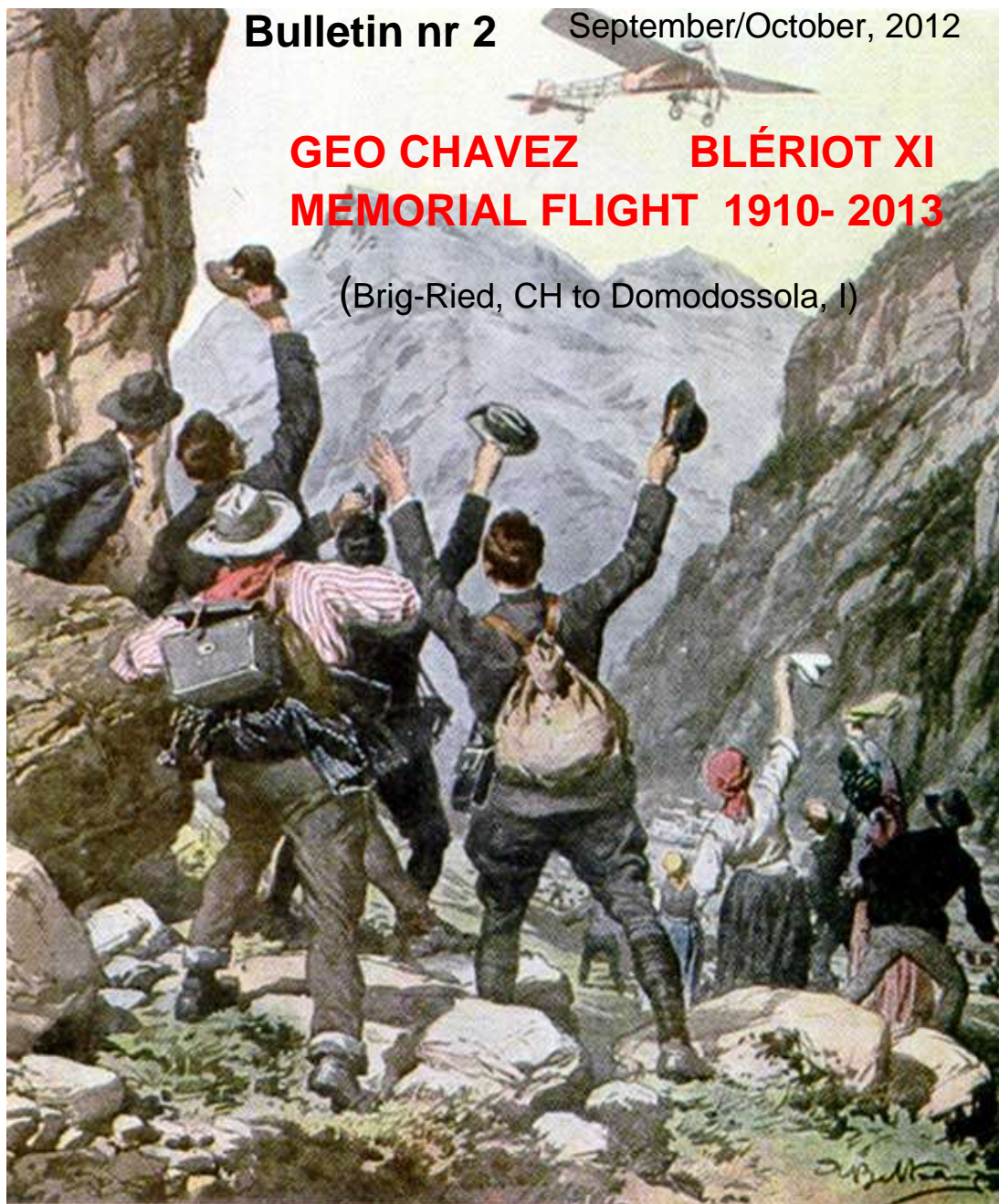


Bulletin nr 2

September/October, 2012

**GEO CHAVEZ      BLÉRIOT XI**  
**MEMORIAL FLIGHT 1910- 2013**

(Brig-Ried, CH to Domodossola, I)



Sections in red are new or changed since the previous Bulletin.

