



Cloudhopper News

Issue Number 99

September 2017

Welcome to the September Newsletter.

Once again here comes your very latest news in the Wonderful world of Cloudhopping. This month's topic of choice by request from Greg Winker is a review of all the current choices of hopper inflation fans. There is also an informative article via Simon Askey by an eminent scientist who has assessed the best place for effective fan placement.

Then there is a bizarre tale of the SkyDive Dubai Z-42's. But this is all to come so enjoy the read.

For your reading this month we have:

- The Story behind building G-CKAI.
- New Balloons / Second hand Sales updated.
- The Solo Record Flight Update.
- Interesting Photos.
- Manufacturer News
- Cameron Stock O-31 for sale.
- We look forward to the Annual OMM for 2017.
- The Current choices of Inflation Fans.
- SkyDive Dubai's rare Z-42's.
- Cloudhoppers.org "New" Merchandise.

Please send to me your items for inclusion in future editions of the newsletter to the email address below. Without any more waiting, let's get into the newsletter.

Steve Roake - Editor. Steve.Roake33@gmail.com

Contents

Ed Speak –

I'm delighted to be given a task.

Essential Extra's

The Features

Section –

*Inflation Fans.
Skydive Dubai's
Z-42's*

Homebuilding.

*Ron Griffin's
G-CKAI story*

Interesting Photos

G-CGFO

New Balloons

*Two New
Cameron O-
26's*

Gallery Pages

G-OJNB

N352JN

Manufacturer

News/Events

Icicle dates

For Sale

Stock O-31.

Newsletter supported by





Cloudhopper News

Issue Number 99

September 2017

1, Ed Speak - Delighted to be given a Task

Whilst out in France at the Mondial Air Ballons Festival my good friend Greg Winker (nominally from Seattle USA), was earnestly discussing the merits of hopper inflation fans and suggested that no one had reviewed the current crop of offerings by the manufacturers. Naturally everyone has their personal favourite and whilst the talk was long and subjective, the idea to do an article spurred me into life with this month's magazine in mind. In order to do this, I set about asking all the manufacturers for their input and current wares. The only one to decline the invitation to participate was Lindstrand Technologies Ltd, (probably because they don't have a current offering in this size- Ed). Notably for the purposes of comparison, the Klein Fan gets mentioned, noting that it's now only available via second hand sales. So please indulge in my review and see what's available for your money.

2, The Essential Extras -

Whilst there is nothing specific to this section this month, I can tell you that After months of deliberation, I have decided to put a big fat toe in the water in Merchandising the cloudhoppers.org branding. The very first Examples of this are shown below later in this newsletter, but the intention is not to bombard you with tat but potentially supply you with items that are both quality and of interest to discerning owners. The proof of the validity of this idea will come in the results achieved but it isn't the intention to become a massive online store just a place where you can get the stuff you require easily – so please watch this space and let's see where this idea goes to.

3, Features Section

Hopper Inflation Fans - by Steve Roake

In the current climate if you were new to cloudhopping, what would your choices be and why would you choose one design over another? I am going to inform you on your current choices and then I'd give you my reasons for making my choice of fan. I am presuming that we are buying new, but obviously there are



Cloudhopper News

Issue Number 99

September 2017

second hand options and first I will discuss these.

Everybody has an opinion on the Klein Fan. This small, compact design was made by the late entrepreneurial designer Jack Klein. If you want my opinion on it, it is simply this. It was very inovative and featured a small compact frame, with a solid relyable Honda engine coupled to two model blades from radio controlled aircraft background which was unique. However, from a blunt engineering stance, it was crude. Certainly not a finished product, and the three leg stand seemed inadequate. Some days it would perform admirably but there were days when it simply wasn't up to the job, and in my opinion, you simply don't need the risk of it underperforming when you need it most. So if I were spending my money I would rule this one out. You need something you can rely upon day in day out and my suggestion is this. You are better off buying a fan for more that you can depend upon. The criteria by which hopper fans are judged, seems to be that, they need to be lightweight, sturdy (on a frame that wont fall over), pack a serious punch consistently, and be good value for money. Ive seen various itterations of ideas over the years from Leaf blowers, to Cyclone 5hp giants that weigh the earth. Last word on the Klein... nice idea, just not good enough to rely upon.

