June 17, 1986

SERVICE BULLETIN 1

BLISTERING OF FUEL MANIFOLD HOSE OUTER COVER

Fuel hose used in some fuel manifolds delivered recently has been discovered to tend to form blisters filled with LP gas under the outer protective rubber cover of the hose. Fuel manifold(s) delivered between March 26 and May 13, 1986, may contain this defective hose.

This condition is most likely to occur if the hose is allowed to remain full of liquid LP gas after use with the tank liquid withdrawal valve closed. The blistering of the outer cover of this hose is caused by minute quantities of LP gas seeping through the hose and becoming trapped between the pressure-holding rubber core tube and the outer protective rubber cover. Seepage of minute quantities of LP gas through hose is not unusual, and the outer cover of most hose intended for LP gas use is intentionally made porous to allow for the harmless escape of this seepage.

The defective hose in some cases traps this seepage under the outer protective cover to the extent that the outer cover separates from the underlying steel reinforcing braid, forming a blister filled with LP gas. In an extreme case this blister could break with a loud and startling popping sound and the sudden release of a small amount of LPG. Further, a ruptured blister may damage the ability of the outer cover to protect the steel reinforcement braid in the hose from damaging corrosion.

ACTION REQUIRED

Before the next flight, EXAMINE the markings on EACH of the hoses in the fuel manifold(s) on the subject balloon. On one side the hose will contain the continuously-repeated markings "100R1 TYPE AT 3/8 X 1W". On the other side the hose will contain continuously-repeated markings "PARKER NO-SKIVE 421-6 MSHA" FOLLOWED BY TWO SETS OF LETTERS AND NUMBERS. The second of these sets of letters and numbers is the batch number, which indicates the sequential batch for a particular quarter of a particular year, for example, "4-2085". Record the batch numbers from EACH hose in one of the spaces on the enclosed postcard.

1. If the markings which follow "PARKER NO-SKIVE 421-6 MSHA" are "IC-40/10 4-2085", this is the defective hose. If ANY of the hoses in the fuel manifolds on your balloon have these markings, REMOVE the entire manifold and return to us WITH the completed enclosed post card. Ship the manifold(s) to:

Cameron Balloons U S
7399 Newman Boulevard
Dexter, MI 48130

June 17, 1986

SERVICE BULLETIN 1

BLISTERING OF FUEL MANIFOLD HOSE OUTER COVER

Page 2 of 2

Immediately upon receipt we will at no charge replace the defective hose(s) and return the manifold(s) to you for re-installation. (While the manifolds are not available you can still fly by connecting the burner liquid hoses directly to the tanks. Read your flight manual for instructions.)

2. If the markings which follow "PARKER NO-SKIVE 421-6 MSHA" are NOT "IC-40/10 4-2085", this is NOT the defective hose. If NONE of the hoses in the manifolds on your balloon are made from defective hose, you need only to return the completed post card to us.

This Service Bulletin affects ONLY the fuel manifolds, not the fuel hoses between the burner and the manifold.

We regret any inconvenience this may cause you, and will work to minimize the time you are without the use of the manifolds.

If you have any questions regarding this Service Bulletin, please contact Bruce Comstock at (313) 426-5525 for assistance.

June 16, 1986

SERVICE BULLETIN 2

POSSIBLE INCORRECT POSITIONING OF MOUTH TAPES

Page 1 of 2

Several balloons constructed between March 31, 1986, and June 10, 1986, may have horizontal mouth tapes which were incorrectly installed. This incorrect assembly could result in eventual damage to the stitching of the vertical load tapes at their joints with the mouth cables with possible significant reduction of the strength of this joint. This bulletin is being provided to you since your balloon may have this condition.

The connection of each envelope vertical load tape to the mouth cable is made by passing the vertical load tape through the eye in the mouth cable and back against itself. The tape is then sewn to itself with multiple parallel rows of stitching. The mouth load tape is placed OUTSIDE BOTH parts of the vertical load tape and sewn in place. A 3-inch-wide webbing protective cover is then sewn over the joint of the horizontal mouth tape and vertical load tapes(s).

In several balloons, the mouth horizontal load tape may be incorrectly sewn sandwiched BETWEEN the two parts of the vertical load tape. The sketch below shows a side view of this INCORRECT assembly of the horizontal mouth load tape relative to the vertical load tapes:

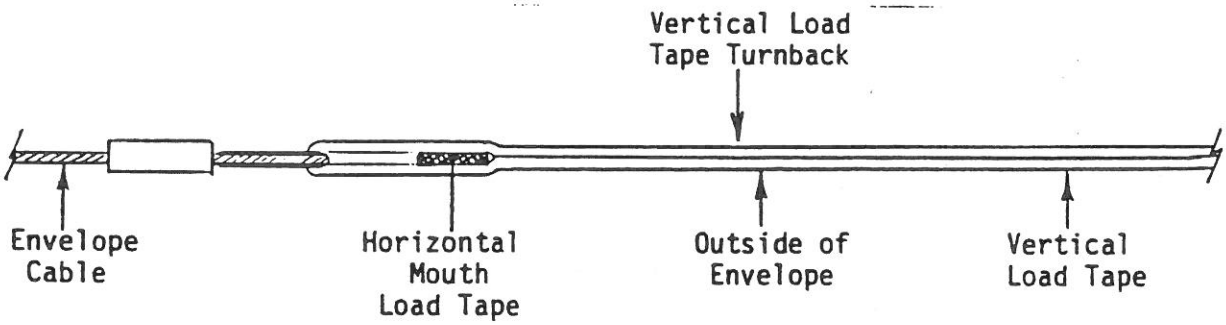


Figure 1. INCORRECTLY INSTALLED MOUTH LOAD TAPE

ACTION REQUIRED

Within the next 10 flight hours on the balloon, or before July 15, whichever comes first, inspect the mouth of the balloon to determine if the mouth horizontal load tape has been incorrectly installed. The sketch below is a side view showing the CORRECT assembly of the load bearing tapes at the mouth of a Cameron balloon.

June 16, 1986

SERVICE BULLETIN 2

POSSIBLE INCORRECT POSITIONING OF MOUTH TAPES

Page 2 of 2

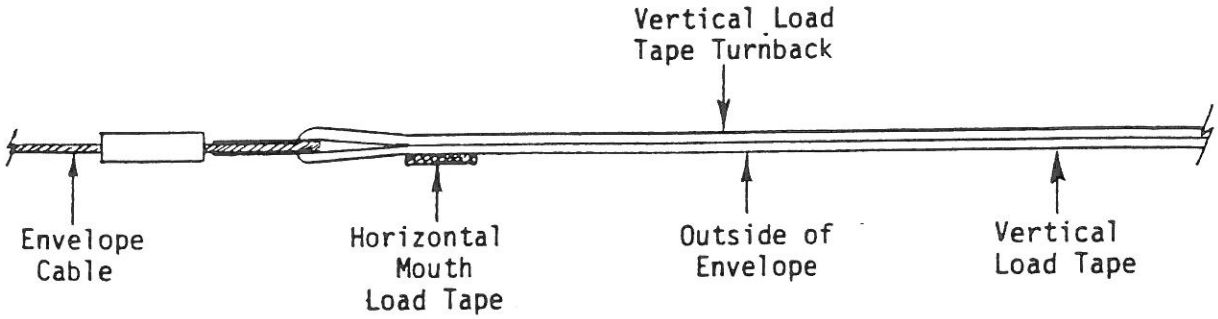


Figure 2. CORRECTLY INSTALLED MOUTH LOAD TAPE

1. If the horizontal load tape at the mouth on your balloon has been INCORRECTLY installed please advise us by phone or mail. We will schedule a time when we can correct the assembly of these tapes. Cameron Balloons U S will make this correction at no charge to you and will pay the cost of shipping the envelope both ways. Do NOT ship your envelope without first contacting us.

