



Issue No5

March 2006

Hello again fellow aviators.

Welcome to the 5th edition of the magazine for the cloudhopper.org forum, and whilst this edition may not be quite as big as previously issued magazines, we still try to give you the best and most up to date information for anything to do with hoppers and duo chariots.



This fantastic picture was sent to me by our new contact at Ultramagic Balloons -Paul Dickenson, who is a hopper man through and through.

Paul is pleased to be associated with us but just asks that any correspondence regarding Solo's or Duo's comes via the dealers as he is very busy on a day to day basis.

Content

In this edition we have for you details on:

1. Ed Speak- More ramblings from your editor!
2. Essential Extras - That inflation fan that everyone loves/hates.
3. The features section.
 - Light Sport Ballooning and its implications
 - First flight by John Tyrrella personal view
4. Updates on the website.
5. More sightings on the gallery pages at the website.
6. Manufacturer Updates/ News/ Event Details.
 - The Solo Meet
 - The ongoing planning for the "EuroHop" September 2007
7. For sale section.

Ed Speak- By Steve Roake

Hello again people, and as ever welcome to the newcomers. Particularly welcome are Chris Dobson and Paul Dickenson who joins us directly from Ultramagic's Balloon head quarters in Iguilada Spain. It is particularly pleasing to now have onboard all the manufacturers of hoppers and Duo chariots in Europe with the exception of Kubicek (and I have invited Chrispin Williams on many occasions to join up, and know of prospective orders if only

they would build hoppers). I wish we could nail them to join as well.

This month I am delighted to tell you that besides me, somebody else has sent in some content! I am very happy to always print your stories, ramblings, anecdotes or just your observations. Many thanks to Jim Rogina from the USA who has taken time to explain in his own words the intricacies of Light Sport ballooning and also to recent convert to hopping John Tyrrell on his tale of buying and first flying his very nice 2nd hand hopper which looks great.

Essential Extras

This month we actually have something to report about in the Essential Extras column! Yes, love it or hate it ...we are talking about the Lindstrand / Cameron Balloons (buy from Lindstrand and Cameron make it up for them), Hopper 3hp fan.



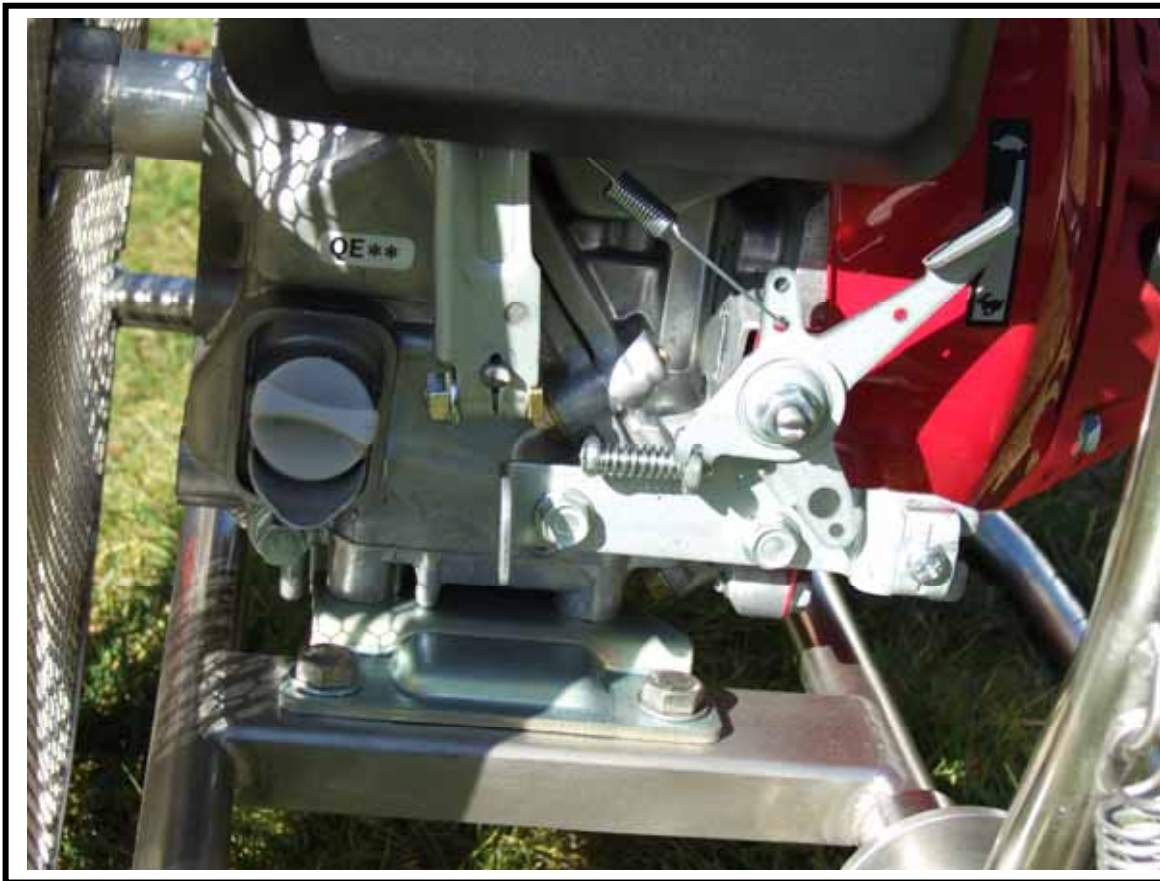
Opinions are varied as to the worthiness of having one of these things, but as you all know, without one -you've got to be thinking of taking a trailer with you, and with one you put all the kit in your car. What price to leave the trailer at home?