Previous versions of the Cameron/Lindstrand Hopper fan weren't cheap(I had one myself), but it was seriously flawed. This six multi blader was nominally 3hp but it sat in a framework that left it sat too low on the field. The Multi blade fan didn't knock the skin off a rice pudding, and the combination just didn't work well enough consistantly.

But what of the current offerings I hear you say, and how are they categorised? Lets look at the manufacturers current offerings and disect them.

Lindstrand Technologies

They had a fan out in Chambley France, but declined to take part in this survey. I suggest whilst the 8hp item in France had an interesting blade profile, they probably declined as at this stage because they don't have a product in this field of the market.



Cloudhopper News

Issue Number 99

September 2017

Ultramagic Balloons

In our sector of the market, Ultramagic have a 3hp fan that is very easy to use and works well. I even bought one myself and have had nothing but satisfaction from my ownership of the product. The key to its ability to do a good job? Firstly a four legged base unit that is solid and sturdy. The fan sits 9.5 cm clear of the ground optimising the lower fan performance. Clear flow under the fan is assured. My version has a three blade plastic propeller which pushes a fair punch. The current offering from Ultramagic has a two bladed wooden prop, reason for the change is unknown? The one thing with the propellor is it has a grey plastic edging to it for enhanced protection and im told list price is £1,105 or 1,300 euros. Finish is particularly good, the legs have rubber covers on their feet the 3hp Honda engine is strong and willing. In my opinion this represents tremendous value for money.



Current Ultramagic 3hp offering – yours for £1,105 / 1,300 euros.

I'd say at this pricepoint is particularly good for this version of the fan and whilst you may find a secondhand version on the

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Cloudhopper News

Issue Number 99

September 2017

used market the saving in price wont be much as residual values are strong due to the lack of used supply.



This is my version (above) which features the earlier 3 bladed propellor in plastic. My version features the Honda GX100 3.0 hp engine.

This is a strong contender for my current choice of preferred fans but before you choose we need to look at the Cameron Balloons options, but before we look at theirs, lets firstly understand how they test inflation fans these days, because over the Bristol

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Cloudhopper News

Issue Number 99

September 2017

Fiesta weekend, I was invited By Simon Askey to visit the factory and talk inflation fans and to see how they test theirs against "alternative" options.



Camerons Test Rig for Inflation fans.

In the past most inflation fans have been rated by the bhp they produce. Cameron Balloons decided that a more precise way of rating their products was required so developed this sledge for testing purposes. Taking any make of fan, including the Klein, they secured it using straps to the moving table on the sledge. By linking up the spring balance weight and running the fan at maximum output, they had a basis of calculation of the air being pushed in distinct terms. By comparing like for like particularly on their own products they can now categorically say that the efficiency is a certain percentage better than a previous product offered. By then going into the field they could deduce what size of balloon a certain fan would be rated against. This helped them develop a two product range within our sector of the market. Their range now has specific criteria by which they recommend what size balloon is suited to which fan.

They have also spent a lot of time looking at placement and height off the ground and further development may follow on from these findings.

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Cloudhopper News

Issue Number 99

September 2017

Cameron Balloons -offerings

Now that we understand how they test their fans, in our category Cameron Balloons have two offerings.



The two Cameron Balloons offerings.

The Hopper Inflation Fan

The Cameron Hopper inflation fan is designed to inflate balloons up to 50kg envelope weight. It features a robust stand and is mated to the Honda GXH 50 4 stroke engine which produces around 2bhp. Two three bladed props of 400mm diameter power this beast and an O-31 hopper was inflated by this fan in under 4mins. All up weight for this product is 10kgs. They say this fan is now 50% lighter than its predecessor and 30% more powerful. It features a stainless steel frame with a dip coated wire cage and is designed to be easily portable and simplified for transportation purposes. List price (prior to your CAM01SJR discount code) is £850 plus vat.