2. If the load tapes at the mouth have been CORRECTLY assembled, please indicate this on the enclosed postal card, sign the card, and return it promptly to us.

We regret any inconvenience this may cause you, and will work to minimize the time you are without the use of your envelope if it needs correction.

If you have any questions regarding this Service Bulletin, please contact Bruce Comstock at (313) 426-5525 for assistance.

February 9, 1987

SERVICE BULLETIN 3

INCORRECTLY ASSEMBLED HOSE END CONNECTORS

The hose end connectors on several Cameron MK IV burners delivered since October 1986 are believed to have been incorrectly assembled by the manufacturer of the fitting. The thread locking compound on the internal joint which connects the two main parts of this fitting may have been omitted during assembly, and the assembly torque used on these fittings may have been less than standard.

The two parts of this fitting could loosen and separate. This could result in partial or complete separation of this fitting resulting in dangerous leakage of fuel in your balloon basket.

This bulletin is being provided to you since our records indicate that your balloon has this fitting. DO NOT FLY YOUR BALLOON OR OTHERWISE USE YOUR BURNER UNTIL THESE FITTINGS HAVE BEEN REPLACED.

ACTION REQUIRED

BEFORE ANY FURTHER USE OF YOUR BURNER, THE BRASS HOSE END CONNECTORS (commonly called the "7141F" hose end fitting) MUST BE REPLACED WITH THE HOSE END CONNECTORS PROVIDED WITH THIS LETTER.

1. Inspect the fitting on the end of each liquid fuel hose on the burner.

   The **incorrectly** assembled hose end connector can be recognized as follows. Both the hand-tighten collar and the hex "nut" section which connects to the fuel hose are made of brass. One of the flats on the hex section has stamped into it a number which could be read either as "9801" or "1086". THE FITTING HAS NO OTHER MARKINGS.

   If one or both of the fittings on your burner are NOT as described above, please advise us promptly before further action.

2. Have fittings which conform to the above description removed and replaced with the enclosed fittings by an FAA-certificated balloon repair facility qualified to work on Cameron balloons.

February 9, 1987

SERVICE BULLETIN 3

INCORRECTLY ASSEMBLED HOSE END CONNECTORS

Page 2 of 2

INSTRUCTIONS TO FAA-CERTIFICATED BALLOON REPAIR FACILITY

Using crescent or open-end wrenches, remove the current hose end fitting. Clean existing Teflon thread tape from male threads on hose end. Wrap several wraps of enclosed Teflon thread tape onto the male threads on hose end. Screw the enclosed hose end fitting onto the hose. Using wrenches tighten the fitting onto the hose adequately to prevent loosening in service. Test and inspect the installation. Complete a functional burner test, and return the aircraft to service if found airworthy.

Return the defective hose end fittings to Cameron Balloons. Cameron Balloons US will repay the repair station performing this replacement and required inspection and functional test up to $25 plus the cost of postage. Payment will be made upon receipt of the defective fittings and an invoice for the work done, listing the serial number(s) of the burners corrected and tested.

Please address these to:

Cameron Balloons U S
7399 Newman Boulevard
Dexter, MI 48130

We regret any inconvenience this may cause you.

If you have any questions regarding this Service Bulletin, please contact Bruce Comstock at (313) 426-5525 for assistance.

March 7, 1988

SERVICE BULLETIN 4

INCORRECTLY-SPLICED INFLATION HARNESS ROPES

The eye splices in a number of inflation harness ropes (Cameron p.n. B114) delivered since January 23, 1987, have been found to have been incorrectly made. Our records show that you probably were shipped one of the inflation harness ropes from the same batch from which these known incorrectly-spliced ropes came.

The possible defect in your inflation harness rope could cause the eye splice to work loose, possibly causing the eye splice to separate and allow the balloon suddenly and unexpected to break free of its inflation line mooring.

DO NOT USE YOUR INFLATION HARNESS LINE AGAIN UNTIL YOU HAVE COMPLIED WITH THE INSTRUCTIONS CONTAINED IN THIS SERVICE BULLETIN.

ACTION REQUIRED

BEFORE ANY FURTHER USE OF YOUR INFLATION HARNESS, inspect it to determine if it is one of the suspect lines.

IF the eye splice is either stitched or whipped as shown in the photos labelled "Stitched: OK" or "Whipped: OK" on the attached sheet, THEN the inflation harness line is NOT from the suspect batch. In this case CHECK the "STITCHED" or "WHIPPED" box as appropriate on the enclosed Postal Reply Card and mail the card back to us. You may continue enjoying the benefits of using your current inflation harness rope.

IF the eye splice is neither stitched nor whipped as shown in the photos or looks like the photo labelled "Neither stitched nor Whipped: Suspect," THEN the inflation harness rope IS from the suspect batch. In this case DO NOT use the inflation harness rope again. RETURN the harness line to us for replacement with a new line.

Please address the harness line to:

Cameron Balloons U S
7399 Newman Boulevard
Dexter, MI 48130

Upon receipt of your inflation harness line, we will the same day ship a new replacement line to you at no charge.

March 7, 1988

SERVICE BULLETIN 4

INCORRECTLY-SPLICED INFLATION HARNESS ROPES

Page 2 of 3

Whenever you use your Cameron inflation harness, remember that this device is intended only to make inflation in a breeze more convenient. AS PILOT IN COMMAND, YOU MUST ALWAYS PLAN YOUR INFLATION, TAKEOFF OR ANY OTHER USE OF THIS DEVICE SO THAT UNEXPECTED RELEASE BY THIS DEVICE WOULD NOT RESULT IN INJURY TO PERSONS OR DAMAGE TO PROPERTY.

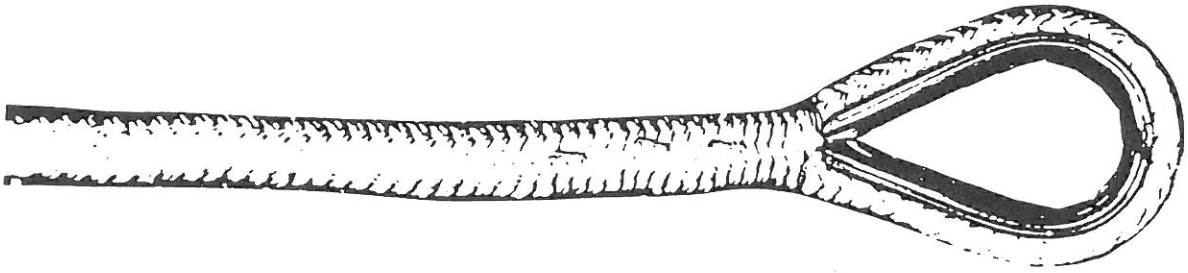
If you have any questions regarding this Service Bulletin, please contact Bruce Comstock at (313) 426-5525 for assistance.

