

Amendment Number	Description	Pages Affected	Date	Approval
8	Record of Amendments updated, List of effective pages updated, Section 2: 2.10 Ambiguity for 340 000 corrected Section 9: Burner Frame CB2371 added to basket CB754. Supplement 8.1: Colt Beer Glass, Colt Flying Kiwi and Super FMG-100 Special Shape added. Supplement 8.21: CB3157 Description corrected, CB947 and CB3505 added, burner frame CB2269 added to basket CB3394	i-v, i-vii, 2-4, 9-6, Supp 8.1: All, Supp 8.21: All,	14:07:2010	Approved by EASA under Approval Number 10030936
9	Record of Amendments updated, List of effective pages updated, Section 9, Table 6: Page 9-5, table completely revised, no new equipment introduced. Page 9-6, Burner Frame CB2192 (older non gimbal style) added to basket CB3360 Appendix 3, A3-1, Conversion factor standardised, reference to tables corrected. Supp. 8-13 Duo Airchair: Addition of Duo Skychariot and Duo Airchair. Supp. 8-14 Cloudhopper Millennium: Addition of part number of chair assembly and applicable cylinders. Supp. 8-15 Wheelchair Baskets: Limitations on occupancy moved from Section 6 to Section 2. Descriptions, cylinder and burner frame applicability updated. Supp. 8-21 Special Baskets: Cylinder and burner frame applicability updated. Baskets CB3520, CB3525 and CB3528 added.	i-v, i-vii, i-viii, 9-5, 9-6, A3-1. Supp 8.13: All, Supp 8.14: All, Supp 8.15: All, Supp 8.21: All.	02:03:2011	Approved by EASA under Approval Number 10034058
10	Record of Amendments updated, List of effective pages updated. Section 6: Description of out of production cylinders moved to new supplement. Section 9: Table 5: Envelopes, Type R baskets added to Z-425, Z-450, Z-600. Table 6: Burner Frames CB750, CB2860 and CB2863 added, burner frame applicability to CB8000 series updated Table 7: out of production cylinders deleted, Table 8: Solenoid and removable burners moved to supplements. Appendix III: Out of production cylinders moved to new supplement, Supplements 8.2-8.4, 8.6-8.8, 8.12-8.16, 8.19-8.20, 8.23-8.26, 8.30, 8.32, 8.35 and 8.36: Maintenance Sections removed (published with Maintenance Manual i10-Amdt 3), editorial updates, previously approved equipment added to 8.13 and 8.16. Supplement 8.21: LBL Burner frame (BA-152-A-002) added to CB994, Baskets CB3196, CB3537, CB3541, CB3543 and CB3545 added. Supplement 8.39: New Supplement, "Out of production cylinders" (approved data)	i-v, i-vii, i-viii, i-xv, 6-10, 6-11, 9-3, 9-5-9-8 A3-1. Supp 8.2-8.4, 8.6-8.8, 8.10, 8.13-8.16, 8.19-8.21, 8.23-8.26, 8.30, 8.32, 8.35, 8.36 and 8.39 All,	25:01:2012	Approved by EASA under Approval Number 10038169
11	Section 2 : Z-750 Added, Z-600 classification corrected (AX14). Section 9 : Table 5: Z-750 added, Z-600 now R type baskets only. Table 6: Baskets CB3060, CB3081 deleted (in Supp 8.15), burner frame applicabilities updated. Basket CB3550 added, Supp. 8.6 Basket Nos. 244 and 265 added, Supp. 8.21 CB301 Series baskets added.	i-v, i-vii, 2-2, 2-4, 2-7, 5-4-5-5, 9-3, 9-6, Supp 8.6: All, Supp 8.21: All	13:07:2012	Approved by EASA under Approval Number 10040615