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Cloudhopper News

Issue Number 99

September 2017

Note : Following on from my visit, both fans will feature my suggested modification of having D rings added to the stands so that you can strap them into the boot of your vehicle using tank straps and prevent any chance of the thing tumbling over.

The SuperLight inflation Fan

This additional offering from Cameron Balloons is a bigger version of their light weight fan which has some different features and uses a Honda GX100 engine which produces 3 bhp. So what do you get besides an extra 1 bhp for your extra expense? One big thing with this fan is its unique hub that handles a single bladed prop with 5 blades. Using a gripper washer each blade can be put into one of six pre determined pitch angles so you have the choice of how much air you wish to move. With a sturdy four legged base and sufficient clearance from the ground now you can expect 30% more power for your buck. The price (once again before your discount code CAM01SJR) is £1300 plus vat.

In both cases Cameron will if requested supply you with a tailored bag for these fans but expect to pay around £150 (pre discount) for a bag which is made to order.

Conclusions

My recommendation for a hopper fan is unless you are space restricted, buy the biggest you can afford so in both the Ultramagic and Cameron offerings I would say that means the 3bhp models. You want it to be reliable day in, day out and there is no substitute for grunt. So do you spend your £1105 on the Um 2 blader or do you spend a little more (£1404 cash after the discount), for a variable propellored example from Cameron Balloons Ltd.

You pays your money and takes your choice... the rest is up to you!



Cloudhopper News

Issue Number 99

September 2017

When Talking about Inflation fans, this from Simon Askey at Cameron Balloons.



For those who are new to ballooning or have just started training to become a balloon pilot... here is a little science behind the theory.

Hot-air Balloon 'Cold' Inflation, Fan Positioning.

When inflating your hot-air balloon with a motorised fan, consider the wind-cone! Maybe not something that immediately springs to mind... but, by understanding the underlying dynamics, it becomes clear, how to get the best out of your cold-air, motorised fan, reducing the time it takes to cold inflate, therefore using less fuel (both for fan and balloon) as more air is directed into the envelope making the whole process more efficient - which particularly helpful when competing or working with balloons for-a-living... Danish Champion, Pilot Niels Hvid, a fluid Dynamics Engineer explains succinctly with the above diagrams.

The British Balloon & Airship Club also advise that 'The more cold-air you put in the envelope before switching on the burner, the easier the inflation will be.'

Most motorised inflation fans also have the on/off switch on the right hand side of the engine unit – so by positioning the fan for 'cold' inflation to the left of the basket - should it be required, the Pilot can turn the fan off, while still remaining in control of the burner.



Cloudhopper News

Issue Number 99

September 2017

Of course the most important instruction is; Safety First, and passengers, when inflating or being involved with balloons, remember to let go immediately if you are Lifted off the ground.

Skydive Dubai and two Cameron Z-42's

I don't know about you, but I often find myself with an evening where I don't want to watch TV, and its around these times I frequently surf the web to see whats occurring. On one of these occasions I decided to check out the very good site www.Basketless.eu and I came across two Dubai registered Cameron Z-42 hopsers that had photos missing, that rang a bell in the back of my mind as being bright and vibrant. Curiosity killing the cat I contacted Simon Askey at Cameron's to get a copy of the test inflation photos with a view of filling some of Eriks missing sections and to use them in the Newsletter here as they are very rare.



A6-FZD Cameron Z-42 c/n 11817.

Having received the photographs from Simon Askey (many thanks) and noting the weight at 69kgs per hopper, my curiosity as to their usage being in such a warm environment, I fired off an email to Skydive Dubai expecting a reply that with the artwork publicising the 2020 Expo event, they were being used for Shopping Mall tethers publicity opportunities. What I wasn't expecting was the reply from the lovely lady there who knew nothing about either of the balloons. Now Skydive Dubai is a really funky outfit who

Newsletter supported by 



Cloudhopper News

Issue Number 99

September 2017

seem to embrace all forms of promotion, not least U-tube so I was perplexed as to why this void was in their artillery so I decided to contact someone in the field who would know the lie of the land.



A6-FZE Cameron Z-42 c/n 11835.