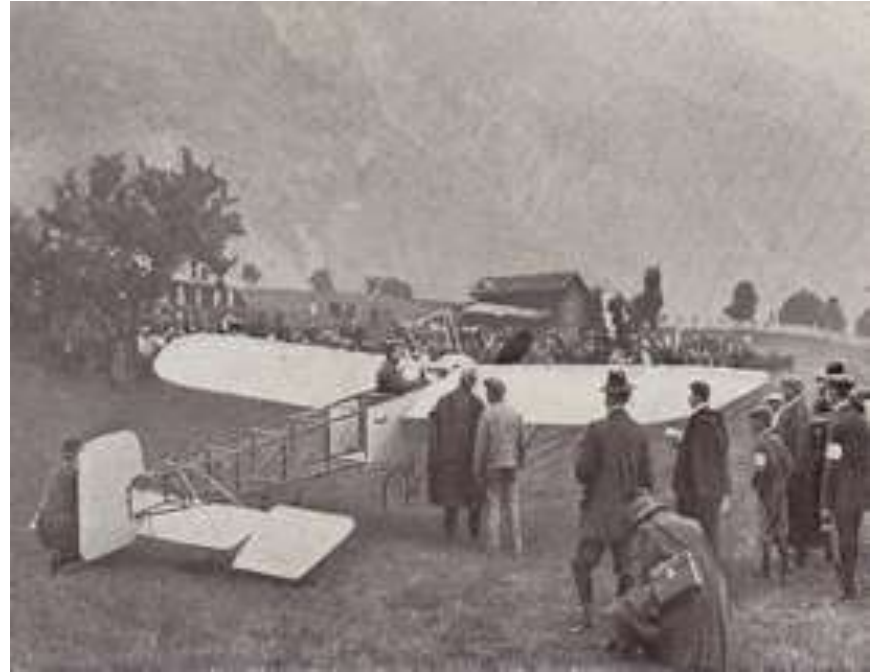
## 1. History

The first man crossing the Alps by aero plane was Geo Chavez. He was born in Paris and son of Peruvian Manuel Chávez Moreyra and María Rosa Dartnelly Guisse. He studied at the Violet School from where he graduated with engineer's degree.

Chávez attended the school of aviation established by Henry and Maurice Farman where he got his pilot license and undertook his first flight in Reims on February 28, 1910. Afterwards he participated in several aviation competitions throughout France and other European countries. On August 8 of the same year he took a Blériot monoplane to Blackpool, England where he achieved fame after attaining an altitude of 1,647 meters (5,405 ft). He improved his mark by flying at 2,700 meters (8,700 ft) over the city of Issy, France on September 6.

After this successful series, Chávez decided to undertake the first air crossing of the Alps. This attempt was made in response to a prize of \$20,000 offered by the aero club of Italy for the first aviator to make the trip alive. After several delays due to bad weather, he took off from Ried-Brig, Switzerland on September 23, 1910, and made his way through the Simplon Pass. Before departing he said, "Whatever happens, I shall be found on the other side of the Alps". Fifty-one minutes later he arrived to his destination, the city of Domodossola, Italy, but his plane crashed upon landing. It is believed that the airplane had been damaged previously and inadequately repaired, which caused the aircraft to break under the heavy winds of the mountains. Heavily injured but conscious, Chávez agonized for four days before dying of massive blood loss. His last words were, "Higher. Always higher." according to the testimony of his friend and fellow aviator Juan Bielovucic.

[http://www.jorgechavezdartnell.com/english/en\\_bienvenida.html](http://www.jorgechavezdartnell.com/english/en_bienvenida.html)



## 2. Mission

Flying the route from Brig-Ried to Domodossola over the Alps and through the Simplon Pass/Gondo Gorge the way Geo Chavez did but now with a RC large scale model Blériot and controlled from a helicopter. The flight is scheduled for June or end August 2013.

The distance from **Raron** to Domodossola (by air) is **54** km and the flying time, including the time at the beginning of the flight to reach the necessary height for crossing the summit, will approximately be 1 hour. This famous flight has never been repeated with model Blériot.

### 3. The model Blériot XI

This model (the 5th Blériot since 1978) was built during the period 2009-2011 with the intention to cross the Alps and it is the largest model Blériot in the world. Specifications of the model:

- Scale 2/3 of the real size - Wingspan 5,30 meter
- Take-off weight 67 kg - Average speed 60 km/h
- Duration 2 hours -2,4 GHz equipment, double batteries, receivers and servo's



The models registration in the Netherlands is PH-25-21 and insured by the Royal Dutch Aero club as a model in the class up to 150 kg. It holds a French certificate nr. 260 for class B models (25-150) kg and a the German certificate nr. D-12-04-028-DMFV is expected within some weeks ( the procedure is almost completed).

