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Monthly Magazine

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Dear flyers

September is typically the month when the commercial season finishes and folks look forward to a rest, but being hopper people for us we look towards the future and the OMM this month followed by the Italian event in Barolo. Since the last edition we have experienced some fine weather in the UK and some events where hoppers featured. We review the events that were attended by our members and comment on the state of the second hand market and with what is currently available and what has recently changed hands

Here 's a picture of no less than 3 Lindstrand demo hoppers, stood up at the recent "welcome home champion" ceremony, for Stefan Zeberli of Switzerland after his win of the European Hot-Air balloon championships. Alongside the Swiss-based Demo LBL35A G-GABI, there are 2 of the 4 Swiss Lindstrand 31A demo hoppers, HB-QAC and HB-QAE. HB-QAB is owned by Stefan Zeberli and HB-QAD by a Lindstrand ride operator, Christoph Tatray. Photo sent in by Richard Sargeant

Contents

In this 35th edition I have for your reading the following choices subjects;

- G-BSDV Colt 31A Envelope is up for grabs
- G-BSAK is still up for grabs, can be seen at the OMM!
- Mark 2 T&C Sky chariot bottom end for sale.
- Reporting on what has recently sold

9, **Last and not least.**

- Fine shot by Neil Ivison

1, Ed Speak by Steve Roake – Thoughts on the OMM 2009

Here we are at the One Man Meet time of year and I can't help but think that perhaps the choice of venue this year is the wrong one. Why I hear you say? Well we are (like it or not), in the midst of a recession. Some balloon manufacturers are contemplating shorter working weeks, new orders for hoppers in particular are sluggish and generally folks are watching their money and yet this year's choice of venue is one of the most expensive in recent years. Sure like myself, we all have the choice to stay at more budget orientated accommodation, but when we are trying to expand the interest in our sector of the sport, getting folks together to "talk turkey" is a key part of evolving our sport and a suitable venue is a key part in this operation. Now I may be wrong but if you look at where the activity is in hopping, primarily the movement is in second hand equipment, on a budget. The new faces at this year's event will all be utilising kit they have procured at a fraction of the price of new equipment. In this context, I don't see how staying a couple of nights in a hotel costing £200plus per night helps get newcomers interested.
I personally know of three recent transactions in the 2nd hand market, all achieved at reasonable prices. The first thing these folks want to do is integrate with the mainstream hard core stalwarts of our sport. Some have already indicated a reluctance to attend at "any price". Yes, we all have all year to save for the OMM but with cash hard to come by for most families, this could

be a very expensive weekend away. Following on from two very budget friendly years at Husbands Bosworth, with great turnouts, it remains to be seen if this year's OMM matches previous successes.

Steve Roake

2, Essential Extra's- For this month we have no new items of interest to bring to you .Sorry about that , but these things ebb and flow and when we have more for you we will bring the news as soon as we receive it. Mind you, if you have an item that you have found of benefit, which may be of use to others, please let us know here.

3, The Features Section

A Brief History of Hoppers by Sky Balloons Ltd. -Steve Roake

Following the publicity last month of more than half the hoppers ever built by Sky Balloons having flown at Metz this year, I thought I would delve deeper into the history behind Sky and the eight hoppers that they built during their short production period. With thanks to Colin Wolstenholme for his "insights", some of the "patchy history" of Sky has emerged. I say patchy for very good reason. Whilst some facts are known such as it started building balloons in 1995 utilising the remnants of the Old Thunder and Colt team, the exact number of balloons manufactured is widely quoted as various quantities but somewhere the number 145 seems to be about right.
Within that number, eight hoppers were manufactured. Most of these have survived the duration but at least two are shot to bits or destroyed. This is a big shame because with such a short production run, the history of Sky hoppers is important

First to be manufactured was G-BWOY, built initially in 1996; this Sky 31-24 was registered in 2001 for Colin Wolstenholme