The man in the know turned out to be Mike Howard who is based in Dubai. He was knowledgeable about the situation regarding the two rare Hoppers, and the answer was really shocking. They had been delivered as part of an order by Sheik Hamdan and were joined by four other balloons including a Z-250 and a Z-105 and an Airship. It transpires that the C of A's ran out on the 2014 vintage hoppers two years ago. Despite his frequent questions over the status of these craft, Mike says that they are all stored in a hanger following a change of office staff and the likelihood of any of them flying ever

Newsletter supported by





Cloudhopper News

Issue Number 99

September 2017

again is negligent and becoming less and less likely the longer time goes by. They have to have such low hours on them, it is such a waste and a shame.

My thanks to Mike Howard for his help collating this article and to Simon Askey for his assistance with dates and the photographs.

The Exclusive Cup Longleat Ski Safari 2017

The second annual Longleat Ski safari held at the prestigious site of Longleat Stately home and safari park took place over the weekend Of September 14th-17th. The event is run by Andrew Holly of Exclusive Ballooning and doesn't really support our type of ballooning but in this year's case had six of the type present. The reason I say this is because they have a lot of competition flying and hopppers don't easily lend themselves to chucking markers out regularly.

However at this year's successful edition, Josh Taylor flew G-CKJT his Um H-42 and Kevin Tanner brought and flew G-HOPR his LBL 25A. There was quite a big Lindstrand Tech presence and they flew both Of their current hopppers N6201L and G-CJHV. Over from Northern Ireland was Bill Mc Kinnon who was flying the venerable G-IAMP The older Cameron H-34 and finally Martin Axtell brought to the event LBL 21A G-OJNB the whisky sponsored hopper.

When you consider the package for hopper pilots which includes breakfast tickets for two, free camping, free gas and the ability to fly up to five slots, at £60.00 this represents a good deal.

In this year's case the weather wasn't the kindest with a large amount of heavy rain which made the ground horrendously saturated but there were still three good flying slots for those who were patient. The surrounding countryside is a real pleasure to fly at and the flights were all equally enjoyable in their own rights.

Newsletter supported by





Cloudhopper News

Issue Number 99

September 2017



Bill McKinnon in G-IAMP Cameron H-34.

Both of the new Lindstrand Tech Cloudhoppers were present and flying, sadly for me I've still to see G-CJHV which snuck out on Sunday evening after most of the regular balloons had flown, perhaps it might attend the One Man Meet in October. Kevin Tanner was fairly active in both flying his LBL 25A G-HOPR and then lending his bottom end to Martin Axtell who was then able to tether his older LBL21A G-OJNB. For any lightweight pilot this envelope is still for sale and I'm sure Martin would consider any reasonable offer for its purchase.

As for the event, well it was unprecedented in the fact that some £46,000 worth of prizes were given away including a first prize of a Hyundai I-20 car worth over £11,000. The event is set to get bigger for next year I would imagine, however taking it on its merit, I would say it lends itself well to being a hopper meet and I would expect the numbers of participants to increase next year, we shall see.