Amendment Number	Description	Pages Affected	Date	Approval
12	Record of Amendments updated, List of effective pages updated, Section 2: A-530LW added, Para 2.9, Para 2.17 and Table 1 updated (MLM now referenced to table 1) Section 4: Damage check on launch restraint added to pre-flight checklist. Reference to approved hose blanks added to para 4.5.3.1 Section 5: A-530LW added Section 9: A-530LW added, A-450LW basket applicability updated. Z-400, Z-425LW and Z-450 basket applicability updated. Basket CB3570 added	i-v, i-vi, i-vii, 2-4 to 2-7, 4-6, 4-12, 5-4, 5-5, 9-1, 9-3, 9-6.	03:05:2013	Approved by EASA under Approval Number 10044755
13	Record of Amendments updated, List of effective pages updated, Section 2: Minimum Equipment updated. A-425LW, A-500LW added, Para 2.17 and Table 1 updated. Section 4: Table 4.2 flying wire grouping updated, 4.12 Drop Line added. Section 5: Total Permitted lift tables updated. Section 6: 6.3.6 The word "Liquid" added for clarity, 6.5.5: Quick release updated. Section 9: Burner frame compatibility updated, Table 5 updated, Table 6 Burner frame compatibility updated CB2282, CB2283, CQ2018, CQ2027, CQ2028 and obsolete burner frames added for reference. Para 9.3 added for equipment not requiring approval. Supplement 8.21 Basket CB3625 added (C653)	i-v, i-vi, i-vii, i-viii, i-xiii, i-xvi, 2-5, 2-7, 4-20, 5-4, 5-5, 6-6, 6-13, 9-1 to 9-3, 9-5, 9-6, 9-9, 9-10, Supp 8.21: All	10:02:2016	Approved by EASA under Approval Number 10056665/ 10056666
14	Record of Amendments updated, List of effective pages updated and corrected, Contents updated, Section 1: Applicability update to include Lindstrand Envelopes, Section 2: Minimum Equipment updated to include pilot restraint. Table 4.2: Rigging information updated, Sections 4.7 and 6.5.4 updated (pilot restraint), Section 6.2.15, 128 was 127, Section 9: Burner Frame CB2264 added to CB3233 and CB3238	i-vi, i-vii, i-xi, 1-2, 2-3, 4-4, 4-15, 6-5, 6-13, 9-6	23:03:2017	Approved by EASA under Approval Number 10061396

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	i-v	03 May 2013		4-19	29 April 2010
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	i-viii	10 February 2016		4-22	Deleted
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APPROVAL

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1.1 INTRODUCTION

This balloon flight manual has been prepared to provide pilots and instructors with information for the safe operation of all Cameron manned free hot air balloons.

Revisions to this Manual are published on the Cameron Balloons Limited website at www.cameronballoons.co.uk. Mandatory revisions to this manual will be introduced by Service Bulletin.

Email notification of revisions can be received by subscribing to the Technical Update Service on this website.

1.2 CERTIFICATION BASIS

The types of balloon for which this manual is applicable have been approved by EASA, under the following Type Certificates:

EASA.BA.013: Conventionally shaped envelopes

EASA.BA.012: Cameron 'Special' shaped envelopes

1.3 DEFINITIONS

Checklists are given in **blue text**, while important information is given in **bold text**.

The following definitions apply to warnings, cautions and notes used in this flight manual.

WARNING: Means the non-observation of the corresponding procedure leads to an immediate or important degradation of flight safety.

CAUTION: Means the non-observation of the corresponding procedure leads to a minor long-term degradation of flight safety.

Note: Draws attention to any special item not directly related to safety, but which is important or unusual.

The Maximum take-off Mass (MTOM) is the maximum permissible total weight of the balloon and all its equipment at take-off, including fuel, instruments, passengers and crew.

The Minimum Landing Mass (MLM) is the minimum permissible total weight of the balloon and all its equipment at landing, including fuel, instruments, passengers and crew.

Throughout this manual, the terms 'mass' and 'weight' are interchangeable and have an identical meaning.

1.4 DESCRIPTION

Envelopes are of sewn construction. Envelopes are made from high tenacity nylon fabric and polyester load-bearing tapes.

The main heat source for balloon flight is a high-output burner fuelled by liquid propane (LPG).

The fuel is carried in liquid form under pressure in metal cylinders.

Occupants are carried in a basket of traditional wickerwork construction.

A full description of the balloons and their systems is given in Section 6.

1.5 USE OF OLDER TYPES OF EQUIPMENT

Older types of envelopes, baskets and burners not listed in Issue 10 of Flight Manual may be used provided the appropriate approved Cameron Balloons Flight Manual supplement is used.

The weights of the envelope basket and burner must be recorded in the Component Weight Record of this manual (Table 4, Section 5) and the appropriate Section of the aircraft logbook.

These weights are listed in the log book of the balloon the items were originally supplied with, or determined by weighing.

The limitations and procedures given in Sections 2 to 5 of this Flight Manual and supplements apply to all Cameron burner and basket types. The inspection schedule given in Section 6 of the Cameron Balloons Maintenance Manual Issue 10 applies to all Cameron envelope, burner, cylinder and basket types.

1.6 APPLICABILITY

This is the recommended Flight Manual for all serially produced Hot Air Balloons for which Cameron Balloons Limited is the Type Certificate Holder (i.e. Cameron, Colt, Lindstrand Hot Balloons, Sky Balloons, Thunder, Thunder & Colt).

Where the envelope model is not listed or where national regulations require, the Flight Manual supplied with the balloon should be used (unless changed by Airworthiness Directive or Service Bulletin).

Note: Throughout this document the term “Lindstrand” refers to Lindstrand Hot Air Balloons Limited.

