



Cloudbopper News

Issue Number 109

October 2018

Greetings Hopper exponents,

Just back from another hugely successful One Man Meet and thoroughly enjoyable it was too. When you look into the logistics of running the event it is amazing that it runs so smoothly, which is obviously a big thank you to John Tyrrell and Wendy Roussell who were great as ever.

Not only was the flying good, but some of the photos taken by our contributor Dave Haines were first class so many thanks to him for permission to use them.



In this edition:

- The 35th One Man Meet.
- Following up on an essential extra
- New Balloons
- Second hand balloons update
- Interesting photos.
- EASA updates, the CAA perspective.

Please send to me your items for inclusion in future editions of the newsletter to the email address below.

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

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1, Ed Speak- The One Man Meet Grows up

What I'm about to say may offend some of you, and if it does then probably you will be of an age best described as "old school". But what I don't do is lie. These are facts. When I got into hopping, the OMM was best described as an end of season jolly for commercial pilots to let their hair down. Outsiders such as myself were frowned upon in certain circles because we were upsetting their apple cart. I remember many moons ago, I was accused of ruining the OMM by making it popular. I was grudgingly accepted because I wrote about the events and I guess it was easier to keep me onboard rather than ignore me. Then one year, things changed. The old school decided to take the event to Barolo in Italy to celebrate a significant number of years and the rest of us were left with the prospect of no event. Colin Wolstenholme stepped into the breach and within a short period of time organised an alternative event where we went to a gliding site in Husbands Bosworth in the Midlands and everyone sat down to a meal together and socialised. This was a revolution to me and always set the standard.

Fast forward to 2018 and the 35th annual OMM was held in the Cotswolds at a venue south of Chipping Norton on a golf course at Wychwood near Lyneham Oxfordshire. The best part of the whole event besides the fact that we got to fly, was the Friday night Social over a carvery meal where everyone sat down together. The blend of entrants included hard core annuals like myself, some returning old faces and more importantly a smattering of new faces. Not only was the event the most subscribed ever with 41 entrants, but it also saw 31 different craft take to the skies over two flights. Coupled to that was the support of the most prominent manufacturer in this field, who not only supported the event with prizes but also turned out en-mass to participate actively with no less than four craft flying by their employees.

The formulae has evolved to the point where now you can come along and be part of it, ask questions and participate at your leisure. The event has finally grown up, and I for one fully approve as it so much more inclusive.

Steve Roake

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2, Essential Extras – Andy Booth's Quick release "tested" .

I have to say I had clean forgotten Id bought Andy Booth's quick release mechanism, until he walked up to me at the recent One Man Meet and presented me with my version, Then I got really excited. I happened to be in the company of John Hilditch at that moment and he also bought one on the spot having listened to what they were for and how good Andy thinks they work.



With the goods in my hand I couldn't wait to try the thing out having just flown with my big ungainly release earlier strapped to a lower D ring on the seat unit. This little baby goes in a far more realistic position, attached to two of the carabiners above the swivel mechanism and so supports the weight of the bottom end in a far more agreeable position.

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The release mechanism is a simple pull cord easily accessed whilst in the seat and then you can forget the thing for the duration of your flight. I have to say having used it for the first time on the Sunday morning flight it just seemed so natural and I am delighted with my purchase.

No more fumbling around by the crew when you are ready to depart where you can't get the carabiner off the D ring because the rope has twisted, simply grab and go from now on. Naturally, this comes as highly recommended, we have knowledge of a few left selling at £40 direct from Andy. Email address is pyrotab@gmail.com. If you want one email him directly. Not often you get something that makes a big difference to your hopping experience. This is one of them.

3, The Features Section. –

The 35th "International" One Man Meet.

The "Cotswolds" according to Wikipedia is an area in south central England containing the Cotswold Hills, a range of rolling hills which rise from the meadows of the upper Thames to an [escarpment](#), known as the Cotswold Edge, above the [Severn Valley](#) and Evesham Vale. The area is defined by the [bedrock](#) of [Jurassic limestone](#) that creates a type of [grassland](#) habitat rare in the UK and that is quarried for the golden coloured Cotswold stone. It contains unique features derived from the use of this mineral; the predominantly rural landscape contains stone-built villages, historical towns and stately homes and gardens.