(Choke and Fuel tap are thoughtfully tucked neatly inside the air filter)

Having just taken delivery of this one, I'll just point out the bits and leave you all to make your own minds up about the issue. So here are the basics. It is powered by a Honda GX100 3hp motor (the usual push rod single cylinder arrangement), with a small sump and fuel tank on top, and comes with a neat ergonomic

Layout of all the things you need for usage, i.e. Choke, fuel tap and throttle arrangement are all neatly tucked away to keep the size small as possible.



(One of two drain/filler plugs and throttle assembly linkage).

The advantage of having a smaller fan is definitely the ease of maneuvering it, its portability and the lightweight. The downside is I guess, less grunt, longer inflations (not a bad thing in my mind), and a cost that makes 5hp second hand items very attractive .UK list price for one of these items is around £800

plus the dreaded VAT(Tax). The debate has raged on the list about the effectiveness of these smaller fans, the consensus of overriding opinion seems to be that the most critical thing with fans is exactly where you position them in relation to the mouth of the balloon (i.e. not too near), and it was also pointed out to me by a friend that some folks like to put a bigger shroud around the Fan casing to direct more of the cone of air into the mouth of the balloon.



So there you have it, but with small fans generally very hard to come by (particularly second hand), sometimes you've got to bite the bullet and just pay the money and take a longer term view.

Features This month

Light Sport Ballooning – The Cloudhoppers Dream

by Jim Rogina

Flying a Cloudhopper is an expression of freedom. Light weight equipment...No crew, no chase; the independent spirit can enjoy being one with mother nature, floating effortlessly among the tree tops one minute and soaring to the heavens in the next. Cloudhopper ballooning represents the “best of all possible worlds” ballooning scenario, yet even the best of all possible worlds comes with tradeoffs. How do you teach your students to fly? What are your options for offering aeronautical knowledge training in a single place aircraft? Wouldn't it be great to have the option to share the experience with someone once in a while? The new Light Sport Rule offers long awaited options. And now, the EASA and the FAA's regulatory bilateral agreements help to make the World of Ballooning smaller every day.

Understanding the birth of The Light Sport Rule requires knowledge of the sometimes obscure FAA regulatory process. The Light Sport Rule was designed to plug into and solve problems arising from a regulation, now more than 20 years old; 14CFR Part 103, “Ultralight Vehicles”. The new rule allows operation of Light Sport Balloons exceeding the limits of Ultralight balloons operated under 14CFR Part 103, with a passenger, for flight training and for rental. While the privileges and limitations of 14CFR Part 103 remain unchanged, The Light Sport Rule illuminates Sport-Ultralight ballooning pilot and aircraft certification opportunities that have yet to become widely known, much less common place.

Addressing the technical limits for the long standing and/or current perception of the regulatory aircraft weights is an exercise in frustration...155lbs for non-powered Part 103, 254lbs for powered Part 103, 660lbs for LTA-LSA, the 50% rule for amateur built experimental, etc...establishing blame for these misguided limitations is even less uplifting. There is a reason why a new Cloudhopper costs \$20,000, while an automobile is only half that; use your imagination. Balloon manufacturers and trade associations around the World have already shed a no-growth message to the regulatory authorities on the subject of Light Sport on your behalf since its introduction over a year ago. This is why you know virtually nothing about the new Light Sport Ballooning opportunities. Fortunately, many of these Light Sport definition/limitation issues are presently being addressed at the highest levels in the international aircraft certification regulatory process. At the time of this writing, I am pleased to tell you that a bucket of water called Light-Sport has been thrown on the wicked-witch. The internationally accepted definition of a Light Sport Balloon will reflect the MTOW for 2-place (AX-5 to AX-7) Type Designs.