G-BWOY Sky 31-24 is c/n 029

Like the other sky balloons, this hopper was the work of talented designer Mark Broom who chose a distinct design that mimicked as closely as possible in the crown section, a natural spherical shape. For some quirky reason (unexplained) the sky design was certified in the USA. I get the impression that at Sky, no two balloons were similarly priced and clearly tight margins attracted the commercial operators. The next hopper produced was G-BXVP the Demo coloured one which was with Les Greaves before he sold it on to Tim Dudman. This balloon (C/N 056) was a Demo

Balloon for a while so featured the distinctive Blue and yellow scheme with the Bird flying logo.

c/n 056 is Sky 31-24 G-BXVP

The best thing about G-BXVP is that it is now more prominently seen as Tim Dudman is an active hopper exponent. This represented the 2nd of only three 31's that Sky built, with all three being 24 gore construction. At the time they were built, there were some rumours that sky utilised some less desirable fabrics and for a while G-BXWX was associated with these rumours allegedly being the reason why it took time to sell on the zebeddee list. However, the information I have on this subject

was that fabric bought by Sky was fit for purpose but may have been rejected by other manufacturers previously allowing economies of scale.
G-CFPS the Sky 25-16 was the next hopper built. This balloon was built alongside some bigger versions for Bill Brogun in Austria. The Austrian Authorities never got it registered, but it is in great condition currently in the new ownership of Les Greeves. He states that the balloon has only done about 4hours total time and prior to Metz 2009 had never free flown.

G-CFPS Sky 25-16 C/N 075

The sixteen gore Sky 25 was the most produced of the sky hoppers with hald of the entire production run being 25's. Shortly following on from CFPS came a demo schemed 25 G-BXWX.

This 1998 built demonstrator balloon featured another scheme that varied from the traditional Blue / Yellow scheme used in other sky demo balloons. The colours used were a lovely Burgundy and cream scheme that accentuated the bird motif emblazoned across the top section.

G-BXWX Sky 25-16 C/N 082 photographed in 2003 at Parham Park by sadly departed friend Paul Lattimore.

The balloon has been recently purchased (December 2007), by Carol O'Neil and Geoff Davis who have already exploited its potential with a one day flight in Ireland where they collectively flew for about 7 hours ,changing cylinders as they swapped pilots along the way.

G-BXWX is C/N 082 and for a while there wasn't another sky hopper. The next built hopper was part of a contract for Ordnance Survey Limited was had commissioned Sky balloons to build them a map special shaped big balloon. The Hopper complimented the shape and when utilised by Virgin Airship and Balloon Company and frequently the two balloons were seen together.

G-OSVY Sky 31-24 c/n 104

The contract for G-OSVY lasted from 98 until 2001 when the balloon was retired and loaned to the Balloon Preservation Group. She is currently in storage with Chris Dobson who says that basically the balloon is trashed and unfortunately has probably seen her best days. This I think is a tragedy because I felt it was a particularly good use of artwork, with vibrant colours and a favourite of mine. Later in April of 1998 saw the debut of G-BXVH another Sky 25-16 which was purchased by Flying Pictures Ltd on behalf of the clients Encyclopaedia Britannica who used it to advertise its internet service E-Blast. Whilst it was seen around and about during its contract, BXVH was quite a rare beast, with few photographs of its existence still around.

Photographed by Sandy Mitchell, G-BXVH is seen here at Bristol.

Unfortunately and in conjunction with the policy of destroying balloons on termination of contract, G-BXVH was destroyed in 2005 and no longer exists. Shame as it looked a nice balloon. Seventh and penultimate hopper built was G-BYCB which is a Sky 21-16.