In layman terms, this is a part of England that was given an area of outstanding natural beauty status in 1966 and is the second largest part of England to have protected status after the lake district, meaning it is totally beautiful.

The one Man Meet continued its' merry tour of the UK last year by being held in Kingham Oxfordshire, (literally just up the road), and following on with the tried and trusted way of keeping the event in one area for two years before relocating, we are back for year two.

However, we had to relocate to another venue. What a great job John Tyrrell and Wendy Roussel accomplished in finding a local golf course who would accommodate our wishes and fulfilled the criteria of our needs. That in itself is no mean feat people.

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Coupled to this, 2018 also included the largest ever entry list including an international entry from French balloonist Jacques Bernadin. We are delighted to be able to call this an international meet.

Friday 5th October saw teams assemble at the Wychwood Golf course in Lyneham (just south of Chipping Norton by about 6 miles), for first briefing around 3-30pm. With favourable weather conditions for Friday evening and a prospect of terrible wind and rain all Saturday, teams were understandably keen to fly and take full advantage of the conditions. After "Roll-Call" the Met Forecast was given and crews then proceeded to the launch field where hoppers were joined by a duo chariot and a couple of larger balloons. Forecast winds of 2/4 knots on the surface with 250/6 knots at 500ft and 260/7 at 1000 proved initially to be true but the teams found themselves in between two weather systems with 180 degrees of steerage and eventually a box available to play with.

My weekend started badly when I discovered my hopper had sustained some 2 panels of damage from its last flight in Longleat following curl over experienced during a heavy landing that actually broke the wood in my seat unit (This wasn't going to stop me flying and has now gone for repair). This aside, I was delighted to see some new faces and some returning teams that hadn't graced us for a number of years with their company. Joining us were Gary Madelin in G-CDAD his LBL25A, Richard Phillips in G-BWHD Lbl31A and Mark Shemilt debuted his Eco Fabric Ultramagic based Duo G-CKUK.



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Getting into the air it was very apparent that the forecast wasn't 100% correct, with the ability to box with height changes. Nobody flew too far from the launch site but during my one hour and ten minutes I found at 1900 feet I had around 7 knots of wind on the 250 track, dropping to 1200 I found nothing and, on the deck, I had a draw wind taking me back towards the golf course. The highlight of this first flight was seeing Ron Griffins homebuilt RG28 G-CKAI close up in the air, and Mark Shemilt's stunning Eco fabric Duo chariot G-CKUK. With 24 balloons over the Cotswold skies the collage was amazing.

Also, in the air was French exponent Jacques Bernadin in his recently purchased Cameron O-31 F-HJJB. Joining the masses were Tim Wilkinson and Barry Newman in their homebuilt crafts G-CIWZ and G-CJSY.

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G-CDAD LBL 25A of Gary Madelin completing its 179th hour of flying, photo by Dave Haines.

Rushing back to the hotel for a quick-change post flight and a spruce up, We returned to the Golf Course where they had put on a carvery Meal with three choices of meats. I say that, because I reported on my updates on Facebook that there were four and I would be caught out on that at The prize giving. We could all relax and enjoy the evening fully as the morning briefing had already been placed in the bin as unsuitable.

This decision was universally greeted with thanks and it gave the teams a chance to enjoy the hospitality of their accommodation and staying in a brand new Premier Inn in Chipping Norton I have to say that for me it was very good indeed.

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Saturday was spent enjoying the culture of the surrounding area ending up on Saturday night at a "pub of the year" in the village of Bledington.

Sunday Morning dawned as early as we feared, with clear skies and little winds. An overnight frost meant that scraping of the car was required. Arriving at the briefing we already knew that the weather was due to improve as the morning progressed so there was no great need to rush into the air. I was personally delighted that we were joined by Stuart Skinner who has just become a hopper pilot and whilst he didn't get time to get the craft ready for the meet, still attended to gain experience. Once again, the weather obliged with surface winds of less than 5 knots and 360/8-9 knots upstairs. There was a task of trying to achieve the most westerly landing on the map.