March 7, 1988

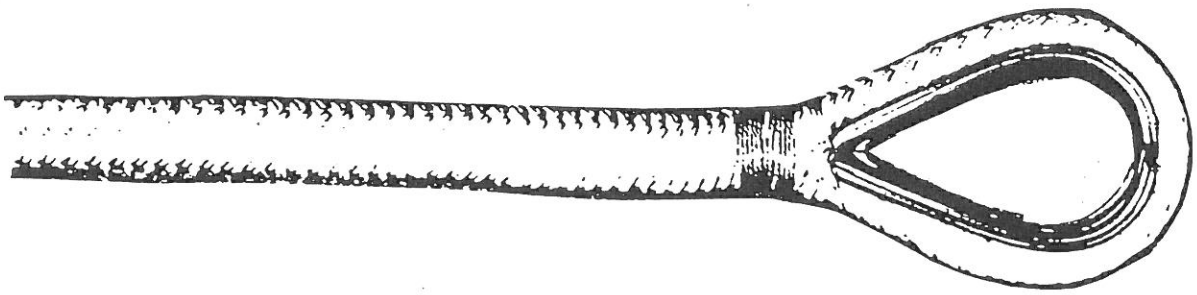
SERVICE BULLETIN 4

INCORRECTLY-SPLICED INFLATION HARNESS ROPES

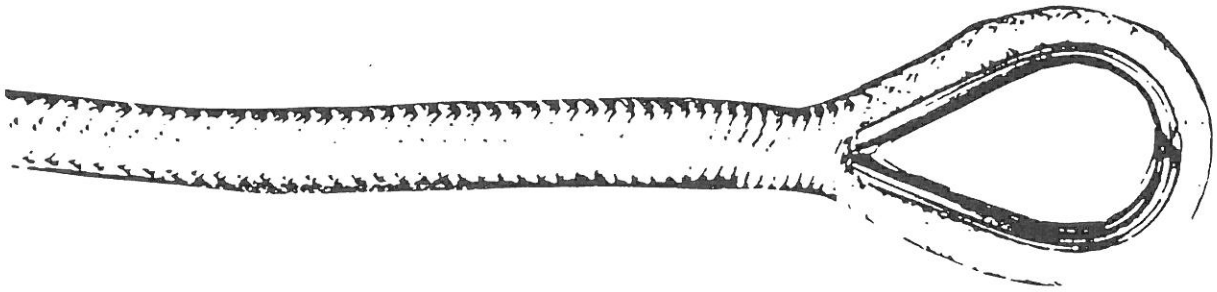
Page 3 of 3



Stitched: OK



Whipped: OK



Neither Stiched nor Whipped: SUSPECT (Return for Replacement)

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Cameron Balloons U.S. Service Bulletin 5

1. General: This Service Bulletin is issued in response to British CAA Airworthiness Directive number G-2004-0026	
(a) No.:	5
(b) Revision / Date	Revision 0 / Date: February 07, 2005
(b)Title:	Cracking of a Weld on Gimbal Block Framed Ultra Triple Burner Mounting Bracket.
(c)Description:	Possible failure of weld at joint between the burner can support plate and mounting tube.
(d)Applicability:	All Ultra Triple & Quad Burner assemblies with gimbal block burner frames delivered before October 29, 2004
(e)Effectivity:	All

Note: Applicability= All types and variants to which the change can be applied.
Effectivity= Actual Serial Numbers to which the bulletin has been applied.
See Page 3 of 3 for a complete Burner Serial Number List.

2. Background: There have been failures during road transport of the weld between the burner can support plate and mounting tube due to insufficient weld bead/fatigue.

3. ***Compliance (Category):*** Inspection before next flight.

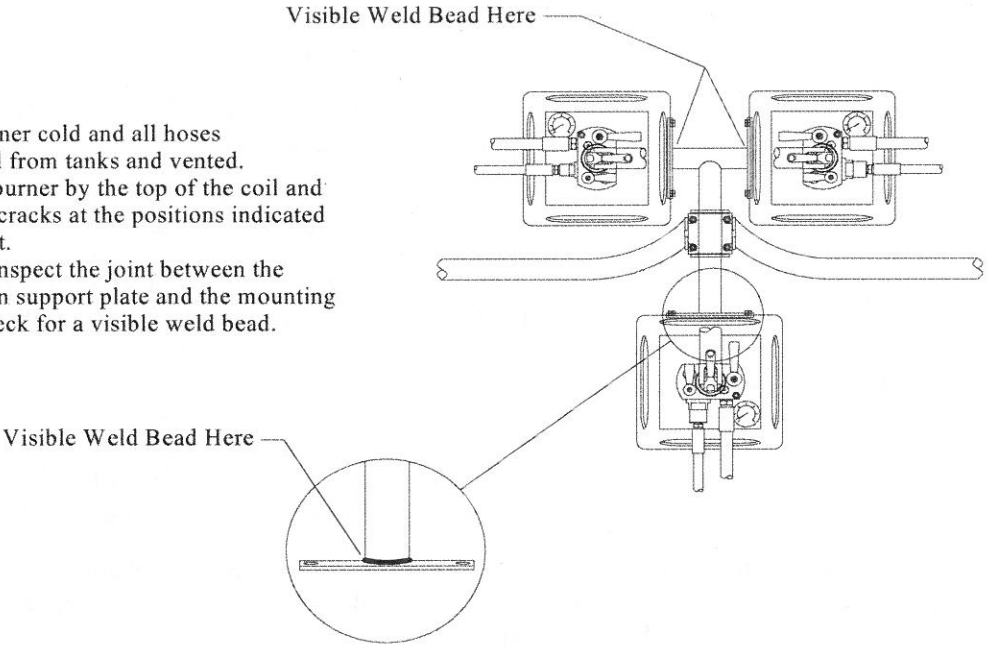
4. Consequences of Non-Compliance (Possible): Burner could become detached during flight.

5. Accomplishment Instructions: Inspect the burner mounting bracket for cracking. Refer to Page 2 of 3 Figure1. Cracked brackets must be replaced before the next flight. Non-conforming brackets must be replaced at the next Annual/100 Hour Inspection. Bracket replacement MUST be performed by an FAA certified Repair Station or Repair person. Replacement brackets, with an instruction sheet for Repair Stations or Repair Persons, will be provided. The old bracket must be returned to Cameron Balloons U.S. The burner may also be returned (at the owners expense) to the factory. Contact Cameron Balloons U.S. for details.

