

PARAGLIDING WORLD CUP

Paragliding World Cup Grindelwald-Interlaken

General Briefing

Info-Sheet Version 3b, 4.5.24

Changelog:

2.5.24: Detail Camperspace; P+R; no guest-card on Camperspace;

4.5.24: Many adaptations for the briefing



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Wellcome to Grindelwald-Interlaken

Our team, the OC:

Hansjürg Wüthrich, president DCI

Peter Neuenschwander, DCI

Tim Hildebrand, DCI

Andreas Egger, president Jungfrau-Tächi

Adrian Roth, Jungfrau-Tächi

Urs Dubach, Jungfrau-Tächi, flight area, tasksetting

Martin Scheel, Swiss League

Our team, the important positions:

Daniel Lüpold „Lupo“: staff manager

Dani Graf: Safety manager

Maristella Pricoli: Safety and retrieve

Jonas Röösl: Tracker manager

Karin Koch: Food-manager

Rüdiger Gördes: Take off manager

Renato Barnetta: Media manager

The World Cup team:

Goran Dimiskovski, president

Daniel Dimov: Scoring

Ivan Lukanov: Flymaster and retrieve

Anna Berger: Media, social media



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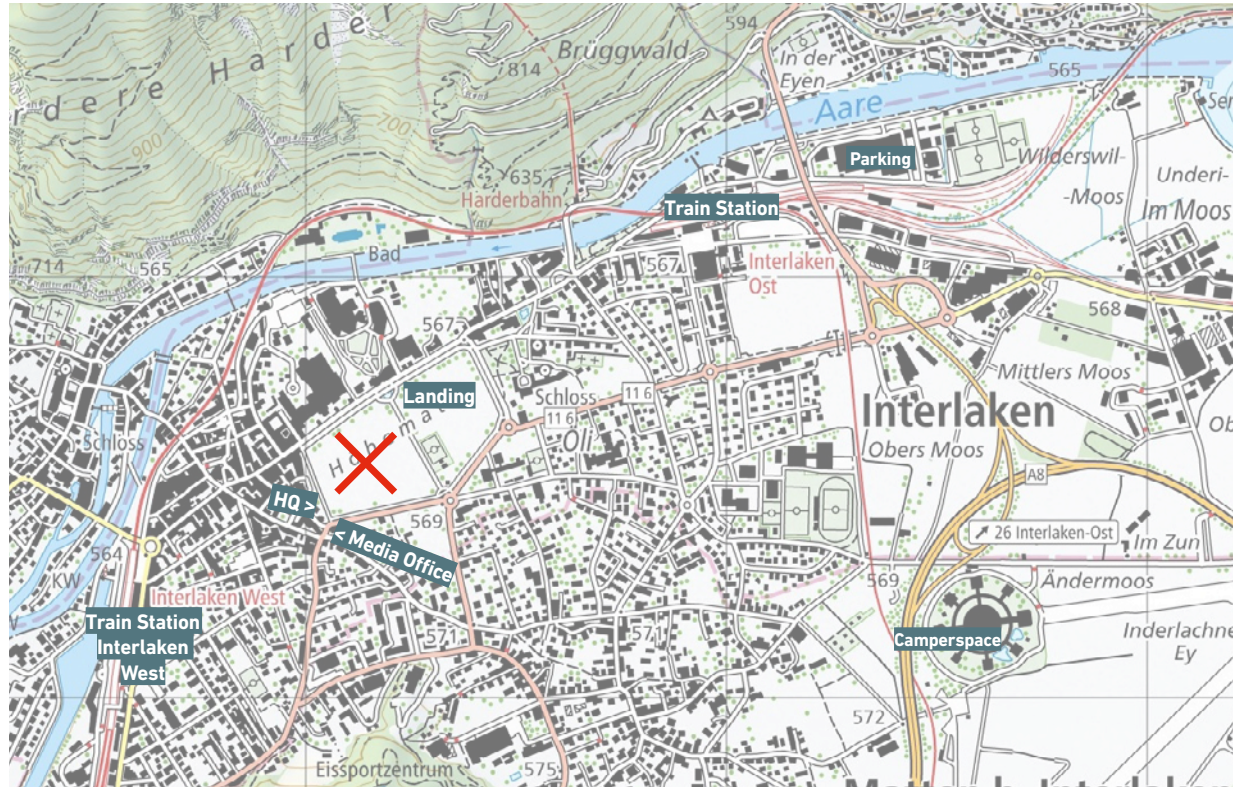


Headquarter at Kunsthaus Interlaken

Parking possibilities
 Parking at Interlaken is difficult and expensive. The big parking at Interlaken Ost - Station is ok, but Park&Ride at Wilderswil (CHF 5 / day) and other P+R is cheaper.

Check this website:
<https://www.jungfrau.ch/en-gb/arrival-at-station-car-parks/parking/>

From Wilderswil you can take the train in the morning directly to Grindelwald and return in the evening from Interlaken with your ticket + pilots bach (only BOB, the train).