Heading towards Burford (which in itself is a beautiful place), you could see C-17 military transport planes landing at Brize Norton as we flew in that general direction. My own personal goal for G-CJWY is to try and average total flight hours in excess of one-hour average for the life of the balloon and so flying for more than an hour was easy on such a lovely day. Being Mid pack helped as you could see the variation on the surface but following Kevin Tanner in G-HOPR I was surprised to see how quick he was across the surface but noting what a great place he chose to land on. On dropping to just above tree top height, I experienced 12.2 knots and decided that I should concentrate on finding a decent place to land noting that I was approaching a small valley which in theory should give some protection from the faster prevailing wind. In the end, I picked a turned field in the village of Widford, sharing the experience with Derek Maltby who also chose the same field. Fortuitously the lady whose house backed onto the field came out with a tray of tea for the four of us. What a beautiful welcome which made me decide to give them my bottle of wine for their generosity. Once again, some 21 balloons had graced the skies of Oxfordshire which really made flying in this region very special. Returning to check out of my hotel, it was off once again to the Golf Club for the all-important prize giving. This is always the point of the event I fear most because traditionally, there are a couple of awards I always want to avoid. Luckily for me 2018 would once again steer them clear of me. First award was a special one-off recognition of the efforts of recently retired ex CAA man Ian Chadwick for his services to our sport (which was universally applauded).

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Next prize went to John Hilditch who received a Striker for being caught Trying to inflate without turning his gas on!

Nick Purvis was awarded Some Northampton Beer for flying the Cameron Hopper without a hole in it!

The next award went to Jacque Bernadin in recognition of his travel to become The International Traveller to the meet.

Helen Ashworth was presented with a prize for being the nicest retrieve person servicing Adrian Brown and Derek Maltby with a duel effort.

This was compounded by having to attend Adrian Brown who won the competitive flight award for flying the Furthest West on the Map.

Wendy's Wellies were awarded to Darwin Peltan who was sharing his hopper flight with Simon Church but unfortunately deflated the balloon too much whilst trying to carry out an intermediate change over.

I was recognised for reporting four meats at the evening meal on Facebook when there were in fact only three -oops!

An umbrella was presented to Derek Maltby's wife because Derek hadn't turned up with his usual super soaker water gun.

Now we arrived at the two most prestigious awards at the ceremony. The **Cock-Up trophy** was presented to Derek Maltby who had on the initial flight managed to not mount his fuel tank correctly. And Finally, The **Wooden Tit** (be nice award) was presented to Charlie at Cameron Balloons for completing triple retrieves twice and in the knowledge that by this time next year she should have her own license, so wouldn't it be nice if she can fly herself next year.

John and Wendy canvassed opinion on where people would like to go to next year and a few suggestions were put forward. They would welcome your input via email at onemanmeet@btinternet.co.uk . Please remember that we need various accommodation options including caravans and tents, the launch site really needs to be as sheltered as possible and there also needs to be a local supply for gas refuelling.

As ever we were all grateful for the organisers time and efforts and we look forward to finding out where next year's event will take place.

Steve Roake

People always ask where have the One Man Meets been held in previous years so I have listed dates and venues below.

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<u>Date</u>	<u>Year</u>	<u>Venue</u>	<u>Points of interest</u>
1984(June)	1	Culham Oxfordshire	
1985 (June)	2	Culham Oxfordshire	
1986 (June)	3	Culham Oxfordshire	
1987 (June)	4	Churchill Somerset	
1988 (June)	5	Churchill Somerset	
1989 (June)	6	Churchill Somerset	
1990 (June)	7	Churchill Somerset	
1991 (June)	8	Churchill Somerset	
1992 (Oct)*	9	Cunsey Cumbria	(*event moved to October)
1993 *	10	Wray Castle Cumbria	
1994 *	11	Wray Castle Cumbria	
1995 *	12	Various Sites Cumbria	
1996 *	13	Sawrey/Ambleside	Not flyable but G-BSMM Tethered.
1997 *	14	Llantony/ Abergavenny	Wales
1998 *	15	CrickHowell	Wales
1999 *	16	CrickHowell	Wales
2000 *	17	CrickHowell	Wales
2001 *	18	Ashton Court Bristol	Foot and Mouth decease Flying around the park only
2002 *	19	Llansfarrant Court Hotel, Raglan,	Monmouthshire
2003 *	20	Llansfarrant Court Hotel, Raglan,	Monmouthshire
2004 *	21	Bowness, Windermere Lake District.	
2005 *	22	Monmouth, Monmouthshire	
2006 *	23	Ilam Derbyshire	
2007 *	24	Barolo Italy (25 th Aniversary even though it was 24 th) or Husbands Bosworth	
2008 *	25	Husbands Bosworth (Barolo repeat one week later)	
2009 *	26	Wookey Hole Somerset	
2010 *	27	Wookey Hole Somerset	
2011*	28	Welshpool Airfield, Powys	
2012*	29	Welshpool Airfield, Powys	
2013*	30	Wellesbourne Mountford (2 nd unflyable year)	
2014*	31	Llansfarrant Court Hotel, Raglan,	Monmouthshire
2015*	32	Tissington Hall, Derbyshire	
2016*	33	Tissington Hall, Derbyshire	

