



Cloudhopper News

Issue Number 47

February/ March 2011

Hello again Folks

Ed-Speak – It's not that I expected vast amounts of feedback from you, but I expected more than the ten comments I received from the 400 odd takers of the publication.



Subject of My First Hop –G-IMAN T&C 31A

The small amount of feedback seemed approving and so we will continue in this guise. I have this month added another occasional section called My First Hop, a simple section dedicated to how your first experiences of hopping measured up against expectations. In the first version, my experience was both memorable and nearly fatal, but more detail on this later.

February is also the month that we comment on the blue ribbon event that is Chateau D'oex which normally features hoppers and duo chariots. Some of our readers habitually attend this event and therefore having two report from the same place gives us a unique perspective of the proceedings from two differing viewpoints. There was even the first flight at this event of the new French Cameron Z-31 F-HITL.

In Addition to this, your editor adds his three favourite shots from this event which traditionally brings out the very best of photographic opportunities for those who attend. I hope you enjoy the contents of Newsletter no 47.

Steve Roake

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Essential Extra's – nothing reported this month!

The Features Section- Chateau D'oex

Chateau d'Oex 2011 – Report by Martin Freeston

Sandy and I have been attending the “Festival International de Ballons” in Château-D'Oex every year since 2006 so it is no surprise that we found ourselves packing the suitcases again this year for the long drive down through France, round the top of lake Geneva and up into the Alps.

Thursday 20th January

After a hasty on-line booking we travel down to Dover to stay the night in the Dover Premier Inn ready to catch the 04:30 Ferry to Calais.

Friday 21st January

After a very smooth channel crossing courtesy of P&O we arrive in the French port of Calais fresh and ready to make the long drive down the “Reims” road heading basically towards Besançon and Lausanne before entering Switzerland near Orbe. Once into Switzerland it is a quick blast down the “autobahn” before starting the climb up to Chateau d'Oex. A quick call into the Tourist office to pick up the keys to our chalet and then we pick up Jonathan from the train station. Once settled into the chalet we made plans for the evening and as is compulsory when in “Chateau” we inevitably end up in the Richemont for a beer or two.



Our 2nd home the “Richemont”



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The following balloons where logged during our visit

Reg	Type	CN	REMARKS
3A-MBS	Ultramagic M-105	105/169	
C-FDFY	Sundance SBA90	131	
D-OAVW	Schroeder Fire Balloons G	867	
EI-POP	Cameron Z-90	10753	
F-GMAK	Cameron N-105	3920	
F-GNOR	Cameron O-105	3984	
F-GOCO	Cameron N-90	10657	
F-GPGF	Cameron C-80	10416	
F-GSGE	Cameron Z-120	10628	
F-GVMR	Chaize CS.3000-F16	213	
F-GVOM	Cameron Z-90	10945	
F-GVUI	Lindstrand LBL.105B	1044	
F-GXCH	Cameron A-210	4424	ex G-BXZG
F-GXCI	Cameron A-210	4423	ex G-BXZH
F-GXCJ	Cameron A-210	4612	ex G-BYJV
F-GXLK	Cameron Z-275	11379	
F-GZEP	Cameron A-77	10305	
F-GZJB	Lindstrand LBL.77B	1045	
F-HAAH	Lindstrand LBL.105A	1055	
F-HALT	Cameron Z-105	10768	
F-HATX	Cameron Obelix SS	11438	
F-HCDL	Kubicek BB34	663	
F-HCDT	Kubicek BB51Z	515	
F-HDBA	Cameron A-120	11342	
F-HECL	Llopis MA 26	187	
F-HITI	Cameron Z-31	11497	
G-BVCY	Cameron H-24	3136	
G-BWDH	Cameron N-105	3549	
G-BXXU	Cameron Colt 31A Cloudhopper	4427	
G-BYPD	Cameron A-105	4680	
G-BZFD	Cameron N-90	2725	ex OO- BFD(2)
G-CBHW	Cameron Z-105	10217	
G-CCOP	Ultramagic M-105	105/113	
G-CEJI	Lindstrand LBL.105A	1144	