6. Materials: Replacement Parts
Ultra Quad Bracket - Part Number CB2252.
Ultra Triple Bracket - Part Number CB2216.

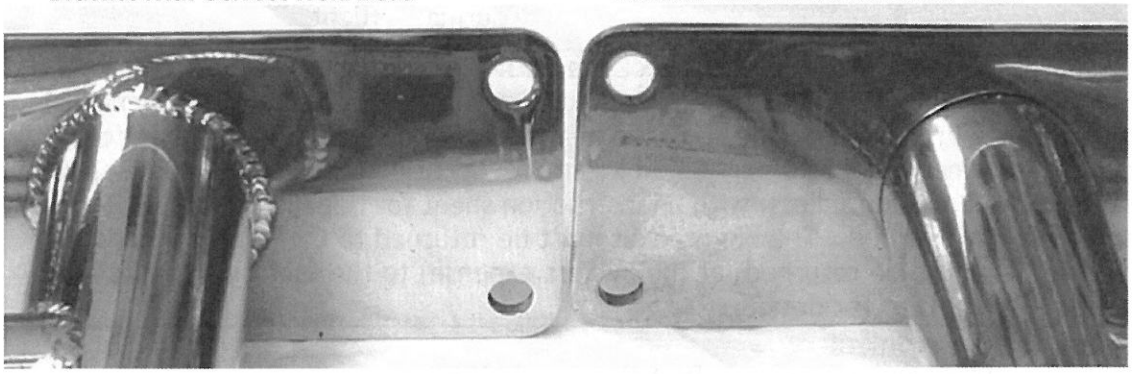
Cameron Balloons U.S. Service Bulletin 5

Instructions:
With the burner cold and all hoses disconnected from tanks and vented.
1) Hold the burner by the top of the coil and check for cracks at the positions indicated at the right.
2) Visually inspect the joint between the burner can support plate and the mounting tube. Check for a visible weld bead.



7. Figure 1:

Bracket With Correct Weld Bead ***Bracket Without Correct Weld Bead***



Cameron Balloons U.S. Service Bulletin 5

SUSPECTED AFFECTED BURNER SERIAL NUMBERS

1) B5462-B5514-B5513

2) B5459-B5559-B5560

3) B5377-B5561-B5562

4) B5719-B5738-B5739

5) B5767-B5768-B5777

6) B5907-B5956-B5961

7) B5930-B5945-B5968

8) B6118-B6133-B6135

9) B6348-B6350-B6363

10) B6412-B6417-B6418

Cameron Balloons U.S. Service Bulletin 6

1. ***General: This Service Bulletin is issued in response to Cameron Balloons Ltd Service Bulletin number 16***

   (a) No.: 6

   (b) Revision / Date: Revision 0 / Date: February 18, 2008

   (c)Title: Fuel System, Liquid Valve Self-Seal.

   (d)Description: Replacement of Self-Seal Coupling

   (e)Applicability: All Types and Variants where Műller Cylinder Liquid Valve, part number F825, is fitted. This valve is fitted to all new production cylinders. It is also sold as the replacement spare part in these instances.

   (f)Effectivity: All Műller valves part no. F825 dated 12/05 to 08/06

Note: Applicability= All types and variants to which the change can be applied.

2. ***Background:*** Due to a faulty batch of adhesive, the rubber grommet in the self- seal can become detached from the self-seal stem and block the fuel flow from the cylinder to the burner

3. ***Compliance (Category):*** Highly Recommended

4. ***Consequences of Non-Compliance (Possible):*** Blockage of liquid fuel system resulting in burner failure.

5. ***Accomplishment Instructions:*** The self-seal valves on cylinders within this batch must be replaced at the next Annual/100 hour inspection* in accordance with Maintenance Manual Issue 3 Revision D dated November 12, 2007 and the instructions provided with this Service Bulletin*.

   A 1/4" tall 'A' must be stamped on the valve on the topside of the outlet snout at the base of the bonnet assembly housing.

   An entry must be made in the balloon logbook, referencing the cylinder serial number(s) and that this Service Bulletin has been complied with.

   The Compliance Form and Work Order copy must be returned to Cameron Balloons US via email, FAX or mail.

   * Note: For any aircraft with a single fuel cylinder the self-seal MUST be replaced before the next flight.

6. ***Materials:*** Self Seal Replacement Kit part number is F825K. The o-ring part number is F005O and washer part number F005S.

   There will be no charge for the replacement parts, however, shipping and labor costs will be the responsibility of the owner/operator or Repair Station ordering this part. A refundable charge for the repair parts will apply.

7. ***Additional Information:*** The valves can also be identified by the word Műller stamped on the valve body and the number 344B0011 stamped under the date stamp (see page 5 of this bulletin).

For further information please contact Cameron Balloons U.S.

Procedure: Refer to diagram on page 5.

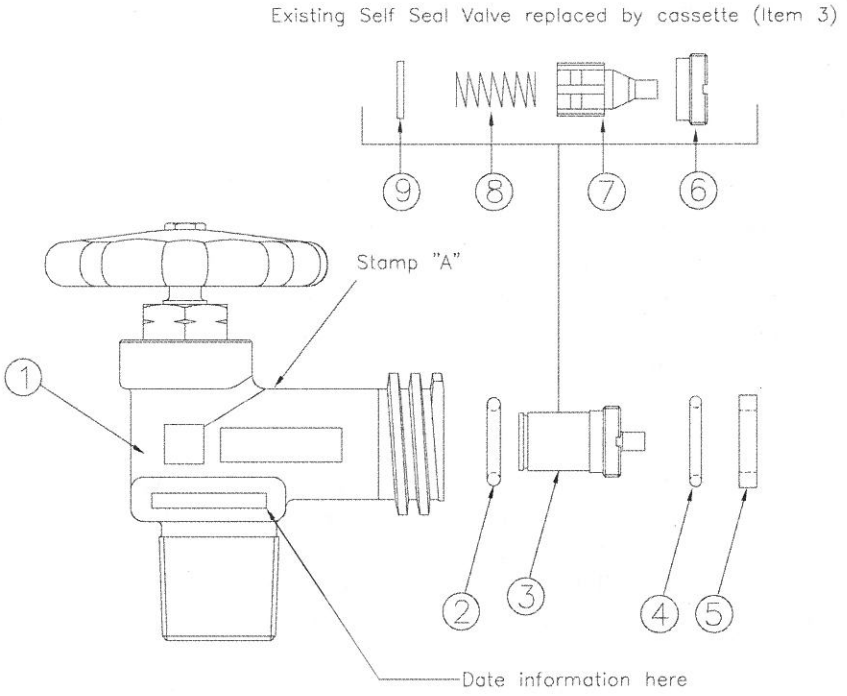
1) Ensure that the liquid valve is in the closed position.
2) Remove the outlet gasket (item 5) and outlet outer o-ring (item 4) and discard if damaged.
3) Unscrew and remove the self seal retaining ring (item 6). Use special tool part number F825T
   or equivalent.
4) Remove and discard the self seal (item 7), spring (item 8) and washer (item 9).
5) Remove and discard the outlet inner o-ring (item 2).
6) Fit new inner o-ring (item 2) (supplied with the repair kit).
7) Fit self seal cassette (item 3) (supplied with the repair kit) and tighten.
8) Fit outer o-ring (item 4) and gasket (item 5) with the supplied replacements.
9) Leak check.
10) Remove the handwheel (item 10).
11) Stamp a 1/4" tall 'A' on the topside of the outlet snout at the base of the bonnet assembly housing.
12) Fit the handwheel (item 10). Apply Loctite and tighten.
13) Make an entry in the balloon logbook, referencing the cylinder(s) serial number(s) and
    that this Service Bulletin has been complied with.
14) Complete the Compliance Form (supplied when the parts are ordered) and return it and a copy of the work order to Cameron Balloons US via mail, email or FAX.

