1,400 feet, and flying a 31,000-cf hopper at 50 degrees would be no problem. My temperature read 160 at takeoff. I was good to go and easily ascending to join the group who were already hundreds of feet above and appeared to be going in every which direction. This meant plenty of steerage, which helped assuage my fears in flying

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Cloudhopper News

Issue Number 95

April 2017

at an entirely new location. Looking around, I quickly noticed that I could fly in virtually any direction and still be part of civilization. The mountains to the East were too far away to be of any concern and the forecast was expected to be perfect for the remainder of the morning.



I followed the other balloons up and then noticed several drop back down to drift towards the exact field we took off from. Ever obedient, I did the same and could easily have landed along with them, but my instruments indicated that I'd only been in the air for 20 minutes and I still wanted to fly. So I ascended again and decided to just "hang out" for a while, even if it meant I'd be the only one left up in the air. After 15 minutes, I then dropped down over some lush green crops and began to drift back to the parking lot of the winery where everyone had first met at 6am. It was now 10 minutes until 8am, I'd been in the air for 50 minutes, and it was time to land with a gentle "thunk" right next to a 120,000cf ride-balloon in the parking lot. My chase then arrived and we had a nice dry pack of the system. I drove back to the field where everyone was waiting, making sure all the

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Cloudhopper News

Issue Number 95

April 2017

hopper balloons were down without incident. All the crews and pilots were invited to a local park for a final tailgate celebration for this first time event. Unfortunately, I had to return to Palm Springs to catch a work flight out at 1:30pm that afternoon. There would be no tailgating for me.

I said my goodbyes to everyone, most of whom I'd never met before. We all exclaimed this to be a great success and we believe it to be the largest gathering of hoppers on the West coast of the U.S since "hopper mania" at Albuquerque Fiesta in the early 2000's. And it's all because of a spontaneous posting on Facebook! Who knew?

The attending pilots and crew have been instructed to pencil it in for the same weekend next year where we will plan to fly both days instead of just one. I'm definitely planning to attend and I'll make it a full weekend of it, as well. It'll be just the ticket to get out of the desert away from the maddening crowds and above it all. Most of you know that feeling, and if at this point you're feeling a little envious, you should. It's some of the best hopper flying I've done and being with this great group of hopper pilots is a special thing. And next year? No doubt, I'm there. And maybe you should be, too!

Many thanks to Toby Brown for the article and Ernie Hartt for the photographs - Ed

The Cameron Balloons Solo Record Flight Update number 4

Big news this month on the Solo Record Flight with two significant developments to be aware of. Firstly, the organisers (MAB) have said that from May 15th there is a price increase for hopper entries from 90 Euros up to 140 Euros. In my mind, this is a no brainer. If you want to go, get your entry in before this date. It seems stupid to waste 50 Euros by waiting. Secondly and more importantly came news from Ian Chadwick (our UK representative to the event) that the CAA have agreed a policy with the French authorities that now paves the way for Annex 2 participation by UK registered craft.

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Cloudhopper News

Issue Number 95

April 2017

ANNEX 2 UK Registered craft can now participate at Mondial Air Balloons.

Whilst I am not up on all the intricacies of what has been arranged, firstly we must thank Ian for his diligence over this matter and as far as I can see you need a form to comply. In order for you to get the fullest understanding of the agreement I will just copy and paste what Ian sent to me in its complete content and hopefully all will become clear.
Dated 18th April 2017.

The CAA has today issued a General Exemption (in the Official Records Series 4) to permit owners of UK registered, non-EASA balloons to participate in Europe's largest balloon festival – Lorraine Mondial Air Ballons [LMAB] – being held at the Chambley air base (formerly USAF) in north-east France in July 2017. This is the largest gathering of hot-air balloons outside of the USA and the event only occurs every second year.

Non-EASA balloons in the UK are mainly homebuilt balloon envelopes, something that has become very popular in the UK in the last two years. However, it is very difficult to attain a national Certificate of Airworthiness or national Permit to Fly for a homebuilt balloon envelope that is operated with a commercially produced balloon basket, burner and fuel system. Article 33(2) of the Air Navigation Order 2016 permits private flights in the UK by a balloon that does not hold an airworthiness certificate, but this meant that these balloons could not be operated outside of the UK.

The CAA General Exemption (accessible via the link, below) will now allow this for the purpose of participating in LMAB. However, balloon owners must have had a Certificate of Maintenance Review [CMR] (we suggest the use of the BBAC IR4 form for this purpose) undertaken on their balloon by a UK Part M, Subpart F organisation within the past year. Also, balloon owners will need to directly apply to DGAC France for permission from the state of the flying activity.