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G-CGWW	Cameron A-120	3068	ex G-VIKY
G-DSPK	Cameron Z-140	10640	
G-ENBD	Lindstrand LBL.120A	1184	
G-HEXE	Thunder & Colt 17A Cloudhopper	2221	
G-JMJR	Cameron Z-90	10611	Based In France
G-KEWT	Ultramagic M-90	90/66	
G-MOFB	Cameron O-120	4275	
G-NIMA	Kubicek BB30Z	458	
G-NUNI	Lindstrand LBL.77A	1181	
G-PIPY	Cameron Scottish Piper 105SS	3815	
G-TORK	Cameron Z-105	10968	
G-TUTU	Cameron O-105	10659	
G-XPDA	Cameron Z-120	11038	
HB-BNO	Cameron N-105	2143	
HB-BYO	Thunder & Colt 77A	1912	
HB-QBR	Chaize JZ.30-F16	137	
HB-QCF	Cameron A-120	3959	
HB-QEJ	Sky 105-24	97	
HB-QGF	Cameron Orbiter 3 Replica SS	4748	
HB-QGW	Cameron Colt 31A Cloudhopper	4868	
HB-QHO	Lindstrand LBL.90B	836	
HB-QID	Cameron Colt 105A	10319	
HB-QJY	Ultramagic M-130	130/67	
HB-QLB	Cameron Z-160	10809	
HB-QLK	Cameron Z-105 Asimo SS	10858	
HB-QLR	Cameron Z-105	10907	
HB-QLW	Cameron Z-120	10936	
HB-QMQ	Boland AX7-73 Blaser Explorer	002	
HB-QMS	Ultramagic N-180	180/71	
HB-QNC	Ultramagic M-145	145/63	
HB-QOA	Schroeder Fire Balloons G34/24	1304	
HB-QOQ	Lindstrand LBL.180A	1247	
HB-QOW	Cameron Z-120	11373	
HB-QPB	Cameron Z-140	10899	
HB-QPI	Cameron Z-315	11470	
HB-QSJ	Thunder & Colt AS-105 Mk.II	2212	ex G-BUKV



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	Hot Air Airship		ex ZS-HYO
HB-QSW	Lindstrand LBL.260A	1064	
HB-QSX	Lindstrand LBL.310A	1063	
HB-QTB	XP M-56 Experimental Duvoisin Ultramagic	DUV003	
HB-QTC	Ultramagic M-56	56/40	
HB-QTL	Kubicek BB26Z	745	
I-CHAR(2)	Thunder AX.7-77	2544	
LX-BBC	Libert LC Replica SS	313-037	ex OO-BQJ
LX-BHL	Libert L.3000	306-030	
LX-BKU	Cameron Z-120	11495	
LX-BOF	Ultramagic S-130	130/75	
LX-BST	Schroeder Fire Balloons G45/24	767	
LY-ODL	Cameron Z-105	11138	
N2803N	Aerostar S-60A	S60A- 3014	
N710TC(2)	Thunder AX.8-90 Srs.2	2439USA	Rebuild of N710TC(1)
OO-BCB(2)	Ultramagic M-160	160/56	
OO-BLX(3)	Ultramagic M-145	145/13	Rebuild of OO-BLX(2)
OO-BWB(2)	Aerostar S-60A	S60A- 3231	
OO-BWG(2)	Ultramagic N-300	300/41	
OO-BZU	Ultramagic M-105	105/139	
PH-CRT	Lindstrand LBL.120A	442	
PH-WWS	Schroeder Fire Balloons G42/24	1160	
SP-BDD	Cameron C-90	11321	

If you would like to see some more pictures take and Chateau D'Oex and other balloon meets that Sandy and I have attended over the years please visit our website at <http://www.modelballoon.co.uk>

From the hoppers that attended the meet I was able to take the following shots.