Notes:

1) Lubricate all o-rings and the outer body of the cassette prior to assembly with silicone spray or silicone grease.
2) The part number for the repair kit, which consists of items 2 and 3, is F825K.

   The part number for the outlet washer, item 5, is F005S & outer o-ring, item 4, is F005O.
3) Special tool, part number F825T, may be purchased ($29.50) or borrowed for a short period of time from Cameron Balloons. We will apply a deposit and refund it after the tool is returned in good condition. Shipping costs will be applied.

A refundable charge of $45.50 will be invoiced for each repair kit. When the work is completed, fill out the Compliancy Form and return it for FULL CREDIT. The old parts DO NOT have to be returned for a credit to be issued but the old self-seal parts MUST be disposed of. The completed Compliancy Form MUST be returned for the issuance of a parts credit.


Existing Self Seal Valve replaced by cassette (Item 3)
9
8
7
6
Stamp "A"
1
2
3
4
5
Date information here


MÜLLER
Date Stamp

Cameron Balloons U.S. Service Bulletin 7

CAMERON BALLOONS

1. General: This Service Bulletin is issued to correct the design and construction of some turning (rotation) vents.

(a) No.: 7

(b) Revision / Date: Revision 0 / Date: March 03, 2008

(c)Title: O-series, A-series, V-series & Z-series Turning Vent

(d)Description: Reinforcing the horizontal free tapes in turning Vents

(e)Applicability: All O, A, V & Z series envelopes with Turning Vents

(f)Effectivity: All O, A, V & Z series envelopes with Turning Vents with serial number 6293 & serial numbers 6349 to serial number 6508

Note: There are two different versions of this style of turning vent. They are illustrated on pages 2 and 3

2. Background: Due to separate changes to engineering design and construction procedures, turning vents on certain models were not reinforced enough to withstand severe conditions

3. ***Compliance (Category):*** Highly Recommended

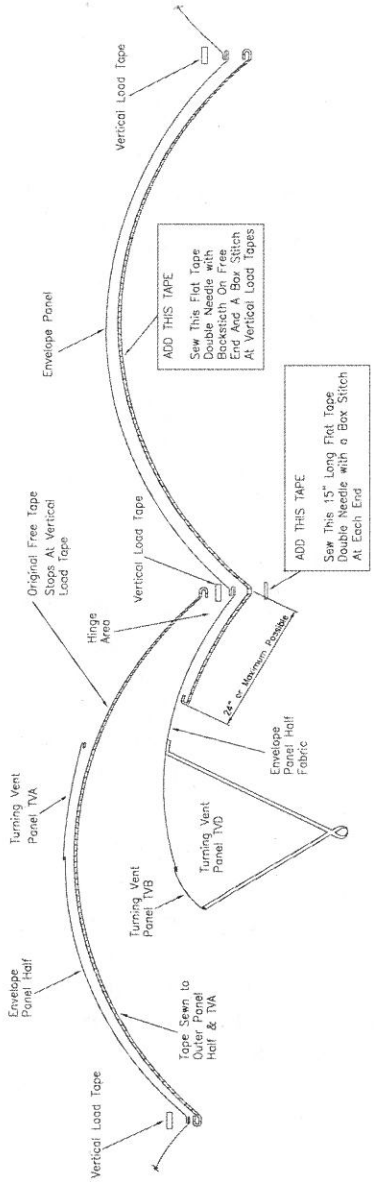
4. Consequences of Non-Compliance (Possible): During aggressive turning vent use in turbulence, and/or snagging during ground handling, it is possible for tears to occur in the fabric adjacent to the hinge

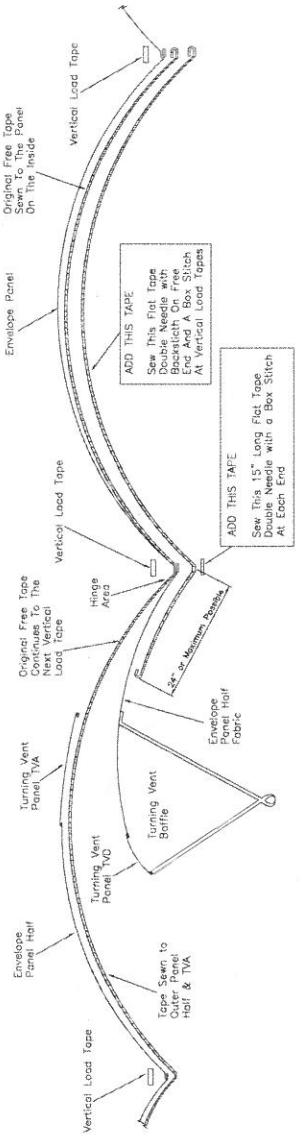
5. Accomplishment Instructions: At the next Annual/100 hour Inspection, install two 3/4" wide lengths of flat webbing to the inside of the envelope at all free tapes as illustrated on pages 2 and 3. Where there is a complete circumferential Horizontal Load Tape, the additional webbing does not have to be installed.

6. Materials: A length of MIL 4088-3/4" flat webbing

For additional information contact Cameron Balloons U.S.

Cameron Balloons U.S. Service Bulletin 7




Vertical Load Tape
Original Free Tape Sewn To The Panel On The Inside
Envelope Panel
ADD THIS TAPE
Sew This Flat Tape Double Needle with Backstitch On Free End And A Box Stitch At Vertical Load Tapes
ADD THIS TAPE
Sew This 15" Long Flat Tape Double Needle with a Box Stitch At Each End
Vertical Load Tape
Hinge Area
Original Free Tape Continues To The Next Vertical Load Tape
24" or Maximum Possible
Envelope Panel Half Fabric
Turning Vent Panel TVA
Turning Vent Baffle
Turning Vent Panel TVD
Envelope Panel Half
Tape Sewn to Outer Panel Half & TVA
Vertical Load Tape

Cameron Balloons U.S. Service Bulletin 8

CAMERON BALLOONS

1. General:

(a) No.: 8

(b) Revision / Date: Revision 0 / Date: October 01, 2008

(c)Title: Triple and Quadruple Gimbal Block Burner Frames - Weld Inspection

(d)Description: Detailed visual inspection of weld at gimbal bearings (triple burner frame cross bar) and attachment of cross bar to outer frame (triple and quadruple burner frames) See Figure 1

(e)Applicability: All Ultra & Sirocco Triple & Quadruple Burner assemblies with gimbal block burner frames

(f)Effectivity: All

Note: Applicability= All types and variants to which the change can be applied. Effectivity= Actual Serial Numbers (see page 3 of this service bulletin) to which the bulletin has been applied.

2. Background: There have been weld cracking and failures during road transport of the weld at the gimbal bearing (triple burner frame cross bar) and attachment of the cross bar to outer frame (triple and quadruple gimbal block burner frames). See Figure 1.

3. Compliance (Category): Highly Recommended - Inspection before next flight. Mandatory at next and future Annual/100 Hr Inspections.

