

BALLONPOSTEN



December 2020

Bulletiner om ballonfart siden 1968

Gassen var brugt op:

DANSK SKIPPER

NØDLANDEDE

PÅ STRANDEN!!

***Læs den helt utrolige, men sande historie
på side 12.***

Nyt fra Sportsudvalget

Ny DM website!

Sportsudvalget har længe ønsket sig en mere opdateret DM-hjemmeside, og den er nu gået i luften www.dmballon.dk. Vi er yderst taknemmelige for den tekniske, grafiske og hurtige bistand vi har fået af Jan Andersen – uden den hjælp ville projektet have været meget lang tid undervejs.

Nye DM-sponsorer!

DreamBalloon har indgået et treårigt stævnenavns-sponsorat med DBu/SU – første gang gældende fra DM2021. DM kaldes herefter "Dream Balloon Cup – danmarksmesterskabet i ballonflyvning". Derudover har DBu/SU i sommer indgået en femårig aftale med Kosan Gas. Denne aftale indebærer rigtig gode gaspriser under DM. Aftalerne giver et godt økonomisk fundament, der fremover gør det betydelig mere attraktivt at være arrangør og dermed også DM-deltager.

Nyt om Balloonlive-sensorbokse!



Som tidligere skrevet, så har FAI i længere tid arbejdet på at erstatte den nuværende FAI-logger med Balloonlive og en sensorboks.

Balloonlive er en app, der i princippet fungerer som en logger (den kan du allerede nu hente og prøve). Sensorboksen er en lille enhed, der kobles til telefonen og skal sikre ensartet gps-nøjagtighed uanset hvilken telefon der benyttes. Sportsudvalget er ikke i tvivl om at det bliver fremtidens tekniske løsning ved mesterskaber - især når det integreres fuldt ud med Watch Me Fly. De nye sensorbokse blev færdigudviklet i september måned og er netop blevet frigivet til salg. FAI vil ikke udleje disse enheder, men forventer at piloterne selv køber dem og medbringer dem til stævner. Sportsudvalget har drøftet hvordan vi forholder os til disse sensorbokse til anvendelse under DM – både økonomisk og teknisk. Økonomisk, så koster hver enhed ca. 350 Euro (inkl. moms) og vi ved at der allerede er piloter der selv har bestilt. Faktisk er der bestilt mere end 500 enheder worldwide. Sportsudvalget vil ikke på nuværende tidspunkt bede DM-deltagere om selv at købe en sensorboks for at kunne deltage i DM. Omvendt, så vil det være en stor investering hvis DBu/SU skal indkøbe det antal enheder der skal bruges til et DM. Samtidig så ønsker vi også at de nye enheder bliver gennemtestet for evt. "børnesygdomme" før der foretages større indkøb. Sportsudvalget har derfor valgt at udskyde beslutningen om hvem og hvordan et større antal af de nye sensorbokse skal finansieres. Vi har dog valgt at købe 3 enheder, så vi dels har mulighed for at teste dem, men også kan tilbyde dem til de danske piloter der skal til EM/VM (det er faktisk ikke besluttet endnu, hvornår de nye sensorbokse skal benyttes til EM/VM). Læs evt. mere på:

<https://balloonlive.org/about-balloon-live/>

For DM2021 og DM2022, har Sportsudvalget i stedet besluttet at bruge de gamle FAI-loggere, da det har været muligt at købe 20 stk. til en særdeles attraktiv pris (dog mod at vi efter behov stiller dem til rådighed for EM/VM).

BALLON FORSIKRING!

Fra ballonpiloten Niels Hvid har redaktionen modtaget nedenstående fra et forsikringsselskab. Som bekendt har der de seneste år været en hel del turbolæns omkring ballonforsikringer, og flere selskaber har nedlagt afdelinger for luftfartsforsikring. Niels har brugt meget tid på at finde gode - og billige løsninger på "problemet", og er vel nok lige nu den person der ved mest om emnet.

Altitude Insurance Ltd

Altitude Insurance are specialists in balloon insurance. Our book of business has been built by developing strong relationships with all our clients – whether small private or large commercial. Our team has over 15 years' experience in the balloon insurance market and comprises both a trainee pilot and a fully qualified PPL(B) holder. Ballooning isn't just our business; it is also our passion, we are market leaders who live, sleep and breathe Balloon Insurance.

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that we are leaders in this extremely competitive market where traditional Insurers are demanding significant rate rises, restricting coverage or no longer offering terms at all.

Our Hot Air/ Gas Balloon/ Airship/ Blimp Insurance policies provide cover against the cost of potential risks arising from the use of your Balloon; such as loss of or damage to the Balloon itself or your potential liability to others arising from the use of your Balloon. You can select which and what level of cover you require (subject as a minimum, compliance with EU Regulations), Private or Commercial uses and where you want to fly. We aim to offer a fully flexible but fully comprehensive policy tailored to your individual needs*.

Want to see what we can do for you - contact laura@altitudeinsuranceltd.com to request your quotation (full contact details and more information available at www.altitudeinsuranceltd.com).

And, in case you need any extra encouragement, contact us to arrange a quotation during the month of December and be in with a chance of winning a EUR100 voucher to a shop of your choice! If you are already a client of ours, don't worry, you can still enter, drop us an email with the word "COMPETITION" in the title and your name will also be put in to the draw.

Laura Durcan,
Managing Director
Altitude Insurance Ltd

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GAMLE LUFTBALLONER

Fra luftskipper, og ballonhistoriker, Mogens Jensen har redaktionen modtaget en håndfuld gamle fotos.

Nærmere bestemt drejer det sig om affotograferinger af et gammelt ballonkatalog fra år 1900 udgivet af firmaet:

Grands Ateliers Aérostatiques de Vaugirard.

Det var nævnte firma der i sin tid lavede kæmpeballonen til S.A. Andrées polarekspedition i 1896/97.

Mange af os moderne ballonentusiaster har sikkert haft opfattelsen at de gode folk i Bristol, England, på Cameron ballonfabrikken, opfandt balloner med diverse sjove former såkaldte "Special Shapes". Den opfattelse kan hermed nedmonteres. Den franske fabrik lavede figursyede balloner allerede 70. år inden den første SS ballon kom fra England!



Fête Aérostatique de Nancy 1895

« Un cheval aérien »

GRANDS ATELIERS AÉROSTATIQUES DE VAUGIRARD

23 Médailles, Or, Argent et Bronze

H. LACHAMBRE

INGÉNIEUR-CONSTRUCTEUR

Fournisseur des Ballons militaires des Gouvernements Russe, Belge, Hollandais, Portugais, Roumain, Brésilien et des États-Unis

CONSTRUCTEUR DES BALLONS CAPTIFS

Champ-de-Mars, 1889	Trocadéro, 18 0	Moscou, 1891	New-York, 1892	Chicago, 1893	Lyon, 1894	Odessa, 1895
Genève, Bruxelles, Jardin d'acclimatation						
1896 1897 1898-99-1900						

du Ballon d'Exploration Polaire (Expédition de l'Ingénieur ANDRÉE 1896-97)

24, Passage des Favorites, 24
PARIS

Forsiden af kataloget



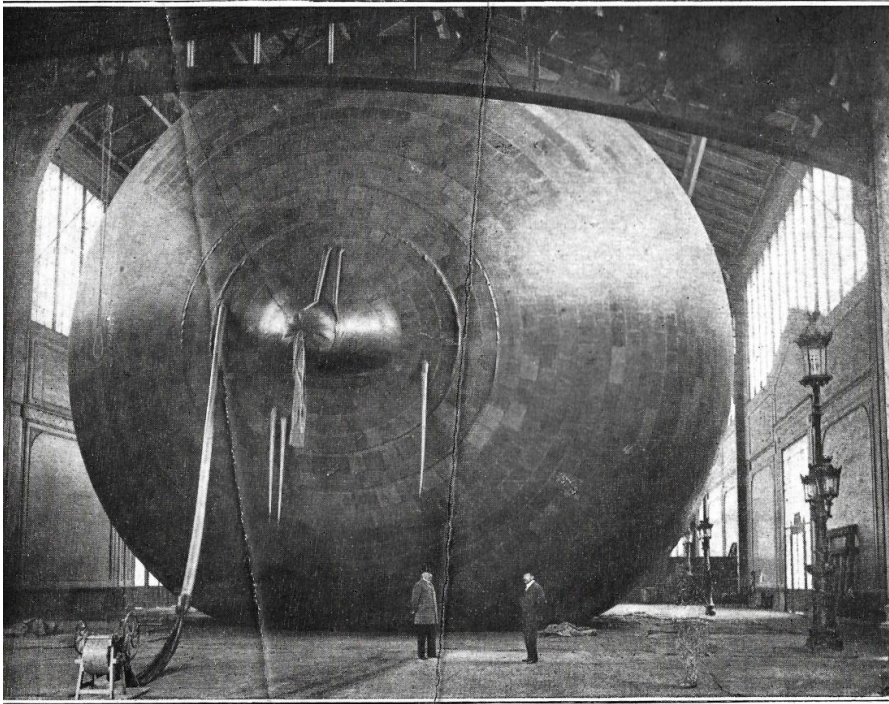
Cliché Mante

Ballon Flacon "Cherry Blossom"