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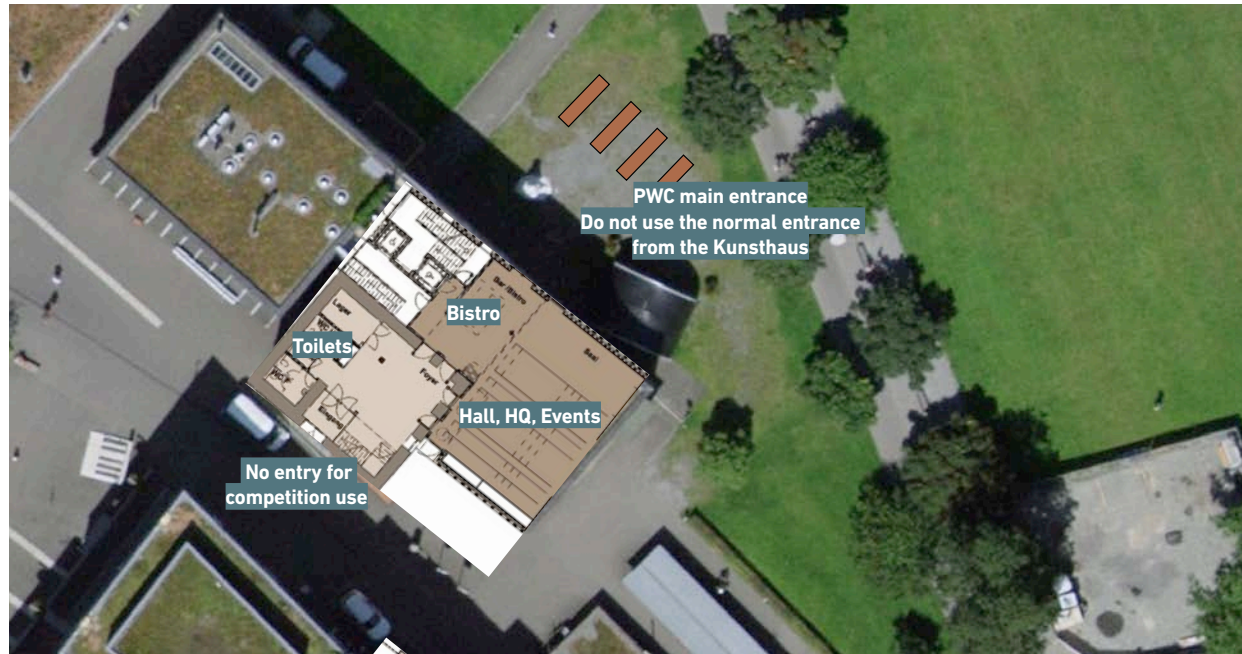


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Situation at Kunsthaus

We can use the event-hall and the bistro, not the foyer!



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Situation Headquarter at Kunsthau

- 1 Registration
- 2 Briefings
- 3 Headquarter (opens 7:30)
- 4 Pilots dinner (140 P, we need to sit outside as well)
- 5 Prize giving ceremony

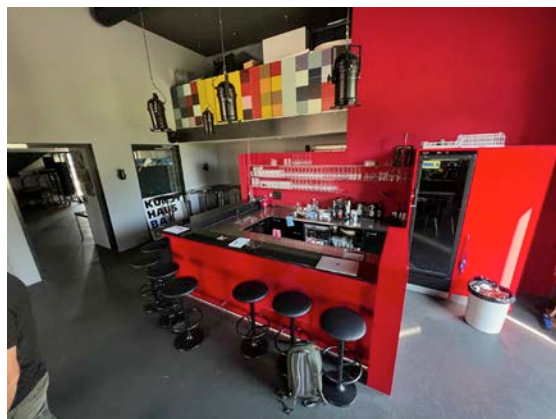
Glider Depot

Must be well stacked and only possible on evenings when no event is taking place.

Bistro

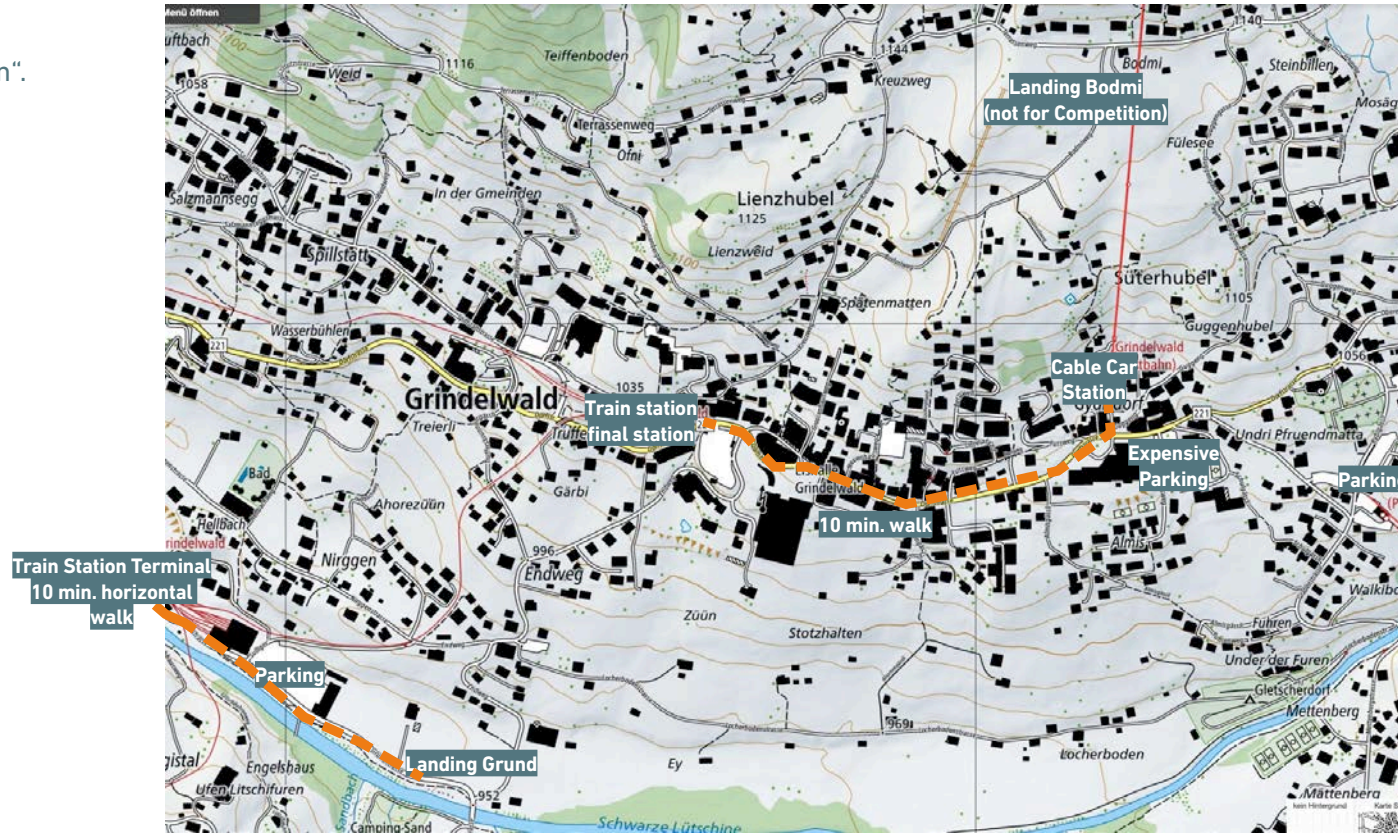
Daily from 2 pm, until 8, latest 12 pm.