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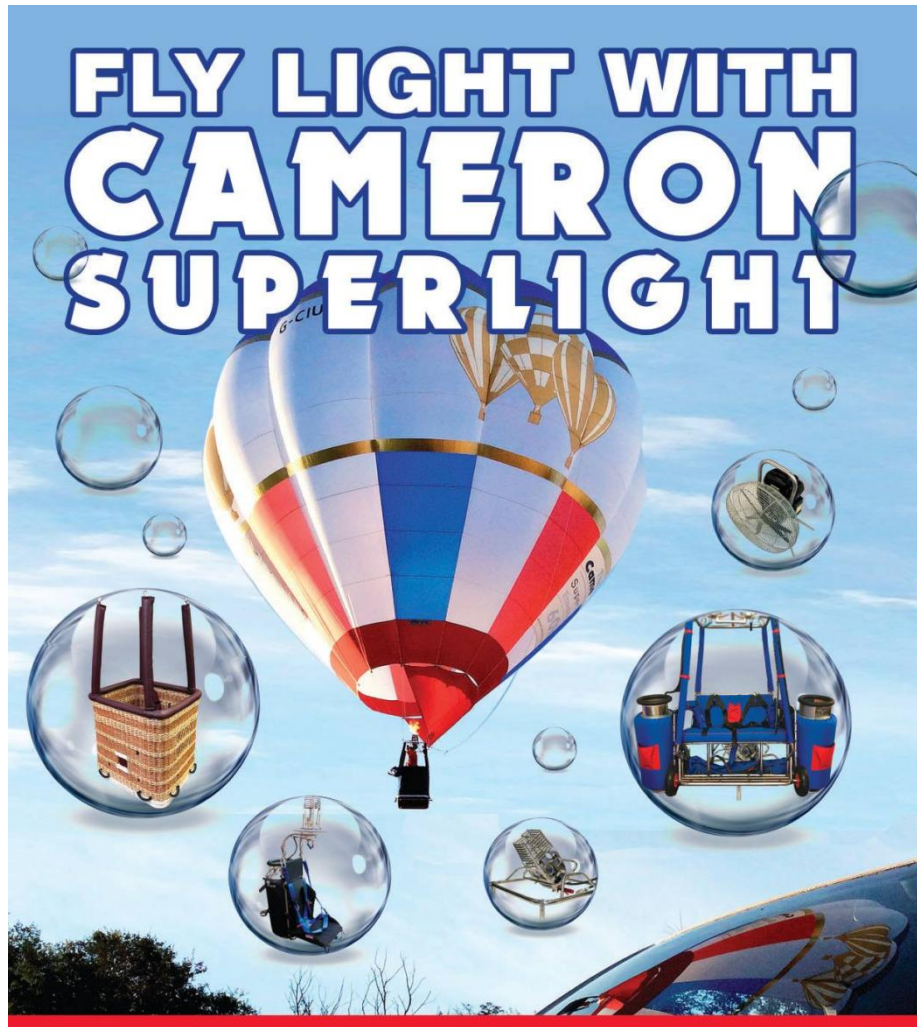


Cloudhopper News

Issue Number 99

September 2017

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Cloudhopper News

Issue Number 99

September 2017

Solo Record Flight – Post flight analysis

So the deed was done and 34 of us flew the flight. Now comes the after flight work to prove we did it, and get accreditation from the Guinness people. The only way I can do that is by getting all the paperwork back in and having it in preparation as proof if proof were needed. Eighteen good people have already sent their forms back to me, should you be one of the named ones (on Facebook), who haven't yet please get on with it asap thanks.

Guinness themselves have been in touch, recognising the category by which we wish to claim this world record, but it seems they don't understand it since they "claim" the current record is 128 which, trust me, had it of taken place previously I think we would all have known about. Therefore I have gone back to them to challenge such an assertion and think a long drawn out path may lay ahead as we educate them on what a cloudhopper actually is.

For a world authority they seem to lack expertise in this field and every bit of correspondence has a caviat of two weeks between responses.

So just reiterating – please get the evidence back to me as soon as possible ...many thanks.

5, Homebuilding Section- Building G-CKAI by Ron Griffin.

Building my own balloon has been a long-standing ambition that i never quite got around to fulfilling. I did get as far as putting some designs down on paper in the mid 90's but that was as far as it got until recently when admiring the work of the sackville team reignited the ambition. I then decided that if I was ever going to do this then now was the time.

Having always had a passion for hoppers since I owned G-BHOP(a Thunder AX3 Mini Sky Chariot), in the early 80's, I decided that a small Balloon was the best place to start. Not only would the task of building a hopper be smaller, but the financial risk would also be less should the project not end too well.



Cloudhopper News

Issue Number 99

September 2017

The first thing to consider was the size of the balloon envelope. My previous three hopppers had all been less than 23,000cu/ft but as I am now a little larger it would need to be bigger, especially if it was to carry enough gas for a satisfactory duration. Having said that, I did not want to follow the trend of hopppers getting larger and larger, as in my view they are all about being as small as possible, so I decided that the optimum size for me would be a 28,000 cu/ft craft.