G-BYCB Sky 21-16 C/N 128 jpeg by Sandy Mitchell

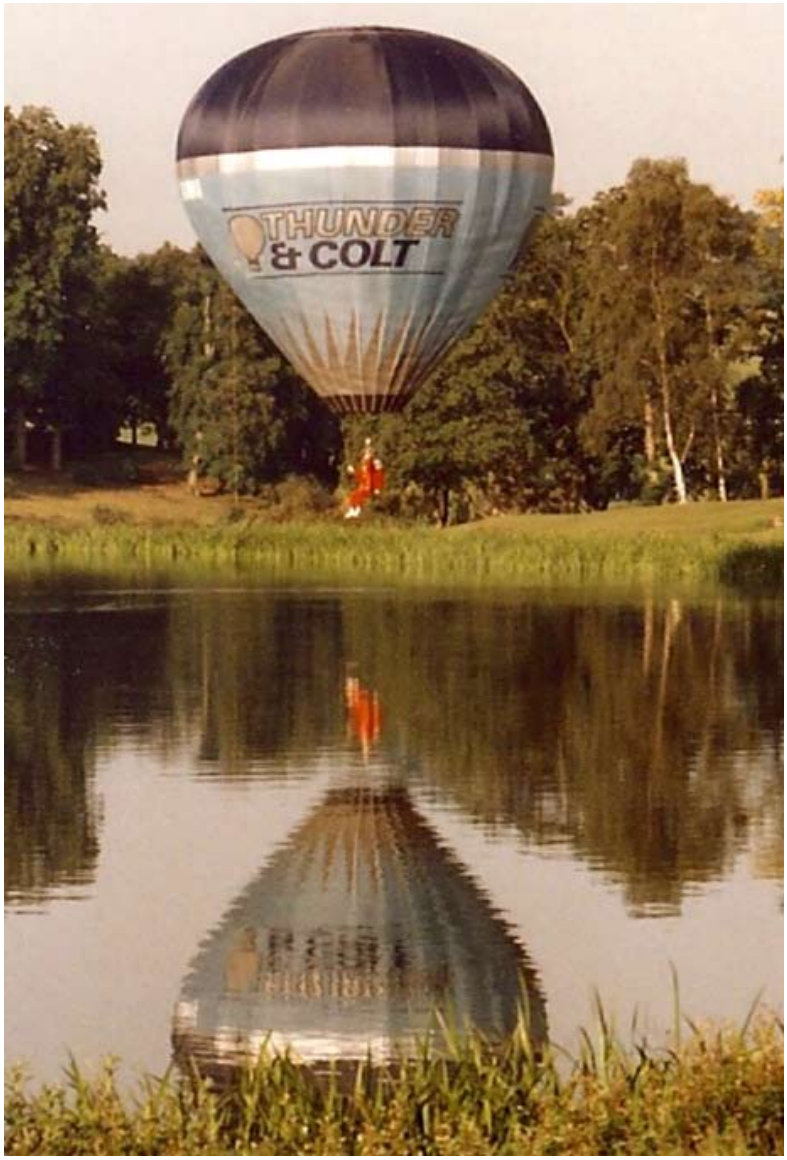
The interesting factor with the 21 was that it never actually got type rated which made selling it on a long winded process. Whilst the balloon didn't have many hours on the logbook, folks stayed away from purchasing the balloon from the first owner Shiralee Collins. Originally called "Hoppity"the balloon has recently gained a new owner with David Hopkins at Pidley Golf course.
Last of the set was a final 25-16 in G-BZSL.

This Sky 25-16 was made in 1998, in a heavier silver material and spent a fair proportion of its life in the hands of Andy Austin. Recently it has been sold on to a new Dutch owner.
So this completes the hopper history of Sky Balloons.
In conclusion when bought by Cameron Balloons Ltd, the auditors were amazed at the history on sales and couldn't believe that the company "Sky" still existed and hadn't been operating profitably for quite a while, so the perceived rival to the bigger manufacturer turned out to be less of a threat than that envisaged.

My Favourite Jpegs and why-by Bill Teasdale.

In this sixth selection of my favourites and why, Bill Teasdale selects his three best jpegs plus a couple of extras he felt he couldn't leave out. Bill is known for his vast collection of jpegs and I thought this would be a breeze for him.
However Bill states "This Turned out a tougher task than expected, principally because my cataloguing system doesn't really help when trying to select particular requests. There are also a huge number of old prints that I haven't scanned yet. Anyway, hope this will do for the meantime, although I suspect you may have seen one or two before".

The first selection comes from Leeds Castle in the form of Colt 21A, G-BMKI. Bill states about the photograph, "- June 1990 - never did find out who the pilot was. Got everything right on this one. Reflection of the water on the envelope, and reflection of the envelope in the water." Ed-I agree with Bill, truly a stunning photograph which accentuates the blue Demo scheme of Thunder and Colt at that time with the reflection thing going on its superb!