For you hopper aficionados this is the list that I logged of just the hoppers:

Reg	Type	CN	REMARKS
F-HITI	Cameron Z-31	11497	
G-BVCY	Cameron H-24	3136	
G-BXXU	Cameron Colt 31A Cloudhopper	4427	
G-HEXE	Thunder & Colt 17A Cloudhopper	2221	
HB-QGW	Cameron Colt 31A Cloudhopper	4868	



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HB-QTB	XP M-56 Experimental Duvoisin Ultramagic	DUV003	
LX-BBC	Libert LC Replica SS	313-037	ex OO-BQJ

To summarise, it is a very long drive to get down to Chateau D'Oex, but well worth it for the fantastic photographic opportunities that being able to drive down the valleys and up the mountains provides. This meet is not really just about hoppers but did yield some hopper opportunities during the event.



Richard Gahan –captures G-BVCY preparing to fly.

Chateau D'Oex -A spectacle that just has to be witnessed

The annual pilgrimage to the Chateau D'Oex Balloon Festival held in the Valley north east of Lake Geneva is a "balloon pilots / lovers paradise".

The small mountain town comes alive for the last week in January.

Nestled in the base of a steep valley, the conditions are perfect for all day ballooning.

For the week of the event, the town goes "ballooning mad" with many of the shops, bars and restaurants displaying balloons memorabilia in the windows.



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The event usually attracts around 80 balloons from around Europe including some of the latest and favourite special shapes and of course hoppers.



Pierrick Duvoisin departs in his Ultramagic HB-QTB

The event is centred around the snow covered launch field (even if the organisers need to bring in the snow blowers to create the perfect launch field). Balloon crews have to use large sledges to get all the equipment onto the field as vehicles and trailers are a "no-no". A "late pilot briefing" at 9am during the week and 8am at



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the weekend allows for a daily lie in rather than having to be "up before the sun". Layout of balloons is usually tight with the teams fighting for space but with conditions for all day ballooning some of the teams have a more laid back approach and prefer to wait for second wave. Key grabs, hare and hounds etc are order of the day for the "more competitive pilots" taking part in the event.



HB-QTC Duo departs

With no "tethering" points allowed on the launch field, the balloons are cold and hot inflated using "crew weight" only – truly weird sight – alien to us Brits used to tie off the balloon on inflation. Once airborne, the balloons usually do one off two things, either pick up the valley drainage winds to Gruyeres or manage to perform the "Albuquerque Box" hanging around the launch field.



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To see 50 balloons "appear to be hanging" in the clear blue skies is just magical. If the afternoon winds do not pick up, then there is usually a second launch after lunch.

The highlight of the week is the Friday evening NightGlow. The balloons are "free tethered" on the road that snakes up the mountain on one side of the valley. The crowds come from all around Switzerland for the spectacle of balloons, sound, lightshow, oh and don't forget the ski club members who snake down the mountainside with lanterns and the paragliders who launch themselves off the mountaintop high above the balloons. The best vantage position to view the event is on the slope of the church with the rest of crowds. 24 minutes (Swiss time keeping at its best) long, the main street in town comes alive with musicians, stalls selling mulled wine and large steak burgers.

All too soon, the event comes to a close but "once bitten, you will keep going back for more". A truly relaxing event for pilots, crew and those with an interest in all things ballooning.

Photos and words by Richard Gahan

My First Hop – Steve Roake

I remember it distinctly, the 17th January 2005, and as a low houred pilot (33 hours total time), I had always wanted to fly a hopper, and (after all it's why I got into ballooning). I was attending a lovely balloon festival called "Ice and Fire" in Mauterndauf Austria run by a very nice man called Markus Haggeneay.

Earlier in the week I'd spotted in the pilot briefing area Markus had a cloudhopper, G-IMAN a Colt 31A. It just sat there, doing nothing and so I approached him to see if I could get permission to have a go in it on a still morning, to which he replied "help yourself".