The podium



Situation Grindelwald

Train station Grindelwald „final station“.



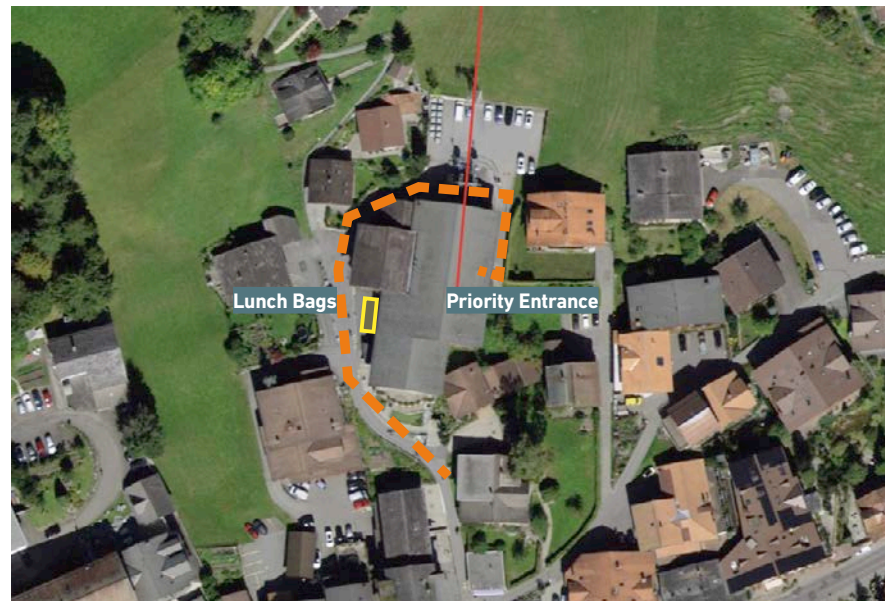
Situation Cable Car Station

Pilots get the lunch (no bags) at the west side of the cable car station.

Priority entrance only for pilots.

Lunch „bag“

Lunch (sandwich, riegel, fruit) will be ready on days we go up to take off.



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Situation Restaurant and Take Off

Pls. don't eat your own food (lunchbags) at the terrasse...

Getting water for balast is possible, but normally it gets a queue :-)

By polite, pls. :-)



