

Soaring

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WORLD SOARING CHAMPIONSHIPS



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WORLD SOARING CHAMPIONSHIPS

by HAROLD DREW

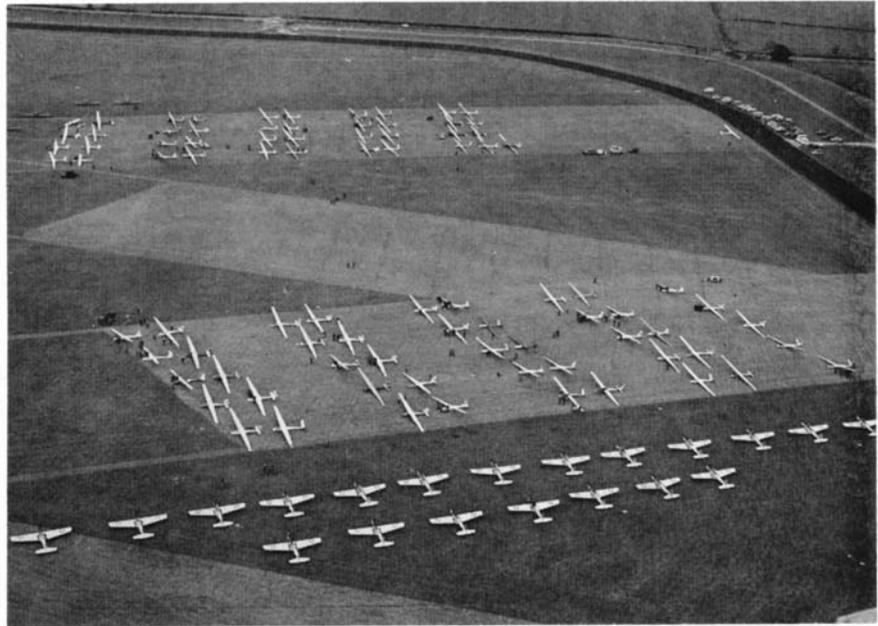
Plans for holding the 1965 Championships in Yugoslavia were well along when disaster struck at Skopje and that whole nation turned to straightening out the mess. The United Kingdom saved the day with an offer to organise the Championships in England. There turned out to be plenty of problems, including a demand from the British Treasury for a truly formidable sum for the use of the R.A.F. airfield at South Cerney and for certain services associated with this. Fortunately, the well known tobacco company, W. D. & H. W. Wills (No connection with Philip Wills) came to the rescue with a very generous offer to meet a substantial share of the expenses. This made it possible to reduce the entrance fees from £250 to £150.

Great Britain is not great in area and it was necessary to choose a site from which a reasonable distance can be flown without heading out to sea. The weather comes mainly from the South West and the large controlled air space around London was a major factor in determining the choice of the South Cerney location.

The R.A.F. at South Cerney is concerned primarily with training cadets so there is plenty of accommodation. The station is not presently an operational field so there is also plenty of vacant hangar space. It lies in an exquisite setting on the edge of the Cotswold Hills and the countryside is dotted with delightful towns and villages and many of the houses are built of the local stone.

The United States team came in on a Boeing 707 at Mildenhall, an R.A.F. airfield and U.S.A.F. base; they arrived on schedule around noon on a sunny Wednesday the 19th of May. They were met by our man in England who was awaiting them with a heterogeneous fleet of vehicles. We all set out for Wethersfield, another R.A.F. airfield, where the four ships and trailers had arrived a week earlier on four C-119 transports, flown by the US. Air Force Reserve.

We proceeded with appropriate caution, caressing the left-hand hedge and we pulled into Wethers-



R.A.F. photo

Aerial view of So. Cerney's two runways with sailplanes set for take off. Open Class sailplanes are at bottom of photo, Standard Class at top. Tugs are RAF de Havilland Chipmunks, 31 of which were used to launch the participants.

field unscathed. At Wethersfield we sorted ourselves out a bit, hitched up, and set out for Lasham where we planned on a few days of practice before going on to South Cerney. This was necessary because at South Cerney arrangements had been made to receive us not earlier than Saturday 22nd of May.