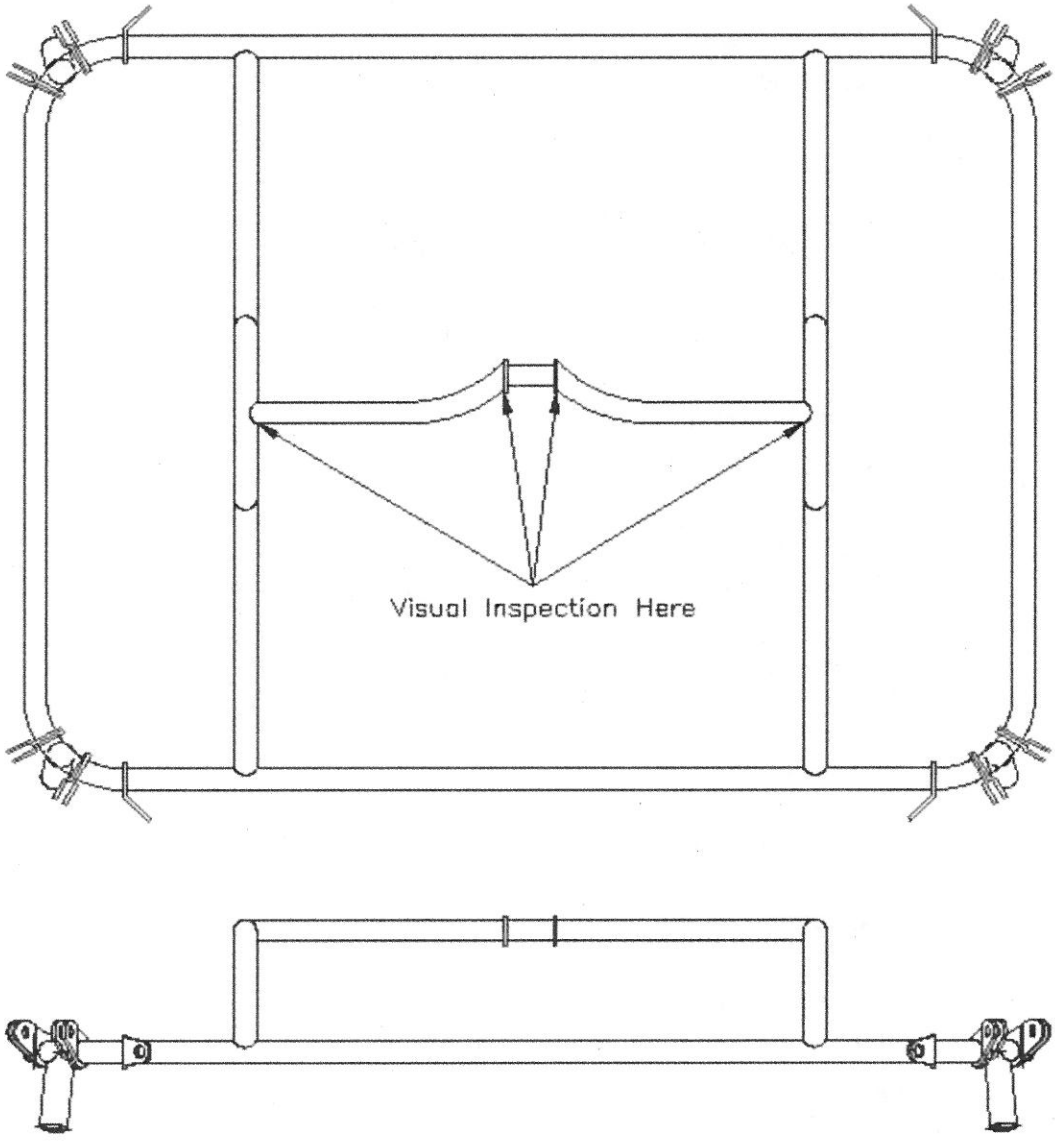
4. Consequences of Non-Compliance (Possible): Burner could become detached from the frame during ground transport.

5. Accomplishment Instructions:

1. Visual Inspection (see Figure 1) through 360° at weld around gimbal bearing (triple burners only) and at attachment of cross bar to bridges on outer frame (triple and quadruple burners). This may be carried out by the owner/operator.
2. Remove from service any frame showing signs of cracking.
3. Report any rejections to Cameron Balloons US.
4. Cracked frames can be returned to service by following the instructions obtained from Cameron Balloons U.S.

6. Materials: none

7. Figure 1:



Burner Serial Number	Original System Serial Number
Sirocco Triple	
0236-0289-0351	6266
0432-0456-0533	6368
0462-0466-0532	6369
0570-0584-0641	6400
Sirocco Quad	
0505-0506-0585-0589	6453
Ultra Triple	
B5719-B5738-B5739	6086
B5907-B5956-B5961	6138
B5930-B5945-B5965	6165
B6118-B6133-B6135	6186
B6348-B6350-B6363	6232
B6412-B6417-B6418	6233
B6974-B6975-B6984	6435
B6989-B6993-B6996	6446

Cameron Balloons U.S. Service Bulletin 8

If cracks in any of the welds are found, follow the instructions and processes below. It is highly recommended that the bracing tubes be installed whether cracks are found or not.

CONTENTS:

PROCEDURE:

1. Remove the Burner Assembly from the Frame
2. Weld the identified affected areas where cracks are found per the processes on pages 4 or 5. The braces must be notched to fit on each end prior to welding.

   Triple:

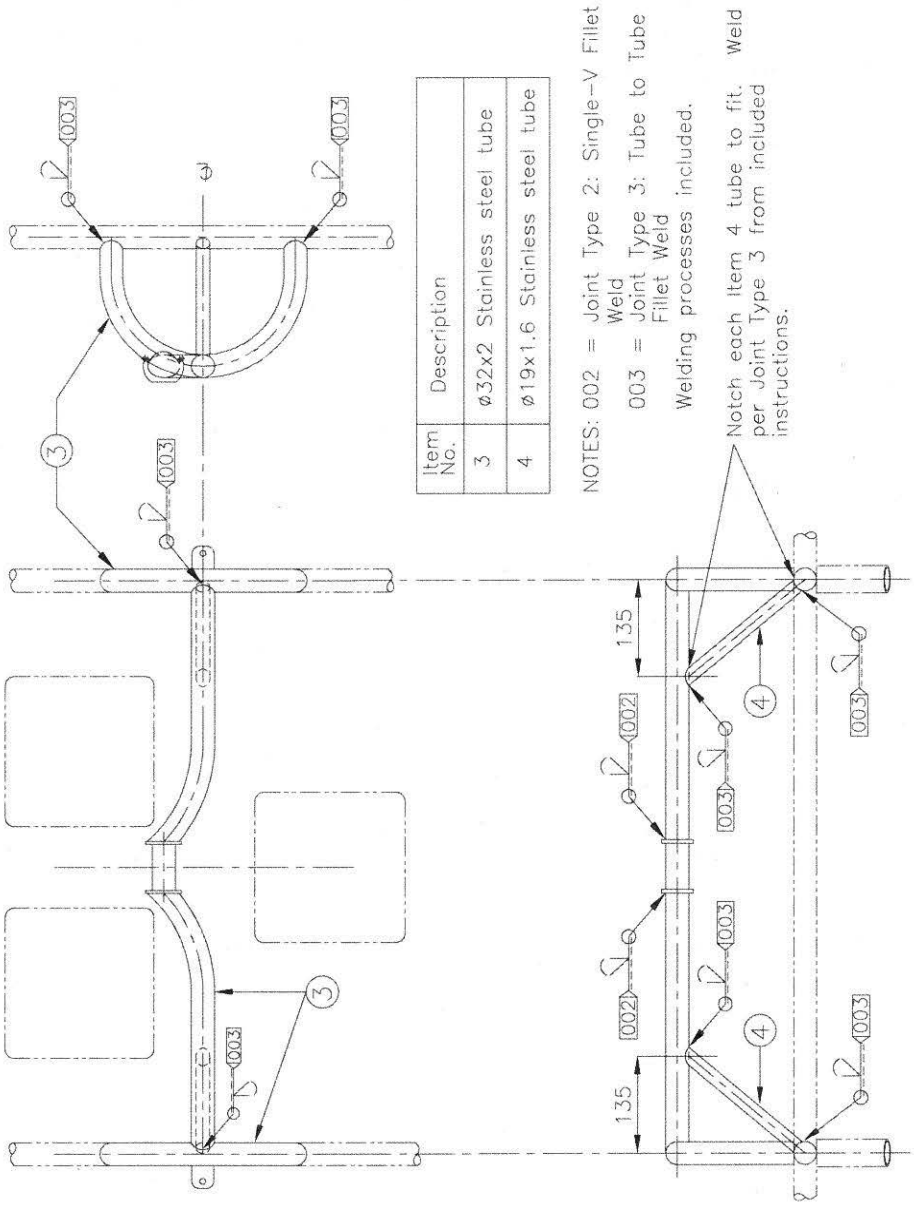
   The weld at the crossbar to the gimbal block stop rings uses Joint Type 2. Single-V Fillet weld. See page 4.

   The weld at the crossbar to the hoop and both ends of the bracing tubes uses Joint Type 3. Tube to Tube Fillet Weld. See page 5.

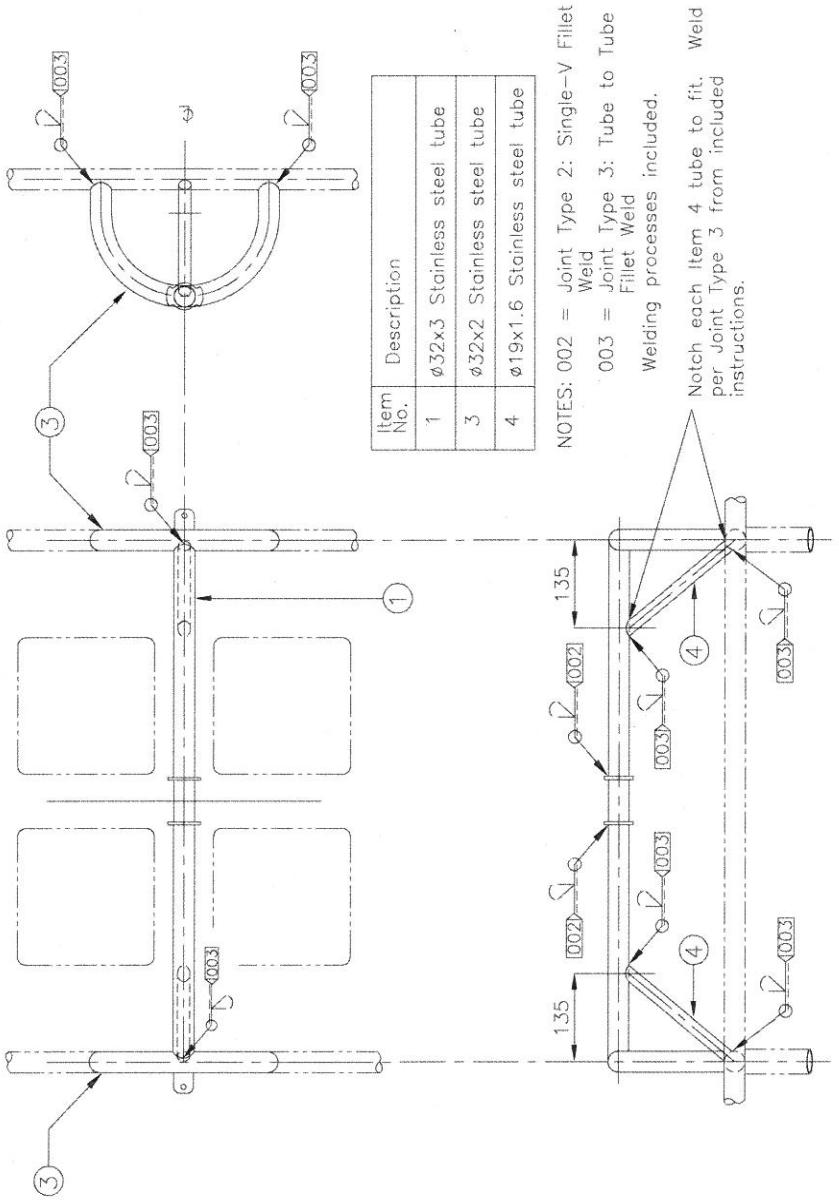
   Quad:

   The weld at the crossbar to the gimbal block stop rings uses Joint Type 2. Single-V Fillet weld. See page 4.

   The weld at the crossbar to the hoop and both ends of the bracing tubes uses Joint Type 3. Tube to Tube Fillet Weld. See page 5.

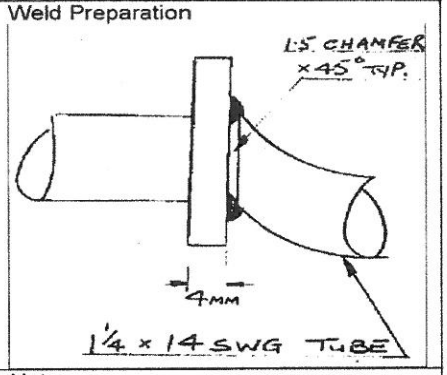

NOTES: 002 = Joint Type 2: Single-V Fillet Weld
003 = Joint Type 3: Tube to Tube Fillet Weld
Welding processes included.
Notch each item 4 tube to fit. Weld per Joint Type 3 from included instructions.
Item No. | Description
3 | ø32x2 Stainless steel tube
4 | ø19x1.6 Stainless steel tube
003
002
135

Cameron Balloons U.S. Service Bulletin 8



CAMERON BALLOONS	Welding Procedure	No./Rev.: 02/A
		Date: 05/11/97

Location shop / site		Address:
CB Eng.		CBL
RANGE OF APPROVAL		
Welding process(es) GTAW (TIG)	Single pass/Multipass Multipass	
Joint type ***2. Single-V Fillet***	Parent Metal Groups Austenitic st. steels	Weld Preparation
Plate thickness Range 4mm	Tube O/D Range 1¼"x14SWG	
Type of Welding Current	Heat Treatment None	
CONSUMABLES		
Filler Material 347Si	AWS/ASME Spec. SFA-5.9 – 95 ER347Si	
Diameter 0.8 / 1.6	Type CHROMATIG 347	Notes Triple Burner Gimbal arm assembly.
Tungsten 1.6 Dia. 2% Ceriated	Nozzle Dia. 8mm	
Gas Composition BOC Pureshield P1	Gas Flow Rate 8 litres per min.	
Preheat and interpass temperature(method) and control		
Postweld heat treatment temperature(method) and control		



