

54th Coupe Aéronautique

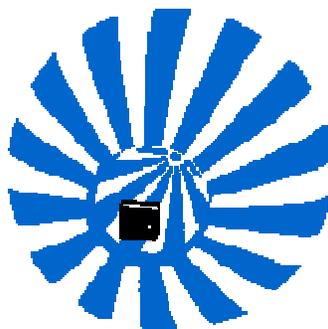
Gordon Bennett

25th September 2010

Leeds Castle - GB



The Royal Aero Club



BBAC

Event Organisers

Name of Event: 54th Coupe Aéronautique Gordon Bennett

Name of Organizer: British Balloon and Airship Club
Don Cameron
Cameron Balloons Ltd
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Bedminster
Bristol. BS3 4NH
United Kingdom

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dcameron@cameronballoons.co.uk

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secretary@royalaeroclub.org

Name of Federation: British Balloon and Airship Club
5 St Peters Close,
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Clee Hall Lodge
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DY10 3RT
United Kingdom

Tel: +44 (0)1562 850750
medical@bbac.org

Organising Committee: Committee of Organisers GB2010
President – Anthony Smith

Operations Staff

Event Director (Proposed)	Markus Haggenev (GER)
Deputy Event Director (Proposed)	Stefan Handl (GER)
Jury Members	The organiser will propose 6 prospective Jury Members to the CIA Plenary Meeting in March 2010.
Safety Officer (Proposed)	Jonathan Harris (GBR)
Scoring Officer	TBD
Meteorologist	UK Met Office
Operations Centre Director	TBD
Operations Centre Support	Nicole Haggenev (GER)
Logger Operations	Sabrina Handl (GER)
Hydrogen Operations	TBD
Launch Master	TBD
Airspace Coordinator UK - NATS	Jonathan Smith (GBR)
Airspace Coordinator Europe	Jens Merczack (GER) Michael Reichert (GER)
Civil Aviation Authority Liaison DAP	David Miller (GBR)
Civil Aviation Authority Liaison SRG	Ian Chadwick (GBR)
Civil Aviation Authority Liaison ATS	Sarah Lee (GBR)
Leeds Castle Coordinator	Tom Donnelly (GBR)
Marketing	TBD
Media/Public Relations	TBD

Event Details

Name of Event: 54th Coupe Aéronautique Gordon Bennett

Event Dates: Friday 24th September 2010 until
Saturday 2nd October 2010
(see *Provisional Timetable for details*)

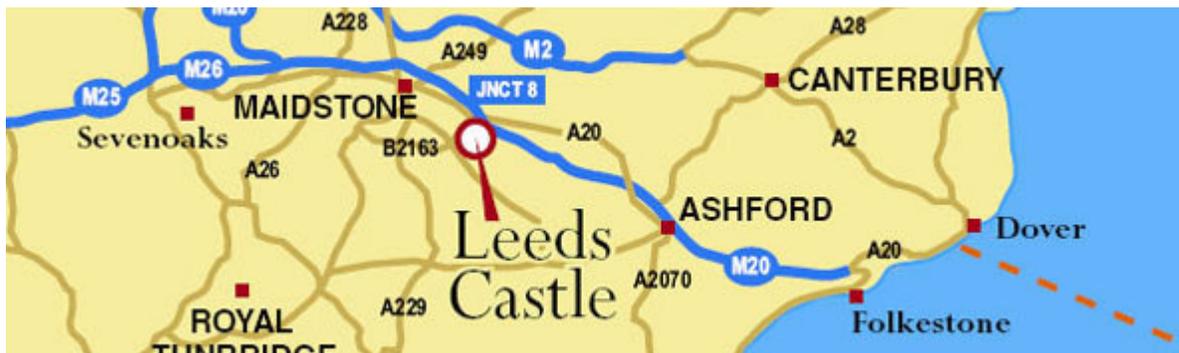
Location: Leeds Castle
Kent, United Kingdom

Lat/Long (WGS84) Latitude: N 51° 14' 56" Longitude: E 0° 37' 31"

GB National Grid TQ 8331 5324



Leeds Castle



Leeds Castle is 7 miles east of Maidstone, Junction 8 of the M20 motorway just 1 hour from London, 30 minutes from the Channel Tunnel and Channel Ports. Dartford River Crossing 30 minutes.