2.6 SAFETY EQUIPMENT (MINIMUM EQUIPMENT)

The following minimum equipment must be carried:

1. Protective gloves must be available to the pilot.
2. Matches or other independent means of ignition in addition to any igniters built into the burner.
3. A hand fire extinguisher.
4. A rate of climb and descent indicator (variometer) where required (Refer to Section 2.10).
5. An envelope temperature indicator which may either be of the continuous reading type or a type which gives a warning signal.
6. For baskets having a separate pilot compartment, there must be a suitable restraint for the pilot.

All minimum equipment must be functional.

2.7 CREW

1. The minimum crew is one pilot.
2. The maximum number of occupants (consisting of crew and passengers) is determined by Sections 2.8, 2.9 and 2.15 below.

2.8 ENVELOPE TEMPERATURE AND LOADING

1. The envelope temperature must not exceed 120°C, (250°F).
2. The envelope temperature must be controlled either by use of the envelope thermometer, or by loading according to the loading chart in Section 5.

2.9 WEIGHT RANGE

1. The take-off Mass (TOM) of the balloon must never exceed the Maximum TOM (MTOM) shown in table 1. The applicability of the MTOM, either Standard or Reduced is given on page i-i.
2. If it is desired, for operational or insurance reasons, to alter the MTOM of the balloon, either the Standard or Reduced MTOM, appropriate to the balloon model, may be selected. These permitted MTOM values are shown in Section 2 Table 1. The MTOM in use must be entered as an amendment on page i.i and used for loading calculations.

3. The Minimum Landing Mass (MLM) for normal operation is given in Table 1.

4. For special flights, record attempts etc., with only necessary crew on board, lower masses may be used at the pilot's discretion.

2.10 RATES OF CLIMB AND DESCENT

2.10.1 Conventionally Shaped Balloons (excluding TR Types)

1. For balloons with a volume of 105,000 cu.ft or less, extreme rates of climb, sufficient to cause a relative wind at basket level, should be avoided unless an envelope temperature gauge is fitted.
2. The maximum rate of climb and descent for balloons with a volume of greater than 105,000 cu.ft and less than 340,000 cu.ft is 1000 ft/min (5 m/sec).
3. The maximum rate of climb and descent for balloons with a volume of between 340,000 and 750,000 cu.ft is 800 ft/min (4m/sec).

2.10.2 TR Type Balloons

1. The maximum rate of climb and descent for 'TR' Type balloons is 1700 ft/min (8.5m/sec), except where the RDS is fitted, when the maximum rates of climb and descent are limited to 1000 ft/min (5 m/sec).

2.11 PARACHUTE VALVE

1. The parachute valve must not be held open for periods longer than 3 seconds during flight. The envelope must be allowed to re-inflate fully and the envelope mouth must be seen to be fully open before subsequent operations of the vent.
2. 'TR' Type balloons must not have the parachute valve opened at rates of descent greater than 500ft/min (2.5m/sec).

2.12 RAPID DEFLATION SYSTEMS

1. The parachute valve of the rapid deflation system, when used for the controlled release of hot air during flight, must not be held open for periods longer than 3 seconds. The envelope must be allowed to re-inflate fully between operations of the vent.
2. Use of the rip line is not permitted at heights greater than 2m (6ft) above ground level, except in an emergency.

2.13 DELETED

Fit the padded support rod covers, enclosing the hoses within them. Start the zips at the top and close downwards. It is important that there is sufficient slack hose at the top to allow the burner to gimbal, but not so much that the hose is affected by radiant heat from the burner.

In open baskets the liquid hoses are enclosed in the upwind support rod covers. Vapour hoses (if used) are enclosed in the downwind support rod covers.

In T-partitioned baskets all the hoses fit into the two covers at the pilot's compartment end of the basket.

When double burners are fitted to a double T-partition basket the hoses are arranged identically to the hoses in an open basket. If a triple or quad burner is fitted the hose(s) of each burner follow the adjacent rod. Double T baskets can use two additional padded covers containing only the fuel hoses, suspended from the burner frame and connected inside the pilot compartment.

Check that all burner and cylinder valves are closed and connect the fuel hoses to the cylinders. If cylinder manifolds are used they must be connected as described in Section 4.6.3.1. Fuel hoses should be filled with fuel to check that there are no leaks. The burner test may be performed now or when the balloon is inflated (see Pre-Take-off checklist). Close the cylinder valves and burn the fuel from the hoses.

Manoeuvre the basket onto its side with the burner facing the envelope.

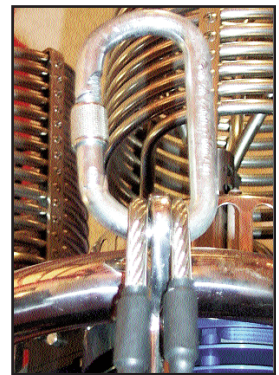
4.2.3.5 Mini Vapour Cylinder

The mini vapour cylinder should be strapped into a suitable location in the basket. It should be oriented so that it is vertical at all times that vapour is being withdrawn.