G-BMKI photographed by Bill Teasdale

Bill's second selection is taken at the "Mecca" for photographers, namely Chateau D'oex. Here in the sunshine, Bill has captured a very clean looking G-IAMP Cameron H-34.

As he says, G-IAMP - Chateau D'Oex January 2007. Alpine balloon meets traditionally attract large balloons, but clearly a great deal of entertainment can be enjoyed in the valleys, and the

meet now generally includes a number of hoppers, brought by the crews of larger balloons, for alternative sport.

G-IAMP Cameron H-34 at Chateau D'oex in 2007

Third shot from Bill (note the not last shot), is of OY-COR - Metz July 1995. I think there have only ever been a couple of Danish hoppers, and this one missed the main launch of about 200 much larger envelopes, and is seen here in peaceful surroundings not normally associated with a Metz launch.

Next Month Earnie Hartt has agreed to come up with his favourites and Why but I would prefer volunteers please folks. So now who else would like to make their unique choices of hopper Or duo chariot favourites? Selections to me as ever please, care of steve.roake@ntlworld.com.

Additional Stuff from Bill Teasdale

I also received two other jpegs from Bill which I thought I'd share with you without editing his words (just for a laugh). Both were taken at the Icicle Meet 2009.

Bill says, "This is Neil Ivison when he realises he won't get into the field he wants to land in"! - We all know that feeling –Ed!

Bill says," Steve Roake clearly wanted to be somewhere warmer"
Ed- "I wanted to tease the fashion police with my grunge look"!

Greg Winker reports from Alvord Oregon

Every couple of years, a group of balloonists from Portland, Oregon head to the Alvord Desert for a weekend of camping and ballooning. The Alvord is a dry lake bed that is about 12 miles across. It's so large and so smooth, Kitty O'Neil set an unofficial women's land speed record of 512 mph in a rocket powered car. Compared to that, my 80 mph unofficial balloonist record comes off as pretty weak.

Anyway, I live in northwest Washington and The Alvord is in southeast Oregon. With a few stops for gas and ice cream, it takes about 12 hours to get there. My neighbour Larry Nelson - also a commercial balloon pilot from Seattle - helped me pack four balloons into my little Westfalia trailer for the trip down. My daughter Alex and her college roommate Lizzie also joined us. This was our first trip to The Alvord and not knowing what to expect, we planned to be ready for anything.

We packed the solar balloon, an AX-2 tank rider, my Lindstrand Cloudhopper, Larry's Boland basket along with Evil Knievel, the balloon we built for Smash Lab. After we loaded the balloons, there was a little bit of room left in the trailer, so we threw in a bunch of tanks, some sleeping bags and plenty of beer.

We arrived at The Alvord at dusk just as the full moon was rising. Our instructions on how to find camp consisted of the following: You'll come over a gentle rise in the road and you'll see the lake bed for the first time and you'll say "Whoa!" There was no question where we were when we all went "Whoa" at the same time. At 12 miles by 8 miles the lakebed is both impressive and hard to miss. And with the full moon reflecting off the surface, it looked for all the world like a real lake. We had to drive out

onto it before we could convince ourselves it really was a dry lake bed. After checking out some of the other groups camping on the lake bed, we found our fellow balloonists, set up camp and got ready to fly in the morning.

Day 1 dawns sunny and calm. After a couple of pibals to confirm the conditions, we head to the middle of the desert to inflate.

The big boys getting ready to launch.

I've never flown over "nothing at all" so this was a new experience. I had no idea what to expect. I can tell you there is plenty of depth perception. Even though the edge of the desert is miles away, and the mountains are even further, you have no loss of depth perception over the lake bed. You can see the mud cracks up to about 100 feet AGL. You can also see you shadow and – of course - the chase is right underneath you.

Mr. Hopper struttin' his stuff

My daughter Alex has been a student pilot for years and we've been waiting for just the right time to let her make her first solo. This seemed like the perfect morning. After a nice 1 hour flight I landed, strapped Alex into the seat and turned her loose. She did great and even found a way to have fun.