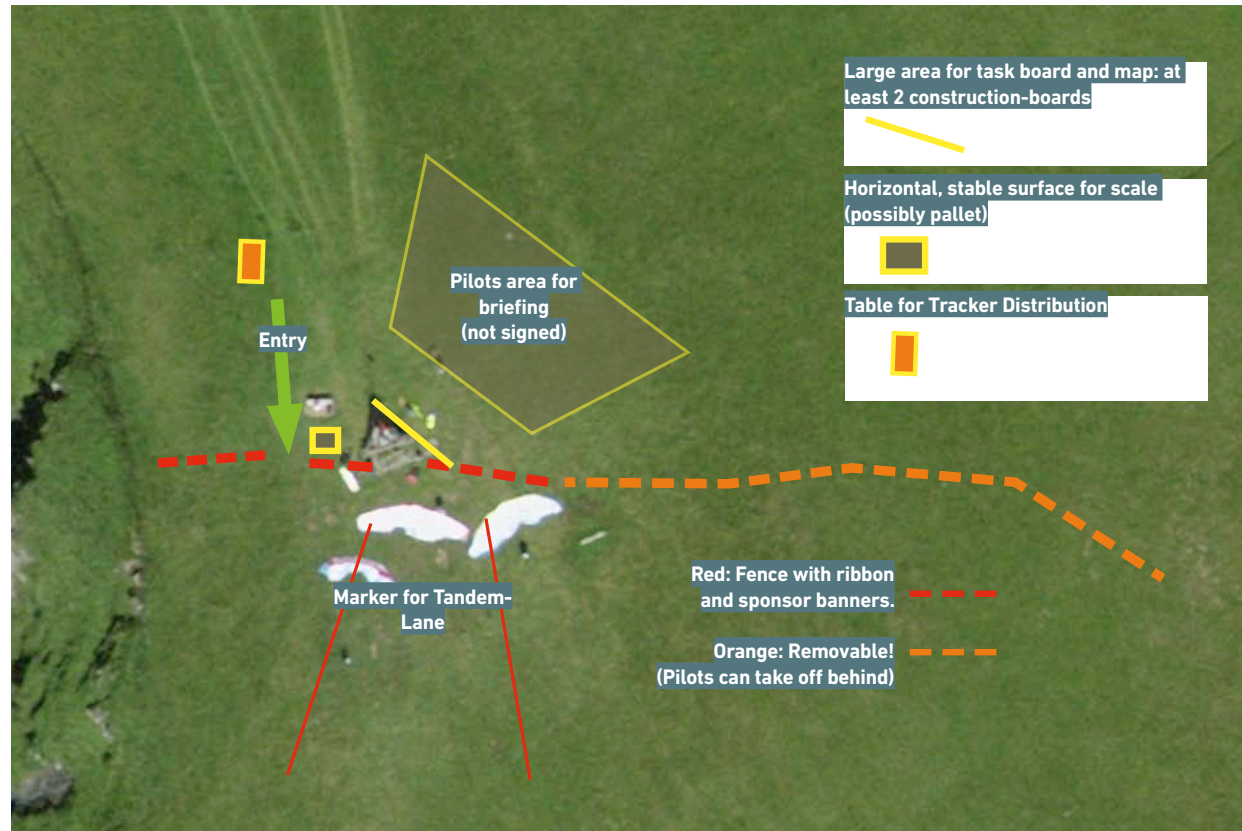
Situation Take Off

Pilots get ready at the huge field behind the fence (snow).

The briefing will be at the official take off site.

As long as possible, we keep the tandem-line free (tandems will not take off during the big rush).

Pilots take off wherever they like, but take off assistant are mainly below the fence (official take off).



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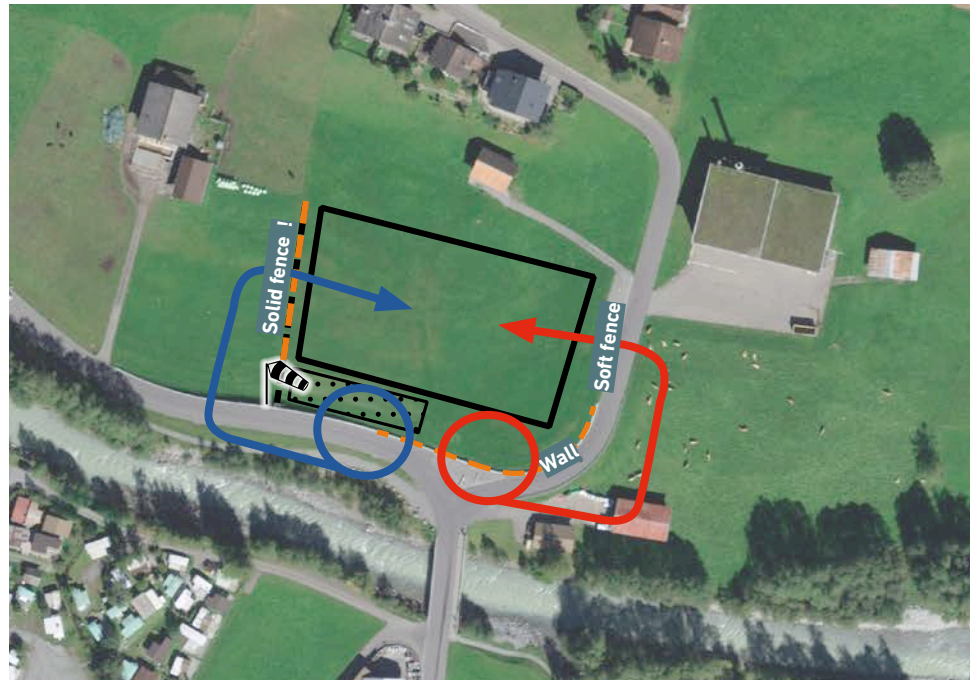
Situation Landing Grindelwald Grund

Normal valley wind is coming from west.

The road is 2 m higher as the field.

Take care of the fence before and after the landing area.

The train station is 10 min. walk (see page 5).



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Situation Take Off Amisbüel

This take-off site is only used if it is not possible to take off from Grindelwald First.

The public bus to Beatenberg Waldegg is used, in the morning at 9:05, 9:35 and 10:05 from Interlaken West (not Interlaken East as for Grindelwald) to „Beatenberg Waldegg“. We will publish a list, which pilots have to go on which course.

Good toilets at parking, where the bus stops.

