



Director's corner / e-board

53e. Coupe Aéronautique Gordon Bennett 2009
Geneve, SUI
September 4-12, 2009

Sebastien ROLLAND / Vincent LEYS just after landing



Images courtesy: Paul MAHONEY, instructeur de Paramoteur et ULM, aerodrome de Lagos

Preliminary Results

These are the preliminary ranks of this year's Coupe Aéronautique Gordon Bennett:

1. FRA 1, Sébastien ROLLAND / Vincent LEYS
2. SUI 1, Kurt FRIEDEN / Pascal WITPRAECHTIGER
3. USA 2, Mark SULLIVAN / Cheryl WHITE

The official results will not be published before Friday night (possibly Saturday morning) because all the data will have to be evaluated in the pilot debriefing. Teams will not be back before Friday. However, so far, we believe the ranking to be accurate.

Images © Michel Bobillier & Geneva Tourism



Rolland / Leys (FRA 1)



Frieden / Where is Pascal?
(SUI 1)



White /Sullivan (USA 2)

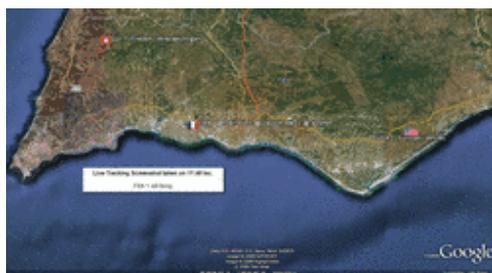
09.09.2009 12:00 loc / 10:00 UTC Team FRA 1 landed in Portugal

With the safe landing of the last team - Sébastien Rolland / Vincent Leys - the 53^e. Coupe Aéronautique Gordon Bennett came to an end.

What an epic race. Bravo à tous les équipages. Pilots and teams well done.

You all promoted gas ballooning in the best possible way. We are all thankful for your flights which we could watch on the screens. We are looking forward to welcoming you safely back home.

Your Race Headquarter in Geneva



09.09.2009 11:45 loc Team FRA 1 on final approach

"FRA 1 cleared to land Portuguese coast". We wish you a safe landing.

09.09.2009 08:00: Bulletin Day 4



Live Tracking 09.09.2009 @ 0620 UTC

Good morning!

There is still one team in the air. The French pilots Sebastien Rolland and Vincent Leys are approaching the Portuguese airspace these minutes. They are now airborne since more than 80 hours.

Now, as the landing positions of all other teams are known, these two pilots will certainly try to benefit and fly "just" a little bit further. But that should not be an easy task. The sun will quickly heat the land and create convection and gusts will be challenging the pilots. Meteo in the area also needs to be monitored closely.

Greetings from Algeria

We had several direct contacts with the three teams in Algeria. They are all fine and are being taken care of. If all goes well they are now on their way to Algier and potentially the equipment as well as the teams will take a ferry to Marseille later today.

See some images of the landing / deflation of balloon AUT (Images courtesy of Madjid Aouchiche, Taksebt, Algeria).



09.09.2009 0705: SUI 2 (Stoll/Mattenberger) made stand-up landing



A very memorable flight. Congratulations to the Swiss pilots Christian Stoll and Walter Mattenberger for their great flight!

After 80:01 hours flight-time and a distance of 1179 kms (preliminary results) a stand-up landing marked the end of the journey across 4 countries.

Christian Stoll also is the record-breaking participant in the long tradition of the Coupe Aéronautique Gordon Bennett. No other pilot represented his country more often than Christian Stoll (21 times, 19 flights, 1988-2009).

Preliminary dates:

- coordinates: N 038° 19.813' W 003° 31.85'
- date: 09.09.2009 (wednesday)
- time: 07:05 loc / 05:05 UTC

09.09.2009 0430: Team SUI 1 (Frieden/Witpraechtiger) landed safely



Finishing a spectacular flight! Kurt Frieden reported about a safe landing. The two pilots terminated their flight across Europe in huge eucalyptus fields within 10 miles from the Atlantic Ocean. After a good hour walk, Kurt reached a road close to the Portugese village of Marmeleite where local help and crew should be with him shortly.

The two pilots were the last to take-off in Geneva (23:17 on 05.09.) and now achieved a distance of about 1570 km straight line in 77:13 hours (preliminary).