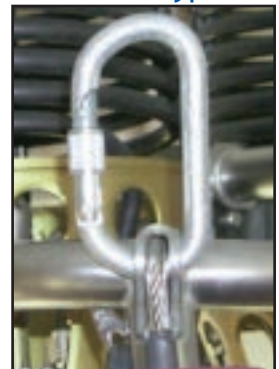
If only one vapour hose is to be connected the other vapour outlet may be left bare. If two vapour hoses are to be connected then an extension hose may be required.

Care must be taken to ensure that two independent pilot light fuel supplies remain to keep the redundancy of the fuel and burner system.

Note: Some mini vapour cylinders incorporate a dip tube which allows vapour to be drawn off with the cylinder in the horizontal position when the outlet is oriented downwards.



▲ Rigging Of
Frame Type 'A'



▲ Rigging Of
Frame Type 'B'



▲ Rigging Of
Frame Type 'C'



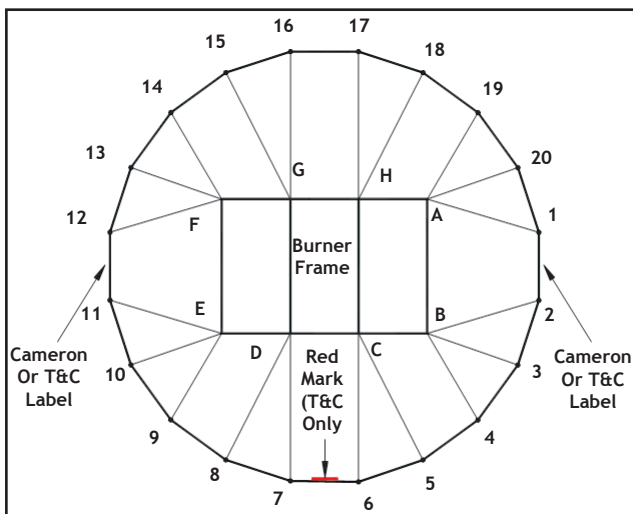
▲ Rigging Of
Frame Type 'D'

4.2.4 Envelope Rigging

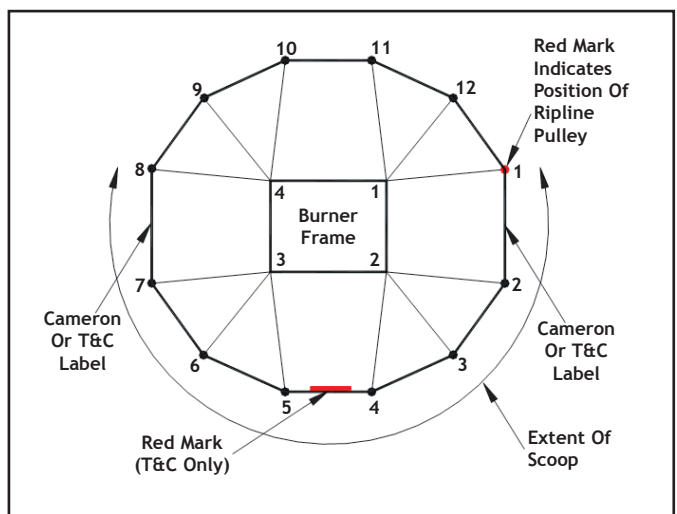
Pull the base of the envelope out of the bag and taking care that wires are not crossed and inside the scoop, connect the appropriate flying wires to each karabiner on the burner frame. Each wire is numbered and the wires are grouped as shown in Table 4.2

Table 4.2 Flying Wire Grouping

4-Rod System (4 karabiner lugs)	1	2			3	4		
8 Wire	8,1	2,3			4,5	6,7		
12 Wire	11,12, 1	2-4			5-7	8-10		
16 Wire	14-16, 1	2-5			6-9	10-13		
20 Wire	17-20, 1	2-6			7-11	12-16		
24 Wire	20-24, 1	2-7			8-13	14-19		
4-Rod System (8 karabiner lugs)	1,2	3,4			5,6	6,8		
16 Wire	14-15,16-1	2-3, 4-5			6-7,8-9	10-11,12-13		
20 Wire	17-18, 19-1	2-4, 5-6			7-8, 9-11	12-14, 15-16		
20 Wire (alt.)	17-19, 20-1	2-3, 4-6			7-9, 10-11	12-13, 14-16		
24 Wire	20-22, 23-1	2-4, 5-7			8-10, 11-13	14-16, 17-19		
8-Rod System (8 karabiner lugs)	A	B	C	D	E	F	G	H
20 Wire	19,20,1	2-4	5,6	7,8	9-11	12-14	15,16	17,18
24 Wire	23,24,1	2-4	5-7	8-10	11-13	14-16	17-19	20-22
28 Wire	26-28,1	2-5	6-8	9-11	12-15	16-19	20-22	23-25
32 Wire	30-32,1	2-5	6-9	10-13	14-17	18-21	22-25	26-29
8-Rod System (16 karabiner lugs)	A, A1	B, B1	C, C1	D, D1	E, E1	F, F1	G, G1	H, H1
20 Wire	19-20, 1	2, 3-4	5,6	7,8	9-10, 11	12, 13-14	15,16	17,18
28 Wire	26-27,28-1	2-3, 4-5	6-7, 8	9, 10-11	12-13, 14-15	16-17, 18-19	20-21, 22	23, 24-25
32 Wire	30-31,32-1	2-3, 4-5	6-7, 8-9	10-11, 12-13	14-15, 16-17	18-19, 20-21	22-23, 24-25	26-27, 28-29