The Lasham Gliding Association was kind enough to offer their excellent facilities to all those arriving from abroad for the Championships. The U.S. team was in the air on Thursday morning, which turned out to be a booming thermal day.

Boet Domisse of South Africa created a sensation by going round a 300 kilometer triangle at more than 50 mph, at least 9 mph faster than the current U.K. record. Domisse was flying the new B.J. 2, designed and built in South Africa. Mainly of wooden construction, it has a span of 15 meters and a laminar flow wing with Fowler flaps. The center section has no dihedral which considerably simplifies the construction of this item. The B.J. 2 has no air brakes and relies on two jettisonable drag chutes which can be deployed singly or together.

Friday and Saturday were also good and on Saturday our ships were flown to South Cerney and the trailers hauled over the hills from Lasham.

Arrangements for receiving us at South Cerney were well planned and smoothly executed. In spite of the polyglot nature of an international contest, nobody had any difficulty in settling down in the excellent billets. We all relaxed into the arms of Lethe without delay.

We were airborne again on Sunday; on Monday it rained; on Tuesday the committee set a short practice triangle which was completed by only two pilots, Cartry of France (Edelweiss) and Spanig of West Germany (D-36). All the U.S. pilots landed on the second leg. Conditions were patchy and called for good judgment and deviations from course. The crews gained some valuable experience over the secondary road system, The country lanes of England are narrow and tortuous and the sign posting is none too easy to master.

On Wednesday it rained most of the time and nobody made a serious attempt at the distance task which was rather hopefully announced at noon. Wally Scott seized

the opportunity to cement international goodwill by accepting hospitality from the Russians. As a result of his experience, he advised extreme caution when participating in Russian celebrations. Although none of the Russian team spoke any English, they brought along an excellent interpreter and our relations with them became cordial. Our morning greeting of "Dobroe Utro" never failed to elicit a smiling response.

On Thursday we awakened to blue skies but this lovely morning soon deteriorated and the task setters, confronted with heavy cloud cover and a strong Northeaster, set a short triangle. The first leg was to windward and nobody made any progress. Opinions expressed on the subject of English weather tended to be disparaging.

Friday, our last practice day at South Cerney, dawned grey, cold and windy. No task was set. Even a practice launch for the Standard Class was abandoned.

The poor weather during the practice week provided plenty of opportunities for looking over the ships, particularly those which were new to us.

The Russians came in for a lot of attention, especially the KAI-14's entered in the Standard Class. These ships have been given the nickname "The Tea Spoons" be-



Photo by A. F. Tinsley

The Duke of Edinburgh, in trench coat, accompanied by Philip Wills and Anne Welch, chats with Ed Butts, A. J. Smith and two other members of the U.S. Soaring Team.

cause of the very slender fuselage and the spoon-like shape of the cockpit when the canopy is removed. The main spar root fittings are substantial aluminum alloy forgings. The dies for these two different forgings would be very expensive and they would not have been sunk unless a considerable production volume had been expected. The KAI-19, a T-tail ship from the same design team, was

originally entered in the Open Class. However it did not show up and the Russians flew two of the well known A-15s in the Open Class. Both the KAI-14 and the KAI-19 are of all metal construction.

The Russian ships were delayed at Dover by an extensive dock side fire which paralysed freight movements. Meanwhile, the Russian boys, who had no knowledge of what had happened to their ships, were distraught with anxiety and would not be comforted.

The new German Phoebus Standard Class machine, built by Bölkow, came in for a great deal of attention. This ship is constructed almost entirely of plastic. It is said to have "an ultra laminar flow" wing and has a distinctive all flying horizontal fin. There has been considerable discussion on whether the materials used would be compatible with operation in areas where high sun temperatures prevail.

