

# The Great British Long Jump 2016

Name of Pilot.....Deborah Day.....

Name of Co-pilot...Michael Scholes.....

Name of Balloon.....G CIRL.....

Type and size of Balloon...U/M S90.....

Date of flight.....23rd.....OCTOBER 2016

Propane at start.....4 tanks/280 litres.....tanks/litres

Propane at finish.....35 litres.....tanks/litres

Starting place...Eastbourne miniature railway.....TQ 602015.

Landing place.....Yeoford, Devon...SX 777980.....

Start time.....07.50.....

Duration of flight.....6 hours, 40 mins.....

Straight line distance claimed.....176.2 miles.....

Average speed.....26.5 miles per hour.....

Maximum height flown.....4,800.....feet

Wind direction.....070...090...110.....

Witnesses to take-off.....Mr. Wadey.....

(inc. tel. no. & email)

.....01323 520229.....

Witnesses to landing.....J. Burrows.....

(inc. tel no. & email )

.....01363 857337.....

Length of landing drag.....65 metres....

Signature of Pilot.....D Day.....



## ***Long Jump 2016***

Great fun exciting challenging and often outside my comfort zone this year October had many days on which we could have flown we missed out at the beginning through commitments but in the middle of October drove up to Norfolk to stay in the Fritton Arms near Great Yarmouth the forecast looked good for easterlies to take us across to south Wales and follow the likes of Dominic and Stephanie Burford in the 2015 long jump.

The Met office advised that there was a 5% chance of rain so on that forecast we were expecting good weather unfortunately we were covered by intermittent and heavy showers which when they cleared were visible to the north and south of the track as a result the flight was cancelled I did wonder whether there was any need to drive 150 miles and stay overnight somewhere, I remembered reading two long Jump reports of flights in southern England one from West meon in Hampshire to Kent and the other from North Kent West between the Gatwick and Heathrow zones if they could do it then perhaps that would be an opportunity for me to do the same.

Sure enough the long-range BBC weather reports showed isobars running parallel with the south coast and diminishing further northwards.

We started to watch these reports regularly and sure enough they remain consistent as did whether online and reports from our forecaster the potential for a flight along the south coast grew so preparations were made lifejackets were bought and equipment installed in the balloon such as the transponder spare radios. potential launch sites were contacted however none was able to help so Celia looked on Google Earth and identified the Eastbourne miniature steam Railway Mike called the railway and was pleased to be told that they had a large grassed area in front of the main entrance with shelter for some trees later that day Celia and Mike drove down and found that this was an excellent launch site and everybody was happy.

That evening Mike contacted the Coast Guard to advise that a balloon would be flying along the coast and no need to be alarmed if calls were made by concerned members of the public - he also phoned Bournemouth and Southampton airport to see if access through their air traffic zones would be possible should it be necessary .

Bournemouth advised that we will be classed as a transit aircraft and it wouldn't be a problem Southampton advised that we will be flying under their approach route as the wind is being from the north side. we were to call when we reached thorny island but they did not envisage a problem.

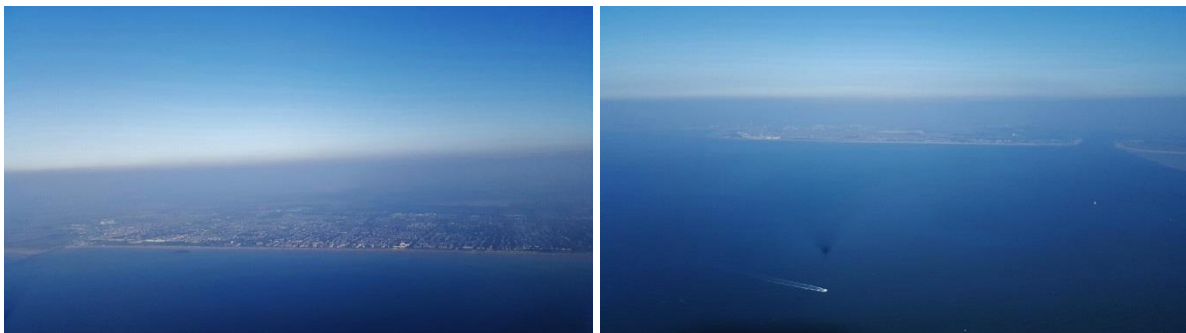
On the Sunday morning we arrived at the miniature railway at 07:00 hours and began setting up with the assistance of Ian Hannah Celia and Peter also Mr Wadey locomotive driver and railway owner and his family the site was absolutely ideal and gradually the balloon came together whilst Mike and I donned dry suits and life jackets on top of warm clothing having

already secured the pilot restraints and cycle helmets for landing something we have always done for longer flights and now do routinely.