Preliminary dates:

- coordinates: N 037° 20' 35" W 008° 41' 27"
- date: 09.09.2009 (wednesday)
- time: 04:30 loc / 02:30 UTC

Team USA 2 (Sullivan / White) landed. Thank you for a spectacular flight!



© Michel Bobillier & Geneva Tourism

Team USA 2 landed in southern Portugal. Pilots Mark Sullivan and Cheryl White as well as the other three teams still flying are to be congratulated for one of the most tactical flights in the long

tradition of the Coupe Aéronautique Gordon Bennett. A flight containing all the elements of a long-distance gasballoon flight.

They had to make their landing decision as the team was approaching the Atlantic Ocean. Now, this landing position marks a "goal" for the four other teams flying through the night. Teams FRA, SUI 1 and SUI 2 will all aim to achieve a "fly in" into the very last tip of Portugal, to "Sagres".

The upcoming night will add more drama to this Coupe. Let us hope that all teams terminate their flight safely.

Preliminary dates:

- coordinates: N 038° 13.182' W 005° 21.666'
- date: 08.09.2009 (tuesday)
- time: 21:14 loc / 19:14 UTC

Team GBR 2 (Folkes / Rich) landed after a great flight



Pilots Janet Folkes and Ann Rich probably did the longest flight ever performed by a women-team. They landed safely on Spanish soil. Their retrieve crew is close by. All is safe and sound. By the way: this was flight number 2 for Ann.

We like to congratulate Janet and Ann for an outstanding performance and we extend our appreciation for your pilot skills.

Preliminary dates:

- coordinates: N 039° 25' 53.4" W 003° 49' 16.7"
- date: 08.09.2009 (tuesday)
- time: 20:30 loc / 18:30 UTC

USA 3 (Cayton / Candlers) concluded their flight in Spain



We just (19:30 loc / 1730 UTC) received the confirmation about the landing of pilots Andy Cayton and Sam Candlers. In almost 68 hours these two pilots flew about 1300 km straight-line distance from Geneva to the NW of Cordoba.

Preliminary dates:

- coordinates: N 038° 13.182' W 005° 21.666'
- date: 08.09.2009 (tuesday)
- time: 19:03 loc / 17:03 UTC

08.09.2009 19:00 loc (Tuesday): What a day!

Thanks to these brave pilots, we on the surface could enjoy an exciting race on the screens wherever we are on the world.

The Coupe Aéronautique is approaching its end. 6 teams are still flying. All these teams have achieved a distance of more than 1.000 kms straight line from their launch-point in Geneva. One crew is watching the other. The US team Mark Sullivan / Cheryl White is in the lead. They are very close to the cost, almost at the Spanish/Portugese border, on final approach for Faro-airport? Who knows?

The teams now need to check their speed versus the remaining distanced to the ocean or consider a night landing. We cross our fingers for a safe ending to the race.

Though, we would not be surprised for teams to enter the fourth (4!!!) night.

08.09.2009 11:56 (tuesday): New Feminine World Record 60:48h



British pilot Janet Folkes is about to break the World Record for Women this very minute.

The rules of the FAI require a 1% increase versus the previous record. That record was performed by Lesly P. Davies (USA) with passenger Carol Davis on Oct 10, 1995 in Albuquerque. Their flight ended after 60:12 hours.

Today - exactly at 11:56 local time - Janet is about to break this endurance world- record by exceeding 60:48 hours.

We congratulate Janet Folkes and Ann Rich to this great achievement. We are pretty sure that Janet and Ann will realize this record only after landing because right now they are focusing entirely on this Coupe.

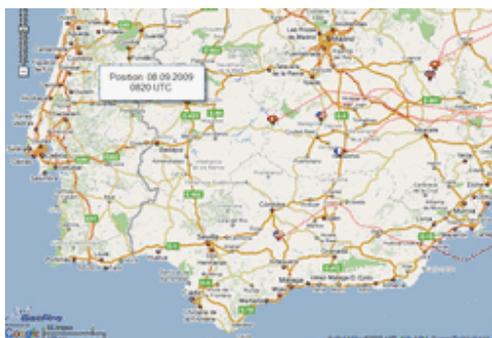
All figures of course are unconfirmed and unofficial, but it looks very good for a new World record. This record was flown under the eyes of more than 1 Mio hits on the tracking page.