The most sensational ship entered was undoubtedly the D-36 designed and built at Darmstadt University. In flight, the extremely flexible fibreglass wings curve upwards to an astonishing extent. However, when landing, the wings do not seem to deflect downwards to an embarrassing extent. As the contest proceeded, this formidable entry became known as "Old Gummi Flugel" (Rubber Wing). The ra-



Photo by A. F. Tinsley

Sir Roy Jenkins, Minister of Aviation, right foreground, looks over the Russian Standard Class KAI-14, three U.S.S.R. pilots standing by. Note the rear vision mirror on top of the instrument console necessitated by the extreme reclining position of the pilot.

dus of the leading edge is tiny, about $\frac{1}{4}$ inch. This means that the wing is efficient only at one angle of attack, two degrees. The flaps are used to insure that the angle of attack is the same at all speeds. Besides keeping the wing drag very low, this insures that the fuselage is not dragged through the air at an inefficient angle at any speed. Ventilation is provided through an intake behind the cockpit in order to preserve the laminar flow.

The Australians brought along the Boomerang ES-60. This Standard Class ship was designed for Australian conditions by Harry Schneider, the son of the Grunau Baby designer. The wing spars and ribs have an allowance for finishing after assembly but before the attachment of the rather thick plywood skin. The swept back all-flying horizontal fin has no tabs; a spring trimmer is used.

The Englishman, John Williamson has set a new fashion by painting his leading edges black in order to expedite the disintegration of ice. Several pilots have followed his example, including Dick Johnson.

On Saturday, May 29th, the Championships were officially declared open by the Air Minister, Sir Roy Jenkins. This involved standing in a 15 knot wind with the temperature at 48 degrees, Mercifully the speakers kept it brief and the Minister conducted his review of the aircraft at a smart pace. His longest pause occurred at the Irish entry where he was plied with Irish coffee by a thoughtful leprechaun.

Sunday, May 30th, the first contest day, showed no improvement in the weather and the task setters capitulated at 11.00 hrs. The official weather forecast referred to "a slight risk of thermals during the afternoon". These materialised and although feeble, provided a little practice for the team.

On Monday, May 31st, the weather changed at last. It rained. A race was announced for both classes, but the weather failed to improve until too late and the task was abandoned. However, all our boys were in the air for practice in the late afternoon when considerable thermal activity developed. We were honored during the morning by the presence of the Duke of Edinburgh who arrived in his helicopter. The Duke is a strong sup-



R.A.F. photo

Daily pilots meeting. On stage, left to right, C. E Wallington, Chief Meteorologist; Mrs. Anne Welch, Championships birector; French and German interpreters. Pointing to the map and explaining the order of take off is Wing Comander J. Croshaw, Operations Officer.

porter of soaring activities in the U.K.

On Tuesday, June 1st, the morning looked unpromising and briefing was postponed until 12.00 hrs. A short race to Cosford airfield near Wolverhampton (67.5 miles) was the task setter's choice. Open class launching started soon after 14.00 hrs. and the Standard Class followed with a mean launching interval of 25 seconds. In the Standard Class, Tony Deane - Drummond U.K. and Kepka of Poland landed 14 miles short with scores of 378 points each. Dick Schreder and Wally Scott were close with 366 and 326 points. In the Open Class, Spanig in the D-36 and Wroblewski of Poland flying a Foka reached the goal for 750 and 718 points. Dick Johnson finished fifth with 512 points. A.J. Smith was less fortunate. He had an early start but elected to cruise around in weak thermals seeking the 1,000 meters maximum starting altitude. However, conditions over South Cerney deteriorated and he chose to cross the line at about 2,000 feet well after most of the ships had departed. Conditions locally were so poor that he was driven down a few miles out. Difficult retrieve conditions prevented a second start and Jim failed to score. Conditions varied greatly and were fairly good from 15 miles along the course. Those who reached this distance all

got within 30 miles of the goal.

The scoring system features a reduction in the maximum points unless 60% of the starting ships complete a certain qualifying distance, usually 60 kilometers.