At the foot of this e-mail, please find an e-mail with the

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Cloudhopper News

Issue Number 95

April 2017

required links from Benoît Pinon of DGAC France. Benoît has replaced gas balloonist, Pascal Joubert, as the DGAC contact for French approval. It is essential to attain a formal permission from the DGAC in addition to the CAA General Exemption. Please note that the DGAC do charge a fee for this application. Such an application will be a private matter between each UK non-EASA balloon owner and DGAC. UK CAA are unable to directly assist in such applications.

It is hoped to establish a world record at LMAB 2017 for the maximum number of pilot only (one-person) balloons flying together in a single launch.

Kind regards
Ian Chadwick

ORS4 No.1225: Non-EASA Balloon - Metz Event

Article 33(2) of the Air Navigation Order 2016 allows a non-EASA balloon, flying on a non-commercial flight, beginning and ending in the United Kingdom without passing over any other country, to operate without a certificate of airworthiness being in force. This General Exemption allows such non-EASA balloons to participate in a large ballooning event in the area of Metz, France, subject to the stated conditions, including attaining the prior permission of DGAC, France.

[... view ORS4 No.1225](#)

Subject: Re: UK Registered Annex II Hot-Air Balloons Operating in France

Dear Ian

I confirm that we will be glad to issue permits-to-fly for UK balloons which fall outside the UK-France arrangements for automatic recognition (see

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Cloudhopper News

Issue Number 95

April 2017

<http://www.developpement-durable.gouv.fr/en/foreign-aircraft#e6>).

Applications shall be made in accordance with the procedure detailed on <http://www.developpement-durable.gouv.fr/en/foreign-aircraft#e3>.

Feel free to contact me for any further clarification.

Kind regards,

Benoît PINON

DGAC DSAC/NO/NAV

Chef du Pôle navigabilité

Head of Airworthiness

benoit.pinon@aviation-civile.gouv.fr

So There you have it, permission granted and a way pathed for those with Annex 2 balloons to participate in the Cameron Balloons Solo Record Flight. I look forward to receiving your entry details. Thanks once again to Ian Chadwick for his diligence and fortitude in dealing with this process.

Hopefully now we will see a late surge in numbers participating in the Cameron Balloons Solo Record Flight and as we get nearer to the date of the event I will endeavour to update you with numbers who have signed up to participate.

In case you don't realise by now, this is a once in a lifetime opportunity to be part of a really great moment in hopper history not to be repeated any time soon.

I still remain confident that we can achieve my goal of fifty plus, participants.

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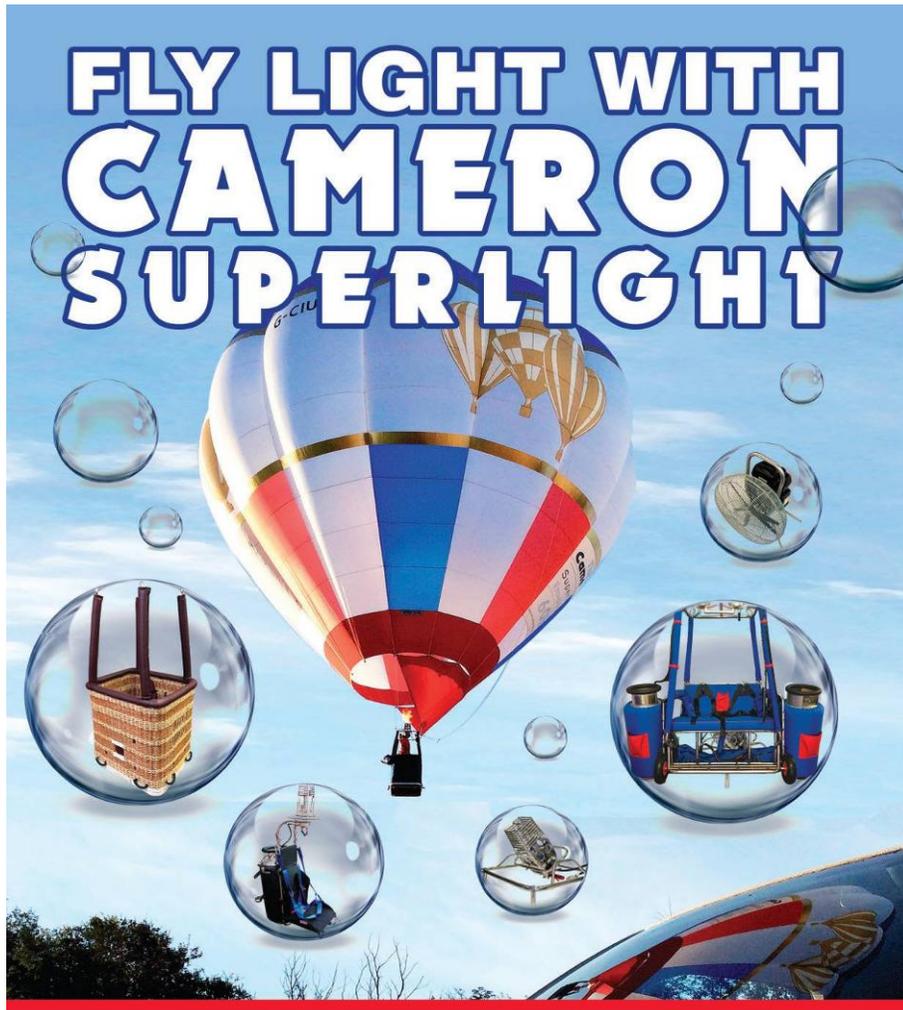