#### **4. The Team**

The model Blériot team has a number of experienced model airplane flyers knowing each other for many decades and they are involved in the various cross country flight since 2008. The Team manager and model owner/pilot is Henk van Hoorn and for references see: [www.bleriot.nl](http://www.bleriot.nl).

Henk holds a PPL for flying the full size Blériot and a Dutch, French and German License for flying large scale models between 25 and 150 kg and Henk is the first in the world who has crossed the English Channel with a large scale Blériot model and the only one in the world/history who has crossed the Channel with a full size- and a model Blériot.

#### **5. Experience**

So far 8 cross country flight have been made in which one of the models was controlled from a moving base and flying from A to B. At first flight were made controlling the model from a moving car and as progress commenced the flight were made over a greater distances and controlling took place from helicopters.

The first flights in this way were done in 2009 with a Huges 300. Then a couple of flights were executed with a Raven R44 and the most recent two flight were done with a big twin engine Bell Jet Ranger. Although this kind of flying is different from what the average helicopter pilots usually do, they remarkably fast adapt to the new situation. A big help is that the models are very large and smooth flying without any nervous flying characteristics.



## 6. Escort helicopter

As in 2009, 2010 and 2011 Philippe Cotrel with his Bell 206 F-GGAX will escort the model. Philippe has also escorted the full size Blériots in the 2009 event and is by now the most experienced helicopter pilot regarding escorting (model) Blériot flights.



Seat arrangement in this helicopter: helicopter pilot, model pilot and the two remaining seats will be taken by local VIPs involved in the organization of the Simplon challenge. In case the local TV is interested in an air to air coverage they have to provide a helicopter by them self.

## **7. Flight Procedure/safety**

After the model's engine has been started and a model and equipment check has been completed the model pilot takes a seat in the helicopter which is situated around 80 meters behind the model. The ground crew holds the model while the helicopter revs up. Once more a transmission check is carried out to be sure the model work's ok and the transmitter does not interfere with the helicopter's electronics.

Once the helicopter is airborne and hovers at a couple of meters above the ground the model is released and full throttle is applied. As soon as the model is airborne the helicopter pilot follows the model in the proper pace and at the same altitude and increases the distance to 200 to 300 meters.

During the flights the bearing and height are announced by the helicopter pilot and the model pilot responds in order to keep the model within de prescribed corridor.

The landing is always done with a long final to create a smooth path. Smoke flares on the landing site help to determine the wind direction and speed and once the model has landed and secured by the ground crew the helicopter approaches and lands at a distance of around 80 meters behind the model.

As demanded for large scale models the Blériot has a 2.4 GHz controlling system ( unique code and can't be interfered by other remote control systems) and a double lay-out in the controls provide the maximum reliability. In case of a transmitting failure the model automatically goes into a fail-safe mode, cutting the engine and trimming it to a gentle glide.

During the flight the retrieving party will follow the model by road. In case of an emergency they will be at the landing/crash site within minutes.



## 8. Supporting Organizations

Organizing cross country flight is a painstaking job and involves many organizations and permits. For the Simplon flight cooperation is provided by:

- Philippe Cotrel, France, F-GGAX: [phcotrel@gmail.com](mailto:phcotrel@gmail.com)
- Fluggruppe Oberwallis: [markus.maissen@reconline.com](mailto:markus.maissen@reconline.com)
- Royal Dutch Aero club (KNVvL),  
Robert de Wildt: [secretaris@modelvliegsport.nl](mailto:secretaris@modelvliegsport.nl)
  
- Bundesamt für Zivilluftfahrt CH:
- Schweizer Modellflug Verband,  
Peter Germann : [peterdgermann@bluewin.ch](mailto:peterdgermann@bluewin.ch)  
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Stefan Keller: [modellba@sunrise.ch](mailto:modellba@sunrise.ch)
- Modellflug Verein Raron: [mg.raron@gmx.ch](mailto:mg.raron@gmx.ch)
- Gemeinde Brieg:
- Camping Geschina (Brig): [info@geschina.ch](mailto:info@geschina.ch), [geschina@bluewin.ch](mailto:geschina@bluewin.ch)