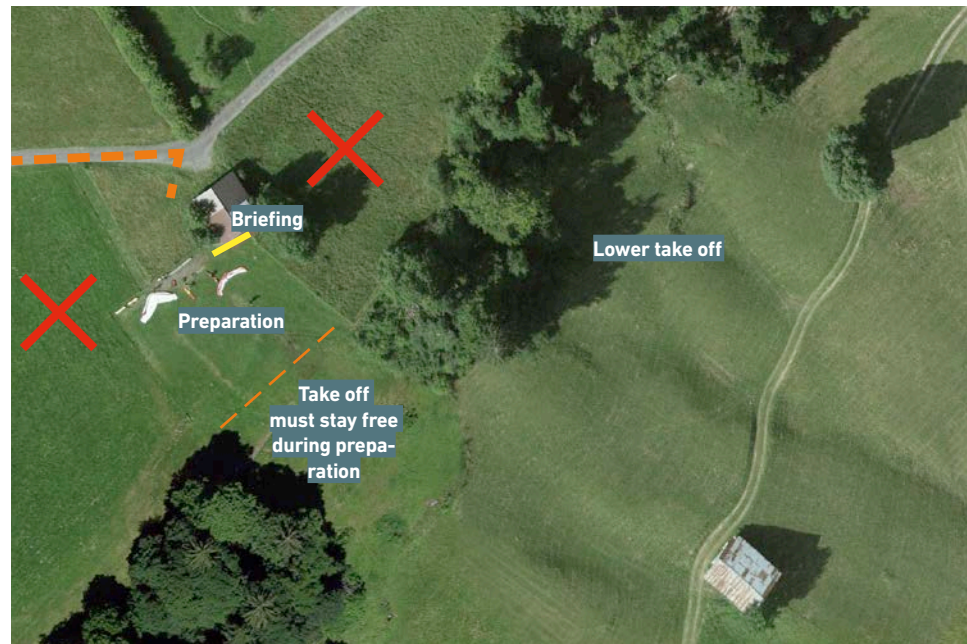
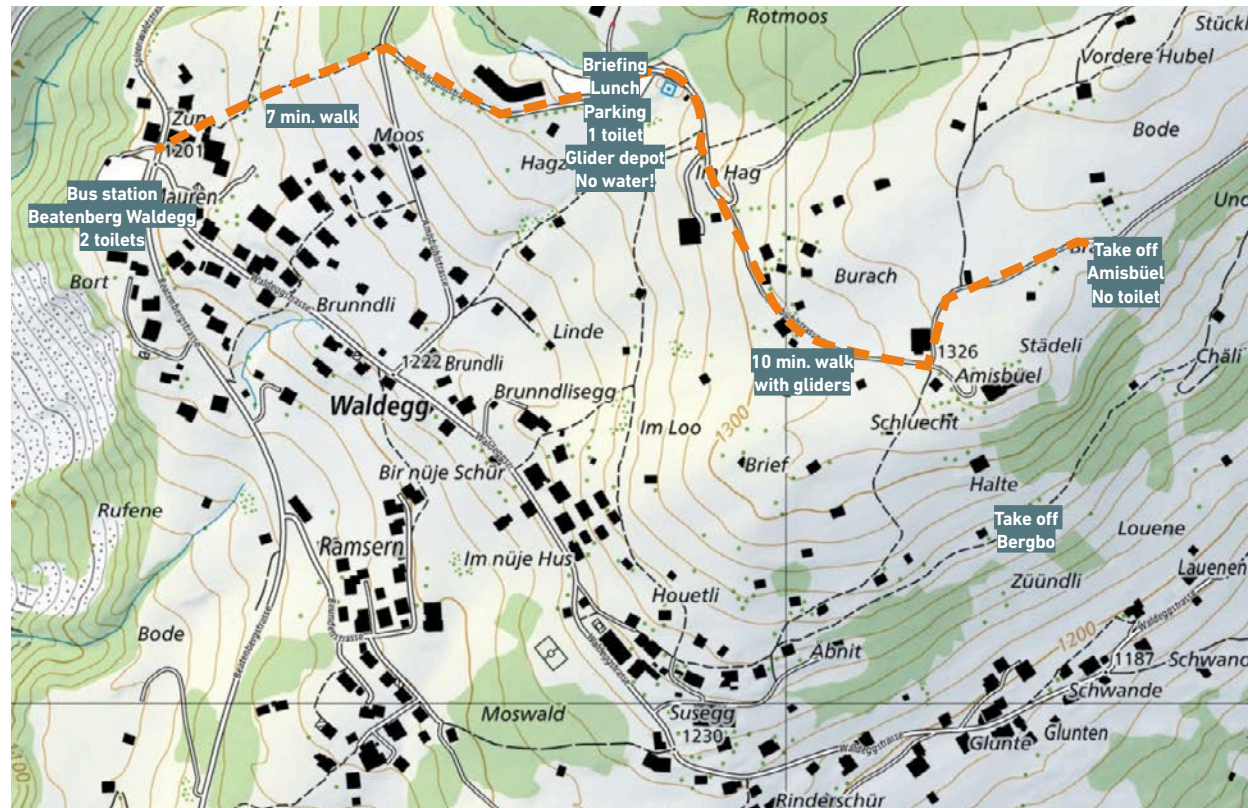
Hohwald car park:

- Assembly, lunch, glider depot.
- Only 1 toilet (ToiToi)
- Briefing ca 10:45.



Take off Amisbüel:

- Normally no briefing, only times.
- No toilet!
- Never go behind the hut!
- Take off ca. 12:00.
- With many assistants we believe, that the take off is possible in 30 minutes.



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Campers and Minibusses

We offer a big parking spot at [Jungfraupark](#) and organize a shuttle in the morning.

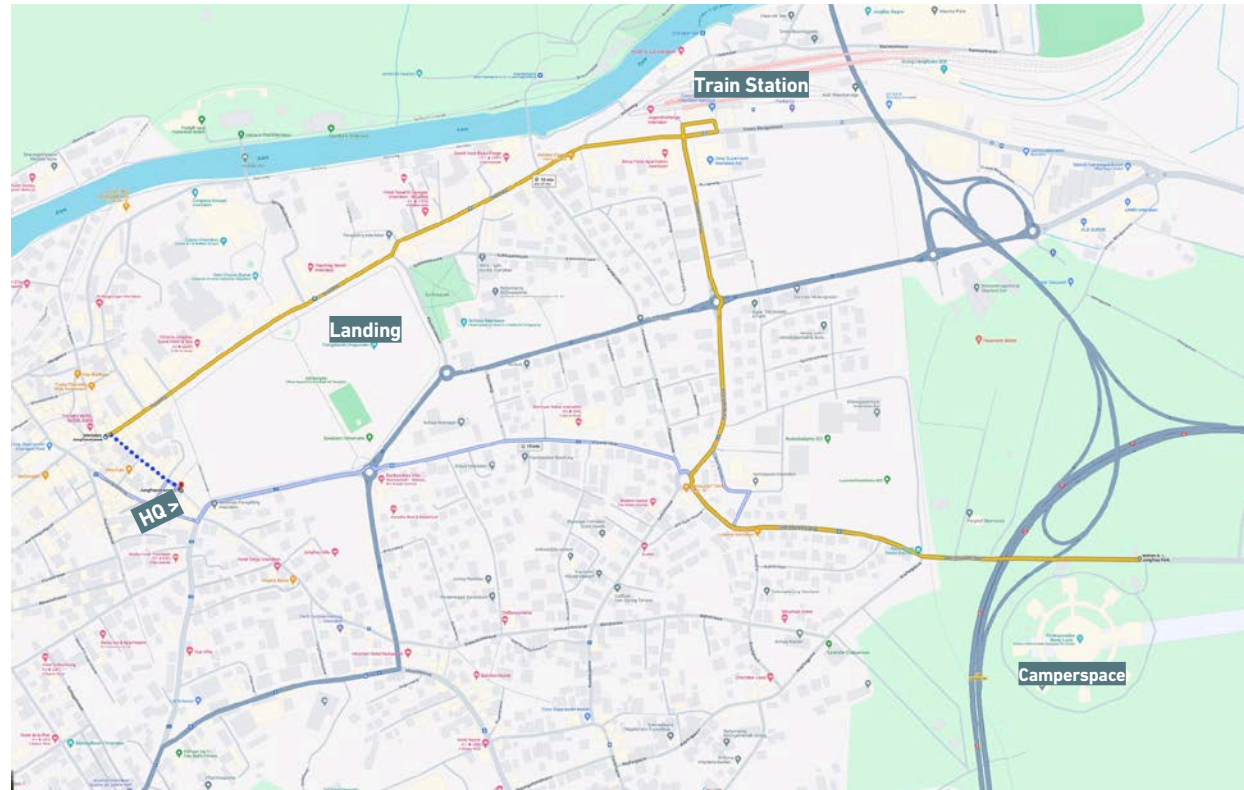
No tents!