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2017 *	34	Kingham, Oxfordshire
2018*	35	Wychwood Golf Club, Lyneham ,Oxfordshire
2019*	36	????????????????

Steve Rooke

4,Homebuilding Section- Annex 1 Balloon Meet -Sackville Lodge

As you will read elsewhere Annex 2 has morphed into Annex 1 according to EASA. Tim Wilkinson (prolific Homebuilder and Annex 1 activist), invited anyone interested in Homebuilding to Sackville Lodge, Riseley Bedfordshire , over the weekend of 19th-21st October to the first ever Annex 1 Balloon meet . I attended with much interest to see just hiow popular the UK homebuilding scene has become. Arriving after dark on the Friday evening , some had flown already but the prospects for the restb of the weekend looked quite favourable hence the idea of journeying to the venue the evening before rather than get up at 4am and drive.



Varied balloons – photo by Andy Austin.

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This proved to be the right decision for myself as Saturday morning was very flyable with 16 craft flying or which 13 were of the homebuilt variety. Annex 1 now includes craft which have been orphaned by the manufacturer (ie they no longer support the type), and amongst the mass launch was Tim Ward in his Cameron Viva 20 which is one of these orphaned balloons. This event is of interest to us in particular as the sizes generally built tend to fall into our sphere of ballooning. As it was of those 16 balloons that flew 37% were hopper sized with three being Annex 1 classified. A lovely sight was witnessed with the mass takeoff and as I was at my leisure I suggested to John Hilditch that I could assist both himself and Tim ward who were contemplating a double retrieve, that I could do one of them for ease. Its been quite a while since I retrieved anyone but I enjoyed the process collecting my pilot at a school in Kimbolton after he had flown for some 45mins. Ironically Tim also landed in an adjacent field and whilst we awaited his retrieve to arrive, we took the opportunity to assist with a short carry out across a couple of football pitches to the car park.

Arriving back at Sackville, Tim was in full swing providing breakfast for everyone present. This included Mark Shortman who is the Policy adviser from the CAA. He then gave everyone a short indepth insight to the CAA's position regarding Annex 1 and the do's and don'ts of Homebuilding policy.

Having seen what I needed from the event I didn't hang around for the afternoon launch or the BBQ which was being laid on. Apparently they flew again with great success but the Sunday morning flight was cancelled due to fog.

As a first off I thought it was a great success and to be commended, but going forward I would like to see people embrace the event a little more like they do at XLTA where folks tell each other about their experiences in an informal lecture style. People should be encouraged to glean all the information they can from People who have already achieved success in homebuilding. This can only help blossom the activities further.

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CAMERON BALLOONS

Fact 1
Easy to inflate and pack away, Cameron Hopper units are extremely simple to operate.

Fact 2
The Cameron Hopper Base Unit is a fun way to fly while having reliability, ease-of-use and comfort at its core.

Fact 3
Hoppers operate at a fraction of the running cost of a conventional hot air balloon.

Fact 4
Superb for those who want a striking visual impact for marketing campaigns and promotions.

Fact 5
Extra harness padding enhances comfort and suits all pilot heights.

THE HOPPER

Small but significant benefits make a world of difference to your flying experience.
Our design and build technology combines safety with ease-of-use and exceptional comfort.