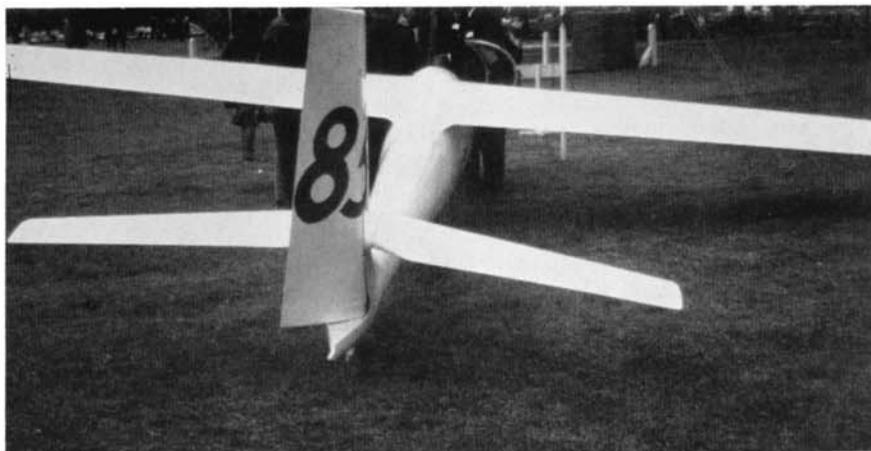
Wednesday June 2nd, at the 9.00 hrs. briefing, we were promised sunshine and thermals and given a 107 mile triangle to the Northward, where conditions were expected to improve progressively with cloud base at 4,000 feet and tops at 6,000 feet. The forecast was not far out and conditions were much easier than on the previous day. Kuntz of West Germany, flying the SHK finished first in the Open Class at 66.7 kph. and Ritzi of Switzerland, flying a Standard Elfe finished first in the Standard Class at 62.5 kph. All the U.S. team finished the course although Jim Smith was down to 500 feet short of the second turn point. He was rescued by his crew who successfully located him and directed him to a more vigorous thermal in which he rapidly climbed to 4,000 feet. The team did well with Dick Johnson fifth, Jim Smith 11th in the Open and Dick Schreder third, Wally Scott 12th in the Standard Class. Dick Schreder now topped the Standard Class with 1,318 points and Scott stood sixth. Dick Johnson stood sixth in the Open with 1,422 points, not far behind Spanig who led with 1,651 points. The mean

speed of Open Class finishers worked out at 11 percent faster than that of the Standard Class. However there were many 15 meter ships flying in the Open Class so that the potential differential was no doubt greater than 11 percent on this particular day.

Briefing was carried out in a large hangar, The public address system was very effective and capable of drowning out any amount of chatter. Ann Welch, Director of the Championships and Chief Task Setter, announced the tasks and chided us for our peccadillos and provided essential information all with great good humor. She spoke slowly and her very precise diction must have been very welcome to those not too familiar with the English language. All important information was repeated in French and German. Wally Wallington, the official meteorologist, spoke with great confidence (he was not always right) and provided very detailed information. The graphical presentation of the weather was excellent and the symbols chosen called for no linguistic ability. Little time was devoted to answering unnecessary questions.

Both of the Russian Standard Class KAI-14's were damaged early in the Championships, Mr. Kamishov, the designer of these ships, who came along with the team, attributed the cause of both incidents to "pilot error". Suslov made a landing in a grain crop with a cross wind. Mr. Kamishov stated that the pilot was slipping and touched the ground simultaneously with the wheel, the wing tip and the tail skid. The result was a ground loop. Jarushevichus landed on uneven pasture, ballooned and stalled in. The KAI-14 seems to have a rather high landing speed stated by the designer to be approximately 45 mph. Vision is none too good owing to the rather extreme recumbent posture of the pilot. Suslov's ship needed a major repair job. This was carried out by the R.A.F. and Suslov was soon flying again. The damage to the other ship was reported to be repairable but not in the time available before the end of the Championships. Suslov subsequently flew with the "training canopy", which allows a less recumbent posture at the expense of increased drag.

Thursday June 3rd. The Task



Photoby Earl Seagars

Rear view of the Australian Boomerang showing the swept back all-flying horizontal tail.

