

APPROVED BY EASA UNDER APPROVAL NUMBER
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8.35 CAMERON CONNECT SYSTEM

8.35.1 GENERAL INFORMATION

This supplement shall be inserted in the Flight Manual, in Section 8: 'Supplements' with the revisions record sheet amended accordingly.

Information contained herein supplements, or in the case of conflict, supersedes that contained in the basic Flight Manual. For Limitations, Procedures, and Performance Data not contained in this supplement, consult the basic Hot Air Balloon Flight Manual.

Issue 1 of this supplement consists of six pages.

Supplement 7.35 (two pages) to Maintenance Manual Issue 10 is required to ensure continued airworthiness.

8.35.2 LIMITATIONS

No change.

8.35.3 EMERGENCY PROCEDURES

No change.

8.35.4 NORMAL PROCEDURES

8.35.4.2.4 ENVELOPE RIGGING

8.35.4.2.4 Cameron Connect System (additional)

Unpack the two halves of the envelope and align load tape No. 1 on the upper and lower sections.

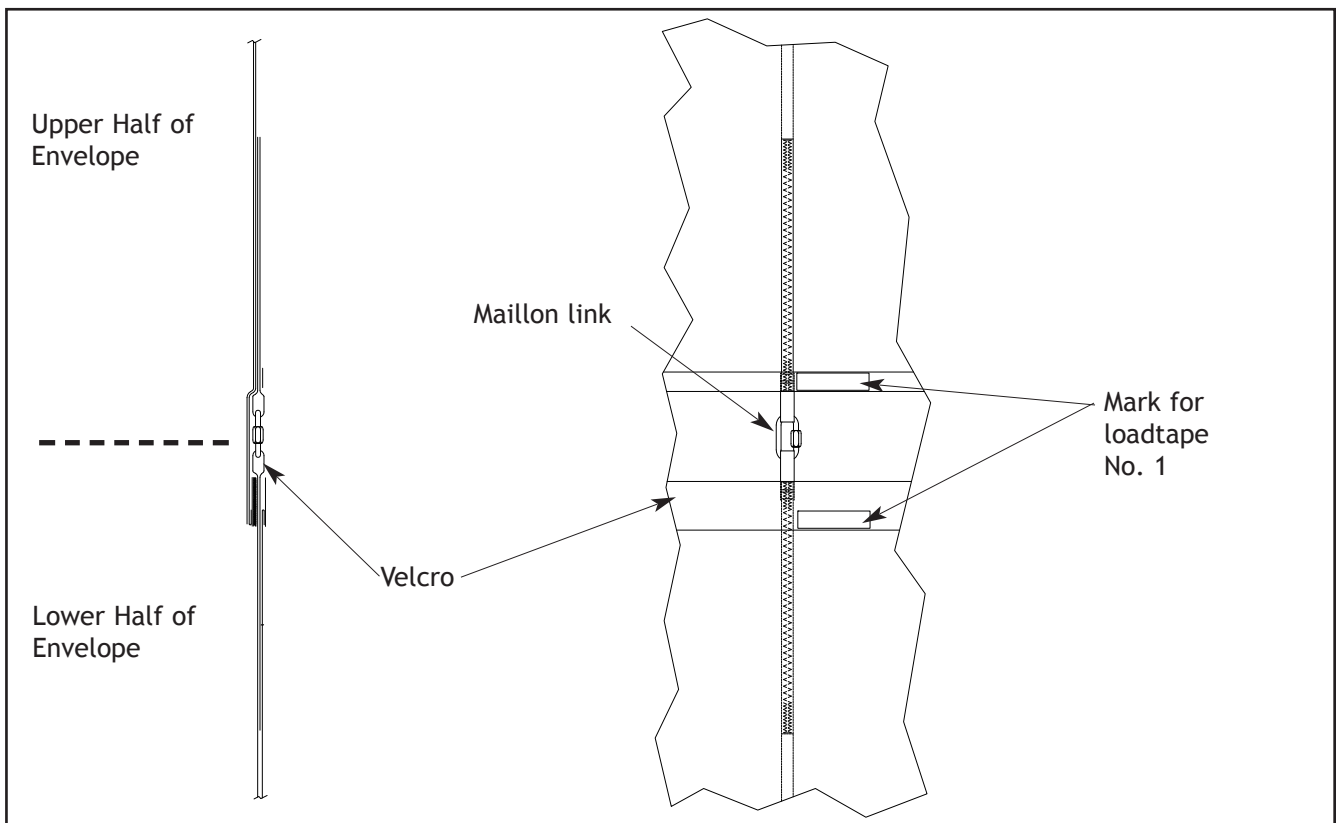
Connect the two halves of load tape No. 1 together with a Maillon link and hand tighten using an open ended spanner (or small adjustable). Connect the next vertical tape together with a Maillon link and firmly press the Velcro together between the two connected vertical tapes. Repeat this procedure around the envelope equator until all the tapes are connected and the Velcro seal is complete.