The next stage was to decide on the shape. Everybody has their own preference regarding shape and I was no different. There are several available balloon design templates out there but if I was going to do this then I wanted to do everything myself, so a few quick sketches soon produced a shape that I was very happy with. From this shape, I then manually calculated my gore design using nothing more than basic maths with the results recorded on an XL spreadsheet. I decided on a 16 gores design which I knew would have a slight weight penalty but I was happy to accept this in return for a more pleasing shape. At this stage I had my first self-doubts about my design, which caused me to re-check my figures several times to make sure that they were correct before I started cutting fabric.

As my design was not computer generated, I would need to produce my templates by hand rather than on a plotter. This would need a big piece of paper that was at least 54 feet long and about 10 feet wide, not easy to find. I finally found a roll of stage backdrop paper on eBay that was just the right size. The first thing to do was to draw an accurate centre line down the template paper before plotting all coordinates to produce half a gore. A good old-fashioned eyeball was then used to look down the plotted line to make sure that they were all in a smooth and uniformed line.

Once the half gore was plotted, I then needed to decide on the parachute size. My calculations suggested a size that was a little larger than some professionally made hopppers of a similar volume, but I decided to stick with my own calculations and marked this on to my template. I then needed to calculate the best panel width based on the fabric that I was using, the needle gauge of my sewing machine and the required



Cloudhopper News

Issue Number 99

September 2017

seam allowance. Once this was done I then plotted the panel sizes on to the template starting at the parachute aperture and working down. What was left at the bottom would be the size of my Nomex panel. This ended up being just a little smaller than I had hoped for but as Nomex was expensive as well as being quite heavy, I was OK with that. Once the panels were plotted I then folded the template paper in half down the centre line and reproduced all my data onto the other side to keep the pattern symmetrical. I then cut these individual panels out and reproduced them onto some Kraft paper whilst adding seam allowances and panel alignment marks to make the templates. The panel alignment marks turned out to be very important to keep everything lined up as the material does creep quite a lot when sewing it.

I then purchased my fabric from Performance Applications. I decided to go for second grade fabric as it was much cheaper whilst still being of an acceptable quality. Any imperfections could easily be cut out but there were actually very few off them. I had considered several different fabrics including a cheaper Chinese made fabric, and whilst the quality of this looked quite good, I decided not to take the risk and stick with what was already tried and tested. As I only needed just over 300 metres of fabric this reduced the colour options available to me as Performance Applications were keen to provide it in 200 metre rolls, but after enquiring further, I discovered that they actually had quite a few part rolls that they were prepared to sell me which did give me more colour options. The choice available at the time was still quite poor which resulted in me having to purchase a lot of pink, not my ideal colour! Load tape was purchased from Zebedee Balloon Services and the correct specification of thread was located and ordered online. This was then strength tested using a simple scale before sewing commenced.

Cutting the fabric was my next task. I decided to make myself a cutting table out of some MDF placed on top of our dining room table. I also made a fabric stand to allow the fabric to unroll evenly onto the table.

A few strips of MDF and some weights were then used to keep the template flat onto the fabric before being cut it with a rotary knife. I decided to only cut one panel at a time rather than do multiple layers of fabric all together, and although this was time consuming it did ensure that the panels were cut accurately.

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Cloudhopper News

Issue Number 99

September 2017

Sewing was the next task. The machine that I had was a very old Singer 212 which did sew very well. The only disadvantage to this machine was that it did not have reverse stitching, so I had to manually go back over the first and last few stitches to lock them off. In future, a machine with reverse would be a worthwhile investment. A lot of practising sewing the balloon seam then took place using a commercially supplied seam folder. I just didn't get on with this and my seams were poor. After a lot of frustration, I decided to make my own seam folder, and after 3 attempts I had a folder that produced a beautiful seam.

The next stage was to sew all the panels into gores. This was fairly straightforward but did get just a little bit monotonous. Once all the gores were completed the next task was to sew all of the gores together, which is when I discovered that my homemade seam folder was not suitable for this task, as the thickness of the previously sewn seams would not fit through it. Another folder was quickly made which accepted the thicker seams but this didn't work too well because the fabric stretched on the diagonal bias cut causing a poor fold. After much practising, I decided to sew the vertical seams by hand whilst applying the vertical load tapes at the same time. This was tricky to start with but soon became easier as I developed my technique. At this stage I also attached all parachute centralising line anchor tapes before the final vertical seam was completed.