One-two place sport hot-air balloons can and will now be manufactured and operated in an internationally accepted unified deregulated environment. The traditional regulatory excuses for the high costs to manufacture and operate one-two place sport hot-air balloons have been lifted. The cost, the weight, and hassle factor of traditional ‘sport’ ballooning opportunities can be cut in half. Amateur balloon builders around the world will now have the opportunity to design, manufacture, and market improved products,

creating a marketplace for competition that will benefit the balloon consumer and will challenge the current balloon manufacturing community right out of their over-inflated, exclusionary pricing and distribution tactics.

The FAA has drawn an internationally recognized regulatory line in the sand; Light Sport operations on one side, Commercial operations on the other. Which side are you on? If you want to purchase, own, operate, insure, design, build and/or market a one-two place hot air balloon, the new Light Sport Rule is an incredible opportunity; Internationally accepted ASTM 'Consensus Standards' have taken the place of the more restrictive design and production regulations; Part 31, and Part 21. These changes also come with an additional advantage in that they offer the opportunity for sport ballooning to be brought in line with the rest of the sport recreational vehicle environment.

The implications of Light Sport inspires a much fuller spectrum for the future of our sport. What will sport ballooning be like in 20 years? Will the sport you love, grow and flourish like the sport-recreational vehicle industry has? With Light Sport, the door is wide open for just that. Take a look at this exciting new opportunity for our industry yourself. Encourage your ballooning organizations, to be truly representative, encourage them to support this new unified, inclusive, deregulated approach to sport ballooning. You and a whole new generation of aeronauts will be experiencing your inspiration. Light Sport Ballooning truly is a Cloudhoppers Dream...

Jim Rogina, ACME Aerostats
FAA DER (Designated Engineering Representative)

FAA Air Agency #R7JR461Y
FAA DAS (Designated Alteration Station)
www.acmesport.com

Many thanks to Jim for that concise explanation. It does beg many questions such as why is it we pay so much for our form of flying and the analogy verses a cost of a car is a valid point. Since both forms of machinery are rigorously tested and stringently type rated, surely the miss match in costing is not just down to the volumes produced.

I did contact a member of our group who happens to work for the Civil Aviation Authority for their views on the Light Sport Ballooning Initiative and how they see it affecting Europe and the UK in particular, but unfortunately at time of print, we could collectively get no official views on this subject. I will Endeavour

to find out the European view on this USA led initiative and perhaps get them across to you in a future edition.

Lightweight Hopping into Ballooning by John Tyrrell

When I got involved with ballooning in 1997, it was with a Lindstrand 90, the balloon I learnt to fly in, now own along with Wendy and still regularly fly.

Early in the 2005 flying season we began to yearn for lighter kit; we had had a number of carry-outs, tight farm entrances and narrow country lanes with the trailer.

So the brain started thinking, a visit to the Zebedee List, a chance training flight with a new PUT in his Concept 60 with folding basket: - The idea was born “lightweight ballooning” with a 42 or 56 envelope, small basket, single burner – pilot flying solo or with just one passenger. We kicked the thoughts around, got quotes for a new balloon and even contemplated how we would transport it, but the finances were short, so we decided to wait until the New Year. Then as with all good ideas, something comes out of the blue and you’re off again.



Late on a Sunday night in early August we found an advert on the BBAC Forum, “Lindstrand 31A hopper for sale, 12hrs from new in 2000, recent C of A, excellent

condition”. I suppose I should point out at this stage, I have never overly liked hoppers and even been very vocal about the fact, so here I was considering this as a perfect solution to our lightweight ballooning.

So on the Saturday of the Bristol Fiesta Weekend, we set off to meet Mark Warne in a pub at Taunton. It rained all the way, round the M42 and down the M5, which would not have been that bad, but for the holiday traffic as well. We eventually met up in a Little Chef car park and did the deal, with funny looks from the public as we looked at the burner, tank, flying wires, bottom end and then exchanged the cash. We arrived back home to Wollaston at ten o'clock after being in the car for over twelve hours, tired and wondering if we had done the right thing.

A few days later in a quiet sheltered field, on our own, we got it out of the bag and played! Two inflation's and an interesting tether later, we were both over the moon convinced this was the answer to our lightweight ballooning.