1891-1892

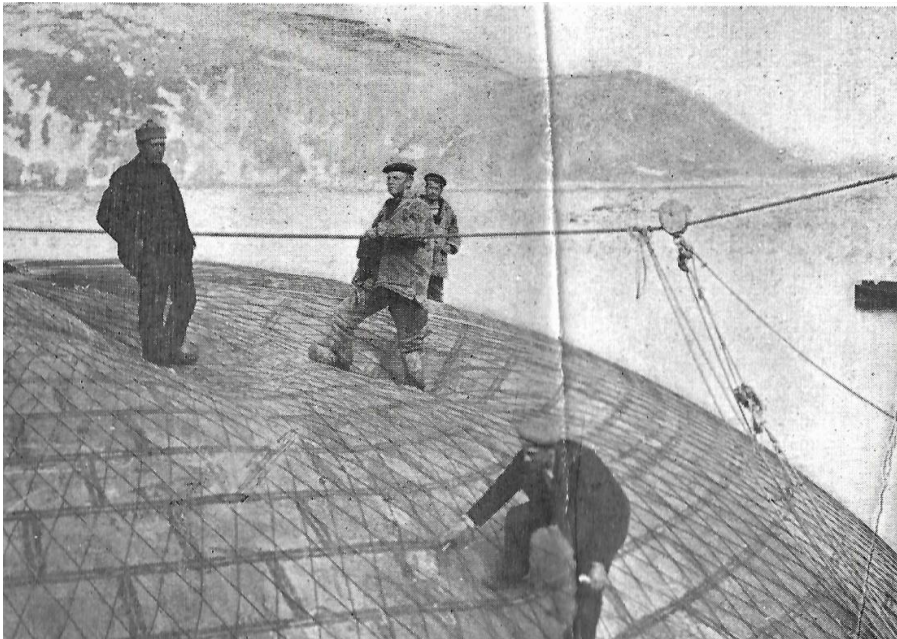
Her gøres reklame for noget i en flaske, mon det er parfume?

GRANDS ATELIERS AÉROSTATIQUES DE VAUGIRARD



Cliché du "Génte Civil"

Ballon de l'Expédition polaire Andrée, exposé au Champ-de-Mars (1896)





Hej ballonprofessor Lau,

Tak for mega inspirerende nyhedsbrev!

Til minde om at det i år er 150. år siden at den første ballon landede i Norge (25. nov. 1870) vil jeg udføre en "kopi" af denne flyvning, dog ikke helt fra Paris.

Min hensigt er at starte fra Skagen og lande i Telemark i Norge. Da jeg flyver fra et EU land op til et ikke EU land er der så noget at tage hensyn til? Kender du gode landingspladser i Telemark? Er der andre ting jeg skal tænke på?

På forhånd tak.

Ny pilot

Kære ny pilot,

Det er en super god idé med en rask tur over Skagerrak, det er vist noget de fleste skippere kun drømmer om. Naturligvis skal det fejres at der nu er gået 150. år siden denne rekord lange flyvning skete (1.300 Km)

De spørgsmål du stiller kan jeg ikke selv svare på, men sender dem videre til min kontakt i Norge, juristen hos Kristelig Norsk Ballon Forening (KNBF) - Stein E. Matsson.

Læs hans svar til højre!

Held og lykke med flyvningen, og husk redningsvest!

Lau Laursen

PS. På unionens hjemmeside findes en anmeldelse af en god bog der netop beskriver nævnte lange ballontur.

Kjære ny pilot!

Du er selvsagt, som alle dansker, hjertelig velkommen til Norge!

[I motsetning til dem jeg har lovt ikke å nevne, som fortsatt okkuperer østre del av Riget]

Jeg tror det er lurt ikke å reise helt fra Paris, for da kan du risikere å måtte mellomlande på Det blide Sørland, der det er langt mellom serveringene og kort mellom bedehusene. Og slike landsens sjeler kan lett ta dansk for tungetale og dermed slepe dere inn.

Kan sikkert være hyggelig det, for Sørlandspiker er letturte (spør H.K.H. Kronprinsen...).

Men det kan medføre forsinkelser og ødelegge det historiske jubiléet!

Alle mennesker elsker jo ballonger. De blide fargene i solbrisen, de barske mennene i kurven og de vakre, lettkledde kvinnene i trapez under! Og ballonger har jo vært av stor viktighet, også for nasjoner, i både krig og kriser!

Men jeg synes nok det var noget risikabelt av dine brave forgjengere å ta avsted i en KOMMUNAL ballong. Men det var kanskje det eneste som var å oppdrive i Pariserkommunen? Godt at du har valgt tryggere og mer behagelig!

Telemark er jo selve den norske fjellheimen, så det er mye vakkert å se fra oven. Men lukk øynene litt over Fyresdal, for der ble historiens mest kjente telemarking - mannen med etternavnet sitt som engelsk skjellsord - Vidkun Quisling født!

Men nr. 2 på lista er en hedersmann!

Sondre Norheim, skisportens far, fra Morgedal. Men la skiene være, og tenk heller på at alt dette EGENTLIG er dansk! Landet på begge sider av Fjorden ble kalt Viken og var dansk. Det er derfor vi som er derfra ikke skjønner hva de sier på andre siden av fjellene.

Og IKKE nødland i Setesdal, for der begriper dere IKKE hva de sier! Og ikke taler de engelsk, heller...

Riktig god tur og hjertelig velkommen!

Stein E. Matsson

P.S. Husk på å ta med glassperler og rødt tøy for å handle med de innfødte!

.....

HOLD DIG OPDATERET

Følger du løbende med på nye innlæg på unionens hjemmeside?

Siden sidste udgave af BALLONPOSTEN er følgende slået op:

- [Evaluering af Tempo 100-ordningen for påhængskøretøjer](#) november 28, 2020
- [Vigtig information om COVID-19 – AIC B 11 2020](#) november 28, 2020
- [FAI Newsletter – November 2020](#) november 25, 2020
- [Referater fra bestyrelsesmøder 2020](#) november 19, 2020
- [Opdatering af UnionsHåndbogen 2020.07](#) november 17, 2020
- [AIP SUP 09/20 Temporary Restricted Area Week 46-47](#) november 5, 2020
- [Arkiv over Hændelsesrapporter](#) november 4, 2020

DreamBalloon Cup 2021

Velkommen til Nordfyn

Gæstfriheden på Nordfyn er enorm. Den og meget, meget mere glæder vi os til at kunne præsentere for dig i august 2021. Vi elsker nemlig gæster på Nordfyn og ser derfor frem til at byde jer alle sammen velkommen til DreamBalloon Cup 2021.

Du kan ikke sige Nordfyn uden også at sige natur. Det er ubetinget Nordfyns største aktiv, og udover den glæde naturen giver til lokalbefolkningen, så tiltrækker Nordfyn og den skønne natur hvert eneste år titusindvis af turister. Ja, faktisk så mange, at Nordfyn med over en ½ million overnatninger, er Fyns næststørste turistdestination.



Udover at glæde lokalbefolkningen og alle vores turister, så er vi glade for, at Dansk Ballonunion har valgt Nordfyn og Morud til DreamBallon Cup i 2021. Det er nemlig Moruds 600-års fødselsdag og DreamBalloon Cup 2021 er et af mange spændende arrangementer i den anledning.



Stævnecentrum bliver også i Morud, eller måske rettere udkanten af Morud. Her ligger Ditlevsdal, Europas største bisonfarm, der årligt besøges af tusindvis af gæster. De store dyr er naturligvis hovedattraktionen, men faciliteterne på Ditlevsdal er tiptop med lækker natur og restaurant.





Nordfyns Erhverv og Turisme er vært for brunch på afslutningsdagen, så glæd dig til at smage blandt andet dejligt bisonkød.



Alt det er blot basisviden til jer deltagere, for vi ved, at I er med som sportsfolk og med det mål, at klare jer bedst muligt. Derfor vil vi i samarbejde med Ballonklub Fyn bestræbe os på at give jer optimale betingelser for at mesterskabet kan afvikles på tilfredsstillende vis. Vi har ikke så gode kontakter, at vi kan sikre jer optimale vejr- og vindforhold, men de ting vi *kan* påvirke, vil vi gøre vores yderste for at gøre bedst mulig.

NORDFYNS
ERHVERV OG TURISME



Og "vi", det er Nordfyns Erhverv og Turisme. Vi er en lille agil organisation på 12 sjove og spændende mennesker, der arbejder med erhvervs- og

turistfremme, ligesom vi tiltrækker, udvikler og afvikler mange større events.