Sewing the parachute panel was fairly straightforward apart from the final centre circle, which was probably the hardest part of the entire construction, but eventually I worked out a way of doing this. A light edging tape was then attached to the circumference of the parachute, followed by the attachment tapes and a temperature tab, thus completing the parachute.

Calculating the length of the flying wires was a little difficult, and as I was not confident with my 3D mathematical skills, I decided to make a mock-up jig of the burner and mouth just to check my calculations.

Once these measurements were confirmed it was a quick and easy job to make the flying wires from 3mm marine grade 7 x 19 stainless steel wire rope purchased online.

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Cloudhopper News

Issue Number 99

September 2017

The last job was to rig it all together. To get the parachute to seal correctly I very carefully measured the distance from the attachment tapes to the edge of the deflation port. From this I subtracted the parachute overlap which then gave me the length of the centralising lines. I did leave these lines longer in case adjustment was necessary but I was lucky as it sealed very well first time.

The first inflation was a nervous event spent constantly worrying that I might have got my calculations wrong but soon the worry was lifted when the shape proved to be just as planned. A couple of minor adjustments were required, the crown line was a bit short and the rip line was a bit long but apart from that, I was very happy with the end result.



At the time of writing I have still not managed a free flight as I still need to get the construction inspected for insurance purposes but I have tethered it a couple of times without any issues.

Newsletter supported by





Cloudhopper News

Issue Number 99

September 2017

For the records, the entire project from start to finish took me just over 4 months of work mostly carried out during evenings and weekends. I would estimate the total cost of the build to be around £1,200.00, and this is with plenty of fabric left over for my next project. I am pleased that I have ended up with a nice envelope but for me the greatest part was the achievement and to have ticked that one off of the list. I would certainly recommend everybody to have a go.

Ron Griffin.

5, Interesting Photos.

6, New Allocations This Month / Changes of Ownership

As we reach the end of September, I have heard news from my sources of two new Cameron Balloons O type hopper which are going onto the UK register. The Smaller O-26 is proving popular and a new pair of them have now been registered. The first G-OCGD (c/n 12130) is for Chris Dobson who had G-ISOB and the second G-MOUZ (c/n 12144) is for Tim Orchard / Marie Banks. Proving the new size is a popular choice, this also reaffirms that the O series of hopper envelope is the most popular choice currently in the marketplace. In terms of future stuff, I know of a new Annex 2 Duo chariot on its way to the UK register.

Second Hand Movement

Following on from a short ownership period Dave Such is selling on G-CGFO Um H-42 which has actually now flown. This 2009 built balloon sat in its bag for years with the previous owner and Dave confirmed it to be as good as factory fresh when he inspected it upon purchase.

Newsletter supported by





Cloudhopper News

Issue Number 99

September 2017



G-CGFO as recently flown photo by Dave Such.

So if you are in the market for a newish H-42 and fancy a low houred example that represents a market saving against the price of a new one, Dave would love to take £6,500 from you. He can be contacted via the following ways: Phone 01763-849287 or email. davesuch@btinternet.com.

7. Gallery Pages –

Your Editor's choice of new and interesting hoppers and duo's active in the world of ballooning or good themed photos.

Newsletter supported by





Cloudhopper News

Issue Number 99

September 2017



Showing the spirit of hopping, Martin Axtell borrowed Kevin Tanners bottom end to inflate G-OJNB LBL 21A at Longleat Exclusive Cup event -photo by MJ Ballooning with thanks.

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Cloudhopper News

Issue Number 99

September 2017



N352JN New LBL 35A of John Ninomiya replaces LBL31A of the same registration-photo By Ernie Hartt with thanks.

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Cloudhopper News

Issue Number 99

September 2017

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031 : STOCK

1 of 3

**CAMERON
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Artwork: NONE			
August 2016			
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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.