Committee set a 108 mile triangular race and this turned out to be well chosen, The daily routine on contest days includes sending up scouting sailplanes reporting conditions over the radio to the Task Committee which can thus decide the time for the first launch with some assurance that they are not going to have a flock of ships landing back on the rather small airfield.

The use of the "designated start" for all races works out extremely well. The ships are lined up on the grid well before take off in the launch order for the day. When the Director decides that the time has come, the R.A.F. Chipmunks explode into life and taxi into position in sequence. The tow line handlers use a hook and drop the ring exactly at the nose of the glider where a crewman snaps it on. A launch rate of three per minute is achieved, thus a whole class is airborne in about 15 minutes. This significantly reduces the luck factor.

The morning was pleasant and sunny and the open class was sent away first at 13.22 hrs. by which time the thermals were adequate. The first two legs provided no particular problems but the final leg was a killer. The sky became overcast, the haze thickened and the thermals became weaker and fewer. Johnson, Scott and Schreder all landed short defeated by navigational problems and weak lift. We watched in agony as Dick Schreder sank into a ploughed field three miles short. If he had made the air field, his time would probably have been the best for the day,

Jim Smith did an excellent job,

finishing third at 61.5 kph, and raising his standing to 17th from 20th. Considering that he failed to score on the first day, this is a creditable recovery. The best speed in the Open was Wroblewski's at 69.6 kph for 1,000 points, putting him in the lead with 2,646 points over Makula with 2,399 points. Francois Henry, flying one of the four French Edelweiss ships, made the fastest time in the Standard Class, with a speed of 72.2 kph which is 2.6 kph better than the best Open Class speed. This brought Henry into first place.

Cloud flying (with some restrictions) is permissible in the United Kingdom and the ability to center accurately in cloud is an important factor. On many days, ability to climb fast in clouds is a very valuable asset in contest flying.

Several teams, notably the Poles, the French and the British, made extensive use of D.F. With powerful transmitters at South Cerney and on the retrieve cars, they were able to help pilots flying in cloud or in haze with fixes and headings.

Friday, June 4th. A free distance task was proclaimed. Weak to moderate thermals and light winds were forecast. It didn't look like a day for records but it turned out somewhat better than expected. Further North, the wind was expected to be Westerly and most pilots planned to fly with just sufficient East in their course to take them their estimated maximum distance without reaching the North Sea. As it turned out, the conditions seemed to be poorest towards the East. Other considerations included the Birmingham control zone and the mountains of the Pennine Chain.

The correct decision seemed to be to pass to the West of the control zone, thereby avoiding the industrial haze which was drifting East from Birmingham. Haze became a real problem further North where much of Britain's heavy industry is concentrated. The task might have been less exacting if it had been set at the end of the Whitsun holiday week-end when at least some of the plants might have been less active.

Adequate landing fields are none too easy to find in some of these Northern industrial areas.

Wally Scott put up a fine performance in the Standard Class, flying 206 miles for 1,000 points placing him sixth. Dick Schreder also did a good job but dropped one place to seventh. In the Open, Dick Johnson flew 186 Miles for 824 points, bringing him up from 19th to 18th . . . Jim Smith flew 147 miles and dropped two places to 19th. Kriznar, an engineering student from Yugoslavia, flying the Meteor, made the best distance for the day, 210 miles. Wroblewski held on to first place in the Open Class overall standing, and Henry did the same in the Standard Class.

The tenth O.S.T.I.V. Congress took place during the morning. The principal business concerned the trophy for the 1965 O.S.T.I.V. contest for the best Standard Class sailplane. The award went to the designers of the 15 meter Dart, F.N. Slingsby, J.C. Reussner and W. Slater. The jury also stated that ". . . special commendation should be made to Mr. W. Okarmus the designer of the Foka 4.

The Dart 15, flown by George Burton of the British team, finally

finished in fifth place. The 17 meter Darts flown in the Open Class by Nick Goodhart of the British team and David Webb of the Canadian finished in 7th and 28th place, respectively.