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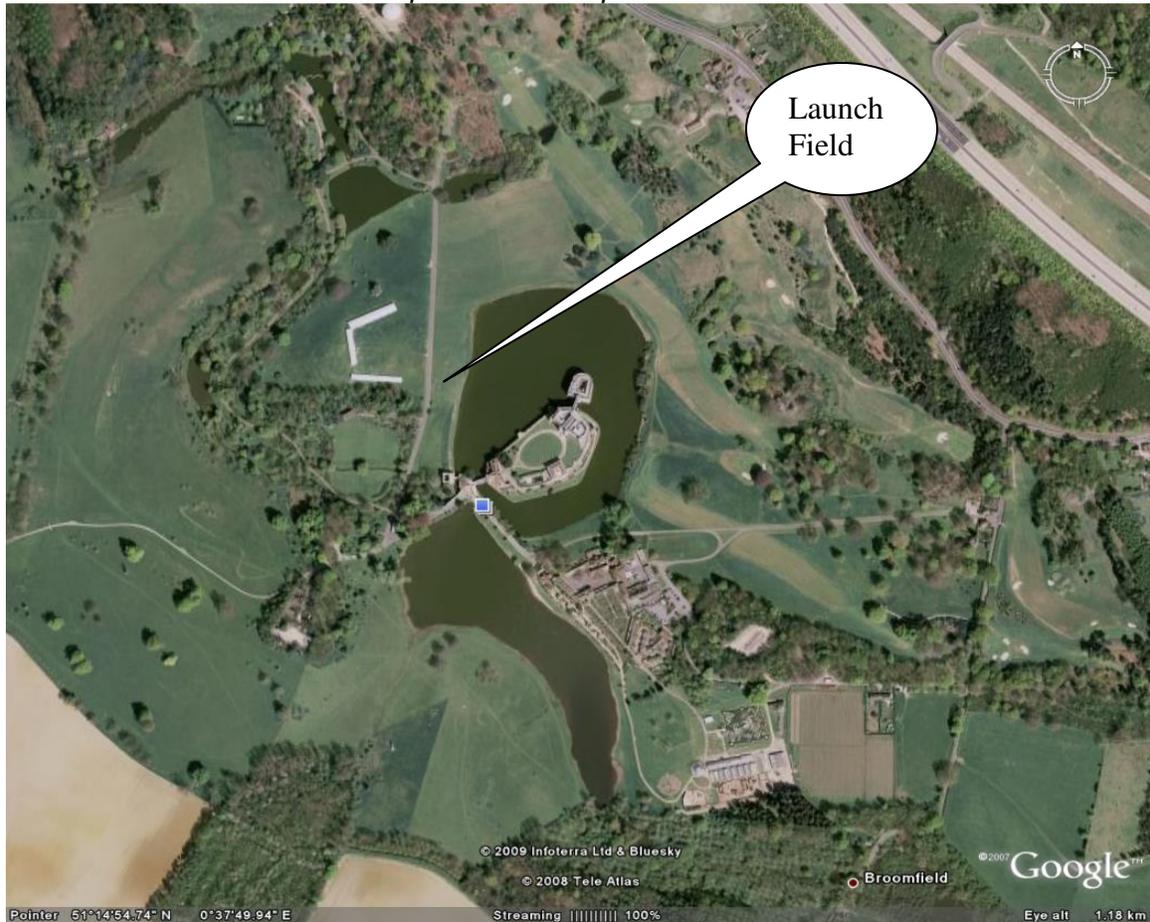


Leeds Castle, set on two islands on the River Len in the heart of Kent, has been home to royalty, lords and ladies for over 1000 years.

The Saxon manor of Esledes was an ideal place for the descendant of one of William the Conqueror's lords, Robert de Crevecoeur, to fortify and build a castle in 1119.

Leeds Castle passed into royal hands in 1278 and became part of the Queen of England's dower - the settlement widowed queens received upon the death of their husbands. Over the course of 150 years it was held by six mediaeval queens: Eleanor of Castile; Margaret of France; Isabella of France, Joan of Navarre; Anne of Bohemia and Catherine de Valois.