Som eksempel kan nævnes, at vi i weekenden før DreamBalloon Cup 2021 afvikler Rosenfestivalen, hvor der, ihvertilfald før corona, normalt er op mod 40.000 gæster i Danmarks hyggeligste købstad, Bogense. Vores hidtidige største enkeltevent er VM i cyklecross 2019 med 280 ryttere fra 24 nationer, 300 TV- og pressefolk, 550 frivillige og over 100,0 millioner TV-seere.

I næste udgave af Ballonposten vil vi komme med konkrete tilbud på overnatning, mv.

Vi glæder os til et fantastisk samarbejde med Ballonklub Fyn – det ser allerede på nuværende tidspunkt lovende ud. Og så glæder vi os først og fremmest til at byde jer alle sammen velkommen til skønne Nordfyn.

Per Olesen, Direktør
Nordfyns Erhverv og Turisme

Vi ses på Ditlevsdal Bisonfarm på Nordfyn



Foto: Jens Wognsen

Fyn er Fin

og kan man andet end at føle sig velkommen?

Det kommende års danmarksmesterskab, DreamBalloon Cup 2021, afholdes 10. til 14. august i luften over det skønne Nordfyn.

Stævnet arrangeres af os i Ballonklub Fyn i et tæt parløb med Nordfyns Erhverv og Turisme. Vi håber, du har læst den velkomst vi har fået, og føler dig draget af de helt unikke rammer som Nordfyn tilbyder os.

Har du alligevel en lille, termisk boble af tvivl om du nu også skal deltage? Så fortsætter vi, og lokker med kun kr. 1500,- i tilmeldingsgebyr og gas til 50% af listepriis.

Sæt allerede nu kryds i kalenderen – for dette er et stævne du ikke vil gå glip af. Vi lover at fortælle dig mere om hvorfor i de kommende udgivelser af Ballonposten.

Blø'e landinger fra

Bjarne Christian Jensen og Line Visby Hansen

Ballonklub Fyn



UVENTET BESØG!

”Et uventet besøg” som begreb er mest kendt i forbindelse med det svenske kaffefirma, ”GEVALIA”, der i mange år har brugt sloganet: ”når du får uventet besøg” og det i forbindelse med markedsføring af deres kaffe. Følgende historie, fra Ørebro i 2015, ville have været helt perfekt for Gevalia at bruge i deres annoncer. Et smukt miljø med den flotteste ballon, samt to søde svenskere der fik et uventet besøg i mens de sov.

Ørebro var rammen ved det nordiske ballonmesterskab der gik i perioden 1. juli – 5. juli. Vejret var fint og der blev afviklet hele otte flyvninger. Jeg og mit hold var indkvarteret på en lokal campingplads hvor vi havde lejet ”Onkel Toms hytte”.

Holdet var som altid godt. Veteranen Jan W. Bernburg, Skandinaviens bedste chauffør, den nyslåede ballonpilot og ingeniør Jan Oechsle, magiske Bo Bode Thomsen der kan låse alt op, og vores egen ”Benjamin” Morten Thomsen, søn af den rigtige luftkaptajn.

Torsdag den 2. juli var der morgenflyvning, med solopgang kl. 03.40 og med start lidt sydvest for Ørebro. Briefing kl. 04.00. Morgenflyvning denne gang med en helt unødvendig konkurrence. Jeg har personligt altid set konkurrenceflyvning som en god træning til at lave vellykkede private flyvninger. Mange af de elementer der testes ved en konkurrence kan fint bruges til at gøre de private flyvninger mere sikre.

Har dog stadigvæk ikke forstået hvad man kan bruge træningen ved at flyve op til et målområde, der ligger i to tusinde fods højde til. Konkurrenceformen kaldes meget fancy for 3D Shape Task. Anser at piloter der synes den gren af sporten er sjov burde bruge sin tid på computerspil i stedet for.

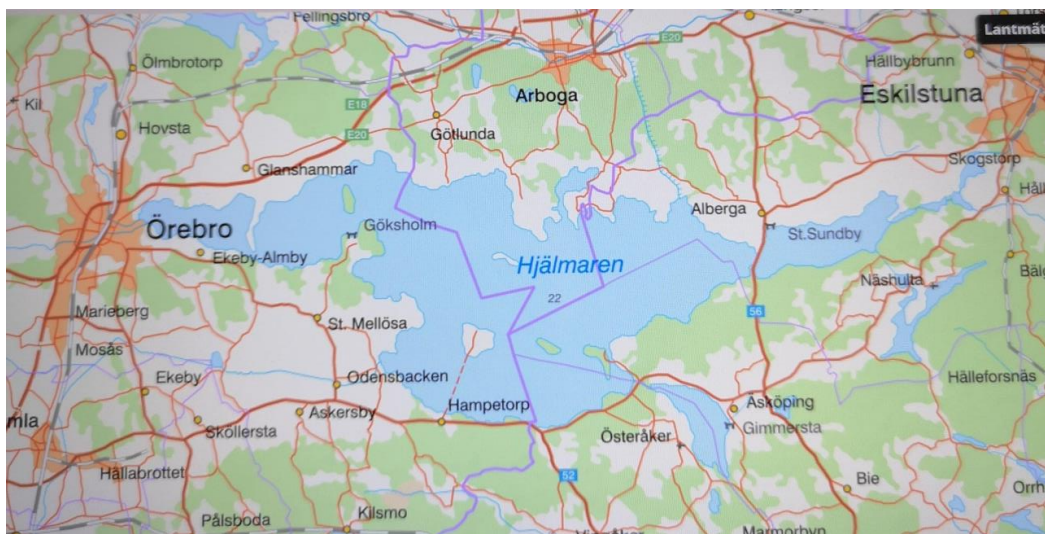
Jeg og holdet var nok allerede begyndt at blive lidt trætte. Havde aftenen før glemt nylonstavene til brænderrammen på landingspladsen. Pyt med det vi havde jo styrthjelme med, og vi har været med i legen længe før ”overheadframe” blev en standard. Hjelmene lå således klar i kurven til brug ved landing. Man skal jo altid passe godt på sit personlige hoved.

Der flyves

Vi var kun to mand om bord selv om vi uden problemer kunne have været tre. Fløj i min 90er ballon, den i de pæne gul/røde farver. Medbragte i alt 180 liter gas. Ud over mig selv var den helt nye luftskipper Jan O. med om bord. Jan havde tre måneder tidligere erhvervet sit balloncifikat og kunne allerede kalde sig aerostatejer. Med facit i hånden kunne jeg på den tur ikke have haft en bedre copilot end Jan. Jan er nemlig langt mere teknikinteressert end mig selv, hvilket sikkert også er en fordel hvis man er ingeniør og arbejder på Niels Bohr instituttet.

Jan have for sjov medbragt en magisk maskine der viser elektroniske kort, samt viser hvor i verden man befinder sig. Lidt smart, men ikke noget for mig der rankt altid foretrækker de gamle dyder.

Jeg gjorde mit bedste for at flyve konkurrencen, men det er svært med papirkort og håndholdt GPS. Konstaterede ret hurtigt at det ikke rigtigt fungerede, og valgte i stedet at nyde den flotte morgenstund over et utroligt smukt landskab med varierende skove og søer. Vi var på det tidspunkt kommet ud over Hjälmaran, Sveriges fjerde største sø.



Sveriges fjerde største sø, Hjälmarén, 483 Km² (Arresø den største sø i DK = 40 km²)

Umiddelbart bekymrede det mig ikke at vi nu fløj ud af konkurrencekortet, Jan havde jo sin smarte kortmaskine hvor kortet aldrig sluttede. Vi befandt os i den vestlige ende af søen der kaldes Hemfjärden.

Her er søen kun 2. – 4. km bred så en overflyvning burde ikke give problemer, men det gjorde det!