Toilets only, no electricity. CHF 15 / night.

You have to pay cash and in advance at head-quarter. You get a A5 „Camperspace“ for under the windscreen.

We will organize a shuttle in the morning, but you can also use the official bus (Nr. 103, all 60 minutes, in the morning you use 7:38 from Jungfraupark („Matten b. I., Jungfrau Park“) to Grindelwald.

The bus takes you to the train station, landing area and headquarter.

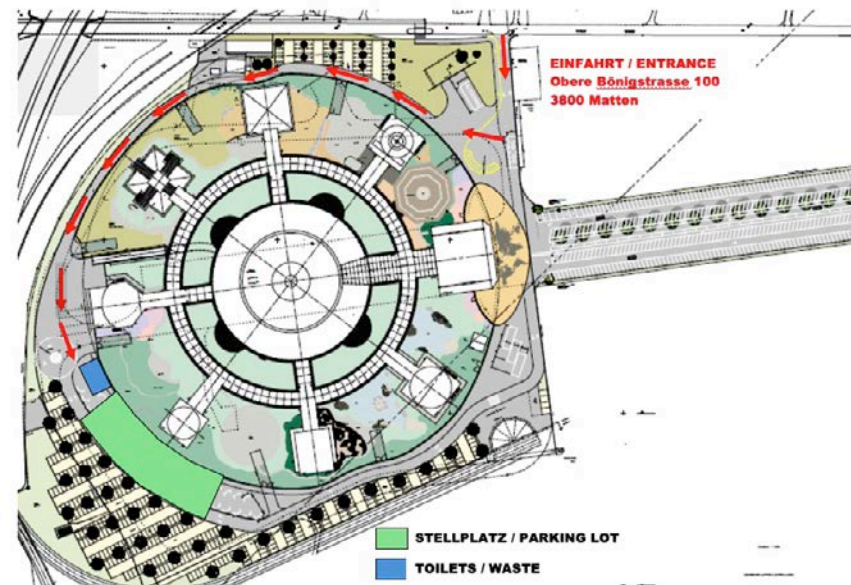


Camperspace

Name, prename _____

Car number _____

Paid from - to _____



Tickets for train and cable car

In the afternoon you will get a ticket for the next flying day which is valid from Interlaken to Grindelwald, and for the cable car to the take off.

With the Pilots-batch (image to the right) you can also use the ticket for your journey home in the evening (e.g. Wilderswil - First in the morning, Interlaken - Wilderswil in the evening). *Non-transferable, only valid on days on which a flight task was started.*

Guest card

If you stay at Interlaken and surroundings, you get a guest card. With this guest card you can use public transport in the local area of Interlaken for free.

Retrieve

The retrieve is organised exclusively by public transport. It is supported by minibuses that shuttle the pilots to the nearest railway station if possible.

The easiest way to do this is to install the SBB Mobile app. However, you can also organise your return journey to Interlaken on [online timetable](#).

You have to pay your ticket yourself!

You get the money back at headquarter. Pls. contact the responsible person and hand over the ticket as a receipt. Infos on timing to get the money back will be on WhatsApp.

Lunch (bags)

On days, we go up



Paragliding World Cup
Grindelwald - Interlaken
5.-11.5. 2024

{Vorname} {Nachname}
{Nation}



Important numbers

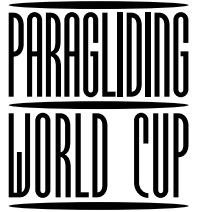
Rega Helicopter 1414
Safety +41 77 478 39 02
HQ / Retrieve +41 77 275 18 03
Urs Dubach +41 79 763 59 22
Martin Scheel +41 79 44 55 163
www.swissleague.ch/pwcgrindelwaldinterlaken2024
Report back with Telegrambot FlymasterRetrieve:
SAFE, SOS, RET. Normally: NORET
or SMS „para stop“ to +41 79 381 60 10

Mitteilung BOB

Dieser Ausweis berechtigt den Piloten mit der BOB auf der Strecke Interlaken bis Grindelwald zurück an seinen Ferienort zu reisen.
Nicht übertragbar, gilt nur an Tagen, an denen eine Flugaufgabe gestartet wurde.