▲ Flying Wire Connections Viewed From The Basket (20 Wire, 8 Rod Rigging Shown)



▲ Flying Wire Connections Viewed from the 4 Rod Basket (12 Wire Rigging Shown)

Where a 24 flying wire envelope is rigged to a 4 rod basket, the wires will be collected together either using 'V' wires or forged rings.

4.6.3 Action after Landing

Shut off and empty any fuel hoses not already shut down and switch off instruments.

Empty the envelope of air by folding it into a long line and expelling the air towards the crown.

Pack the envelope into the bag starting at the crown. Do not detach the envelope from the burner frame until at least half of it is in the bag.

4.7 PILOT RESTRAINT HARNESS

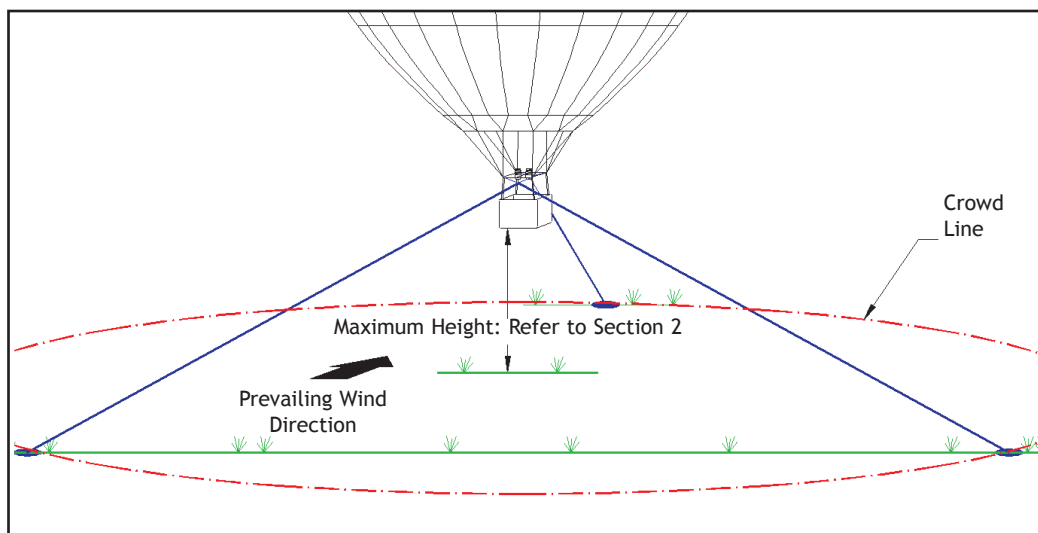
For baskets having a separate pilot compartment, a pilot restraint harness conforming to CS-31HB.63 must be used.

The pilot restraint harness may be worn at any time, but must be worn during low level flight. Before the landing approach, the pilot should tighten the strap by pulling the sewn handle.

WARNING: The pilot restraint harness must always be attached to the anchor point at floor level; it must never be attached to fixing points near the top of the basket wall.

4.8 TETHER OPERATION

WARNING: Only approved equipment supplied by the manufacturer may be used



▲ Correct Tethering Site Layout

4.8.1 Site

Tethering requires an open site free from obstruction (including overhead wires or cables). It must be sufficiently large to allow the safe inflation of the balloon and the installation of the tether lines. The area downwind of the site should also be free from obstacles should any of the tether equipment fail.

While tethering it is important to keep spectators away from basket, tether lines and vehicles used as anchors for tether ropes.