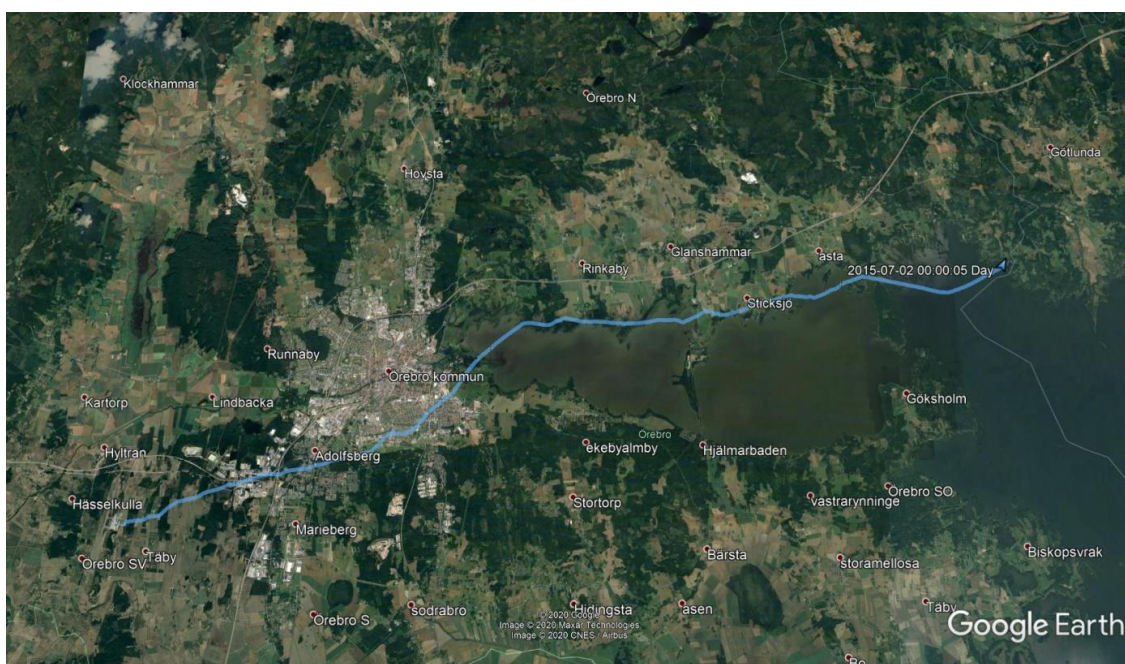
Lige før vi nåede den nordlige bred drejede vinden fra 225 grader til 270 grader. Vi kom ikke ind over land, men blev ført mod øst. Med den kurs havde vi over 50. km. vand foran os. Et forsøg på at finde en bedre retning på højden gjorde bare situationen værre (gl. regel: højere op = højre). Farten var lav, men vi havde på det tidspunkt ok beholdning af gas tilbage, så ”no panic”. Satsede nu på at flyve i 300 fod, og med regelmæssige synk ned til overfladen for at se om der fandtes noget vind dernede der kunne bringe os i land. Vi have en egen, og helt perfekt, teori om at jo højere solen kom op jo større var chancen for at venlige lokale vinde ville opstå og få os ind.

Tiden gik, gas blev der mindre og mindre af og vi kom ikke rigtigt videre, i hvert fald ikke ind mod land!

Der blev ikke talt så meget i kurven. Jeg var ikke i snakke humør, hvilket Jan sikkert lagde mærke til. **Mine tanker var så småt kommet i retning af at lande i vandet**, eller hvor som helst. Så allerede overskriften i ”EXPRESSEN” (stort dagblad i Sverige):

BALLON STYRTET I HJÄLMEREN MED TO DANSKERE OM BORD! – stor redningsindsats!

Udover det pinlige ved at lande i vandet var der også skade på udstyr at tage hensyn til. Sikkerheden ved en landing i vandet var naturligvis også i tankerne, men jeg valgte diplomatisk ikke at spørge ind til Jans evner som svømmer. Selv er jeg hverken god til den disciplin eller et vandmenneske!



Her ses flyvningen fra start til landing

Men som i alle gode eventyr kom der helt uventet en forbedring af situationen.

Vi observerede at vi laaaangtsomt bevægede os ind i mod land. Der blev nikked i kurven og vejtrækningen holdt. Retningen var udover at den var mod land rigtig fin, nemlig lige i mod verdens mindste strand. Fra vores position så det ud som at der var ti meter strand at lande på, super fint. Stranden VAR unik. Så langt øjet rakte var der kun træer helt ned til vandkanten, og det eneste sted hvor en landing var mulig var vi nu på vej til!

Nu skulle der flyves rigtig konkurrence. Højden skulle for alt i verden holdes. Den næste halve time vil jeg påstå at højden lå inden for plus minus tyve centimeter!

Der blev ikke taget chancer for at vi skulle tabe den fine retning.

De sidste gasdampe løftede os ind lige på målet!

Kurven stod nu på stranden og gassen var brugt op.

Stranden var udover at den ikke var så bred meget kort, kun én meter dyb hvorefter den gik over i pæn og nyslået sommerhus græsplæne. Ballonhylstret stod lidt klemt med et træ både til højre og til venstre, men pyt det kunne løses.

Vi smilede - havde jo vundet morgens flyvekonkurrence!



Jan var en meget glad mand da vi kom tørskoet i land, bemærk den flotte cykelhjelm med ballonafspejling.

Jan fik nu tillidsopgaven at indhente en landingstilladelse. Vi havde nemlig allerede planlagt at flytte ballonen ind i haven og tømme den på den fine græsplæne.

Først skulle vi dog have tilladelse til dette. Fra kurven kunne vi se at en Volvo stod parkeret, så vi mistænkte at der var folk i huset. Da klokken kun var straks inden otte kunne det tænkes at det blev aktuelt at vække beboerne.



Her ses sandstrandens størrelse – fem meter bred og godt én meter dyb

Helt rigtigt, ejerne lå og sov. Efter energisk banken på døren dukkede Hr. husejer op i morgenkåbe og med søvn i øjnene. Han kunne ikke umiddelbart give tilladelse til at flytte ballonen ind i haven. Grunden til det var at han insisterede på at først fotografere ballonen hvor den rankt stod på stranden.

Da han var klar med fotograferingen flyttede vi ind i haven, og hylsteret blev tømt.



Der var lige plads til at pakke ballonen

Næste problem var nu at fortælle følgeholdet hvor vi befandt os. Det var ikke helt let. Huset lå i et sommerhusområde langt uden for konkurrencekortet og kun omgivet af små grusveje.

Som tidligere nævnt var holdet godt, med en skarp intelligens som hos Mensa, så de forstod hurtigt hvor vi var. Vi pakkede nu ballon.

Vores værter bestod nu af to personer i og med Fru.husejer nu også var stået op efter alt ståhej. Der blev nu brygget kaffe i mængder og morgenbrød skåret så der kunne blive serveret når holdet ankom.



Vi blev budt på morgenkaffe og brød. Holdet kvitterede med at byde på en dansk morgenbitter ifølge Lex Loco. På billedet ses fra venstre: Vores observatør, fru i huset, herren i huset, Jan O., Jan B. og magiske Bo.

Holdet ankom, og med det den obligatoriske nødudrustning. Flasken med Gammel Dansk kom på bordet. Vores søde og gæstfrie værter fik nu bekræftet en af deres svenske fordomme om os danskere, hvilket de absolut ikke havde noget imod!

**Værtsparet betroede os nu at da de først så os, var de sikre på at de var med i en reklamefilm for GAVALIA kaffe, taget med skjult kamera:
- UVENTET BESØG!**

Efter et solidt måltid kørte vi glade ud for at hente de glemte nylonstave.

Tanker på vejen: Fint at kunne give sin elev en oplevelse af den slags. Praktisk træning er altid bedst! Tror at Jan efter den oplevelse er blevet lidt forberedt til selv at håndtere stres i svære situationer.

Heldet står som bekendt altid den kække bi!

Lau Laursen

"ikke for at prale, men jeg er faktisk medlem af Circus Balloon Club"

Data:

- Ballon: OY-NOW
- Distance 34 km i lige linje
- Start 5:12
- Landing 7:58
- 2h 46min flyvning



Foto taget med mobiltelefon af ejeren af huset umiddelbart efter landingen. Ballonhylstret ses i nærkontakt med det ene birketræ hvilket var nødvendigt for at få plads.

Einladung

28. Dachstein-Alpentrophy

16.01. bis 23.01.2021

Liebe Ballonsportfreunde,
trotz widriger Umstände werden wir am
Termin der 28. Dachstein-Alpentrophy festhalten.
Einige Einschränkungen wird es wohl geben, wir sind aber davon überzeugt dass wir
mit ABSTAND und Disziplin einer schönen Ballonwochen entgegen sehen können.
Mit lieben Grüßen aus Gosau
Gottfried



[Jetzt anmelden](#)

[Gosau, Österreich](#)

[+43 6645314741](#)

Teilen auf:

[Website besuchen](#)

Flot julegave til skipper!

Vixen SG 2,1 X 42

Fin og handy kikkert til brug fra ballonkurven med et ekstra stort synsfelt på hele 25. grader!

Normale håndkikkerter har et synsfelt på sølle 6.-7. grader.



Her er der tale om en lidt anderledes kikkert da den kun har en forstørrelse faktor på to gange, hvilket jo umiddelbart kan anses som meget lidt.

Kikkerten er ikke primært lavet til ballon brug, så er det allerede sagt.

Det er en favorit blandt amatør astronomer når de ser på stjernehimmelen. Kan det nu passe med kun to gange forstørrelse? Det lyder da også som en løgn, men sagen er at "stargazers" bruger den til at orientere sig på nattehimmelen.

Man kan til forskel fra andre højt præsterende kikkert se hele stjernebilleder f.eks. kan Karlsvognen ses sammenhængende. Den ringe forstørrelse til trods, så vil et stjernebillede en mørk nat være en kæmpe oplevelse, det er som om at hele himmelen åbner sig.