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My first Hop – G-IMAN

To this day I ask myself did I not ask the right questions prior to my go in G-IMAN? I asked Markus what he weighed and how long he tended to fly for? Having answered that he weighed 80kgs and comfortably did an Hour and a half, I figured that at 100kgs I was good for at least an hour. Markus stated that the balloon was fuelled and all it needed was Nitrogen Spiking for the cold weather to keep the pressure up. I had no experience of a chariot bottom end, and so looking at the gauge on the laid down tank it appeared full and felt heavy when lifted. My friend and colleague for the holiday and primary P1 Lawrence Gray, helped me spike the tank and we set off Mid morning onto the airfield launch site for my initial familiarisation to hopping. I had stated my desires weren't immense. I figured on "bobbing" up and down on the



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field still connected to an extended launch line and if I got on okay would try a short free fly. Being in a chariot bottom end, felt pretty good as it was a small basket type setup but with the tank on the underside of the seat protected by a dirty big Sump guard. After some laughs getting set up (poles in wrong way round etc), we inflated and I strapped in feeling really excited at the opportunity afforded to me. Getting comfy, I bobbed around getting some idea on the ups and downs and the amount of burns needed to arrest descent prior to getting my feet down. This all seemed good and so I detached the line thinking I'd free fly around the field. Now in the valley plain Anabatic /catabatic winds occur depending on where the sun was. Therefore I was slightly taken back by a small draw wind that took me off the field at about 3 knots. Seeing others "Box" comfortably back onto the airfield I alerted my retrieve to my idea of climbing to fly a box and return to my launch point. Now the C2 burner is a fairly noisy thing but surprisingly reliable and having cleared the airfield boundary I decided to climb to about 1500agl and seek the reverse winds to overfly the field then descend back down and slide back over the airfield. Such were the favourable conditions; the retrieve crew could sit tight and watch proceedings without need to move the vehicle. Starting the downwind leg of my box, I found the wind I was looking for and proceeded to cross the airfield boundary, cross over a small stream and over some high tension power lines into an area of scrubland prior to a housing estate. Now up till now everything was going great, I'd got into a rhythm of burning, could maintain my altitude and was completing my task when suddenly my brain acknowledged the sound from the burner had changed audibly.

Sixth sense kicked in, and I initiated a descent burning as the balloon descended but lacking the power I had previously had from the C2. My mind told me "it was woolly, no power ". At about 400feet I put on the cattle burner to see if it would help but to no avail. Then very suddenlynothing I was out of fuel. Still 150 feet up I was kissing the top of a snow covered fir tree which pushed me around the tree landing in heavy snow just missing a log stack All I remembered was "shit this is going to cost me in damages", as I tried to keep the envelope off the burners.

Luckily, my crew saw me go down and following a call on the radio raced to the scene. There I was, still strapped into the chariot, envelope draped over me and I couldn't get out.



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Luckily it transpired, the balloon was undamaged and we got the kit packed away and returned to the airfield. I'd flown 25mins total and now it transpired the gauge on the tank went the opposite direction to the ones I was used to. Reporting my crash to the owner, Markus (a 4000 hour plus man) was horrified. I had committed the golden rule failure. Never accept another pilot's judgement on fuel status and check yourself that the tank was brimmed.

I was taken back when a lot of pilots told me to keep the experience to myself, and afterwards analysed what I had done wrong. I had reacted well; training saved my arse, but five mins earlier I could have been over those power lines and five mins later over housing. To this day I check every tank I come across so I learnt my lesson well but did it put me off hopping, not on your life. Mind you from January 2005, I had to wait until July of that year when I got my first hopper and could start getting things right. They say you never forget your first hop! I won't as it nearly killed me! The only thing I did decide was having played around with early chariot bottom ends; I decided I would plump for a brand new seat unit from Lindstrands with a brand new burner and so in May £2000 worse off my new mark two bottom end arrived and my search for an envelope began, culminating in the loft upstairs at Cameron balloons with Colin Wolstenholme, Andy Davey and myself inspecting the envelope of G-BSDV the ex Chris Monk rabbit Colt 31A and concluding I was onto a flipping bargain. 31's were and still are rare second hand and little did I know of the happy days to come ahead of me, or of my first free flight at Savernake Forrest where I nearly broke my foot, forgetting to orientate the balloon enough with the turning vents and folding my foot right under the balloon on my first practise landing. Still like everyone, we learn quickly. happy days indeed!