This is how the race began almost 3 days ago



Photo by Gerard Bernardini

08.09.2009 09:00 (tuesday): 6 teams still flying over Spain



Click to enlarge

Pilots enjoyed another night while flying over Spain. This is the third sunrise during this Coupe and for most of them a bright, sunny start to another great day in this race. We had some direct contacts via satellite-phone and all teams sounded very confident.

This Day Nr. 3 marks the beginning of the last stage of this great performance. For us on the ground it is not clear how much ballast reserves the individual teams do have; this in fact is a big secret. Some teams might consider to even fly into the next night. Also, Spain and Portugal are surrounded by an even bigger sea than the Mediterranean sea ... We can all look forward to a very exiting day.

We know that some trackers had encountered technical problems during the race and therefore the position updates were not up-to-date. We try to do our best by adding our available information and update the positions manually.

08.09.2009 08:00 (tuesday): Italy, Spain, Algeria - Teams arranging way home

The three teams in Algeria (FIN, AUT, BEL) had private accommodation / hotels close to their landing spots and will now start another challenge - to get the equipment (and themselves!) back home. All three embassies / consulates are deeply involved in supporting the teams. Thank you very much.

We want to specifically mention the people in the Algerian village of TAKSEBT. They were very supportive and gave the Austrian pilots a very warm welcome. Even the communication was easy, thanks to the interpreters Mouloud Siber (English) and Mohammed Zenia (German). Thank you very much. We very much appreciate this friendly support in Algeria.

The three German teams enjoyed their time on the islands (Menorca, Sardinia) and will take ferries back home today. Teams GER1 and GER 2 spent the last night with the Menorcan air traffic controllers who had provided them with a big support during approaching the island and also after landing. It appears to have been a mini-vacation for them.

07.09.2009 21:00 loc: Bulletin



6 balloons flying. Third night beginning now. Situation as of 21:15 local time.

6 Teams are now entering their third night in European skies. Imagine a 1.2 m² basket where pilots work and sleep, develop strategies and ask for clearances, monitor the weather and discuss forecasts with their ground support teams. Bravo à tous les équipages. Well done - so far.

The teams GBR 2 (Janet Folkes / Ann-Ruth Rich), USA 2 (Mark Sullivan / Cheryl White), SUI 1 (Kurt Frieden / Pascal Witpraechtger), FRA 1 (Sebastien Rolland / Vincent Leys), USA 3 (Andy Cayton / Samuel Canders) and SUI 2 (Christian Stoll / Walter Mattenberger) are now all flying in Spanish Airspace.

Team USA 2 is currently in the lead. However, we are now at the beginning of a long night and the strategies will certainly result into some interesting outcome by the time the sun is going to rise over Spain.

Enjoy the live-tracking. Think of the pilots and wish them luck. Good night!

In Geneva, we will keep an eye on you - for sure!

Teams FIN, AUT and BEL landed in Algeria



After many hours out on the sea and a time-consuming "battle" to find the winds to make landfall, these two teams finally made it. FIN (Olli Luoma / Ben Mattsson) and AUT (Gerald Stuerzlinger / Nikolaus Binder) are relieved to stay on a firm ground now.

Just a minute ago (21:00) we received the pilot's call from team BEL, who are also now safe on the ground.

We have been in contact with the brave pilots and their retrieve crews all through the day. In parallel, high-level contacts had been established with senior embassy representatives. The network was working perfectly.

We are very thankful for the immense level of support provided by embassies and consulates during today. Thank you very much.

Preliminary dates AUSTRIA:

- coordinates: N 36° 54' 6" E 004° 09' 2"
- close to the village of Taksebt (100 km E Algier)
- date: 07.09.2009 (monday)
- time: 17:25 loc / 15:25 UTC

Preliminary dates BELGIUM:

- coordinates: N 36°55'42" E 004°20'50"
- date: 07.09.2009 (monday)
- time: 20:20 loc / 18:20 UTC

07.09.2009 Team SUI 3 (Krebs/Vollenweider) landed close to Valencia



Swiss pilots Max Krebs and Walter Vollenweider approached a wonderful open area close to the Spanish City of Valencia. After almost 42 hours in the air, their final position turned out to be a rice-field. Pilots are now standing on firm ground again - with wet shoes but smiling.