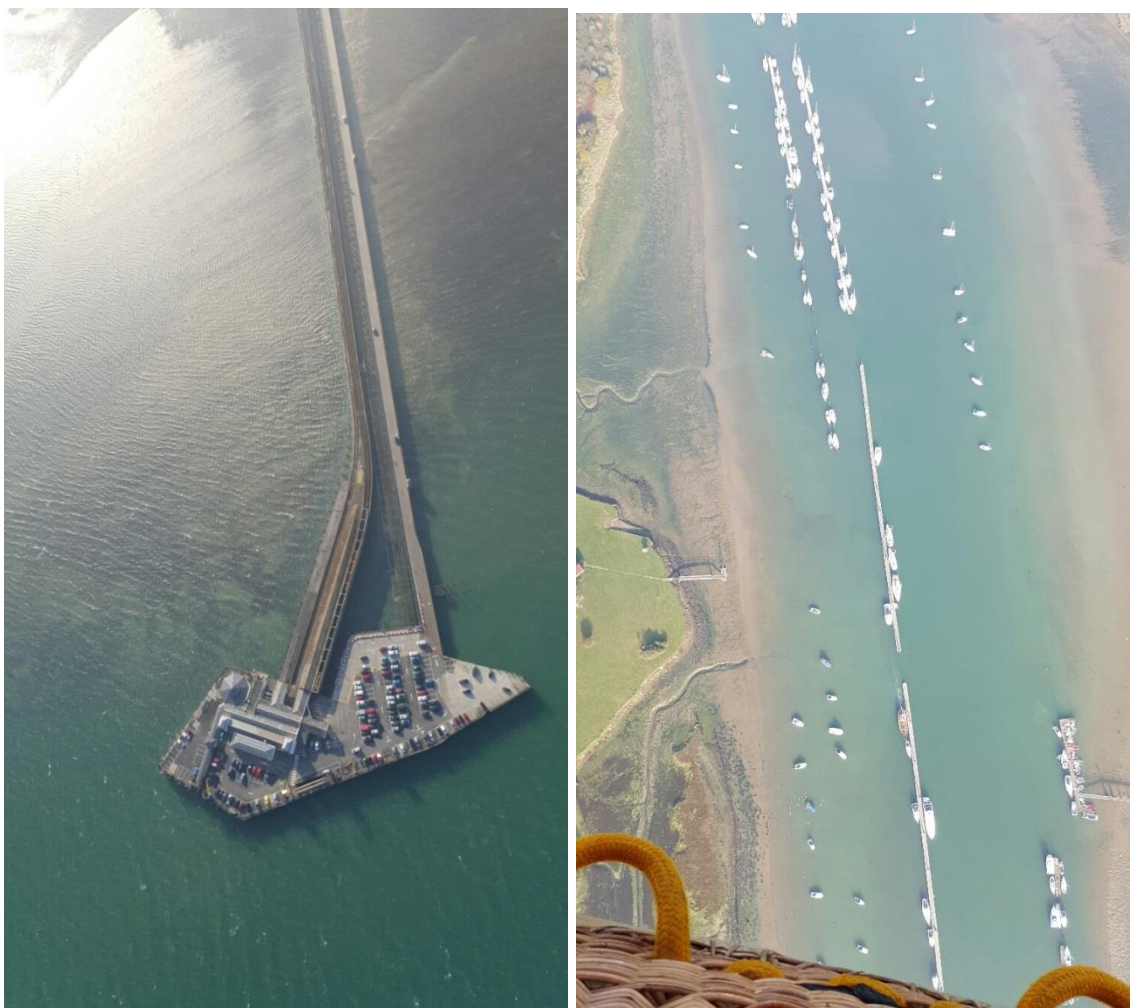


Take off went very smoothly with an initial track of 250° taking us over Eastbourne this was ideal as we were flying with the banner advertising more radio which is the new name for the local radio station our speed over Eastbourne was approximately 20 kts at around 250 feet we headed over the downs behind Beachy head and cross the coastline just east of burning gap to set out over the channel.