Steve Roake

So that's the format, what happened on your first ever hop and how it felt compared to your expectations. Submissions to me please at steve.roake@ntlworld.com

Three Favourite Jpegs and why-by Martin Freeston



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In this Eighteenth selection of my favourites and why, Martin Freeston selects his three favourite photographs with reasons why he loves them.

I have had an active interest in all things aviation for as long as I can remember, often visiting my local airport to catch the latest planes. After about four years of basically being constantly nagged by Sandy to go to a balloon meet, in 1993 I finally "gave in" and we found ourselves at the Black Horse "all fools meet" in Great Missenden. My lasting impression of that meet was seeing Chris Dunkley in the "Whine the Pooh" hopper and thinking "that bloke is completely mad". After that first balloon meet we were completely hooked with ballooning and we made contact with our local rides operator and made the fatal mistake of giving him our phone number and saying "give us a call if you ever need a hand". Roll forward to 28th July 1994 and I got my first flight in G-BTMM, with my first PUT flight taking place on 1 September 2002 in G-HARE. I finally checked out in my Viva-65 G-BXUU with Chris "that mad bloke" Dunkley (sorry Chris if you read this) on 23rd May 2004. So whilst I have only ever free flown in regular balloons, albeit from 65 to 133, thanks to Chris and his antics in the "Whine the pooh" hopper I have always had an interest in the hopper side of our sport.

My first hands on experience with Hoppers came about after Len Vaughan agreed to inflate the "bud cans" at one of the Black Horse meets. The deal was that he would only inflate the hoppers if the visiting "spotters" helped out with packing them away afterwards. Long story short, they all buggered off after the 3rd can was inflated leaving Sandy and I to pack it away. As you can imagine we were not very impressed as I had to miss a perfectly flyable slot thanks to them. So as a thank you for doing this Len "lent" us one of the bud hoppers (G-BUEU) as we had not seen it before as it was the one that spent most of its time in Europe.

So we must now move on to my favourite pictures and why I like them. Please bear with me on the first two as they are a little bit self-indulgent as I appear in both of them.

The 1st picture for my selection has to be a picture of me tethering the "bud hopper". This was taken by Sandy Mitchell at the Kirkby Lonsdale BBM&L inflation day. We had asked Bob Kent if he minded me taking the hopper to the event to which he replied that he was only too pleased that somebody would be willing to do this. After chatting to the BBM&L team, the Turners suggested that they would lend me a bottom end as long as I brought the envelope. As the picture shows all went well and I got some hands on in a hopper.



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Martin Freeston "Busy" with G-BUEU.

My 2nd picture was again taken by Sandy Mitchell and features me tethering what was at the time our editors Hopper G-BDSV. As has now become usual for Sandy and I when not flyable in Hertfordshire, we had decided to go chasing the "big boys ride balloons" as they always seem to be flying when I am not and had somehow ended up in the launch site of Steve who was in the process of setting-up for a hop. On checking the upper wind Steve decided that it was not suitable for a hopper flight and decided to do a quick tether instead as the balloon needed an airing. After a few minutes of playing around on the end of the tether line Steve asked me if I wanted to have a go. The picture says it all THANKS Steve!!



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Martin at play in G-BSDV Colt 31A

My last photo was again taken by Sandy Mitchell. The reason I like this picture is because it basically sums up what Alpine hopping is all about. I just love the way that the picture has captured the heat haze “steam” that appears to surround the envelope and also the almost transparent appearance of the ultra light material.

This picture was taken at the Chateau D'Oex international balloon fiesta and features Pauline Baker in G-CEHX a Lindstrand “LBL 9A” that she was testing for another duration and altitude record attempt.