Teater – og sports kikkert

Vixen er uovertruffen som teater – og sportskikkert. Bredt og knivskarpt synsfelt. Hvis man f.eks. er til en fodboldkamp, og er lidt væk fra banen vil man tydeligt kunne se det hele, også bolden. Givetvis skal den altid med til koncerter og anden form for underholdning.

Kig på de små kryb

Er man til insekter og blomster er den et ”must” at have med ud. Nærgrænsen er kortere end de to meter der nævnes i specifikationen. Har personligt set en bi på kun 60. cm afstand, hvilket er usædvanligt.

Indendørs kikkert

Skal du på museum eller udstilling tag Vixen med. Grundet den meget store frontlinse (objektiv) er den utrolig lysstærk og kan fint bruges indendørs i elektrisk lys. Mange genstande er fornuftigt nok udstillet uden for vores rækkevide. Her vil du opleve at du kommer helt tæt på de ting der interesserer dig.

Ballon kikkert

Kan forstille mig at Vixen specielt om foråret kan være til hjælp når en egnet landingsplads skal findes. Problemet på den årstid er som bekendt, at de fleste marker er sået med et eller andet. Grundet det store synsfelt vil brug af kikkerten ikke gøre dig rundtosset, som brug af en normal kikkert med 8 - 10 gange forstørrelse let giver som resultat. Her ser du i god tid om der er tale om græs eller dyrt frøgræs. (Det her afsnit skrev jeg kun for at give dig et alibi overfor dig selv, hvis det bliver en helt egen og velfortjent gave! ☺)

Specifikationer:

- Forstørrelse: 2.1 x
- Synsfelt: 25 grader (438m/1000m).
- Objektivdiameter: 42 mm
- Antireflexbehandling: Fully multicoated optics
- Eye relief: 8,4 mm
- Nærgrænse: 2 m
- Pupilafstand: 5,3 cm - 7,6 cm
- Mål: 45 mm x 128 mm x 54 mm
- Vægt: 410g.

Kommer med:

- Taske
- Linsebeskytter
- Rem

Pris:

Kan findes på Internettet til ca. DKK 2.500,- (England)

Afslutningsvis skal nævnes at kikkerten er usædvanligt flot bygget. Robust - og japansk kvalitet hele vejen, der er intet at komme efter. Har brugt min egen siden juni måned og er rigtigt godt tilfreds. Tag kikkerten med til flyvelægen når der skal laves syntest næste gang. Du vil kunne se at der længst nede til højre på lyskassen står med småt: ”Made in Hong Kong”

Lau Laursen, luftskipper, birder og kikkertnørd



HØRT I KURVENE



Balloner samles i flot hjerteform ved Bristol International Balloon Fiesta

En af tre har nu konverteret!

Her taler vi ikke om konvertering fra at være kristen protestant til katolik, men fra nationale balloncertifikater til de flotte, og mere moderne, EASA balloncertifikater.

15. certifikatindehavere er allerede konverteret, hvilket må siges at være fornuftigt. Der er således ca. tre måneder tilbage for øvrige at konvertere.

**My Doctor Told Me I have The
Hot Air Balloon Virus.....
Sadly, There´s No cure**

VIGTIG INFORMATION FRA FORMANDEN FOR UDDANNELSESUDVAGET!

Vi er nu i fuld gang med at konvertere nationale balloncertifikater til EASA balloncertifikater. Information om hvordan konverteringen skal ske er tidligere sendt ud. Opgaven ligger i unionens uddannelsesudvalg. Her er arbejdsgangen nu så hurtig at vi sender jeres ansøgninger videre til TBST inden for et par dage, naturligvis under forudsætning at alt dokumentationen findes i følge den information der er sendt ud.

Følgende bør certifikatindehavere tænke på:

- Flyvning efter 8. april 2021 med et nationalt certifikat er ulovligt (din forsikring gælder heller ikke hvis du gør det)
- Der er en sagsbehandlingstid hos TBST. Du bør derfor, for at være sikker på at ikke at stå uden gyldigt certifikat, indsende din ansøgning allersnarest i starten af marts.
- Konverterer du ikke inden for den nævnte frist kan du alternativt aftale med en FIB (instruktør tilknyttet Dansk Ballonunions Skole) om undervisning til erhvervelse af balloncertifikat. Her gælder så nye sjove teoriprøver i de ni fag, samt praktisk undervisning.

Mit personlige råd til alle der ikke allerede har konverteret, giv jer selv en fin julegave - konverter!!

/

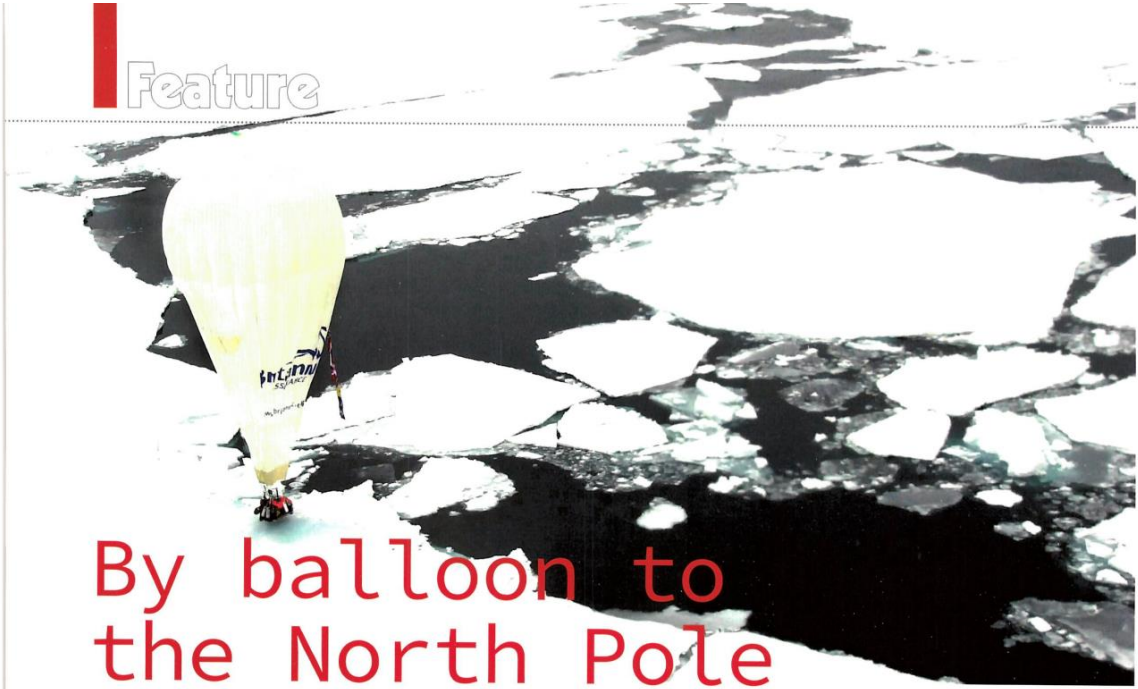
Lau Laursen

Sne - og is fyldt julehistorie

I år er det tyve (20.) år siden at man for første gang fløj til Nordpolen i ballon. De næste otte sider fortæller historien om hvordan det endeligt lykkedes luftskipperen Sir David Hempleman – Adams i år 2000, med start fra Svalbard at nå den eftertragtede pol. Svalbard var som bekendt stedet hvor fra S.A. Andréé i 1897 begyndte sin ballonfærd mod Nordpolen.

Historien er venligt udlånt af det engelske ballonmagasin Aerostat (juni 2020 udgave).

Glædelig jul og godt nytår ønsker den samlede redaktion nyhedsbrevets trofaste læsere!



© David Burges

By balloon to the North Pole

June marks the twentieth anniversary of a successful attempt to fly solo to the North Pole by balloon, a remarkable feat recalled by the pilot, pioneering adventurer **Sir David Hempleman-Adams**.

In June 2020 it will be twenty years since I reached the North Pole by balloon. In fact, it was the 1st June, memorable also because it was my youngest daughter's fifth birthday. Notwithstanding the Covid-19 virus, so much has changed in that twenty years and, like all veterans, we look back in fondness and always remember the highlights and good memories.

The idea came about in 1998 on my third attempt to ski to the North Pole.

Reaching the Pole would give me the first elusive Explorers' Grand Slam: climbing the Seven Summits and reaching the North and South Magnetic and Geographical Poles. I was with Rune Gjeldnes again, a special forces hard Norwegian. We had failed the attempt the year before, but we were hopeful this would be the icing on the cake.

SKIING BACKWARDS

Halfway. It was cold, -40C, there was a white out, and we made very slow progress with our heavy sledges. We had a very good system by now. Tent would go up, he would do the cooking, melting the water to pour into the dehydrated food, I would warm up the GPS, then send the position back to our base camp 1,000 miles away by HF Radio. That night, I recorded we had made five miles in eight hours of skiing, pulling, tugging, pushing our sledges. In the morning, I would go through the same routine. Warm up the batteries and GPS and fire it up. We had drifted back six miles during the night's

Above: For half an hour, *Britannic Challenger* drags the open basket and its pilot through water and across ice.

sleep! It happened for three days on the trot. We swore we could carry on until the tank was empty, and we eventually reached the Pole. But a few days after our escalator ride back, I started to dream of floating to the North Pole.