Preliminary dates:

- coordinates: N 39° 12.865' W 000° 16.568'
- date: 07.09.2009 (monday)
- time: 15:00 loc / 13:00 UTC

Live-Tracking: stronger server being put online

Sorry for the inconvenience caused by the tracking-server. It is being moved to a stronger infrastructure this very moment to cope with the enormous traffic.

More than 1 million (1.000.000) hits so far!

The tracking should be back within the next hour! (published: 07.09.2009 13:30 local)

USA 1 (Fricke / Cuneo) landing in France confirmed



At 06 UTC / 08 loc the US pilots Barbara Fricke and Peter Cuneo landed their balloon SE of Perpignan close to the city of Villeneuve-de-la-Raho, less than 10 km away from the coastline.

Preliminary dates:

- coordinates: N 42° 37.676' E 002° 56.069'
- date: 07.09.2009 (monday)
- time: 08:00 loc / 06:00 UTC

Air Traffic Control supporting the Coupe



With 16 balloons flying across long distances in Europe, the coordination with the Air Traffic Control stations enroute is of vital importance.

This morning we received a very impressive screenshot from "skyguide", who are responsible for the management of air traffic in Switzerland. Thanks to Pascal Hochstrasser and Vanni Vogel, we had exceptional regulations in place which allowed us to launch the teams very close to the in- and outbound traffic of Geneva International Airport. The centerline for the runway is shown as the solid white line. This image was taken just after takeoff in Geneva on Saturday night.

Further contacts to the centers in Marseille and Spain are reported to be working very nicely. It is encouraging to receive the favourable feedback from the professionals. Difficulties in contacting can be sorted out by our ATC supervisor - Mike Reichert - quickly.

07.09.2009 09:00 loc (Monday): Bulletin

The Coupe continues to deliver very challenging stories.

Yesterday (Sunday) four balloons had landed safely: GER2, GER1, FRA and GER3. During the early hours last night team GBR 1 had concluded its flight in the NE of Spain.

We very closely monitored the teams AUT, FIN and BEL who are just north of Algeria. Flying into Tunisia was their preferred option but then the track along the shoreline to the W / SW was chosen. Winds are slower than forecast but should pick up. Teams are in contact with Algerian CAA and we do our best through our sources to assist them. Teams keep on trying to reach winds into Morocco.

At this very moment, Team USA1 (Fricke/Cuneo) appears to be approaching their landing site in the SW of France.

Team USA2 (Sullivan/White) made a turn around the beautiful Balearic islands. They are expected to head along the Spanish coast and will try to make landfall later today / tonight. It is not an easy task.

All the other teams (GBR1, FRA1, USA3, SUI 1, SUI2, SUI3) are in the area of Barcelona - Valencia and will also try to enter Spanish mainland during the final stages of the race.

07.09.2009 Team GBR1 landed safely at 01:40 (Monday)



Pilots David Hempleman-Adam and Simon Carey landed safely in the NE of Spain. The retrieve crew was on site when the balloon landed. All is safe and clear.

Preliminary dates:

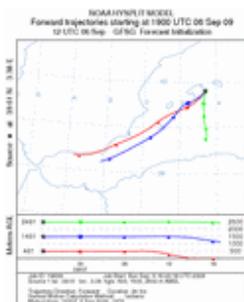
- coordinates: N 42° 00' 40" E 003° 10' 29'
- date: 07.09.2009 (monday)
- time: 01:40 loc / 23:40 UTC



Pleased to be part of your race...

... though on the ground.

Enjoy your flight! Good night!



07.09.2009 00:15 (Monday): From Mallorca to ...?

Calculations confirm the following potential scenarios for the teams which are currently flying close to the island of Mallorca. The calculated trajectories for the three altitudes 500 / 1500 / 2500 m AMSL are shown in this image.

p.s. publication delayed to not generate a competitive advantage.

06.09.2009 21:30 loc (sunday): Special Analysis: Coast of Algeria



06.09.2009 1800 UTC 850 hPa

The three balloons (AUT, BEL, FIN) are approaching the North of Africa. Landfall could be within 5 hours if the current altitude is maintained.