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Ed note –interestingly speaking recently with Pauline Baker, she commented on how much extra weight the “Steam” added nearly doubling the envelope weight internally. Many thanks Martin for your great choices. People all it takes is pictures and most importantly some text explaining why you like the shots –what could be simpler.

Contributions for future editions of my three favourites and why to steve.roake@ntlworld.com please. Do it today folks and share those memories.



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My three favourite Chateau D'oex Shots –Steve Roake

Over the years, if there has been a picture perfect hopper photo, you can probably put your money on it having been taken in Chateau D'oex. The really good ones are always when there has been a decent amount of snow (sadly missing in recent times)but any whiteness to accentuate the colours usually works for me.



HB-QTC Um M56 Duo –my first choice

Reasons for picking HB-QTC Duo chariot as my first choice. In a corporate world in which we live, this Swiss client decided to pass on the typical yellow /blue traditional Ultramagic Dealer colours pay more for the special colour silver background and then highlighted the rainbow colours both top and bottom with outlining the words to accentuate the vibrancy of the effect. Knowing that the balloon would typically be



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operated with snowy backdrops he knew that the results would be simply stunning. This balloon has been over the past couple of years, a star turn at Chateau D'oex. Therefore I have no hesitation in making it my first choice.

My second choice also represents one of my favourite hoppers ever. Not only do Colt 31A hoppers look a great shape, they have lovely big mouths.



G-BXXU Colt 31A

This particular balloon was made in 1998 and yet it still has all the Vibrancy in the colours, just like the day it left the factory. Against A snowy backdrop, the focus centres on the contrasting colours which accentuate the warmth in their combination.

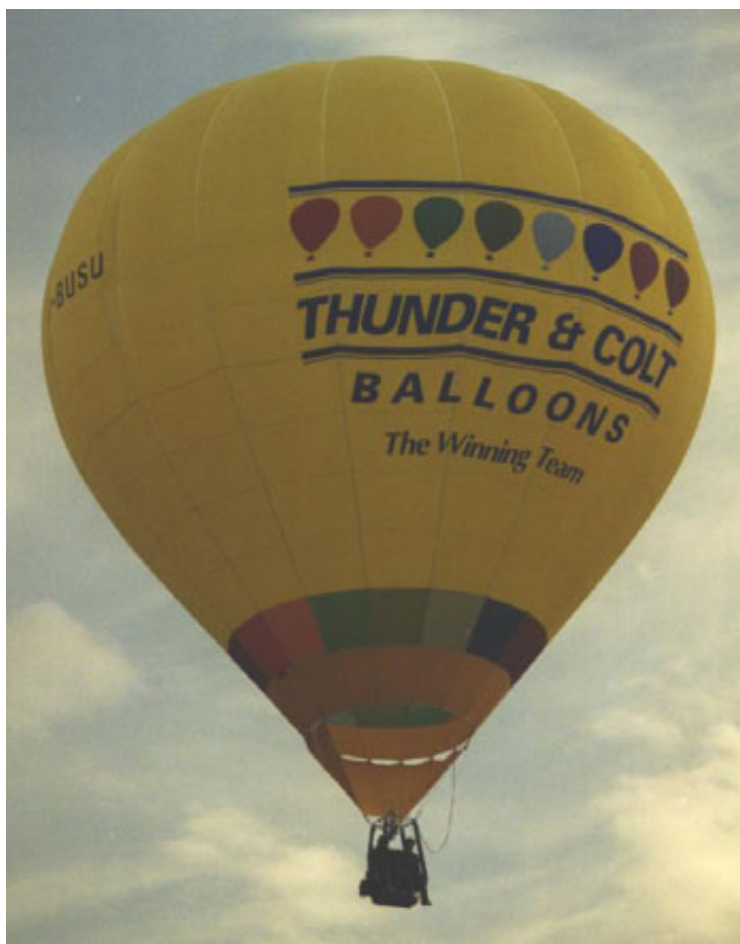


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My third favourite shot from Chateau D'oex wasn't available in time for the newsletter but it featured three Thunder and Colt Balloons tethered at the event side by side. One of the balloons featured was G-BUSU.