This was the time when the race was on to get around the world by balloon. There wasn't a month that there wasn't one team testing, failing, and trying again. Branson, Cable & Wireless, Breitling et al.

I remember avidly reading about the Poles and the heroes of the past. One was Salomon Andrée, a Swede who had tried to float to the North Pole in a balloon in 1897. Standing on a pressure ridge, slowly drifting back, it gave me a spark of interest – what if?

DREAM OF FLIGHT

So, I got home after getting my T-shirt, and looked into how I could learn to fly. A tour of Cameron Balloons, and then my first balloon lesson with Terry McCoy in Victoria Park, Bath. Check out with Brian Jones, the man who had, with Bertrand Piccard,



© David Burges

Left: Mush mush! Rune Gjeldnes and David Hempleman-Adams go sledging, this time powered by dogs rather than Shanks's pony.



© David Burges

Above: David Hempleman-Adams, aboard the Rozière balloon, *Britannic Challenger*, having achieved his goal of reaching the North Pole, now has to negotiate safe landfall in a forbidding and dangerous landscape of pack ice.

in 1999, successfully circumnavigated the world in *Brietling Orbiter 3*. I was struggling to find a meteorologist who thought it was possible to fly to the North Pole. All were saying it was impossible because the prevailing winds at the top of the world were unlike the winds at the lower latitudes.

METEOROLOGICAL GENIUS

Serendipitously Brian, in his understated way, said, well we could always ask Luc Trulleman, who was the genius Belgian meteorologist, who made his name by making a model to track the radioactivity from Chernobyl. He was the man who got Brian and Bertrand around the world, when everyone else had failed. So, what made him so special? He could predict wind that wasn't even there yet! After twenty years, I remember the conversation going something like, "and so how can he predict something that's not happened yet? Is he any good at shares?"

Brian contacted him, Luc came over to Heathrow and we met. He had a few flight tracks that showed several successful

tracks from Russia, across the Pole. This was using historical winds from the previous year. We used one degree as a bull's eye for the Pole, with just one track from Spitsbergen, close to the Pole and on to Alaska. To put this into perspective, Luc found twenty such tracks to get me across the Atlantic in a sixty day period, some years later.

The volunteer team was growing now, with our main office in the Globe, a pub just outside Bath. Luckily, as this was a wing-and-a-prayer adventure, everybody was incredibly kind and helpful with advice. Also, as I was a very low hours pilot, certainly people felt sorry for this idiot trying what some would say was irresponsible, some would say reckless, and some impossible. It seemed to attract like-minded people to help. Lots of them previously in competition with each other on the Around the World projects. Now Brian and Bertrand had been successful, there were a lot of spare people and thinking space available. Andy Elson, Dave Boxall, Kieran Sturrock, Per Lindstrand, Don Cameron, Clive Bailey to name a few.



© Bill Haynes

Above: Clive Bailey, Flight Director on the North Pole mission, discusses flight logistics with the meteorologist.



© Bill Haynes

Above: Celebration tippie. Tom Shaw (L) and Brian Smith, whose calm authoritative voice kept David positive during the endeavour.



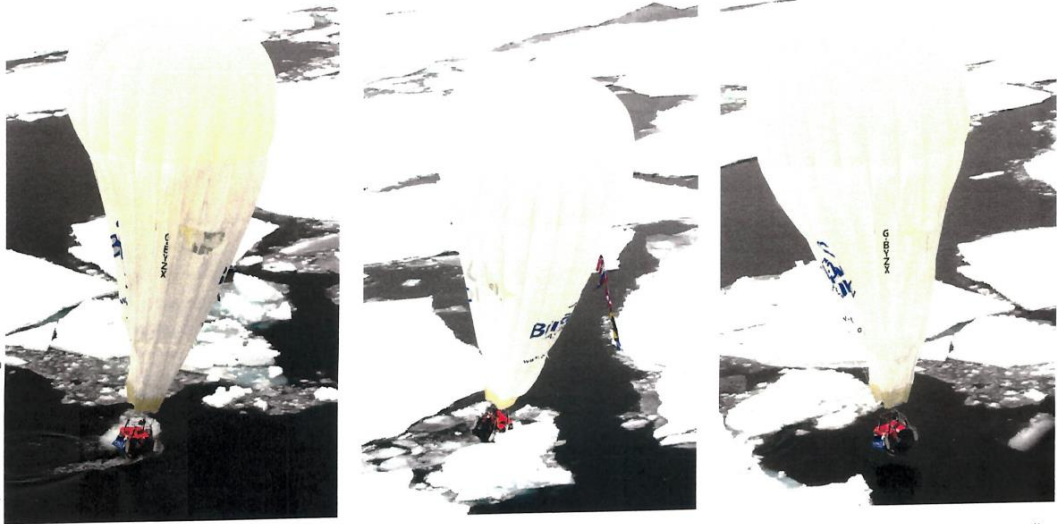
© Bill Haynes

Above: Hand luggage. Clive Bailey (R) and Derek Maltby manhandle the envelope onto an aircraft for transportation to Spitsbergen.

VISIONARY SPONSOR

So, how could I find a sponsor, who would put money into a reckless impossible task? None of my previous supporters for polar or mountaineering trips were interested. Once again, serendipity. Bill Haynes, the CEO of Britannic Assurance, wanted me to do a staff talk, after which we went for coffee,

All photos © David Burges



Above: A frightening rollercoaster ride for the pilot, as the balloon drags the relatively flimsy wicker basket through icy black water and hard, frozen pack ice.

and I mentioned the project. I then went up to the HQ in Birmingham and pitched the idea to Bill along with David Newman, the Marketing Director.

Actually, the budgets were relatively small compared to an Around the World or an Atlantic flight. Especially as I had decided to go from Spitsbergen instead of Russia, to try and keep it in honour of

Andrée. On that theme, I was keen to fly in a wicker basket as Andrée's team had, instead of a capsule. But, whilst relatively small, it was still a BIG budget if I failed, and the percentage chance of succeeding first time was slim. Notwithstanding the downside of not flying, or worse crashing and having to get a Russian ice breaker to rescue me. But they supported me and

the team, and to their enduring credit, after the flight's success it was commonly agreed in marketing and PR circles that this was by far the best coverage-to-spend ratio of any project for many years. They were quite rightly lionised.

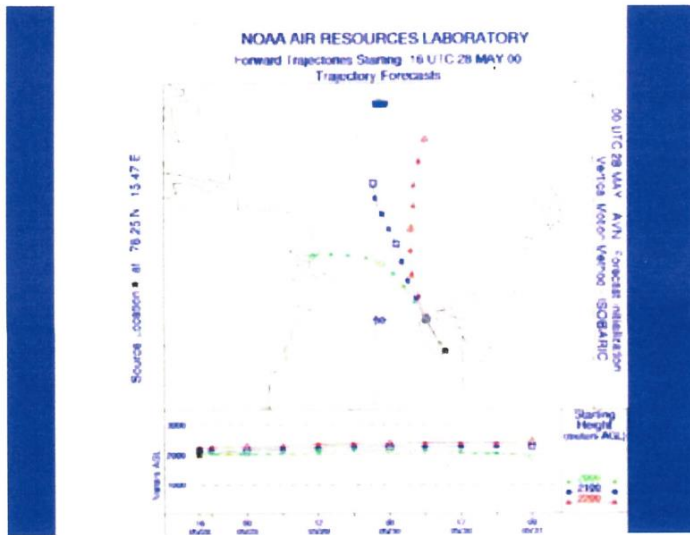
Stuart Nunn, Clive Bailey and I did a recce to Longyearbyen, a small coal mining town, on Spitsbergen, an island to the north of Norway in the Arctic Ocean. Atlee Bracken, the port's director, gave us a tour in the twenty-four hour darkness. With a small population of around 500, the port frozen in for many months of the year, it was grim. But they were one of the most friendly, helpful groups you could ever wish to meet. Atlee gave us the old fire station to use as a base and a lock-up for all of the kit. The school said we could use the AstroTurf football field as the take-off site.

As a reminder of where we were, the flight home was cancelled because of bad weather. The B&B felt as if the wind would tear the place apart.

This was October, and we were looking to fly in the Spring. So many questions still to answer. How would I get rescued? What was the flight window? How do we get Helium and O2 to Longyearbyen, especially with an iced-in port?

COLD COMFORT

A wonderful can-do attitude prevailed. Nobody was being paid for this adventure, it was all good will. Epitomised by Clive Bailey and Derek Maltby, manhandling a Rozière envelope onto an aeroplane in the



Above: Just one of the hourly traces provided by meteorologist Luc Trulllemans. *Britannic Challenger* was on the red track.