A padded head-rest, enhanced cushioning, adjustable seat, and an adjustable light-weight, foot-rest ensures pilot comfort.
Stainless-steel hinges, on all Base Units, make transportation and storage even more convenient; the whole back-frame system folds and

packs neatly, even if you prefer to leave the harness attached.
The larger "rear-view" mirrors with an independent rapid-cut-off fuel system allow the Pilot to control the Hopper effectively and safely.
There is even a pocket, a perfect space for a coat or tasty snacks!

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5 Interesting Photos



Ron Griffins Homebuilt RG28 -G-CKAI seen at the OMM
Photo by Dave Haines.

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Relatively rare these days, G-BWHD LBL 31A attended the OMM this year, photo by Dave Haines.

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6. New Allocations This Month / Changes of Ownership

Unusually for this category, but it's true, this month there are no known new allocations to the UK register and no Changes of ownership that spring to mind. Not entirely unexpected, 2018 remains a very buoyant year for hopper sales and resales.

7. Second Hand Movements

Not exactly new news but for continuity G-ONCB the ex-Martin Mitchell LBL31A has found a new home with Ben Alford in Bristol during August. No other changes of ownership to report currently.

8. Manufacturer / Event News/ Industry News

EASA Update

Following on from my update last month, it seems that Mark Shortman (policy maker at the CAA) wasn't happy about the content as it was factually incorrect. This information came directly from the two named people and was written verbatim. I did suggest to him if it is policy the requirements should come from himself, but so far, I haven't received anything.

However, a few things were established at a chat Mark gave at the Sackville Annex 2 meet. Firstly, as far as EASA are concerned Annex 2 is now Annex 1. This includes balloons which may be no longer supported by the manufacturer such as Cameron Viva 20's of which there are only two. G-BOYO which was present at the meet will now be included as an orphaned type.

Secondly as Annex 1 balloons, the maker has to complete at least 51% of the build program themselves. This pertains to the envelope as it is expected that certain off the shelf parts such as burners should be brought in rather than built. He also made it plain that if you bought a type rated envelope from a manufacturer then this cannot be transposed to an Annex 1 balloon. However, you could ask for a singular one-off balloon to be made which theoretically they could build for you and that would be different to a type certified example.

Anything further on this subject should come from Mark directly, to avoid any further mis-interpretations. I would suggest if you have any specific questions on this subject you direct them to Mark directly.

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Cameron "Stock Hoppers" for sale exclusively to Cloudhoppers.org. These two beauties are both available with the regular discount using the code CAM01SJR and come in either 26,000 or 31,000 sizes to suit all. Prices start from £7335 excluding VAT and delivery for the O-26.

To purchase the current offerings please contact Cameron Balloons directly on +44(0)117 9637216, quoting the code "CAM01SJR" and ask to speak to either Craig or Simon about the Cameron O Types that are on the Cloudhoppers page.

O-26 : Stock 1 of 1 CAMERON BALLOONS

V20.954 Envelope SUPERLIGHT

Artwork: -

August 2018

Designer: WO

Fabric Colours Used:					
PS ORANGE	PS NAVY	PS DEEP BLUE	PS METAL BLUE	PS DARK RED	PS BRONZE RED

Scoop / Nomex : YELLOW Load Tape Colour: White 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.

O-31 1 of 1 CAMERON BALLOONS

V20.435 ALL SUPERLIGHT

Artwork: -

December 2017

Designer: AB

Fabric Colours Used:					
SHIMMER RED	FLORAL	GOLD	PASTEL BLUE	PURPLE	LIME GREEN

Scoop / Nomex : Yellow Load Tape Colour: White 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.

Cameron Super Lightweight O types are currently the best-selling lightweight hopper envelopes available and whilst most purchases require three-month lead times minimum, these are a lot easier to purchase and are available immediately by request.

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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 right now.



Seen Here tethering at the recent Longleat Safari festival
G-BCEU is a Cameron O-42 of 1974 Vintage.
photo by steve roake

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Jacques Bernadin from France in F-HHJB his Cameron O-31 at the OMM.
Photo with thanks Dave Haines.

Facebook membership continues to rise with the current level of 1226 (correct to 31st October), current and still rising. Let's hope this trend continues as the popularity of hopping embraces even more people. All articles for inclusion in future issues will be gratefully received by your Editor. Please forward them to steve.rooke33@gmail.com

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.**

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