Procedure Detail

Op.	Process	Current	Polarity
1.	Ensure all items are free from dirt grease and moisture.		-Ve
2.	Tack in 4 positions.		
3.	Complete root run using 0.8 mm filler wire		
4.	Complete cap run using 1.6 mm filler wire		
	Note: Only stainless steel brushes to be used		

Approval

Date	Name	Signature

CAMERON BALLOONS	Welding Procedure	No./Rev.: 03/A
		Date: 02/10/00

Location shop / site		Address:
CB Eng.		CBL
RANGE OF APPROVAL		
Welding process(es) GTAW (TIG)	Single pass/Multipass Single pass	
Joint type ***3. Tube to Tube Fillet Weld***	Parent Metal Groups 304/304L	Weld Preparation
Plate thickness Range 1.2 - 3 mm tube	Tube O/D Range 12.5 - 50 mm	
Type of Welding Current	Heat Treatment None	
CONSUMABLES		
Filler Material 347Si	AWS/ASME Spec. SFA-5.9 – 95 ER347Si	Fit up machined
Diameter 1.6	Type CHROMATIG 347	Notes
Tungsten 1.6 Dia. 2% Ceriated	Nozzle Dia. 8mm	
Gas Composition BOC Stainshield	Gas Flow Rate 8 litres per min.	
Preheat and interpass temperature(method) and control		
Postweld heat treatment temperature(method) and control		

Procedure Detail

Op.	Process	Current	Polarity
1.	Ensure all items are free from dirt grease and moisture.		-Ve
2.	Tack in 4 positions.		
3.	Complete weld using 1.6 mm filler wire Note: Only stainless steel brushes to be used		

Approval

Date	Name	Signature

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Cameron Balloons U.S. Service Bulletin 9

1. General: This Service Bulletin is issued to inspect the Vapor Pilot Light Hose Male Quick Connect Fitting for cracking.

(a) No.:	9
(b) Revision / Date	Revision 0 / Date: May 12, 2009
(c) Title:	Vapor Pilot Light Hose Male Quick Connect Fitting Cracks
(d) Description:	A crack in the Vapor Pilot Light Hose Male Quick Connect Fitting
(e) Applicability:	Vapor Pilot Light Hoses delivered between February 2002 & April 2008
(f) Affectivity:	All Vapor Pilot Light Hoses

2. Background: It has been found that several Vapor Pilot Light Hose Male Quick Connect Fittings may have a visible crack in the hex section of the fitting (see the picture below). There have been no leaks due to this condition due largely to the Teflon tape seal and the very low pressure at this fitting.

3. *Compliance (Category):* Recommended

4. Consequences of Non-Compliance (Possible): A light vapor leak from the hose Male Quick Connect Fitting at regulator quick release.

5. Accomplishment Instructions: Inspect both visually and with a gas leak detector (with the hose under pressure) the Vapor Pilot Light Hose Male Quick Connect Fitting for a crack in the hex section.

6. Materials: If a crack is found, a new Male Quick Connect Fitting will be supplied free of charge. Contact Cameron Balloons US for a replacement.

7. Instructions: Remove the damaged Male Quick Connect Fitting with a suitable wrench. Remove any Teflon tape residue from the threads on the hose end. Apply new Teflon tape to the hose end. Install the new Male Quick Connect Fitting on the hose. Take care to not over-tighten. The hose end is a male tapered pipe thread and acts a wedge. Over-tightening will split the fitting and cause a crack.

Cameron Balloons U.S.
7399 Newman Blvd. Dexter MI 48130
Phone: 866-423-6178 FAX: 866-423-6179
email: techsupport@cameronballoons.com

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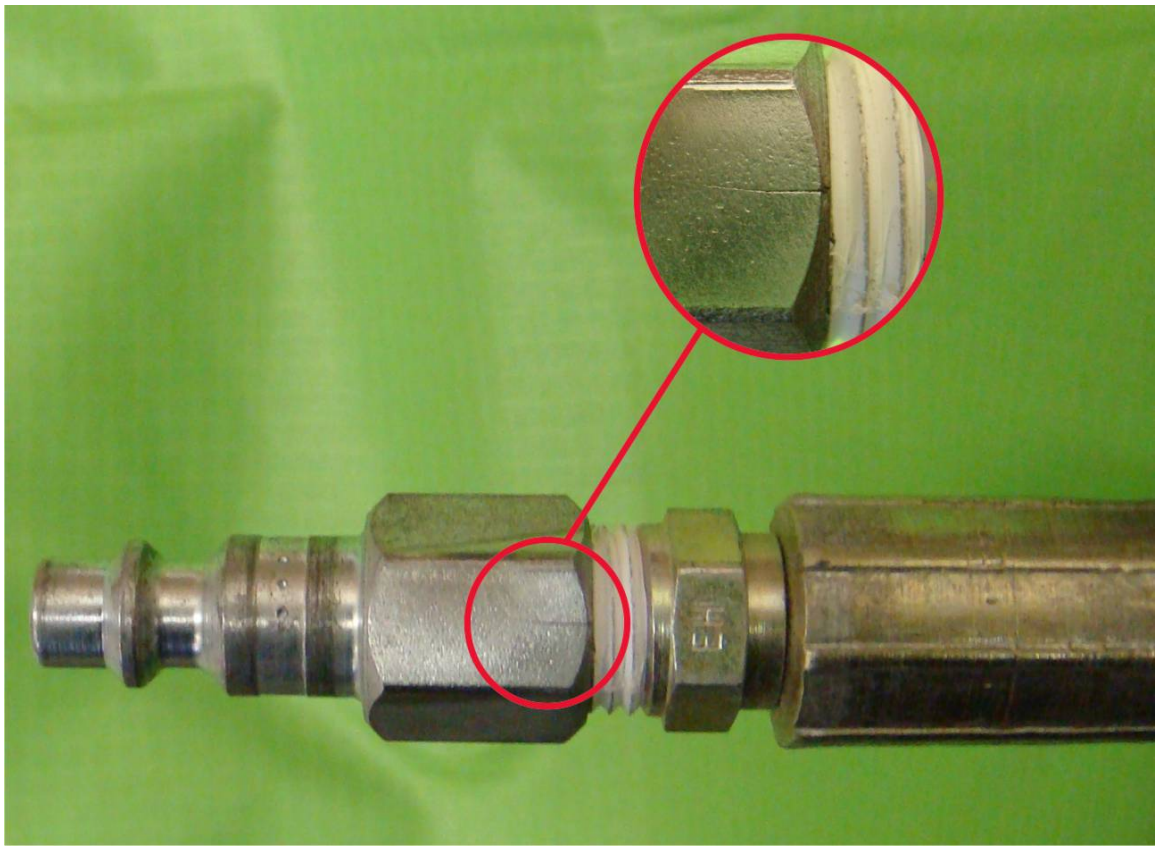

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