Another option is to fly very low and benefit from an easterly air current. Forecast is for increasing winds between Sierra Nevada (Spain) and Atlas (Africa).

Remark: Africa has been defined as "outside the competition area". Scoring for these teams will be concerning the rules - irrespectively of the great performance they may achieve during this race.

Germans like islands in the South... not only for vacation.



Vamos a la playa!

GER 3 (Hoehl / Sellmaier) reached Sardinia



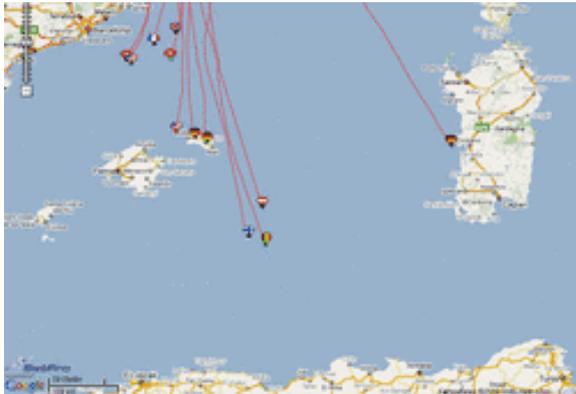
Landing was confirmed minutes ago. The German team reached the Italian island of Sardinia just before sunset. They landed on the western coast near Porto Palma.

The team travelled approximately 750 km straight line and were airborne 20:42 hours.

Preliminary dates:

- coordinates: N 039° 38.467' E 008° 28.555'
- date: 06.09.2009 (sunday)
- time: 19:53 loc / 17:53 UTC

06.09.2009 18:45 (Sunday): 13 teams still flying.



Live Positions Sunday 1900 loc / 1700 UTC

The Coupe continues to deliver extra portions of adrenalin, mainly for the pilots who are searching for their favourite wind out on the Mediterranean Sea. Some of the relevant official stations (Air Traffic Control and Maritime Rescue Centers) know about the "live-tracking" page and also watch carefully.

The current situation calls for increased attention for those teams who passed the islands of Menorca and Mallorca. Whereas the forecast goes for a turn to the right, i.e. heading for Spanish mainland, it is not clear if landfall in Spain is possible or if a safety landing in Northern Africa needs to be considered.

ATC stations in Spain (Palma Approach) and Algeria are in contact concerning the approaching balloons.

FRA 2 (Villey / Pelard) landed near Perpignan



The French pilots Thierry Villey-Desmeserets and Benoit Pelard confirmed their landing on the foothills of the Pyrenees after almost 18 hours flight-time and 480 km distance.

Preliminary dates:

- coordinates: N 42° 34' 42" E 2° 48' 43"
- date: 06.09.2009 (sunday)
- time: 16:30 loc / 14:30 UTC

GER 1 (Eimers / Seel) also on safe grounds



During his 800th. gasballon-flight (congratulations!) Willi Eimers and Ulrich Seel reached Spain on the island of Menorca. He confirmed a tough landing with winds gusting to 30 knots. Given the circumstances (small size of the available fields with lots of stone-walls around and the still almost fully loaded balloon with 40 bags left), the landing required a lot of the experience gained in the previous 799 flights. All is safe and pilots will now start to get retrieved in a rather remote area of the island.

Preliminary dates:

- coordinates: N 039° 56' 58.6" E 004° 09' 43.6"
- date: 06.09.2009 (sunday)
- time: 15:40 loc / 13:40 UTC

GER 2 (Hora / Loeschhorn) confirmed safe landing on Menorca



Tomas Hora just called into our HQ and confirmed their safe landing on the Spanish island of Menorca. The landing was challenging with winds around 20 knots on the surface and thermals as could be expected at that time of day. All is safe.

Preliminary dates:

- coordinates: N 040° 00' 37.5" E 003° 56' 56"
- date: 06.09.2009 (sunday)
- time: 15:30 loc / 13:30 UTC

06.09.2009 11:00 (Sunday): Balloons over the sea

All through the day, there were contacts with ATC-stations enroute. In fact, it is good that they were given our direct telephone numbers so to check any open question without any delay.