Yes, hoppers are fun! Alex proves it.

Larry Nelson tries to fly back to camp. After a good hour of trying, Larry manages to get within about 100 yards. After the long drive yesterday, we spend to rest of the day chilling out, emptying the coolers and relaxing.

Larry Nelson flying Evil Knievel.

Day 2 starts windy and gets windier. Surface winds are on the order of 15 mph. Since we are fair weather pilots, breakfast sounds pretty good. We decide to take a pass, hoping tomorrow is better.

So what do you do to fill up the day when it is windy? As it turns out, the next camp over are a group of land sailors. We jump on some bicycles, head over to check out their gear. After chatting for a few minutes, we're strapped onboard some tandem rigs and we're off racing over the dry lake bed at speeds up to 40 mph. Except for all the dust, this is a great way to spend the afternoon. To get cleaned up, we head over to the hot springs and soak for a while.

Land sailing

Day 3 has marginal conditions and after some soul searching, three balloons decide to give it a try. I'm riding along with a friend in his T&C 90K - this is not a day for hopping. High wind takeoffs and landings make for some good fun. With no ground obstacles, landing is easy.

Step 1 - Bring the balloon down to about five feet AGL and level out.
Step 2 - Ask the chase truck how fast you are going (they are only ten feet away paralleling your flight track).
Step 3 - Pull the parachute all the way out.
Step 4 - Hang on.

We only drug 165 feet. The other balloons were in the range of 4-500 feet.

High wind landing.

After flying we learn there is a road to the top of Steens Mountain. With time to kill, we make the half day drive which tops out at 10,000'. The summit was a great place to get a good look at the dry lake bed.

The Alvord from the top of Steens Mountain

Day 4 is more like the first day. We all race for the middle of the lake bed to set up. After floating around for a half hour, the wind dies out and we end up becalmed. A fitting end to a great weekend of flying. After the flight, we make one last attempt on the balloonists land speed record. Then we break camp, say our goodbyes and begin the long drive home. This was a really unique weekend spent with good friends and well worth the effort. We're already making plans to go back next time.
Greg Winker (thanks for a great story Greg –Ed!)

3, Updates to the website / Newsletter/ Forum Topics

The Forum has been quite busy of late with two topics of general interest taking the attention. The first and probably most sensible idea was the changing of hose lines on a 25year old chariot bottom end. This strikes me as very sound advice as all hoses perish over time, and on a hopper anything to do with fuel flow seems more critical to me and eradicating risk has to be a good thing in anyone's opinion.

The second and more thought provoking topic was from Jonathan Trappe on his flight to 10,000feet in a hopper and the reasons why the pilot light went out a number of times. Firstly I "doft my cap" to anyone who cares to take a hopper to this altitude because in my eyes, this is scary stuff! For anyone who missed the thread the original has been reprinted here for you to enjoy and some choice replies from the great and good on how and why the failures happened.

Jonathan Trappe wrote;

I've been wanting to make a climb in my hopper up above 10,000 feet, and accomplished that yesterday. It was the scariest flight I've had in the hopper. The pilot went out 5 times, and the

balloon entered a descent faster than its stated airworthiness limitations.
First flameout: The fire went out around 8,500 feet. I had my emergency relight `shoot-a-lite' pistol relighter right in its perfect spot on my side. I put my hand on it, and decided to try the piezo once first. One button push on the piezo and it lit, first try. So, I kept climbing. Second flameout was just as I was crossing 10,000. I'm assuming the flameouts were happening because of a combination of lower oxygen and the `vertical wind' caused by my shaper ascent/descent rates. I got it relit using the shoot-a-lite. I rounded out to my peak altitude of 10,300, then started the trip back down.
The remaining flameouts were on the descent. I'm wondering what you guys might think or know. This is on a Cameron M-34.