The visibility was only for 5 km so I decided it would be better to climb and at around 1600 feet we were in bright sunshine much better and resulting in a more economic flight however the direction was not quite as we wished so had to descend a little in order to track towards Worthing another town that is covered by the radio station tracking gently towards Worthing our speed dropped to only 16 kts hardly a long jump speed however we persisted as the track was very good and taking us south of Newhaven Harbour Brighton Centre Shoreham airport and on towards Worthing we didn't quite make Worthing but we came very close to the shore just west of Worthing at Rustington then back up to higher level we were travelling much better at 23 kts along the Coast.



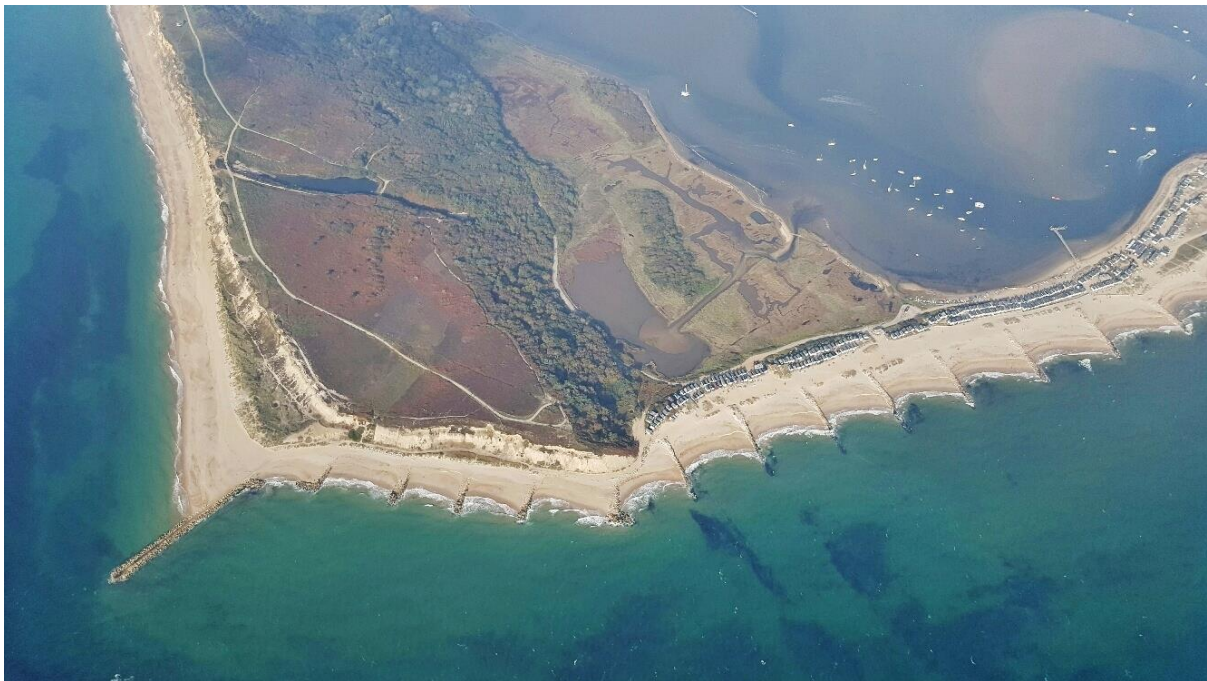
Selsey bill came into view amazing flat land that points out into the channel we were amazed to see that the area was covered with fields of solar panels about half a mile inland from the point and we were now heading due west this meant that we would be clear of Southampton's airspace clear of the Lyon Solent gliding area and clear of other airspace provided we didn't go above 2000 feet it was great looking down at the Solent one of the ancient forts was clearly visible with a large ship sailing relatively close then on to the Isle of Wight as requested mike tried to contact Southampton air-traffic but could not get a response so using the second radio he contacted Bembridge who were pleased to hear from us and advise that the circuit was 1000 feet so we kept at 1200 feet although we anticipated being clear of their zone we could hear aircraft landing at Southampton and being told that the wind was 060 5 it's then we heard an aircraft been given landing instructions for Bembridge 060 18 its what a difference being inland made to the windspeed we arrived at the Isle of Wight flying right over the northern end of ryde pier just where the cross Solent ferries berth.