Cloudhopper News

Issue Number 95

April 2017

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Cloudhopper News

Issue Number 95

April 2017

Solo Record Flight –Progress report Number 4B by Steve Roake.

Update number Four of the Cameron Balloons Sponsored Solo Record flight. Whilst most of the attention quite rightly is in the above section and focusses on the Annex 2 balloons that can now attend , quite rightly we have had more participants who have signed up to attend the event. Amongst these I can say that Paul Spellward has agreed to bring his new Cameron O-31 G-CJYJ and also Alan Turner has indicated his intention to attend with Cameron Z-31 G-CINN. Both are very welcome additions but by no means the last expected. I know of at least another Brand new Cameron O-31 who is finalising their intentions to attend and if you are into exotic registrations we await confirmation of two entries from South Africa. Conrad and Andre Van Wyk are proposing coming as soon as the authorities allow them.

Without being specific about numbers , lets say I think we are edging towards the magic 50 rather than towards 40.



Another stunning shot of G-CJYJ which will attend the record flight,photo with thanks to Paul Spellward.

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Cloudbopper News

Issue Number 95

April 2017

5, Homebuilding Section- G-CIWZ.

Less than a month after deciding what fabric to use, Tim Wilkinson has finished his M-34 Hopper envelope G-CIWZ. Taking around 150 hours to complete, everything about this build is an evolution of things learned in previous builds. As you can see below compared to Barry Newman's version, even the bag is smaller.



The sackville BM34 Twins

The weight difference between G-CJSY and G-CIWZ is significant due to the use of lightweight material with SY on the left hand side weighing 51kgs and WZ weighing 37kgs. It should also be noted that Barry has made his bag more like a duffel bag intentionally and so it has an extended top to draw in without the traditional lid. I do think credit is due to all of the Annex 2 sackville based builders who under the stewardship of Brian Mead have come a long way since first constructing the Airtour based hoppers. Whilst there is and was nothing wrong with the earlier designs and builds, these represent a significant step



Cloudhopper News

Issue Number 95

April 2017

further forward in terms of design and quality. As Tim Wilkinson would say himself, you learn and evolve your expertise as you progress.



G-CIWZ and G-CJSY at a spirited inflation over the bank holiday weekend
In Congleton .photo by Chris Jackson.

Whilst on the subject of homebuilding it seems that Brian Mead is still tinkering with his design package and evolving the shapes of gores as we speak...I look forward to bringing you more news presently when the next thing emerges

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Cloudhopper News

Issue Number 95

April 2017

5, Interesting Photos.

Normally I wouldn't display an advertisement in this section, but normally you wouldn't see a balloon like this up for sale. The balloon in question is an Annex 2 Skychariot. These are rocking horse poo rare.

Annex 2 Sky Chariot for sale -

Complete Thunder Maxi Chariot G-BKBD, built 1982,

22,000 cubic feet 8 gore envelope built to the Bolt design. Has "Plug" cushion seal parachute and two rotation vents.

All orange with black Nomex scoop. Strong, crispy rip stop with no smell. Logbook gives envelope weight of 38kg.

66 recorded hours, Hermet tell tale has only turned 110 degrees.

To be sold with original Sky Chariot bottom end (the later flexi pole design but with single "car style" lap belt). Thunder Mk2 burner with Rego blast valves and single Waverley LF retrofit.

Functional but may need minor work (main seals and refitting of original pilot burner assembly).

Weight of frame / seat / burner 25kg.

Includes Worthington master cylinder and additional mini reserve tank (both in inspection date).

Balloon last inspected 10/2013.

Surplus to requirements, unlikely to be used again (and taking up space).

Offers close to £2000 Sterling.

More images to follow later this week. Email <david.westlake@sky.com> with expressions of interest (no silly offers and don't expect an instant reply). Thanks.

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Cloudhopper News

Issue Number 95

April 2017



G-BKBD – 1982 vintage Sky Chariot.

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Cloudbopper News

Issue Number 95

April 2017



New Cameron O-31 last month for Paul Spellward, here displayed in a nicer photograph – thanks to Paul for the submission. Yes, I am aware that I've included quite a few photos of this new balloon this month but you have to agree the quality of the photographs are exceptional.