1.) Max descent rate: In the manual, my balloon is rated for a maximum descent of 800 fpm. But, my balloon's terminal descent rate is faster than that. So, I was descending at 700 fpm, the fire went out, I couldn't relight it, and then I'm descending at 900 fpm— faster than its rated for, and I can't burn.
That's what was scary. Not that the fire was out, or that it wouldn't relight right away, but that it was descending faster and faster, past its rated limitations.
Anybody know anything about this— a balloon that terminals faster than it's max rating? In other balloons I've just `let go' from altitude and entered a terminal descent, and it wouldn't go any faster than it was rated for. So, a flameout at high altitude isn't as scary: the balloon won't descend faster than it's rated for. At good altitude, you've got lots of time to relight. But, this was scary because I was starting to descend faster and faster— and was dropping quicker than the aircraft is rated for-- and can't slow it with a burn.

I was also clocking about 45 knots up there (3 mph on the surface—good day for a long jump.) No shears— just a gradual climb in speed with ascent, decrease with descent. But, it was still something that was in my mind as I watched the county blur by underneath.

At least 3 flameouts on the way back down. It took me so many hits to relight I was afraid I was burning through my shoot-a-lite flint. I did get it relit, obviously, and a burn to slow me felt like it slapped into the balloon. I'm not used to the system jerking around that much.

2.) Flameout: I assume I was flaming out because of the lower oxygen combined with the windy ascent/descent rate blowing on my burner. My rate of climb/descent was around 750 fpm both up and down. (With sunset coming, I didn't have time to make a slow climb, slow descent. As it was, I took 18 minutes up, and a somewhat faster 15 minutes down—thanks to the flameouts.)

It seems there should be some way to block that pilot light from the `vertical wind' from sharp climbs and descents. I've posted pictures on the group to show the Cameron M-34 burner. Any thoughts on this—a `wind shield'?

http://groups.yahoo.com/group/cloudhoppers/photos/album/285233356/pic/list

What has other people's experience been? You can reply directly to me, or post to group.

All told, it was only a 42 minute flight: 18 minutes up, 15 minutes down, then 9 minutes crossing trees and hovering 18 inches above a crop, working over to a road. I did get the altitude I was looking for! But, was a little scary.

Max altitude: 10,305. Max speed: 52 mph.

Thank you!

Jonathan R. Trappe
jtrappe@yahoo.com

After this some replies came in including these

Noah Forden wrote;

Jonathan, sounds like a fun flight! Some thoughts:

1. All in all, the descent rates you are talking about are quite reasonable and even if you never got the pilot light relit, landing at 900 fpm could probably be done without injury, if you were over suitable terrain. 900 fpm is equivalent to jumping off an object in freefall from a height of 3.5 ft. Larg multipassenger balloons have a maximum demsonstrated descent rate of ~1450 fpm - this is what several larger baskets are drop tested at for certification. Racing balloons go faster than this and some special shape balloons descend at well over 2000 to 2500 fpm.

2. In the US, certification standards do not require a maximum descent rate to be published in the flight manual, only the maximum DEMONSTRATED descent rate during flight test. Differences in load, altitude, or ambient temperature will increase or decrease the actual rate on any given day from that demonstrated during flight test. Not sure whether European standards are the same or not.

3. The pilot light should not be going out on you. Propane will ignite and combustion will continue if between 2.1 and 10.1% in air. These are the lower and upper flammability limits (LFL & UFL). Pilot lights should be designed so that at Sea Level, the mixture should be toward the lean end of this range (surplus of air), and at altitude, the pilot should operate at the rich side of this range (surplus of fuel, deficit of air) If your pilot light is going out at altitude and it is not due to a significant airflow over the pilot light, then the mixture is too rich and requires adjustment. This may require a smaller pilot orifice or larger air intake holes near your pilot head. Check with the manufacturer or your repair station to see if the pilot has any adjustment provision. If your pilot is staying lit for any amount of time at altitude then it is probably not a mixture problem but an airflow problem (asssuming that fuel is flowing). Well designed pilot heads will NOT blow out due to airflow over them, even compressed shop air out a nozzle at 70 mph. However, not all burners have well designed pilot heads.

A great learning flight! Lessons learned: 1. Keeping your cool under pressure 2. Understanding your equipment limitations 3. Burner flameout, manual relight proficiency. Good stuff!