Flying on towards Cowes there was a fantastic view of the yachts moored in lines and just after we came ashore and passed south of fish born the Isle of Wight was much larger than we record and it took some time to actually cross the land mass leaving the Isle of Wight we were then able to come I'm higher as we were now clear of the airway that ends at all left Southampton airport approaching the mainland the vrp Hearst Castle What inside soap

Bournemouth ATC was called they advised that we should remain between 2000 and 3000 feet as we were tracking west along the coast aircraft tracking East would be beneath or above us we were to call at the next VRp which we duly did we heard other aircraft contacting Bournemouth and were relieved to hear Bournemouth weather being 060 12 kn quite an acceptable speed for landing so things are looking good Bournemouth kindly contacted us to advise that the danger areas to which we intended to pass north of were not active our flight continued inland and we cleared to the north of Brownsea Island and our track remaining very good on 265° to 270°

Clearing Brownsea Island we had to climb to over 3 1/2 thousand feet because of broken low cloud caused by the wind being on the shore this enabled us to stay in the sun and keep the fuel consumption down shortly after settling at this height we were rather alarmed to hear mortars gunfire helicopters flying and all sorts of military activity . Mike contacted Bournemouth ATC again and was told that they weren't aware of any military activity and would again with London flight information service they called back and both had no knowledge of this military activity but as a precaution we had already climbed to 4800 feet everything went quiet again much to our relief.



After passing overhead Dorchester we cleared Lyme Bay to the North still keeping clear of the danger area just in case things were not as quiet as anticipated Mike contacted Exeter and advised that we would be passing North of their field by about 3 miles . Our speed at 3000 feet had picked up to over 30 kts its and so we had an hour of 30 kts much more long jump speed I noticed in the distance to the west high-level cloud forming this was exactly as forecast our plan was to land by mid afternoon ahead of the approaching windier whether I descended to 2000 feet in order to obtain the best track 290° to take us over the M5 north of Exeter towards Okehampton the track would give us the best possible area to Land relatively flat gently undulating land rather than going down just after Exeter which would take us towards Dartmoor

Exeter air-traffic was very concerned as it had just received a strong weather warning from the Met office the current weather was 18 kn gusting 30 on hearing the windspeed the pilot of a departing helicopter radioed that we were braver than he to be flying a balloon in this wind .

20 minutes later I descended to around 200 feet above ground where windspeed was 18 to 22 kts there was wind shear which severely dished the envelope I then had to put lots of heat in to stabilise it and then we tracked overhead a railway line for over a mile before the line turned to the right on clearing some tall trees a small field appeared and I popped the balloon down into this field with a fairly rapid descent and slid along the ground for approximately 68 of my paces or the length of the field coming to a halt we unscrambled ourselves undid pilot restraints removed the helmets and breathed sighs of relief ,the most challenging landing to date.

Mike started to pack the envelope into a sausage at this point a helicopter appeared and circled the field we gave a thumbs up sign.

I was relieved to be on the ground at this point as the wind had picked up even more .

A few minutes later another helicopter appeared and circled the field a few times and again we gave the thumbs up shortly after a policeman appeared at the gate to the field and he had been directed by the helicopter to check that we were ok he was very helpful .

This was my best long jump flight yet though not the longest and again more than 50% was over water..

Very many thanks to our crew Ian and Hannah Wadey Celia Morley and Peter Ollivere. Looking forward to next year.

Crew - Deborah Day, Celia Morley, Mike Scholes, Ian & Hannah Wadley