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In Tudor times Henry VIII visited frequently, notably with his Queen, Catherine of Aragon, and their entire court on the way to the tournament of the Field of the Cloth of Gold, which took place in France in 1520. Henry's son, King Edward VI, granted the castle to one of Henry's courtiers for his services

Since then it has been in private ownership. It has been used as a garrison, a prison and a convalescent home, as well as being the home of the Culpeper, Fairfax, and Wykeham Martin families.

Leeds Castle, Maidstone, Kent ME17 1PL

Tel: 01622 765400

Fax: 01622 735616

<http://www.leeds-castle.com>

Provisional Timetable

Pilot Registration

Thursday	September 23, 2010	0900 - 1600 hrs
Friday	September 24, 2010	0900 - 1200 hrs

General Briefing

Friday	September 24, 2010	1500 - 1630 hrs
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Openings Ceremony

Friday	September 24, 2010	1900 - 2100 hrs
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Pre-flight Briefing

Saturday	September 25, 2010	0900 - 1000 hrs
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Inflation

Saturday	September 25, 2010	1000 - 1800 hrs
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Launch Window Opens :

Saturday	September 25, 2010	1800 hrs
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Launch Window Closed :

Wednesday	September 29, 2010	2000 hrs
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Awards Banquet

Saturday	October 2, 2010	1800 - 2300 hrs
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Rules

The organisers propose to use the 2009 Gordon Bennett Model Event Rules as the basis for the 2010 Event. The final rules will be submitted to the CIA for approval at the March 2010 CIA Plenary meeting.

Event Weather

Meteorological records can give us an insight as to what may happen on the night, but as the prevailing wind in Great Britain is from the South and West it is probable that these directions may well be present. Late Autumn in England often brings good weather and sometimes an “Indian Summer” arrives when warmer air covers the country.

Records during the last ten years, for the weekends in late September, show wind directions were 90% from the northwest round to southwest and only once from the southeast. However, even with that direction a balloon flight would have been possible without restraint from the National Air Traffic Services

The forecast for September in London, based on weather records from the last 20 years indicates a 5-8 mph daytime wind speed on the surface, from a 65% westerly direction. During the night these speeds drop, sometimes to calm air.

On average there are 4-7 days of occasional rain during the month. Thus chances of the weather being favourable for balloon launch conditions are good. The analysis of the upper wind data shows an average 080 degree track record predicting balloons clearing the London area within three or four hours, and the UK within six to eight hours.

Airspace

The Launch Site is under the London Terminal Manoeuvring Area (LTMA), Permission has also been obtained for the balloons to fly out within the LTMA.

In Great Britain the Lower Airspace extends up to 19,500 feet MSL. During the negotiations for balloon clearance through the lower levels of airspace, the Organisers have consulted with the Civil Aviation Authority (CAA), National Air Traffic Service (NATS), and Directorate of Airspace Policy (DAP), Airspace Utilisation Section (AUS).

For Airspace within southern England, all balloons will be provided with a current Aeronautical Chart ICAO 1:500,000 scale. A Radio Frequency Card of all airports located within southern England & Wales will also be included.

European Airspace is open from ground up to several different altitudes. The GB2010 Organisers will work together with E U National Air Traffic Control Centres to provide as much airspace as possible for the competitors.

The Organisers will liaise with the Civil Aviation Authority and National Air Traffic Services to supply, the following:

- NOTAM's
- Flight Plans
- Air Traffic Control Coordination

All of the balloons will be given the necessary documentation and authorisations required to assist them to transit the countries within the Gordon Bennett Race Map Area. Much of this paperwork will be related to country entry regulations, air traffic procedures, V.H.F. Radio frequencies, emergency contact details and the various "Help" services of Police, Fire, Ambulance and Rescue.

The CAA requires that a certificated Mode C or Mode S Transponder is carried by all balloons when flying in the London FIR. Mode S is also required for flights within European Airspace. Each balloon will be given a unique Transponder code. The Transponder will be tested by race officials prior to flight.

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London TMA

VFR at Night

The organisers have agreed with the UK Civil Aviation Authority that there is no restriction for flying VFR at night from the rural location of Leeds Castle Kent during the Gordon Bennett race in September 2010.