Pretty stock hopper from Cameron's

Unbelievably still on a special offer deal from Cameron Balloons, is This lovely stock hopper which is on a special price of £7,800 using the discount code "Facebook Deal 01". Contact Cameron Balloons in Bristol to secure this beautiful beast and enjoy the saving over list price.

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Cloudhopper News

Issue Number 99

September 2017

8, Manufacturer / Event News / Industry News

One Man Meet -expectations

As with every annual OMM, there is an air of expectancy before the event starts. Part of this is the interest on what will appear in the way of new or rare hoppers. For this years event (to be held in the cotswolds at Kingham), I know of at least two newish hoppers that will be of interest to some of you. Josh Taylor is scheduled to take part with G-CKJT his UM H-42 and Ron Griffin is also stating that he intends to bring G-CKAI his new home built hopper. There is also a possibility of another new Hopper being present with G-MOUZ just being registered to Tim Orchard and Marie Banks.

Cloudhoppers.org Merchandise

After a long time pondering whether or not there is a marketplace for more goods in our sector and trying to analyse what you the buying public might want, I have decided to stick a Toe in the water and see what items you may have a desire to purchase (with the view that after 13 years it would be nice if at least hosting costs are covered for the website). So the first two ingredients in our offerings have now surfaced and they are available to order via email: Steve.Roake33@gmail.com or if you have my facebook page then ping me a message.

The first item has actually surprised me how popular initially it is. Taking the well known "Keep Calm" theme we have made a mug with a hopper slant and taken the opportunity to introduce on the reverse side the new Cloudhoppers.org Logo so brilliantly created by my daughter Kelly. These retail at a very reasonable £9.00 plus postage and are currently in stock with quick turnaround expected.

As you can see from the artistic photo(lol Not !) below, they are the perfect item for your daily caffine or Tea intake and are a lot of fun. I will have a limited number of them with me at the forthcoming One Man Meet available on a first come first served basis. Should I run out, (which is highly probable), I'm happy to take orders there for later delivery via post.

Newsletter supported by





Cloudhopper News

Issue Number 99

September 2017



I am also prepared to look into alternative phrasing if there is a requirement, one example suggested has been "Keep Calm – Go Swivel". All this can be driven by demand.

The second product to emerge is our new dedicated Bung kits as seen below. Whilst the initial idea was for my own personal hopper kit, these



bespoke products come in kits designed for each application. They are driven by my desire not to have exposed tubing which can potentially damage your hard earned kit when in transit, and as my background makes me a touch OCD, it makes sense to protect what you already have. Having sourced some for

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Cloudhopper News

Issue Number 99

September 2017

myself, I got enquiries as to where they can be purchased so here we are. This product isn't just aimed at hoppers and can be bought for any make of burner, any basket and of course any make of hopper. Simply check the size of bung you require, the number you want and fire away an email for a price and delivery schedule. As an example, the above kit which finishes off a Cameron Millenium seat unit comes in at £12.00 plus postage and packaging. In the case of a Lindstrand Mark two bottom end, there are six bungs as both the tubes that fit the burner block have bungs at each end so in that case the cost is £18.00 plus the dreaded P&P.



Such a great idea – I don't know why somebody hasn't done it before! There are more ideas in the pipeline for future launching but if you have something specifically in mind that you are looking for please get in touch. Future plans include Pilot shirts, umbrellas and possibly clocks.

Icicle Refrozen Balloon meet 2018

Dates are now out for the 2018 Icicle meet with the venue back at the Donnington Grove Hotel in Newbury as it was this year. The dates are January 6th and 7th hosted by the 3/4/40 balloon club as usual. For all the advanced information and an entry form contact Geoff Lescott via the email address: geoff.lescott@gmail.com

Current Membership of the Facebook page is 1,112 and still rising steadily. And so that was the 99th (September) edition of the Newsletter, hope you all enjoyed it.

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Cloudhopper News

Issue Number 99

September 2017

Fly Safe people and see you at the OMM ... Steve Roake.

All articles for inclusion in future issues will be gratefully received by your Editor. Please forward them to Steve.Roake33@gmail.com and feedback good, bad or indifferent is always welcome. Views aired by contributors may not be those of the Editor.

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Issue Number 99

September 2017

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