Note: On both halves of the envelope, Load tape no.1 is marked on the inside of the envelope with a short length of red tape.

The Maillon links should be tightened and the integrity of the seal checked before every inflation regardless of whether the envelope has been disassembled at the end of the previous flight.

Note: The strength of the Velcro seal is dependent on how firmly the Velcro is pressed together. It is also important to ensure the Velcro is dry and free from grass and other contaminants.

The envelope is then rigged to the burner frame in the normal manner.



▲ Fig 1: Envelope Joint (Internal view)

8.35.4.3 Cold Inflation (additional)

Partially cold inflate the envelope.

Locate the envelope pulley and karabiner on the parachute operating line (Refer to Fig.2). Clip this to the rigging loop at the top of the first full height panel above the Nomex on load tape No 1. Locate the karabiner on the end of the parachute operating line and clip this to the rigging loop at the same location on load tape No. 9 (16 gore) or No.7 (24 Gore). Check that the parachute operating line is not twisted and is running free.

8.35.4.4 TAKE-OFF

8.35.4.4.1 Pre Take-Off Checks

Pre-Take-Off Checklist (additional)
Envelope

Equatorial Seam: Check all maillon links are present and correctly orientated.

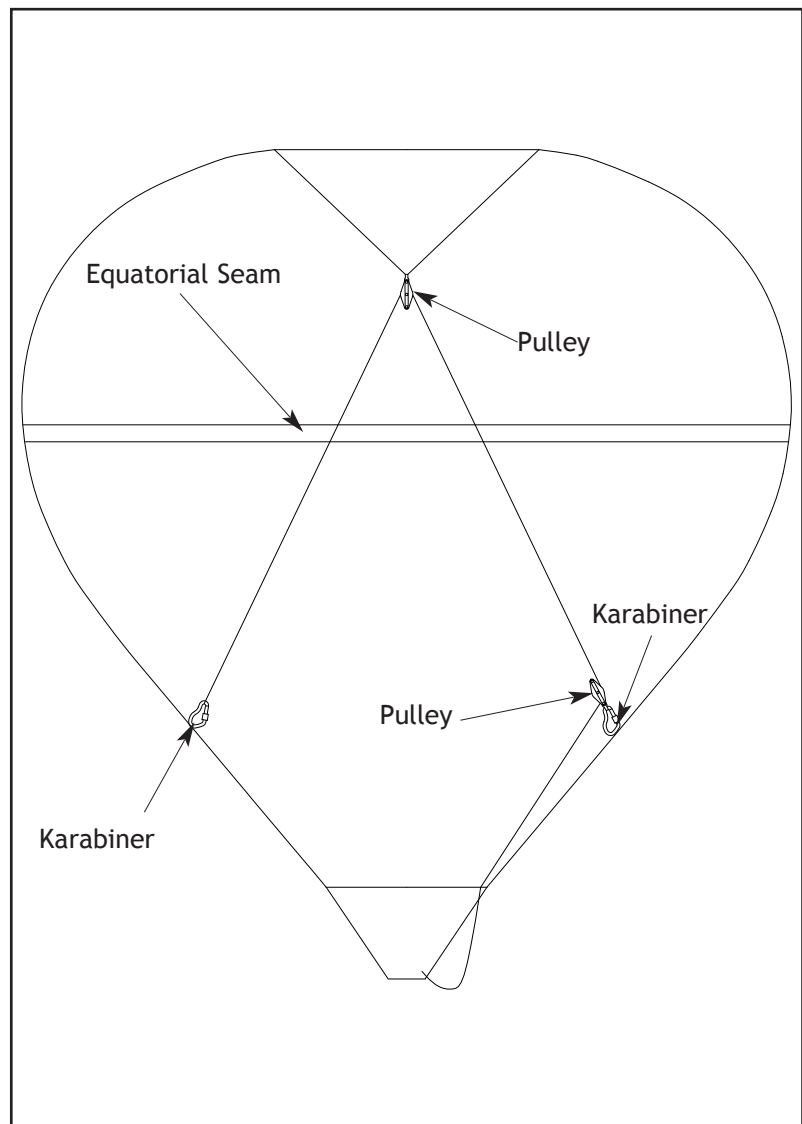
8.35.4.6 LANDING

8.35.4.6.3 Action after landing (additional)

To disassemble the envelope (if required) peel the Velcro apart, at each vertical load tape undo the Maillon link to disconnect the two halves of each vertical load tape. Now disconnect the parachute operating line from the bottom half by unclipping the karabiners at the fixed point and guide pulley and clipping them to the loops provided on the top half of the envelope. Pack each half of the envelope into its bag.