Entry Fee

There will be a £500 (GBP) fee payable to enter the Gordon Bennett 2010 race but as budgets are always of utmost concern to Competitors, a refund of £250 is re-payable to those who fly in the race and return their Recording Tracker, (in a working condition), to the Race Organisers after the race.

The entry fee will include:

- Hydrogen Lifting Gas for the Event.
- Each pilot receives a Gordon Bennett jacket.
- Each team will receive four tickets to the Welcome Party.
- Each team will receive four tickets to the Black Tie Awards Banquet.

If sufficient sponsorship is obtained the organisers will additionally offer an accommodation subsidy and travel allowance.

Gas

The lifting gas will be Hydrogen. This will be supplied from tankers which will be available on site for the duration of the launch window.

Insurance Requirements

Pilots entering the Gordon Bennett race must be insured during the Event for a minimum £1,000,000 (GBP) third party liability. Insurance cannot be arranged by the Organiser.

Pilot Invitations

According to Article 5 of the Gordon Bennett Model Event Rules: "Only NAC members of the FAI shall be able to participate in the race for the Gordon Bennett Cup".

Each NAC may not enter more than three balloons

Budget

The proposed budget for the 2010 Gordon Bennett is shown below.

Lifting Gas/Inflation Support	£ 30000	
Officials' Travel	£ 7500	
Sanction Fees FAI/CIA	£ 600	(1000CHF)
FAI deposit	£ 6000	
Facilities	£ 6500	
Emergency Services	£ 3000	
Logger Equipment	£ 25000	
Hotels	£ 12000	
Opening and Awards Parties	£ 5250	
Insurance	£ 3000	
Contingency	£ 15000	
Entry Fees	£ -5000	
Total	£108,850	

Note: The budget total is provided for a maximum of 20 entries

CIA Sanction Fee

The Organisers of GB2010, propose a CIA sanction fee of 1000 (CHF).

Administrative Office

The Gordon Bennett **Administrative Office** will register all Pilot Entries prior to the race entry closing date 1st June 2010 on-line at www.GB2010.org

The office is open throughout the year and will answer enquiries such as Travel, Hotel, Visitor & Race details by email at: info@GB2010.org

Pilot Registration and document authenticity checks will only be conducted by email.

The race entry closing date is 1st June 2010

During the event, the Administrative Office will be relocated to the Race HQ.

Flight Command Centre

The **Flight Command Centre** for operations and command functions during the balloon launch, flight, and during the recovery and return of the balloons, will operate from the Race HQ.

The Race HQ will be located at Leeds Castle which has good communications with the Meteorological Office, and many European Air Traffic Control Centres.

The Flight Command Centre is equipped for extended daily use and observation. It will track all balloons and retrieve crews and be manned 24 hours a day from prior to the launch until all balloons have landed, been recovered and are heading back.

The Flight Command Centre also gives the opportunity for pilots to contact for additional weather information during flight.

Jury

The organiser will propose 6 prospective Jury Members to the CIA Plenary Meeting in March 2010.

Jury members selected by the CIA to participate in the 54th Coupe Aéronautique Gordon Bennett will receive the following provisions:

- Roundtrip airline ticket to London.
- Hotel room (23rd September – 2nd October).
- Courtesy Vehicle (1 vehicle pooled with entire jury).
- Event Jacket.
- Admission to Welcome Party / Opening Ceremony.
- Gordon Bennett Banquet ticket.

Supporting Documents

National Air Traffic Services

Les

I am pleased to hear the UK have earned the opportunity to host the 2010 event.

Leeds Castle would certainly give more opportunity, in Air Traffic Management terms, to accommodate a launch in a bigger time window given it's position outside of controlled airspace.

I remain a little concerned about the ability of the participants to remain clear of all controlled airspace once they have departed Leeds Castle. We are very happy to work together with you and the CAA to possibly negotiate some access to surrounding controlled airspace at the lower levels depending on the actual launch time and direction of flight.

I wish you luck with the project and welcome the opportunity to work with you as a partner in the management of the event.

Kind Regards

NATS

Jonathan Smith

Terminal Control Procedures Officer &
NATS Infringements Lead

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www.nats.co.uk