Yellow has always been a favourite colour of mine

Thunder and Colt demonstration balloons went from Blue to yellow with all the advertising accentuated in rainbow colours. Put these fine billboards against a snowy backdrop and you have picture perfect ballooning.

Steve Roake



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4. Updates to the Website / Newsletter/ Topics of Interest

First newsworthy item this month is a guy cluster ballooning in Punjab. I admire his spirit in going for it but I have to say I didn't think much to the set up. What made me laugh was the sentiments on one of the higher balloons, but see for yourself.

<http://www.youtube.com/watch?v=7UWv58DXIOU&feature=related>

Many thanks to Mark Caviezel for posting the link.

Another hopper related video was found by Jim Werth featuring Adam Barrow's hopper being prepared for a trip to New Zealand.

<http://www.youtube.com/watch?v=bMB51NtO6pk>

Again thanks for the submission, Keep them coming folks.

Julie Solloy

List member Julie Solloy has revealed recently she has a hopper in her ownership. Being a bit of a family thing, it transpires that her father used to fly the hopper in years gone by and having found it recently to be in good condition, Julie has set about cleaning the chariot bottom end in preparation to possible return to flight conditions. The hopper (G-BJGE) an old Thunder Ax3 Skychariot is apparently in reasonable condition having not flown too many hours.



Sky Chariot pilot Light gets lit-jpeg Julie Sollory



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Seen at Parham Park many years ago G-BJGE

All of us look forward to seeing the 1981 vintage Thunder Ax3 Skychariot around again and wish Julie well with her new project. I understand there is a slight possibility that this balloon may appear at the solo meet in May, Let's hope we get to see it in all its glory.



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5. Homebuilt section

New member Michael Veliz is building his first hopper, but is also doing a blog to go with it. Michael from Woodland California is keen to share his experiences with his first ever experimental balloon so you can follow his progress at the following link.

<http://experimental1ta.blogspot.com/>

Michael we wish you luck!

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

For one month only I'm not doing this section. Photos accepted for this feature.

Manufacturer News / Events / Updates

Whilst April is just around the corner, The Black Horse Balloon Club has confirmed that the May fiesta featuring The Graham Philpot Solo Meet will happen starting on 29th April. Anyone who is interested in attending should immediately contact Tim Crowdy to register their intention to attend. He can be contacted directly at ballooningtim@btinternet.com.

Last month I commented about my trip to Ultramagic Balloons in Spain and since then a video has appeared showing you how to assemble the Techno Basket from scratch. So to watch please use the link below.

http://www.youtube.com/watch?v=9sHb_zZ23DM

Whilst on the subject of events, I'm told by a "birdie in the know" (but yet to be confirmed) that the One Man Meet will be held at Welshpool in North Wales this year, and naturally once confirmed, I will tell you the dates.



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For Sale / Wanted section

Ultramagic H-42/05



Ultramagic H-42 (Year of Manufacture: 1996), believed to be C/N 05. Zero hours flown only 2 or 3 inflations. Possibility for attaching banners to envelope.

Price: € 5.500,- ex VAT. Contact: Pieter **Kooistra** joure, The Netherlands

Phone: +31 - (0) 513 - 417503 E-mail: kooistapieter@yahoo.co.uk

Sounds like a bargain to me - Ed!

Jack Klein selling G-BVUI

Lindstrand 25A. 1994. G-BVUI. 96 hrs. Lindstrand colours (no words) in red, yellow & blue. New EASA C of A on delivery. £1700 Zebedee Balloon Service - 01488 681527, 1700 British Pounds= (+ -) depending on exchange rate: \$2700.00 Photo of balloon is the first one on the Zebedee list under envelopes. web page:

<http://www.zebedeelist.co.uk/list/list.php?section=envelope>

I also have the matching Lindstrand hopper bottom end that I might be willing to part with. If anyone is interested, E-mail me at advanced@gci.net, or call me in Alaska at 907 242-5860



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And Finally.

Membership is currently a healthy 431 members and numbers are generally still rising. 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.

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