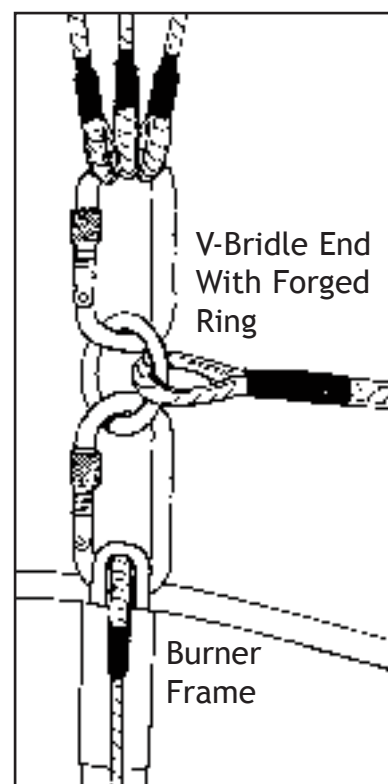
4.8.2 Rigging

The most suitable arrangement of tether lines is a low tripod (less than 45°) arrangement with the balloon at its apex. If higher tethers are required then the dimensions of the tripod base should be increased in order to keep the angle of the ropes to the ground the same as with a low tether. As the wind speed increases the tripod should be made flatter either by increasing the distances between the tether points or by decreasing the rope length.

Ropes used for tethering should have a minimum strength of 4000kg (8800lb), and should be inspected before each flight. Where karabiners are required in the tether system (not the balloon rigging), 5000kg (11000lb) karabiners must be used.

Anchors for tether points should be capable of withstanding a 4000kg (8800lb) loading.

Two tether ropes should be deployed upwind to provide the main resistance to movement. The angle between them should be between 60° and 120° .



▲ V-Bridle Rigging

6.2.15 Temperature Streamer

A melting link attached to a streamer is fitted to all envelopes, usually near the top of load tape no. 2. If the envelope is overheated the streamer will fall through the mouth of the envelope warning the pilot. The streamer will fall out at 128°C (262°F) and may be of any colour contrasting with the envelope.

6.2.16 Tempilabel

A tempilabel is sewn into all envelopes near the top of load tape 3. This label has temperature sensitive areas which permanently change colour at different temperatures between 90° to 150°C (200° to 300°F). This provides a permanent record of the maximum temperature the fabric has reached.

6.3 BURNER

6.3.1 General

The main heat source for balloon flight is a high-output burner fuelled with liquid propane.

Burners are available in single, double, triple and quad configurations.

The burner valve controls are colour coded to aid recognition.

6.3.2 Main Burner

The fuel passes through a vaporising coil (burner coil) and jet system prior to combustion. Fuel flow is controlled by an on/off valve referred to as the blast valve. The blast valve control is coloured red.

6.3.3 Whisper Burner

The Whisper burner ('Liquid Fire' or 'Cow Burner') feeds liquid fuel directly to a multi-hole jet producing a quieter and less powerful flame. Fuel flow is controlled by a rotary valve or toggle valve which can vary the output of the burner. The whisper burner control is coloured blue.

The Whisper burner is designed for occasional use. Excessive use may cause discolouration of the envelope.

The Whisper burner should not be operated continuously with the valve partially open as this may lead to droplets of propane being produced at the nozzle. Liquid fuel may then collect in the base of the burner and present a fire risk.

6.3.4 Pilot Light

Burner ignition is provided by a pilot light. Pilot lights may be fuelled by liquid propane taken from the main fuel supply or from a separate regulated vapour supply. The pilot light is controlled by a rotary action shut off valve. Each pilot light has its own piezo igniter (except the Shadow Single burner which shares one igniter between two pilot lights). The pilot light control obscures the igniter push button when in the closed position. The pilot light control is coloured gold.

Note: During initial use, some 'bedding down' of the pilot light and whisper burner valves may occur necessitating a simple adjustment to ensure the valves shut off correctly (Maintenance Manual Sections 4.5.1 and 4.6.1).

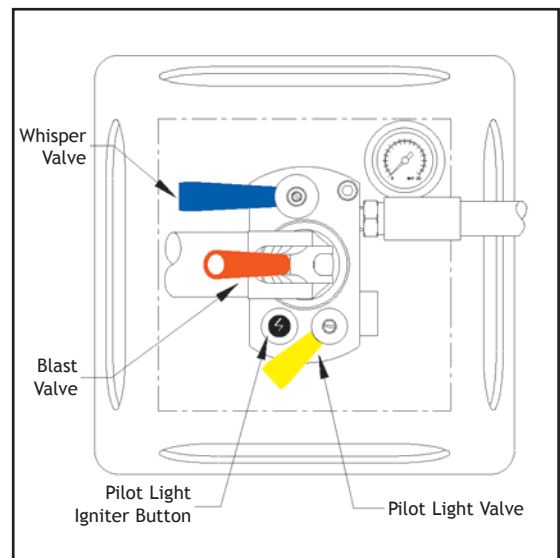
6.3.5 Pressure Gauge

A pressure gauge is fitted to each liquid fuel supply. The pressure gauge displays the fuel pressure at the burner.