UK, and pulling it out of the cargo hold in Longyearbyen. No way could you do it these days.

Like all projects, time flew past and we headed for Spitsbergen in the last week of February. It was still dark and cold.

The Gang decamped and lived in a miners' B&B in town. I slept in the basket in the fire station, surrounded by gear. Each day from 1st March was groundhog day, Luc sending in a weather report on the computer – red, orange and green: red being a no-go for several days; orange a possibility, be ready; and green, it's going to happen.

The control room set up by Clive Bailey in the Britannic Cricket Pavilion in Birmingham was akin to Houston, with an array of computers. Goodness knows what for, but it looked good. Brian Jones and Brian Smith, Tom Shaw and others waiting to help.

THE WAITING GAME

Groundhog day, every day; breakfast, watch the forecast come in, choose what to do around the weather, and how far out the prediction. March came and went like a flash, April was boring and tedious, May was doom and gloom. Do we pull the plug until next year? 10th May was the original cut-off day. We only had one small chance of a window, and that would take me south, deep into Russian airspace before the flight curved back up to the Pole and onwards to Canada. A non-starter.

A group discussion, and we extended it to 25th May. That would be the end of any Twin Otter on skis rescue pick-up, the



Top and above: The basket comes to rest on the ice as the helicopter prepares to land.

surface would be too slushy if I needed rescue. The temperatures had risen from -30 degrees to the low numbers, the birds were starting to come back to their roosting places above the town. Spring was truly here.

On the morning of the 25th May, Luc piped up. There may be a slim chance, if this system slips, that system moves over, we could be in for a shot for take-off in four days' time. Hoooola shakerr.

Each day was starting to get increasingly exciting. Luc changed the forecast to twice a day; we could slowly see his prediction happening. Clive went up to the control room to get everything in order. Gavin Hailes, who would be launching me, started

BRIAN JONES

Control Room Team

I think that only those with a good knowledge of ballooning can possibly understand just how incredible it was for the *Britannic Challenge* balloon's track to go to the pole, then turn around and practically re-trace its footsteps. Prior to the flight, David and his ground team tried to assess the various scenarios involved with potential landings in Canada, Russia or practically anywhere within the Arctic Circle. We just did not have a clue. The weather patterns in the area are so chaotic and unpredictable, there were several meteorologists saying there was little point in planning, as forecasting was simply impossible.

Then there was Luc Trullemans. Luc was one of the two meteorologists who guided Bertrand and me successfully around the world in 1999, followed by Steve Fossett's attempts and eventual success in the Southern hemisphere. Not only is he an expert at correlating the various weather models, but also he has a rare gift in that he intuitively feels the way the atmosphere is behaving and can make predictions long before the mathematical models show a feature.

Luc is a meteorological genius and the best in the world, in my opinion. So it was that David became the first to fly a balloon to the North Pole, following in the partial footsteps of Salomon Andrée, who had perished in his attempt over a hundred years before. Luck played a large part, of course, but with that luck it took guts, determination and faith in his backup team, not to mention his invaluable experience as a polar explorer and his ability to master the nuances of a Rozière balloon.

to get the villagers ready to get trucks and forklifts to bring the kit up to the field.

Only one small problem, as the weather was warming up and the bird life becoming ever more present, the katabatic winds funnelling down from the glaciers were

Feature



© David Hempleman-Adams

Above: David celebrates reaching the North Pole by chewing on a strip of biltong.

becoming stronger each day. Never was there not a drainage wind. Gavin said there would be no way he could inflate in those conditions. I even went down to the church to get some help.

GREEN FOR GO

On the morning, as Luc predicted, he gave us a green light. I had tried to sleep the night before, but was too excited. Everything was moved to the site. Gavin put four party helium balloons on each corner of the site: they were all horizontal. He came and asked me what I wanted to do. It was a one-fill only opportunity. I said to keep going, prepare everything until we were ready to inflate. If nothing else, it would give us experience.

I have thought many times, Andrée was looking over my shoulder. Gavin was just walking towards me to ask the inevitable, when the wind stopped. I thought, shit, I have to go now!

With the help of half the town, the inflation went well. The envelope was standing up, over a wicker basket. The Sysselman came up and asked why the English flag was above the Norwegian flag. I said I was English and anyway, could he see, his flag was higher than the Swedish flag!

Luc said I had to get off the ground for 15:00. Climb to 6,000ft and try and find a certain bearing. He would initially take me over the mountains of Spitsbergen, up over the Arctic Ocean to the east, then he would review it in two days' time.

SOUND OF SILENCE

I donned my survival suit, although the fjord was frozen, and put on my parachute. Checked with Clive, said fond farewells. Gavin read the balloonists'



© David Burges

Above: Ironic trip hazard. While David reties his boot lace, one of the helicopter crew examines the basket in preparation for disassembling the rig for transportation back to Spitsbergen in the aircraft.



© David Burges

Above: No rest for the weary. Gas tanks are stowed in the basket, which will be slung beneath the helicopter.

prayer, and that was it. He cut the rope and I slowly climbed out of the valley to a great cheer. Then complete silence. Slowly picking up speed and heading north over the mountains. But silence.

No VHF signal to Gavin or the airport, no HF, no iridium phone. Tried the Inmarsat. Nothing. Hmm, didn't like this. How would I get weather or updates to change

course? After an hour, I started to look at landing. I didn't want to go like Andrée into the unknown.

I was just sitting on my cool box when the HF came alive. It was a British Airways flight coming over Iceland. Hi guys, could you do me a radio patch? Which they did, through to Clive. A few more changes, and I got Clive direct. Then the Iridium came up. To this day, we don't know what the problem was. However, it was a huge relief to hear Clive. Right Dave, this is what we want you to do.

I would call on an hourly basis, giving my position, course and altitude. I could relax, although it was cold, frigging cold, but stunningly beautiful. The mountains were magnificent. Most unclimbed. The Arctic Ocean a frozen labyrinth of pans, looking like fields from this height, each pan surrounded by a pressure ridge. There was very little open water, an occasional riband of black water, but I felt comfortable in the knowledge that if I landed safely, I could survive in my small wicker basket.

Clive would come up with new instructions. Right, you need to find this course and stay on that course for twelve hours. Luc thinks you will find it at FL850. Unquestionably, time fades the emergencies, when I would get a frantic Clive or Brian shouting for me to find a particular track or it would all be over quickly, and I would be heading down to Moscow or back to Iceland.



© David Burges

Above & below: David and the two photographers and a TV cameraman, who were on board the helicopter, frantically pack away the deflated envelope and bundle it into the waiting helicopter. There is only a ten-minute window before the aircraft must take off again.



© David Burges

ON AUTOPILOT

The envelope flew beautifully. Whilst I had twenty-four hours of sunshine, there was not enough heat in the sun to warm the helium, but I did have a noticeable diurnal effect. Enough for the autopilot to work occasionally. This Bruce Comstock device worked by setting a pressure altitude. You could do nothing other than release gas if you wanted to stop a rise, but the burners would come on if I lost altitude. It was amazingly accurate, which enabled me to cat-nap for an hour at a time. But the creaking sound of the basket made that hard work.

Living off ginger biscuits, stale sandwiches and hot cups of tea, brewed up on a small

camping stove, I did one big cook each night. Or rather, I opened a can of Irish stew and heated that up. Life was good. I constantly asked Luc, where did he think I was heading? I would just get, he didn't know yet. That was after three days and getting closer to the Pole.

AIMING FOR THE BULL'S EYE

The team, after I took off, dispersed to the four corners of the world: we didn't know where I would be taken by the air currents. Two people went to Alaska, Canada, Greenland and Russia. No one was left in Spitsbergen.

Andrée wanted to simply fly to the North Pole to see what was there: was

DON CAMERON

Maker of the *Britannic Challenger* and pioneering balloonist

The flight to the North Pole was a unique challenge. For some time we had known that the Rozière balloon is the best for long distance flights. With a standard gas balloon, ballast must be thrown out every evening as the gas cools and contracts, and then gas must be vented every morning. This means that it can fly for a limited time. The Rozière, by providing the means to heat the airspace under the gas cell, means that ballast is not needed. One kilogram of propane can do the work of five kilograms of sand, so the balloon can fly for five times as long.

The conditions in the Arctic are tough, but there was one significant advantage. The days are long, so the performance would be even better as the balloon would only have to be kept warm for a shorter night. The long wait for the right weather gave an even greater advantage because the nights disappear in June. The sun rises higher and falls lower in the sky, but never quite sets. Only at the Pole itself, the sun stays at the same height over 24 hours.

For most of the flight solar heating did not vary much, but piloting was still necessary; it takes only a tiny difference between lift and weight to get the balloon moving up or down. An autopilot is vital for a solo flight.