Help for retrieve

If you have problems organising your retrieve, you can show this sentence to someone:
Dieser Gleitschirm pilot ist Teilnehmer des Weltcup Grindelwald-Interlaken, 5.-11.5.2024. Er soll mit öffentlichen Verkehrsmittel zurück nach Interlaken reisen.
Wir sind Ihnen dankbar, wenn Sie ihm dabei helfen.
Bei Fragen rufen sie bitte der HQ/Retrieve - Nummer an (077 275 18 03).
Herzlichen Dank!
Das OK



Documents

At registration you have to sign a waver document, where you declare, that you have all the necessary documents.

The text is:

I accept the competition regulations (SHV sports regulations, announcement, competition regulations, etc.) and follow the safety regulations of the event. I confirm that I comply with the legal regulations, participate in this competition at my own risk and liability and do not make any claims against the organiser and the promoter. This means among other things: I am responsible for my own take-off, flight and landing. I always assess all relevant dangers and conditions from take-off to landing myself, especially the weather conditions.

Furthermore, I am aware that in the event of an accident, all Doctor, hospital and other costs, including the rescue costs (helicopter) and costs of repatriation will be charged to me.

If you need a third party liability insurance you can buy one at registration for CHF 51. It will be valid for 1 month. You have to pay in cash! (Waver document to the right). It is valid from the moment you did pay. That's why it has to be cash.



Document – Declaration & Insurances for Events in Switzerland

Date: _____

Event: _____

Pilots - Name: _____

I accept the competition regulations (SHV sports regulations, announcement, competition regulations, etc.) and follow the safety regulations of the event. I confirm that I comply with the legal regulations, participate in this competition at my own risk and liability and do not make any claims against the organiser and the promoter. This means among other things: I am responsible for my own take-off, flight and landing. I always assess all relevant dangers and conditions from take-off to landing myself, especially the weather conditions.

I have read the Local Regulations and I hereby confirm that I have the following current documents:

- IPPI Card (not necessary for Swiss Pilots)
- National Pilot's licence
- Passport or driver's license
- Insurance (Third party liability limit, must cover 1 mio CHF, medical care limit)

Furthermore, I am aware that in the event of an accident, all Doctor, hospital and other costs, including the rescue costs (helicopter) and costs of repatriation will be charged to me.

Yes, I am aware of that

Pilot's Signature: _____

Seefeldstrasse 224 | 8008 Zürich | www.shv-fsvl.ch | info@shv-fsvl.ch | +41 44 387 46 80



Gast-Haftpflichtversicherung/Guest Third party liability Insurance

Produkt/Product:
Gast-Haftpflichtversicherung Pilot Solo 30 Tage CHF 51.00 (Garantiesumme CHF 10 Mio.)
Guest third liability insurance Pilot Solo 30 days CHF 51.00 (guaranteed sum CHF 10 million)

Angaben zum Piloten/der Pilotin / Details of the pilot

Sprache/Language : _____

Anrede/Title : _____

Vorname/first name : _____

Name/Name : _____

Geburtsdatum/date of birth : _____

Strasse/ Street : _____

PLZ / Ort/ ZIP/Place : _____

Land/Country : _____

E-Mail : _____

Telefon- Nr./Phone N. : _____

Startdatum Versicherung/
Start of the Insurance: _____

Unterschrift/ Signature: _____

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Airspace

You can download 5 airspace files at our [pilots-info-page](#):

1 2024_PWC-Grindelwald_ALL

All possible airspaces. Very unlikely that we will need this file.

2 2024_PWC-Grindelwald_MIN-NO-CTR_Mon-Tue-Wed-Fri

Minimum airspace without CTR Meiringen and without TMA Meiringen East. Altitude limit all day at 3960 AMSL

With luck we can use this file on Friday if the military is not flying. With a lot of luck also Mon-Wed.

3 2024_PWC-Grindelwald_MIN-NO-CTR_Sat-Sun-Thu

Minimum airspace without CTR Meiringen and without TMA Meiringen East. Altitude limit all day at 4570 AMSL.

We can pretty much use this file on Saturday, Sunday and Thursday.

4 2024_PWC-Grindelwald_MIN-WITH-CTR_Mon-Tue-Wed-Fri

Minimum airspace with CTR Meiringen and with TMA Meiringen East. Altitude limit all day at 3960 AMSL.

We will almost certainly have to use this file on Monday, Tuesday and Wednesday. With bad luck also on Friday.

5 2024_PWC-Grindelwald_MIN-WITH-CTR_Sat-Sun-Thu

Minimum airspace with CTR Meiringen and with TMA Meiringen East. Altitude limit all day at 4570 AMSL.

We will probably never have to use this file. Unless the military needs CTR Meiringen on Sat, Sun or Thu.

If this is the case, it is probably an emergency and TMA West may also be activated.

Please check the files and, if you wish, also the XContest layers (<https://airspace.xcontest.org>).

<https://s.geo.admin.ch/48napee7lurw>



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Report Back and Retrieve

Normal Report Back Procedure

Flymaster Retrieve System > FlymasterRetrieve Telegram bot

Every pilot in the comp must register to the Telegram bot. If you don't have it, install Telegram app on your phone, search for

FlymasterRetrieve, open it and Start the bot.

You'll need to register in the bot by typing: **REG:5736:pilot_id** (pilot_id is your pilot number)

After successful registration you'll get message: **You have been added to PWC Switzerland, Grindelwald - Interlaken, 2024** with your name and pilot number.

When you land you need to report safe landing asap. This is done by typing **SAFE** in the Telegram bot.

If you need assistance in case of emergency, type **SOS**.

For Retrieve Needed (no „classic“ retrieve available, you will get information by Telegram from HQ) type **RET**.

Retrieve Not Needed (normal option to use, you use public transport) type **NORET**.

You only need to type the upper commands in bold. All additional info like your name, position etc. are already in the system.