Now, as most teams are over the Mediterranean Sea, it is good to know how closely the pilots are observed by us as well by the various ATC stations. The technology of "live-tracking" is certainly adding a lot of safety to the race.

06.09.2009 02:30 (Sunday): Wakeup by ATC

We had several contacts with Marseille Control Center after they were unable to contact all the teams which were flying South of Lyon. This issue was sorted out quickly. Teams are continuing their journey into a southwesterly direction. As expected the winds did pick up while flying near the Rhone-valley. Wind-speeds up to 90 kmh were reported to us. This effect will decrease once the Rhone-valley had been passed.

05.09.2009 23:30 (Saturday): First thoughts

The meteorological conditions do provide pilots with a range of options. As the entry into Italian airspace is prohibited during night, we do expect all pilots to fly fairly low so to stay West of the Alps.

Therefore, they will first fly into a south-westerly direction, passing the Rhone-Valley South of Lyon. During the morning hours teams might leave the French mainland on their way out onto the Mediterranean sea.

Those pilots who will try to benefit from the forecast winds (above 3000 m altitude) into the direction of Sardinia, might probably rise up to that altitude around sunrise.



05.09.2009 22:30 Take-Off!

The first balloon - Team FINLAND - was launched into a dark sky and the national anthem was played for each nation taking off.

Team by team, balloons were taken to the launch-podium from where they were launched after the last equipment-checks had been performed.

A full moon was generating a very magical moment for the pilots, the teams and the spectators. Gently and silently, the aerostats took their direction to the South-West.

For each of the 16 teams, numerous stories could be told. The Coupe Aérostatique Gordon Bennett is *the* aviation race. Since 1906 pilots and teams experience the most incredible adventures during this prestigious race.

We will summarize some of the "special occasions" for each of the teams at a later stage.

After 47 minutes at 23:17 local time, the launch-window was closed after the take-off of the last team - Team Suisse 1.

05.09.2009 20:00 loc (Saturday): Briefing

The last briefing prior to take-off confirmed all the forecasts so far. **Teams will be launching at 22:00 local time.**

05.09.2009 1430 (Saturday): Briefing

Today's second briefing finished minutes ago. The forecast was confirmed. Launch-scenario, tracking estimation and outlook for tomorrow morning as well as all day Sunday remains unchanged.

All is clear for a "GO" tonight.

Balloons have been prepared during the last hours and are on their position waiting for the inflation which is beginning any minute.

Geneva enjoys a wonderful cloudless day. It is a great day for a great race!

[Download meteo-update \(05.09.2009, 1430 loc\).](#)

05.09.2009 10:00 loc (Saturday): Briefing

A bright clear sky welcomed pilots and crews this morning on their way to the launch field at Vessy. During the briefing at 10:00 local time the event director reported on the current and forecast meteo-situation.

The trajectories still do confirm a southerly heading. A high flight path at 4.000 m AMSL will take teams down into Korsika, Sardinia and even further. If decided to fly at medium altitude in the range of about 2500m AMSL, the heading might be Marseille down the Rhone-valley. The "Mistral" needs to be monitored closely. The lowest flying pattern will take teams into the south-westerly corner of France before they may decide to fly onto the Mediterranean Sea and later make landfall again in Spain. The race does promise some very interesting flights, where strategy will be a key-challenge next to the endurance needed by pilots flying high (using oxygen) and potentially over water.

The launch decision was made. It is a clear "go" for tonight's launch. Pilots will be launched tonight at about 22:00 local time.

[Please follow this link to download the briefing-presentation.](#)

04.09.2009 16:00 loc (friday): General Briefing

The General Briefing was held by the event director Markus Hagganey. Extracts of the presentation are available for download here.