It was the end of August by the time we got the chance to free fly, in fact Bank Holiday Monday evening. We met up with another hopper-buddy for moral support. After a good inflation, strapped in tight, instruments on and I was ready to go.



We launched from a very large grass field, with the intention to stay low and play near to the ground, but one short burn and I was at 500ft and still going! This was brilliant, the

heart was pounding and the experience reminded me of my first ever balloon flight. But then back to the basics of flying if it goes up quickly, it can come down quickly. It felt just like a sports racing motorbike, compared to the family salon car I was used to flying.



I was flying towards Northampton and running out of suitable landing sites. Then a peach of a grass field came up, close to the farm, easy access and it had my name all over it. Low approach just clearing the hedge, then gas off and slowly glide into the long grass, pull the rip, short drag and then come to a stop. I was so excited I just wanted to go again, there and then.

I have already learnt a couple of things: - The first line of the Lindstrand Flight Manual states “the maximum surface wind speed for take off and landing is 10 knots.” On both my free flights I have achieved over 12 knots, but landed OK in one piece - so leave the GPS behind.

Secondly, never tether a hopper for fun - it’s ten times harder than a balloon with a basket and you can do some real damage to the envelope.

So do we like lightweight ballooning by hopper? – You bet!

John Tyrrell

Updates from the website

Still nothing to report at this stage, through Graham Philpot I have a lead to a chap who may be able to help out, however at this moment in time I haven't had time to talk to him and see if he can assist. Anyone with Dreamweaver and Java experience who could assist ...please contact me directly.

Gallery pages

Another selection of hoppers that have come my way for your pleasure including two that are for sale.



Roger Kunnert's G-BVFB Cameron N-31 and Sky 25 G-BXWX both of which are up for grabs on the Zebedee list at www.zebedeelist.co.uk .



Latest image of Bret Shirley's "Hang Balloon" showing off the natural beauty of the craft. Thanks to Curtis Pack for the Jpeg.

Manufacturer News / Event Details

Firstly I wish to salute and praise Rick Jaworski and his team from Blair for their outstanding record breaking flight on February 18th 2006 who claimed A dual-record setting flight (AX-4 and AX-5) of 13:13:02 completed at 4:42 PM CST, Saturday February 18, 2006 near Clearmont, MO. USA. For the full story please use the link www.huntel.net/adventure/ , definitely worth a read and a feat of endurance worthy of any record.

Another unique site which shows the locations of any US hopper pilot is available at <http://www.frapp.com/cloudhoppers> . Anyone that may be interested is welcome to send in photos and home locations. Thanks to John Goddard of Georgia USA for that one.

As publicised previously, the Solo Meet is definitely on over the first May bank holiday weekend in the UK. www.solomeet.wanadoo.co.uk will give you all the details and an entry form. Please support this event as we are collectively trying to make things happen and not just talk ballooning and this is the second year of this event so I personally hope it achieves great success and becomes popular.

Going forward to September 2007, and liaising with Barbara Reid (who has worked wonders on our behalf), we will be organising the first ever Cloudhoppers.org EUROHOP to be based in and around Pontoise in France. Most of the main hurdles have already been overcome with great expectation and encouragement from the local people, however it would be good for the organisers even at this stage to gauge interest from those who would feel are likely to attend. Accommodation will be various from a dedicated

Camping Site to Gites and local hotels to suit all budgets. It is envisaged that flying will start Sat am and go through until Friday pm of the next week. A small entry fee will cover Maps, met info etc and more details will be published nearer the time.

For Sale



...Cameron 34,000 Cloud Hopper, with Titanium 15 gallon tank, Honda fan, 2 Rino GPS radios, 28hrs tt, bought new, Oct 2003, I will pay for fresh annual, \$16,000, obo. Robin Rice, 281-333-1508(USA).

Next Issue

The next issue will be done as soon as sufficient content permit's me to write it. Thanks to John and Jim, this time around we had another reasonably decent content .I still have a few items to write about and as we go from the various events , will report back to you what occurs , however I would like to receive articles for inclusion and reports on events such as the XLTA event. This is a task I relish but rely on your supportyou all say you

appreciate the newsletter, like the content, now give me your support please in return.



Final jpeg this time around- Three up at Chateau D'oex -by Paul Dickenson.

Fly safely this spring
Steve Roake

Editor

All articles for inclusion in future issues, please forward to the editor at Information@cloudhoppers.org and all feedback good, bad or indifferent will be welcome. In future we might even run a letters/email section.

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