If you get error message, please make sure that you typed commands exactly as shown in bold above and only one command at a time.

We do NOT use the Swiss SMS-System



Communication

Radio Frequency

157 400

OK and Swiss STAFF PMR 7-38

Emergency numbers

International Emergency Number 144

REGA Ambulance Helicopter Rescue 1414
(foreign phone +41 333 333 333)

Local road ambulance +41 33 853 35 35

Safety +41 77 478 39 02 > Maristella / Dani Graf

Headquarter and Retrieve +41 77 275 18 03 > Maristella

Tech. Director Urs Dubach +41 79 763 59 22

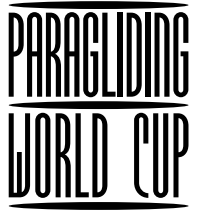
Martin Scheel +41 79 44 55 163

REGA-App

Get the REGA-App

Download the REGA-App (Swiss phones only)

Download for other phone Numbers:
<https://apktada.com/app/ch.rega.Reg>



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Level-System

Level 1 = easy to fly, good conditions, but can still be strong

Level 2 = at the border, but still ok

Level 3 = for me it is too much

Task stopping

Basically, I am of the opinion that a task should be cancelled:

- if the danger affects many pilots,
- if the danger cannot simply be flown around.

If a danger is pointed out at the briefing and the pilots fly there after all, I tend not to cancel.

Air marshall / Task stopper?



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GAP parameters

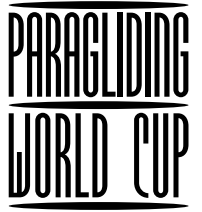
Min. distance 8km

Nominal distance 60km

Nominal time 1:30

Nominal goal 30%

Nominal launch 96%



Formula

PWC 2023



Task setting team

Urs Dubach and Martin Scheel

Chrigel Maurer

1 Pilot voted

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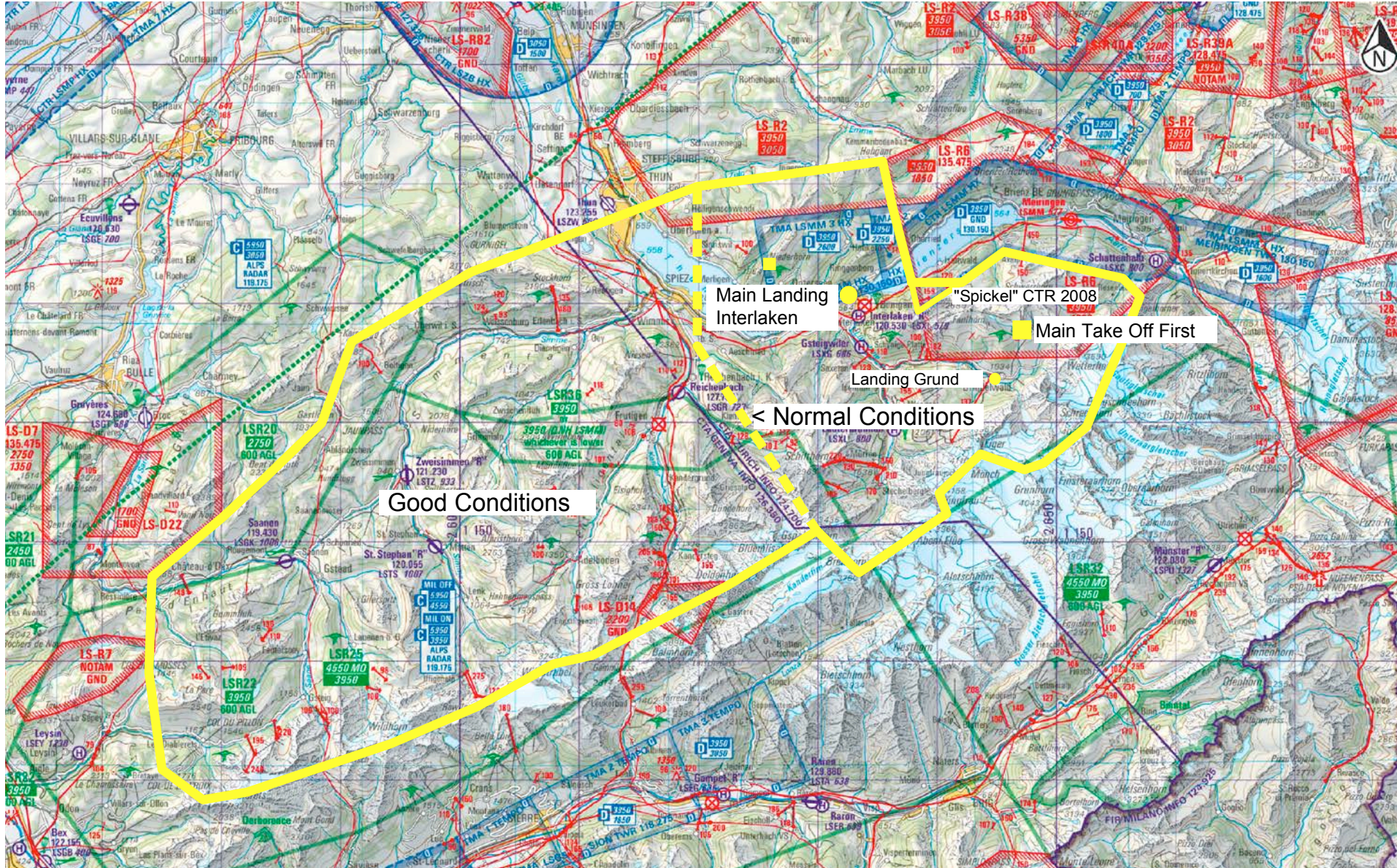
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Flight Perimeter



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