Highest Regards,

Noah Forden
Rhode Island

Curtis Pack wrote;

Jonathan,

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One thought, in addition to those mentioned, may be water in the propane freezing in the pilot circuit. If you have a liquid pilot, the orfice is very small and temps at that attitude are (brrrr....) cold. It will be interesting to see what those with experience at high altitude flying and rapid decent rates have to say.
Curtis

Malcolm White wrote;

Hi Jonathan, Pauline may well decide to add to my comments here, but I'd be very surprised if you were getting flame-outs due to either oxygen starvation or freezing (what was the ambient temperature at 10,000 feet?). On Pauline's flight to over 14,000 feet (adjusted by the FAI) in the 21 last year, she had no flame-outs and she had no scoop or skirt on the balloon. She was using a Cameron mini-Mk4 burner and that has a far more enclosed can than your burner, so my guess would be the lack of any pilot flame protection caused the flame-outs with the rush of displaced air up/down over the envelope/basket.
Here's a video of Pauline's flight in the 21. You can hear the significant wind noise from Paolo Bonanno's balloon as he descends behind Pauline. She did have a little envelope distortion (and much rotating) but the envelope stayed packed all the way down.
http://www.youtube.com/watch?v=wUgtNyLO0Xo
There is also more detail on our website - http://www.balloons.ie/january-24th2008.html
On the above website, you will see the barograph trace. Her ascent was slower than yours due to the warm temperatures and comparatively heavy fuel load (and experimental envelope!) but her descent varied between 750 and 1,000fpm and she didn't touch the burners from 14,000 feet until at around 1,000 feet. Pauline only had 25% remaining in her second (and last) tank at 14,000 feet! She would have climbed to over 21,000 feet given cooler conditions. As I have stated in the YouTube comments, there is little point in putting in small squirts during the cold descent, unless it's in the unlikely event of the mouth starting to close. Any heat applied is immediately cooled (and wasted) due to the in-rush of cold air.
Anyway, congratulations on the flight….you are a braver man than me. I've done many Hopper flights, but not quite up that high. We've done many flights over the Alps, at up to 18,000 feet and have yet to have any flame-outs (Lindstrand Jetstream burner).
Malcolm.

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There were others as well, but the reason I put these in here is to highlight the value of the forum and just to say that I personally enjoy the banter on the forum and recommend anyone to use it as a valuable resource for your experiences because there is a vast knowledge base out there to assist you.

4, Homebuilt section – New Balloon for Kelley Morgan.

At last a good story of a project coming to fruition. This beautifully proportioned balloon is the new 42,000 cubic feet balloon for Kelley Morgan.

Jpeg thanks to Kelley Morgan.

The envelope was seen here test inflated on 4th October and weighs in at a very respectable 32kgs. Many thanks for sending this in for inclusion.

5, Gallery Pages.

This section is the Editor's choice of new jpegs, visuals and older balloons of interest or alterations.

First flight with chariot bottom end, G-CEWF is a Jacobs 35A.Gavin Chadwick flying on 1st October –jpeg by Ian Chadwick


GDUMP

Miss of the year for me- G-DUMP Customcraft 25A of Paul Bailey, was seen here at Sackville Lodge by Sandy Mitchell. C/N is 003.

Brand New Cameron Viva for Ernie Hartt. Built by Cameron Balloons USA, N21880 is a Viva 31 and was registered on 20th July with C/N 6567.

Thanks to Ernie Hartt for sending in the photograph. Looks great, hope you have lots of fun with her.

6, Manufacturer News / Events / Updates

OMM 2009- Phil Dunnington has sent details of the event now. The base for the event is the Glencot House Hotel in Wookey, near Wells, Somerset, on 16-18 October.All briefings will be held

at Glencot, starting at 1530 on Friday. For those feeling sociable Friday evening we are going to be at the pub from1830 at the Wookey Hole Inn (GR532476) to eat and drink until about 2030-2100. Saturday 17 October & Sunday 18 October.
Morning briefings are at 0700 at the Garden Room, Glencot House (access across footbridge from cricket pitch on western riverbank). Afternoon briefing will be dependent on conditions. Prizegiving 1200 Sunday at the Queen Victoria, Priddy (GR527508).