8.35.5 WEIGHT CALCULATIONS

No change.



▲ Fig 2: Connect System General Arrangement

8.35.6 BALLOON AND SYSTEMS DESCRIPTION**8.35.6.2.17 Connect System**

The two-part Z-type envelope has been designed so the each part of the divided envelope may be carried as hold luggage on commercial airliners.

It is not necessary to disassemble the envelope into its two halves after every flight, only when transport by commercial airliners is required.

8.35.7 BALLOON MAINTENANCE, HANDLING AND CARE

No change.

8.35.9 EQUIPMENT LIST

No change.

7.2 CAMERON CONNECT SYSTEM

7.35.1 GENERAL

No change.

7.35.2 ENVELOPE REPAIRS

7.35.2.1.4 Limitations

7.35.2.1.4.4 Cameron Connect System

Repairs involving the unpicking or re-sewing of seams or joints in the load tapes or Velcro of the equatorial seam may only be made by repair facilities with written authorisation to do so from Cameron Balloons Limited.

7.35.3 BASKET REPAIRS

No change.

7.35.4 FUEL SYSTEM REPAIRS

No change.

7.35.5 INSTRUMENT REPAIRS

No change.

7.35.6 MAINTENANCE SCHEDULE

7.35.6.2.2 Component Lives

<i>Component</i>	Life Limit			
	Calender	Permitted Variation	Hours	Permitted Variation
Envelope: Velcro, Equatorial seam Velcro	None	None	100 hr	10 hr

7.35.6.5 ENVELOPE

Envelope Hours at inspection date:

Applicable AD or SB:

Document Check:

7.35.6.5.1 Envelope Structure

Component	Check / Inspect / Record	Pass/Fail
Connect System	Inspect vertical load tape joints at equatorial seam	
	Inspect Maillon links for damage, wear or corrosion	
	Inspect additional control line karabiners	
	Inspect additional pulleys	
	Inspect and check function of Velcro (replace after every 100 hr of flight)	

Workpack No.	CN	Inspection Date	Inspectors Signature/No.
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