A balloon able to make the flight is only one ingredient and the team at Cameron Balloons was honoured to provide that. Another is meteorology, expertly supplied by Luc Trullemans. It is almost unbelievable that a trajectory could be found to reach that top degree and then return. (The TV film crew from England had not expected it, having travelled to Canada to await the arrival!) The last ingredient is an intrepid pilot knowledgeable about Arctic conditions and survival. David's achievement could not have been done by most balloonists.

it the end of the world, a new country, mountains, what? Within the confines of flying a balloon, and after discussions with seemingly hundreds of people, we worked on a bull's eye of one degree of reaching the North Pole as a success. Considering it was a 720nm flight, that would be a very tall order.

I was now constantly on the phone to Clive. I was going to miss the bull's eye by sixty miles, on the Russian side, 120nm from the Pole itself. From memory, my speed slowed down to about 12kt.

GOAL ACHIEVED

Then Andrée took over the tiller. I started to fly at right angles to my track, slowly getting closer and closer to the North Pole. It was a stunningly beautiful day, clear blue skies and still low at FL800. Slowly, slowly, getting closer. Clive, what's happening? No idea. I passed the 89 degrees, we had done it! All of those evenings in the Globe planning.

But the envelope, with zero input, kept flying. Thank goodness I had an Argos Satellite tracking system on board to record this; 50, 40, 30, 20, 10, 8nm from the Geographic Pole I stopped. Then started to drift off. Clive, where now? No idea, we're celebrating. I could hear whooping in the



Above: Safely back in Spitsbergen, David gathers the members of his rescue team together for a commemorative photo call.

background. Dave, sit down and enjoy the success, which I did with a pack of ginger biscuits and a nice cup of tea. Four days from take off, I was so tired. OK, which way now?

Meanwhile, while I was waiting for instructions, I phoned my daughter Amelia

at home and sang Happy Birthday to her. She had the right idea, she was keen to get back to the party and cake.

Right Dave, listen up. Luc wants you to come down to FL200. We have found a low level jet. You will be back in Spitsbergen in two days. Unghhhhh. But all the crew

BERT PADELT

Master balloon maker, supremo balloonist, and Steve Fossett's ground crew

Two recommended books for every balloonist's library are: *Andrée's Balloon Expedition in Search of the North Pole* by Henri Lachambre and Alexis Machuron and *Andrée's Story* from the Diaries and Journals of S.A. Andrée, by Nils Strindberg, and K. Fraenkel, edited by the Swedish Society for Anthropology and Geography.

The first book was published in 1898 before anyone knew the outcome of the expedition. The second was published in 1930 after the expedition had been discovered on White Island in the summer of 1930. As a young teenager, I was fascinated by this story and would often revisit these books. At a young age the thought would often occur to me why no one had ever attempted to duplicate Andrée's expedition.

In May of 2000 my question was finally being answered when I heard that there was going to be an attempt to fly a balloon to the North Pole. My first thought was, who is David Hempleman-Adams? At that time, I did not have a computer in my shop.

When the flight launched, I remember that I would drive up to my house several times during the day so that I could track the flight on my home computer. As the flight progressed I became fascinated by Luc Trulleman's gift of forecasting the weather and realised that I was watching one of the most amazing balloon flights ever taking place, however, my first thought was still not answered. Who was David Hempleman-Adams?

In 2004 that question was answered when I was asked to help with David's transatlantic attempt from Pittsburgh, Pennsylvania. I drove five hours to meet him. Our first meeting

was short. I remember him being as curious about me as I was about him. We both made a lot of eye contact and asked a lot of questions. We shook hands and the next day I drove five hours home.

Without realising it at the time, that meeting was the start of a friendship that has lasted over the past sixteen years. In those years I have worked with David on a number of flights. While those flights secured the bond of our friendship, they have never topped his flight to the North Pole in May and June of 2000. I attribute the success of this flight to Luc Trulleman's incredible gift of weather, Don Cameron's beautiful perfection of the constant temperature balloon, and David's incredible drive, stamina, and his uncanny luck that I have grown to appreciate over the years. In my opinion, this flight remains one of the top balloon flights in all of the history of ballooning.



Above: Bill Haynes (L) and Stuart Nunn from Britannic Assurance, who had spent six cold hours in a hut at the tip of Spitsbergen, awaiting David's arrival, join the pilot in a celebratory fizz.

have left! Don't worry, get down and go for it. You will find the course around that altitude. Luc was a genius. I came down and bingo, the speed started to go up on the GPS. I was so low, you could see the pressure ridges.

I definitely could only cat-nap with the autopilot on. It had a built-in alarm. The scariest moment on the whole flight was when the alarm was screaming in my ear. Waking suddenly from a deep sleep, it was only the pilot restraint that stopped me



© Mark Hempleman-Adams

Above: Party call. Amelia is pleased to receive birthday greetings from her Dad as he flies over the North Pole. But the cake beckons.

from jumping out of the basket. That really shook me up. My knees didn't stop shaking for a day.

The flight up was slow and enjoyable, the flight back seemed fast and hectic. I knew the pack ice didn't reach all the way to the coast. If I overflowed the sea around the island, how could I land in the mountains? I had never landed a Rozière before. Mummy, help me!

Eight hours from landing, Clive came up with the game plan. OK. We have a Puma helicopter that will come out and meet you. You will land on the ice, and they will ferry you back, with your gear in an underslung net. Stow all your gear, put on your survival suit, put your life jacket on. Keep your harness on. Put your hard hat on. Go through your pre-landing checks again. Don't land until you have comms with us and the helicopter. We will advise them when to take off, and give them your ETA and position.

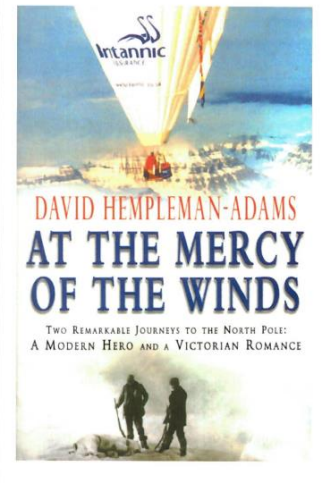
HITTING THE PACK ICE

I got closer and closer. For the first time in my life I took a Red Bull. Holy shit, that did the trick! Clive, there's a lot of water down here between the ice. Nah, don't worry about that, Dave. The helicopter was now in sight and comms was good. I came down, slowly, and hit the pack ice hard. I was doing 10kt along the ground. I was pulling the helium valve with all my weight, meanwhile being pulled sideways.

AT THE MERCY OF THE WINDS

David Hempleman-Adams
with Robert Uhlig
Bantam Books, 2001
ISBN: 0-553-081363-3
334 pages
Colour and Black & White photos
Paperback, £8.99

Read the full, riveting account of David Hempleman-Adams' astonishing balloon flight to the North Pole, juxtaposed with Andrée's fateful attempt over a hundred years earlier.



© David Burges

Then, OMG, I was in the water! The basket started to fill up around my ankles, the gear started to float. I cut the pilot restraint, just in case I started to sink. It was like a game of ducks and drakes. Onto the ice, then into the water, onto ice, then into water.

Then the rollercoaster stopped, thankfully on the ice. The Puma landed and closed down. One pilot stayed inside, but the co-pilot, winch man and photographer all came over. It was a very nice feeling.

The news went worldwide, and was wonderful justification for both Bill Haynes and Dave Newman, but also the genius of Luc Trullermans and Clive Bailey.

I was invited to go to the Andrée Museum a couple of weeks later. I thought they might be miffed that an Englishman had done what Andrée dreamed of doing. They were thrilled, they said it had proven Andrée was a hundred years ahead of his time. Unquestionably, he was looking over my shoulder.



Formanden har det sidste ord

Har du konverteret til EASA?

Undgå at stå til foråret (efter 08.04.2021) uden gyldigt certifikat – konverter NU. Formanden for Uddannelsesudvalget, Lau Laursen, sidder klar med pennen. Har du i dag gyldigt nationalt certifikat – incl. gyldigt Medical – er det en enkel proces. Har du ikke – men skal du have et PFT først – så find straks en instruktør (se UH 233) og få det fikset. Alternativet kan du læse om i UH 909 og UH 910 – det bliver både en teoretisk og en praktisk eksamen, som både bliver tidskrævende og bekostelig.

Ballondag 2021

Bestyrelsen krydser fingre for, at covid-19-situationen er så meget under kontrol, at det både bliver muligt og attraktivt igen at kunne mødes fysisk til en Ballondag, hvor vi kan hygge os sammen omkring morgenbord, faglige indlæg, frokost – og så årets generalforsamlingen. Dagen er programsat til søndag den 21. marts 2021 – så sæt allerede nu kryds i kalenderen.

Har du i øvrigt et emne, du gerne vil underholde om eller ønsker belyst, må du straks sende mig en mail. Lad os sammen gøre formiddagen interessant, lærerig og underholdende.

Jan Andersen

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OBS! Bidrag modtages kun som Word dokumenter, e-mails eller som fotos!

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OBS! Ved produktionen af nyhedsbrevet er ingen dyr kommet til skade!