- Civil Aircraft Association Italy ENAC:
- Aeroclub D'Italia: [infoaeci@aeroclubitalia.it](mailto:infoaeci@aeroclubitalia.it)
- Cesare Gianni: [cesaregianni2@virgilio.it](mailto:cesaregianni2@virgilio.it)
- Aeroclub Domodossola: [airvaldossola@airvaldossola.it](mailto:airvaldossola@airvaldossola.it)
- Pier Giovanni Bracali: [pgvbracali@gmail.com](mailto:pgvbracali@gmail.com)
- Model aircraft club Domodossola:
- Community of Domodossola:
- And last but not least we hope to interest a big company/sponsor who is familiar with aviation challenges.

## 9. **Base Camp**

Our Base Camp will be situated at Camping Geschina in Brig, located at the entrance of the Simplon route. From our Base Camp we will conduct several operations like:

- Reconnaissance of the route
- Engine tests at the summit
- Press conferences?
- Static displays in Brig and Domodossola

## 10. Start location

The start location will be the Raron Airfield in use by the Fluggruppe Oberwallis. This private airfield is the most optimal base for the start of the flight. Raron airfield is located 10 km west of the Simplon Pass entrance and this distance is perfect for gaining the necessary height before turning right into the pass. <http://www.fgo.ch/>



## 11. Route

After leaving the start location (at 635 meters height) it will take some time to reach the proper height before we can fly towards the summit at 2050 meters. Once over the summit the route is more or less the same as the local road to Domodossola. Descent will be a bit slower as the slope of the terrain (local road) in order to gain more height over the ground level at the most narrow part of the route near Gondo (at least 300 meter). During the total flight villages, houses and buildings will be avoided and the minimum altitude over the ground level during the rest of the route will be at least 150 meter.



## 12. Landing location

The landing site is the Glider Field situated northeast of Domodossola. During the flight and once on the long final the helicopter pilot will notify the airfield control tower so local traffic can adapt to the unusual incoming flight.

At the landing site members of the local glider club and model club will assist with smoke flairs to point out the wind direction and speed in order to make the landing more easy at the restricted area intended for the model and secure the model after touchdown.

## 13. Required Permits

Description	Progress	Final
<b>Switzerland:</b>		
Airworthiness certificate for a model over 25 kg. (SMV/Luftverkehrsamt)		
Controlling the model from a helicopter ( Luftverkehrsamt)		
Corridor to the Italian border +NOTAM (Luftverkehrsamt)		
Use of the start location (Raron Airfield)	Completed	yes

<b>Italy:</b>		
Airworthiness certificate for a model over 25 kg. (ACI/ENAC)		
Controlling the model from a helicopter (ENAC)		
Corridor from the border to Domodossola + NOTAM (ENAC)		
Landing at the Glider field in Domodossola ( Aero club Domodossola)	First contact, landing permit under investigation	

#### 14. Program

( The month is not appointed yet but most probable it will be between 15 May - 15 June or between 20 August - end September).

Wednesday: trip to Brig, setting up the Base camp.

Thursday: **Visiting the Fluggruppe Oberwallis**, reconnaissance of the route, engine tests at the summit, visiting the Aero club of Domodossola.

Friday: press conference at the Base Camp **or at Raron** with local press and TV and model airplane magazines. **Meet and greet with the local authorities**

**Saturday to Thursday**: selecting the best day for the Simplon flight.

Friday: return home.

## 15. PR affairs

The flight will be announced in/by:

- Zwolsche courant ( regional Dutch newspaper)
- RTV-Oost ( local Dutch TV)
- Locale Swiss TV
- Newspaper of Brig
- German magazine Flug und Modell Technik
- Swiss Model aircraft magazine
- Regional TV of northern Italy
- Newspaper of Domodossola
- Italian model aircraft magazine.

E- mail Address

[Uwe.Puchtinger@vth.de](mailto:Uwe.Puchtinger@vth.de)

[editor@modellflugsport.ch](mailto:editor@modellflugsport.ch)

Progress

Informed

Informed

## 16. Meteo

To provide the maximum information regarding the wind and weather the WiFi facilities of the camp site will do fine and also the Meteo of airfield Raron will be consulted.