[Download: General Briefing \(04.09.2009, 1500 loc\)](#)

04.09.2009 15:00 loc (friday): Opening Ceremony



Nr	Nations	Teams
1	FINLAND I	Olevi LUOMA / Ben-MATSSON
2	GERMANY II	Tomas HORA / Volker LOESCHHORN
3	BELGIUM I	Romy VAN HAVERE / Luc VAN GEYTE
4	USA II	Mark SULLIVAN / Cheryl WHITE
5	FRANCE I	Sébastien ROLLAND / Vincent LEYS
6	AUSTRIA I	Gerald STÜRZLINGER / Nikolaus BINDER
7	SWITZERLAND III	Max KREBS / Walter VOLLENWEIDER
8	GREAT-BRITAIN I	David HEMPLEMAN-ADAMS / Simon CAKEY
9	GERMANY I	Wilhelm EMERS / Ulrich SEEL
10	USA I	Barbara FRICKE / Peter CUNEO
11	FRANCE II	Thierry VILLEY / Benoit PELARD
12	SWITZERLAND II	Christian STOLL / Walter MATTENBERGER
13	GREAT-BRITAIN II	Janet FOLKES / Ann-Ruth RICH
14	GERMANY III	Josef (Bepper) HÖHL / Georg SELLMAYER
15	USA III	Andy CAYTON / Samuel CANDERS
16	SWITZERLAND I	Kurt FRIEDEN / Pascal WITPRÄCHTIGER

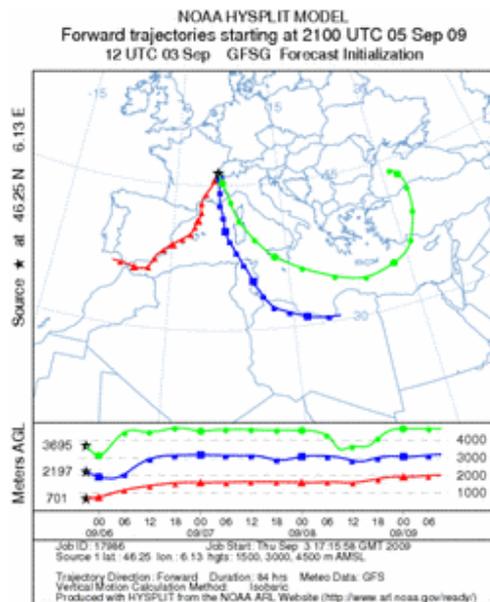
Launch Sequence

On behalf of the Geneva Tourist office, Mr. Christian Colquhoun (Director Gordon Bennett) welcomed pilots, teams, officials, the international jury and the media to the ceremony. Greetings from the host country, represented by the Swiss FAI representative Mr. Jakob Burkard,

were then extended to all competitors. The 53ème Coupe Aéronautique Internationale was officially opened by the President of the International Balloon Commission , Mr. Jean Claude Weber. 16 Teams representing 8 nations attended the ceremony.

As a highlight of this event, the launch sequence was drawn. If the meteo develops as forecast, teams will launch into clear skies on Saturday night at about 22:00 local time. Flight paths will take the teams south in Italy, France and potentially Spain.

03.09.2009 16:50 loc (thursday): METEO BULLETIN



Click to enlarge

The situation continues to develop as forecast yesterday. For the planned launch on Saturday night the trajectories at different altitudes offer a wide range of potential flight paths to

- South of France,
- Spanish coast (coming from the sea),
- Korsika,
- Sardinia,
- Island of Sicily,
- Italy.

[MeteoSwiss Trajectories \(download\)](#).

The Swiss Air Traffic Controllers and the ATC coordinator in our team (Mike Reichert) are working on clearing as much of the potential airspace. Whereas the general procedures and entry permissions have been sorted out some time ago, now the detailed agreements are being

negotiated and agreed with the relevant stations enroute.

www.MeteoSuisse.ch



02.09.2009 18:00 (Wednesday): METEO-BULLETIN

The Geneva-area is currently being affected by quite some showers and thunderstorms. This weather is going to move away to the East. It may be that some last few showers will only leave during Friday afternoon.

The outlook for the weekend is very favourable. A High is going to develop to the NW of us. As a result, a slow "bise" with associated north-easterly air currents will be established here.

Trajectories for the planned launch-time (Saturday night at about 2300 local time) do promise some very challenging scenarios.

At lower altitude (below 1500 m AMSL) balloons will benefit from the "Bise" and later enter a northerly airstream down the Rhone-Valley.

In altitudes above FL 105 and up to FL 150 (3.000 - 4500 m AMSL) balloons may take a southerly heading. The high mountains of the Alps including Europe's highest peak "Mont Blanc" needs to be considered.