6.3.6 Fuel Supplies

A minimum of two separate fuel supplies is always fitted. In a single burner these both feed, via independent valves, to the same burner coil. In double, triple or quad burners, each burner unit has its own independent fuel supply.

The liquid fuel hoses on triple and quad burners are marked with a coloured band at each end so that the hose couplings can be matched with their burner unit.



6.3.7 Simultaneous Multiple Burner Operation

▲ Shadow / Stealth Control Layout

In multiple burners, pairs of burners are linked by either 'dual action handles' or by a crossflow valve. The dual action handle allows the operation of two main blast valves, via separate fuel supplies, with one hand. The crossflow valve allows the routing of single fuel supply from one blast valve to two burner coils. Maximum power will not be achieved using the crossflow as both the burners are being fed from one fuel hose.

6.3.8 Shadow and Stealth Burners

The Shadow burner uses a jet ring incorporating multi-hole jets producing a powerful slim high speed flame.

Padded hose covers can be used to bring fuel hoses from the centre of the burner frame to the centre of the pilot compartment.

Turning vents should be fitted to envelopes used with partitioned baskets. This allows the basket to be rotated so that the long side faces the direction of travel during landing.

6.5.4 Pilot Restraint Harness

The pilot restraint harness prevents the pilot being thrown from the basket during landing.

The harness is a waist belt fitted with a buckle which will allow rapid release in an emergency. A strap of adjustable length is clipped to a metal D-ring on the belt and an anchor point on or near the floor of the basket.



▲ Double 'T' Partition Basket

A pouch is fitted to the wall of the basket to store the belt and strap when not in use.

6.5.5 Quick Release

The quick release is designed to restrain the balloon during inflation and heating up for take-off, but must not be used for tethered flight. A locking pin or collar is fitted to prevent accidental release.

Use of the quick release is recommended to ensure that the balloon does not drag during inflation or leave the ground prematurely.

Note: Care should be taken to protect all webbing and rope items from the effects of sunlight. Ultraviolet radiation causes degradation of the rope or webbing, considerably reducing its strength. This applies especially to the launch restraint and equipment for tethered flight. Regular checks should be made to the launch restraint and equipment for tethered flight for wear and loss of strength.

6.6 FLIGHT INSTRUMENTS

Flight instruments used in ballooning are an altimeter (for altitude measurement), a variometer (to display climb and descent rate), a time piece (to record flight times, sunset times etc.) and an envelope temperature gauge (to indicate envelope internal temperature).

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Table 6: Baskets

Basket Cat.	Drawing Number	Basket Description*	Applicable Cylinders	Applicable Burner Frames (specific)	Applicable Burner Frames (with Assembly check)
B	CB3037	LITE	1a, 1, 2	CB2118, CB2355, CB2356	
B	CB310-1A	31-42 O	1a, 1, 2	CB855, CB871, CB925, CB2203(FI), CB2224(FI), CB2231(FI), CB2598, CB2874	
C	CB300-2A	56-65 O	1a, 1, 2, 3	CB855, CB871, CB925, CB2203(FI), CB2224(FI), CB2231(FI), CB2598 (FI), CB2643, CB2665, CB2857(FI), CB2874	CB2203, CB2224, CB2231, CB2598, CB2650, CB2652, CB2857, CB2995, CB8810, CB8811, CB8820, CB8821, CB8864, CB8894, CB8902, CB8903, CB8905, Concept (CB994, CB2000), BA-152-A-002 (LBL)**
C	CB310-2A				
C	CB3050-2				
C	CB3115-2				
C	CB3011-2A	56-65 OH			
C	CB3023-2				
C	CB3011-2B				
C	CB3051	C60/70 O	1a, 1, 2, 3	CB855, CB871, CB925, CB2203, CB2224, CB2231, CB2598, CB2665, CB2860, CB2863, CB2874, CQ2018***, CQ2028	CB2643, CB2650, CB2652, CB2665, CB2857, CB2874, CB8810, CB8811, CB8820, CB8821, CB8864, CB8894, CB8902, CB8903, CB8905
D	CB300-3A	77-84 O	1a, 1, 2, 3		
D	CB310-3A				
D	CB3050-3				
D	CB3115-3				
D	CB3011-3A	77-84 OH	1a, 1, 2, 3		
D	CB3023-3				
D	CB3011-3B				
D	CB3052	C80/90 O	1a, 1, 2, 3		
D	CB8001	65-77 O	1a, 1, 2, 3	CB855, CB871, CB925, CB8810, CB8811, CB8820, CB8821, CB8894, CB8902, CB8903, CB8905, CB8912	CB2203, CB2224, CB2231, CB2598, CB2650, CB2652, CB2857, CB2995, Concept (CB994, CB2000), BA-152-A-002 (LBL)**
D	CB8012				
D	CB8006	65-77 OH	1a, 1, 2, 3		
D	CB8017				
D	CB8002	77-90 O	1a, 1, 2, 3		
D	CB8013				
D	CB8007	77-90 OH	1a, 1, 2, 3		
D	CB8018				
E	CB300-4A	90-105 O	1a, 1, 2, 3	CB855, CB871, CB925, CB2203, CB2224, CB2231, CB2598, CB2665, CB2874, CQ2027	CB2203, CB2224, CB2231, CB2598, CB2650, CB2652, CB2857, CB2995, Concept (CB994, CB2000), BA-152-A-002 (LBL)**
E	CB310-4A				
E	CB3050-4				
E	CB3115-4				
E	CB3011-4A	90-105 OH	1a, 1, 2, 3		
E	CB3023-4				
E	CB3011-4B				
E	CB8003	90-105 O	1a, 1, 2, 3	CB8810, CB8811, CB8820, CB8821, CB8894, CB8902, CB8903, CB8905, CB8912	CB2203, CB2224, CB2231, CB2598, CB2650, CB2652, CB2857, CB2995, Concept (CB994, CB2000), BA-152-A-002 (LBL)**
E	CB8014				
E	CB8008	90-105 OH	1a, 1, 2, 3		
E	CB8019				
F	CB8004	105-120 O	1a, 1, 2, 3	CB8822, CB8823, CB8824, CB8825, CB8830, CB8831, CB8846	
F	CB8013				
F	CB8009	105-120 OH	1a, 1, 2, 3		
F	CB8020				
F	CB8200				