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Cloudbopper News

Issue Number 95

April 2017

6, New Allocations This Month / Changes of Ownership

This month's New allocations include two new Cameron Hoppers. First delivery is a Cameron O-31 for Tony Jay in Germany, c/n 12082 was delivered and the photo shown is it on its maiden flight taken by Tony's wife. The second new balloon is a Z-31 for Derek Maltby. This Z-31 is super lightweight and benefits from the innovations in printing techniques weighing in at a paltry 32 kilos.

G-CJRK as seen here was recently tethered at Ashton Court prior to delivery, without scoop and appearing to be on temporary flying wires.

Just for clarity, Last month's delivered G-CJYJ (also a Cameron O-31), for Paul Spellward has been subsequently established as c/n 12039.



G-CJXK latest Cameron O-31, Photo by Tony Jay's Wife .



Cloudbopper News

Issue Number 95

April 2017



G-CJRK Cameron Z-31 Super lightweight for Derek Maltby on its Inflation check at Ashton Court Bristol.

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Cloudhopper News

Issue Number 95

April 2017

Second Hand Movements

As you have seen earlier the latest hopper to join the list of currently available second hand pieces is G-BKBD an Annex 2 Sky Chariot system complete that dates back to 1982 from Dave Westlake at a very reasonable £2000. Dave would be the first to tell you the only reason for selling is that he has been building his own new design. Apart from this addition, I have no further information on sold equipment this month suffice to say that interest remains amazingly high in all second hand balloons. Demand for hoppers has never been so huge which is a great reminder how popular our sector of the sport is.

7. Gallery Pages –

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

The St George' day fly out by 3/4/40 balloon club took place on the 23rd April from Abingdon by a nice pub alongside the river Thames. This gave me the opportunity to catch up with David Head and G-CJIX his Cameron O-31 which is approaching one-year old now. David has in the space of one year put on the logbook some 20 odd hours of flying so has clearly taken to flying the hopper which he chooses to fly with a V40(80litre) tank.



G-CJIX at Abingdon –photo by Steve Roake

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Cloudhopper News

Issue Number 95

April 2017

Advertisement

031 : STOCK

1 of 3 CAMERON BALLOONS



V19.146(A)	Fabric Colours Used:	SUPERLIGHT	
Artwork: NONE			
August 2016			
Designer: BLK	Scoop / Nomex : <input checked="" type="checkbox"/> YELLOW	Load Tape Colour: <input checked="" type="checkbox"/> White <input type="checkbox"/> Black	

This visual is for guidance purposes only. Because of the limitations of graphic representation, colour scheme and artwork will be defined by the final order document.

Pretty stock hopper from Cameron's

Still currently on a special offer deal from Cameron Balloons is this lovely stock hopper which is on a special price of £7800 using the discount code "Facebook Deal 01". Contact Cameron Balloons in Bristol to secure this beautiful beast and enjoy the saving over list price.

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Cloudhopper News

Issue Number 95

April 2017

8, Manufacturer / Event News / Industry News

Whilst not hopper specific, Cameron Balloons have done a nice article on fabrics and why they choose the ones they use. For a broader understanding I have included a link here. <http://fb.me/1a6l1rhx>

Just a small reminder that by the end of May (i.e. probably before the next newsletter) the Little and Large Meet takes place at Lakeside Lodge Golf course in Pidley Cambridgeshire hosted by Dave Such. I think details were in previous Newsletters but my understanding is that places at this very friendly intimate event are still available upon request. So before you miss out on a lovely weekend away, (and yes I'm still going even though I am still hopperless) I'd suggest you email Dave for more information and to get one of the limited places of entry.

Littleandlargemeet@btinternet.com is the address ...see you all there .

OMM News.

Expect some details on the next One Man Meet fairly soon. As soon as I know the venue in the Cotswolds I will be posting the information on Facebook and here for you to plan your weekend away with some of the most sociable hopper people in the country. As always, this will be an event worth attending run by John Tyrrell and Wendy Russell it enters its 32nd year.

Membership Numbers

Edging towards the ultimate goal of over 1000 members to the hopper community, as on today May 1st, we have 992 members and I think we are on track to break the goal before the 100th Newsletter. Don't think it will be very long before we find out.

And so that was the "small" April Newsletter, hope you all enjoyed it.

All articles for inclusion in future issues will be gratefully received by your Editor. Please forward them to steve.roake33@gmail.com and feedback good, bad or indifferent is always welcome.

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Cloudhopper News

Issue Number 95

April 2017

Views aired by contributors may not be those of the Editor.

Looking forward to the season, now how many weeks until my new hopper arrives ?? fly safe ... Steve Roake.

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Issue Number 95

April 2017

Newsletter supported by