Please Take Note on PARKING

Unless you are staying at the Glencot please park immediately inside the gate on the edge of their private cricket pitch. Please note vehicle entrance is at GR530472 off Titlands Lane and NOT via the hotel itself. Pedestrian access to the hotel is then via a footbridge at the eastern end of the pitch. Remember it is a c ricket pitch, so no wheelies, driving near the wicket area etc.
Please respect this place as we are all guests.

Barrolo Italy is also ON!

News comes from Barry Birch that The Barrolo Italy hopper meet is on again this year.Taking place a week after the OMM please contact Barry directly to confirm your interest at this Late stage. Its 23rd to 25th October 2009. For the first 15 entrants there will be a special pilot's pack which includes accommodation, meals, gas etc. Contact Barry at bazzabirch@yahoo.co.uk.

Hoppers seen out and About

New topic for us, recently seen flying have been the following hoppers. G-HEXI and G-CFRF both were in action at the recent Bristol Balloon Fiesta, whilst G-BVRL was inflated by its new

owner Tim Orchard at the Sackville Lodge event where rare as muck, G-DUMP made a rare outing by Owner Paul Bailey. For my sake I hope Paul brings it again next year.

7, For Sale /Wanted section

Firstly news on equipment that has been sold recently. Martin Axtell has had a clear out of his hopper collection with G-BVRL Lbl 21A going to Tim Orchard and the Pepsi envelope G-BOLP selling to Lee Hooper in Bristol.

G-BSDV Colt 31A for Sale priced to sell £1500 for cash!

Your editor is selling his Colt 31A Envelope, registered on 19thApril 1990, she has done 76hours 15mins (last flown 21st march 09) and cold inflated in July. EASA C of A (just lapsed but will be renewed as part of the sale) she is now surplus to requirements with the new purchase (G-UHOP).

Ready for a new owner –who will buy G-BSDV Colt 31A?

Turning vents are currently disconnected but lines will be supplied and can be reused. In the current climate, a price reduction to £1500 for a cash sale seems fair from the £1750 previously quoted.
The price includes the original Colt bag and stylish Lindstrand 31A replacement bag. Great entry to Hopping Balloon with loads of life left in her, she needs new Loving owner!
Contact Steve Roake on 07721-358758 or 01276-516125 after 7pm weekdays or Email steve.roake@ntlworld.com

Thunder and Colt SkyChariot Mk 2 Bottom end for sale

Just a small reminder that the ex BT Chariot bottom end is still for sale by Dave Baker. This represents a very good way to get into hopping when you consider that the price includes the integral fuel tank and therefore is a complete bottom end ready to fly. It dates from 1993 and has done approx 200hours.

The bottom end comes with an integral H-30 Tank which has a Rego fitting. It all looks in great condition-Ed!

The Bottom end utilises the Colt Mark 2 Single burner which has a Liquid Pilot light. Naturally this sale is as a complete kit and Dave isn't going to split it up. The price is a very reasonable £1850 complete. Contact Dave Baker on mobile number 07860-937103 or 01635-866682. Email via dave.2.baker@bt.com

G-BSAK Colt 21A still for sale –can be seen at the OMM!

Ian Chadwick asked me to remind you that son Gavin's G-BSAK envelope is still for sale. Details as follows

Colt 21A 1990. G-BSAK. 25 hrs (11 free/14 tethered) . Red with artwork partly removed. Turning vents. Very good condition. Weighs only 81 lbs. EASA C of A / ARC to Aug '09. Genuine reason for sale. £1400
Gavin Chadwick - 07889 457177 or hot.air@virgin.net

Please contact them if you want to see her at the OMM.

And Finally.

Thanks to Neil Ivison for the jpeg, here seen at Ferrara Italy is the recently built Cameron Duo Chariot PH-SJK.

What a great fun looking balloon!

Membership is currently a healthy 393 members and despite a small dip, numbers are generally still rising. We are getting closer to the magic 400 mark, only seven short now. All articles for inclusion in future issues will be gratefully received by your editor. Please forward them to steve.roake@ntlworld.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.