* For key see page 9-6

Table 6: Baskets (continued)

Basket Category	Drawing Number	Basket Description*	Applicable Cylinders	Applicable Burner Frames
G	CB303	120 - 133 O	1a, 1, 2, 3	CB855, CB871, CB925, CB2203(Fl), CB2309, CB2312
G	CB3238	120 - 133 P	1a, 1, 2, 3	CB2264, CB2470, CB2468, CB2856
G	CB3233	120 - 133 T	1a, 1, 2, 3	CB2264, CB2470, CB2468, CB2856
H	CB991	140 T	1a, 1, 2, 3	CB993, CB2264, CB2263
H	CB3376	140 T	1a, 1, 2, 3	CB2264, CB2263
H	CB8266	120 - 160 T	1a, 1, 2, 3	CB8900, CB8901
I	CB3310	160 - 180 T	1a, 1, 2, 3	CB2590, CB2591
I	CB8206	180 - 210T	1a, 1, 2, 3	CB8826 CB8832, CB8840
J	CB754	180 - 210 TT	1a, 1, 2, 3	CB750, CB2420, CB2411, CB2261, CB2371
K	CB3164	210 TT Os	1a, 1, 2, 3	CB2050, CB2250, CB2283, CB2303
L	CB3314	210 - 250 T	1a, 1, 2, 3	CB2505, CB2592
M	CB3004	250 TT	1a, 1, 2, 3	CB2050, CB2250, CB2283, CB2303
M	CB971	250 TT D	1a, 1, 2, 3	CB970, CB2260, CB2304
M	CB3387	250TT	1a, 1, 2, 3	CB2613, CB2614
N	CB3200	275 TT Os	1a, 1, 2, 3	CB2427, CB2447
O	CB3042	300 TT	1a, 1, 2, 3	CB2270, CB2258
O	CB3040	300 TT D	1a, 1, 2, 3	CB2271, CB2259
O	CB3049	300 TT S	1a, 1, 2, 3	CB2272, CB2269
O	CB3235	300 TT	1a, 1, 2, 3	CB2390
O	CB3223	300 TT S	1a, 1, 2, 3	CB2427, CB2447
O	CB8250	350 TT	1a, 1, 2, 3	CB8842, CB8843
O	CB3360	350 TT	1a, 1, 2, 3	CB2192, CB2274, CB2282, CB2418, CB2562
P	CB3205	400 TT S	1a, 1, 2, 3	CB2192, CB2274, CB2282, CB2418, CB2562
Q	CB3288	400 - 410 TT S	1a, 1, 2, 3	CB2192, CB2274, CB2282, CB2418, CB2562
R	CB3570	500 TT S	1a, 1, 2, 3	CQ2015
R	CB3370	600 TT S	1a, 1, 2, 3	CB2376
R	CB3550	750 TT S	1a, 1, 2, 3	CB2953

*** Key:** H= Hi-Spec; L=Asymmetric pilot compartment; O = Open; P= single partition;
T = T partition; TT = double T partition; Os = offset; D = designed for use in Germany;
S = Safari (tough terrain); W = wheelchair access; Fl = Flexi-corner burner frame only.

Burner Frames: **LHABL= Lindstrand, *** = Kubicek Ignis