



Hello again, and welcome to the first experimental monthly magazine for the cloudhopper.org forum. Please take time to bear with the playing around in formats and experimentation whilst we try to get the balance right between style and content.

In this first edition we have for you this month details on :

1. A new Cloudhopper for Graham Bell in the UK.
2. The first detailed look at the new Cameron Balloons Duo chariot as delivered to Sarah Lyth.
3. Updates that are now on the website.
4. The pick from the latest batch of sightings on the gallery pages at the website.
5. Hints of what is still to come in the next issue.



In response to my requests , Graham Bell has agreed to give us his thoughts on flying "Dingbat ", his Lindstrand 56A special Shaped Duo chariot.

With the Balloon based in the west coast of America, Graham will tell us how the constraints of lift index ratio affect the flying of this remarkable craft.

Before we get into the characteristics of Graham's new duo chariot Special Shape (next issue), and following his retirement from full time employment, Graham took the opportunity of upgrading his old 31A hopper for another new kit.

This time he chose a Lindstrand 35A and here in his own words are the reasons why it was important to up the size.



As you can see here, following a fairly quick production time, the new balloon is seen here having its test inflation at the Oswestry factory, registered G-CDIW



The reason I had to go for a 35 with lightweight fabric was that I was unable to fly the 31 in Colorado during the summer as both the pilot (90kgs) and envelope (62kgs) are a bit on the heavy side. With take-off at 6000 amsl and a temperature over 15C, my maximum lift is 195kgs when I need 217kgs with a V30. Hopefully the 35 will work out at about 48kgs, and with my available lift of 220kgs I should be OK. My limiting temperature is now up to 20C from 8C, but I will still have to watch out for inversions which are quite common in the summer.

When I had my first hopper, a 24, I flew it in Pagosa Springs (7500amsl) during the winter, my limiting temperature was -4C !!!!!!!! No problem as it was about -15C. Graham Bell

The New balloon is due to be delivered to Colorado in June (Ed)



News from Cameron Balloons regarding the redesigned Duo chariot. Both Colin Wolstenholme and Sarah Lyth, first UK customer reveal all!



Colin Wolstenholme upon describing the new design writes.

"The new Duo Hopper will accept any vertical fuel cylinder 40L Worthington, 45L Stainless and Duplex, 60L Stainless/Duplex/and Titanium, and even the large 80L cylinders for those wanting longer flights.!

The cost of the Duo Chariot, inclusive of Cameron Shadow single burner (less fuel cylinders) is £6760.00 GBP and delivery time is typically 8 weeks.

The new Duo Chariot will accept all Cameron/T&C envelopes from 31- 90,000 cu/ft I would suggest the most suitable combination would be our Concept 60 envelope, which has excellent performance, is light weight, and extremely competitive in todays market."

It is believed that the new design was a necessity due to the unavailability of laid down tanks. This gave the designers at Cameron Balloons Ltd a chance to update the design and accommodate some fresh thinking. At the time I visited Bristol and observed the manufacturing of this item (February), sales were already in earnest, with the first three examples for Europe (Editor).

Sarah Lyth on accepting the first UK example adds,

" We picked up the Airchair (nicknamed the Flying Sofa by my husband!) about 10 days ago, just prior to Easter and have managed to fly it five times so far. A great variety of flights too: one box flight, one slow flight, one at 15 knots, one up to 6,000 feet, a great mixture! I'm totally hooked, and I think Andy Booth our pilot is enjoying it well, too. Flying below our T&C 56A using 2 60L fuel cylinders including the inflation, Andy and I flew for just about 2 hours, and had fuel to spare.



For more information regarding the new Cameron Duo Chariot contact **Colin Wolstenholme on Tel: +44 (0)117 9637216.**
Fax: +44 (0)117 9661168.

Andy Booth and Sarah Lyth in G-BVRI T&C 56A above Nottinghamshire.

Website Updates

The progressive nature of systematically updating the website continues a pace with both myself and web guru Paul Lattimore tinkering with the formulae. We have recently reviewed the way we have laid out the Gallery section and have hopefully put the various types of hopper into their own sections.

The Reports section features a first. We have finally after much prompting received our first input from a source outside of your editorial team. Derek Maltby writes of the exploits regarding his Cameron H-34 G-EZER. Further features will no doubt be added just as soon as you have sent them in to us!

We are about to add another section to the downloads pages of the site. Following conversations regarding Technical issues with hoppers we will as we receive them add any of the technical data as supplied by the relevant manufacturers so that you the operators don't have to looking for the detail. Hopefully this adds to fulfilling the desire to be your "one stop site for all that is to do with Hopping"

Gallery Shots - Latest offerings from the Gallery pages recently received.



G-BVHP



OSHKOSH



PH-EAR



HB-QGW



OO-BZA



G-OTTI



B-BXVP



G-BSMM

Whats coming Next time around (subject to delivery to your editor).

1. We take a look at a typical early 80's Skychariot.
2. Graham Bell tells us what its like to fly Dingbat in Colorado.
3. Your editor reveals his choice of hopper bottom end and explains recent revisions to it's design.
4. Early Hints of what to expect at This year's One Man Meet.
5. More of the same old dribble but hopefully in a refined way

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.