All potential flight paths will sooner or later challenge the teams with some tough decisions as the Mediterranean Sea will become "part of the race".

We will monitor the situation.

The chances for a launch on Saturday night currently is 90%.

01.09.2009: Live-Tracking is up and waiting for the launch

Please follow this link to watch the teams flying across Europe. Data are going to be displayed after launch which is currently scheduled for Saturday 2200 local time.

The **data are LIVE**, i.e. we will show **real position and altitude** without any delay. The moment we pull the data, they are going to be displayed. The time-interval may change during the race. This follows the decision of the International Ballooning Commission taken March 2009.

Link: <http://www.satpro.org/gordon2009/gordon09.php>

29.08.2009: 7 days to launch

Just some few days remaining to prepare for your flight in the Coupe and travel to Geneva.

Please find following some brief statements answering your questions:

- **Rules (approved on March 14, 2009)**
 - [Download](#)
- **ELT vs EPIRB**
 - Rule 4.1 on instruments reads "Emergency Locator Transmitter (EPIRB)"
 - We will accept the standard ELT devices. There is no need to specifically invest into an EPIRB-device.
- **Insurance (rule 2.9)**
 - We are able to arrange for additional coverage. Please let us know - the latest - before check-in, so that we can assist you.
 - Assuming that your balloons all have an MTOM above 1000kg, for Third Liability the minimum is 3 Mio SDR (Special Drawing Rights) which is about 3.5 Mio Euro. Coverage must be valid for the entire competition area.
- **Drawing of the Launch Sequence (Article 8 in the rules)**
 - The drawing of the launch sequence will be done during the General Briefing (changed: 03.09.2009).
 - For the Official Reception in the Palais Eynard on Friday at 19 loc time: Dress code is formal.

Competition area (version 2)



Competition area (for reference only)

The list of "open countries" is defined as follows.

Change: 22.08.2009

- Turkey: no longer within the competition area because of ATC Mil/Civ-issues
- Iceland: no longer because of inability to secure SAR-services
- Europe
 - excluding some remote islands because of non-existing SAR services
 - and also with the exception of
 - Russia
 - Belorussia
 - Ukraina
 - Moldavia
 - Croatia
 - Bosnia Herzegowina
 - Serbia
 - Montenegro
 - Macedonia
 - Albania
- The detailed list will be reconfirmed in the General Briefing.

The decision was based on a) ATC recommendation, b) safety concerns regarding landing areas, c) safety issues for retrieve crews and d) visa regulations.

This news published on August 22, 2009 by Markus Hagganey.

19.07.2009: Official Logo for Download

Competitors of the 53. Coupe Aéronautique Gordon Bennett are allowed to use the official logo for their own non-commercial purposes.

If you are unsure about the rights to use it, please contact the Geneva Tourist Office for approval.

16.07.2009: Status Report

- ATC Contact: National / Cross-Border / enroute established
- Meteo: On site meteo support discussed and currently being fine-tuned
- Hydrogen: Supplier selected by the local Swiss Organizer
- Hydrogen: Inflation procedures / access / safety issues are going to be adressed in a meeting probably during the last week of July
- Logger: Hardware / Software sorted out

Open items:

- ELT vs. EPERB, soon

Competition area



Competition area (for reference only)

The list of "open countries" is defined as follows.

- Europe
 - including Turkey beyond the Bosphorus
 - but excluding some remote islands because of non-existing SAR services
- and also with the exception of
 - Russia
 - Belorussia
 - Ukraina
 - Moldavia
 - Croatia
 - Bosnia Herzegowina
 - Serbia
 - Montenegro
 - Macedonia
 - Albania
- The detailed list will be reconfirmed in the General Briefing.

The decision was based on a) ATC recommendation, b) safety concerns regarding landing areas, c) safety issues for retrieve crews and d) visa regulations.

This news published on June 1st, 2009 by Markus Haggenny.

ATC Air traffic control-issues

Mission: Guide you through European Airspace to enjoy a long and enduring race. The Coupe Aeronautique Gordon Bennett is also about demonstrating pilot skills and airmanship in one of the most congested airspaces in the world. We are here to serve you!

The following rules, procedures and guidelines will help all of us to achieve these objectives.

These are going to be published in due course and presented during the General Briefing.