Saturday, June 5th was declared a rest day because ten pilots on Friday exceeded 300 kilometers. Naturally it turned out to be an excellent soaring day.

The briefing on Sunday June 6th was postponed until 11.00 hrs. because of uncertain weather. At the briefing a dog leg race was announced but this was subsequently abandoned because, although it had been soarable at 10.00 hrs, it was no longer soarable at noon when the ships were assembled on the grid. The weather improved later and several pilots took the opportunity for some practice. The free distance task two days earlier had marked the completion of four contest days, so ensuring that the Championships would be valid. The earlier Championship in the United Kingdom took place in almost continuous rain at Camphill and provided a total of only four contest days.

The morning of Monday, June 7th was quite misty and rather reminiscent of an Elmira morning. The task setters confidently announced a 101 mile race to Spitalgate R.A.F. base near Grantham. Light winds and thunder storms were forecast. The thermals turned out to be rather better than the "moderate" strength which was forecast. From the ground the sky at times looked like a soaring paradise. The Standard Class was launched first and the first to go was the Englishman,



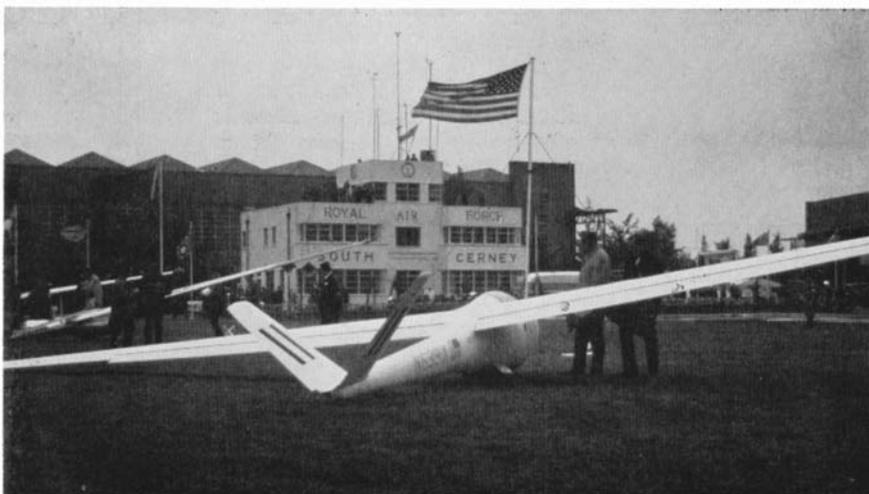
R.A.F. photo

Vladimir Chuvikov, pilot of the Russian A-i5 Open Class sailplane, points out some salient features of its instrumentation to Sqn. Ldr. G. E. Young, Commanding Officer of the RAF Chipmunk tug Squadron.

Tony Deane - Drummond, flying the Olympia 465. In the light and variable wind condition, he veered off course before becoming airborne and before he had enough speed to maintain control. His wing struck several runway markers and both the wings and the tail fin suffered damage too severe to permit an immediate restart. He was successful in obtaining permission to switch to the Dart which had been entered for the O.S.T.I.V. award. This permission was granted on the clear understanding that the flight would be made without prejudice to a decision on the validity of the points scored. He finished ninth in the Standard Class.

A little later, Petroczy, flying a Russian built A-15 for Hungary was in collision with Cartry, flying an Edelweiss for France. Petroczy's ship suffered only minor damage and he pressed on to finish 6th. Cartry headed back with serious wing damage and came in low at South Cerney. In a matter of minutes, he was back in the air again with a wing borrowed from the Edelweiss entered in the O.S.T.I.V. competition.

Tony's case was handled by the International Jury at the request of the Organisers because a pilot of the host country was involved. They allowed him his points. The Organisers gave Cartry his points, ruling that the collision was not his fault. He had gone on to finish 12th, in spite of a late start in deteriorating conditions. On subsequent days, the organisers resourcefully



A. J. Smith's Sisu IA.

Photo by Earl Seagars

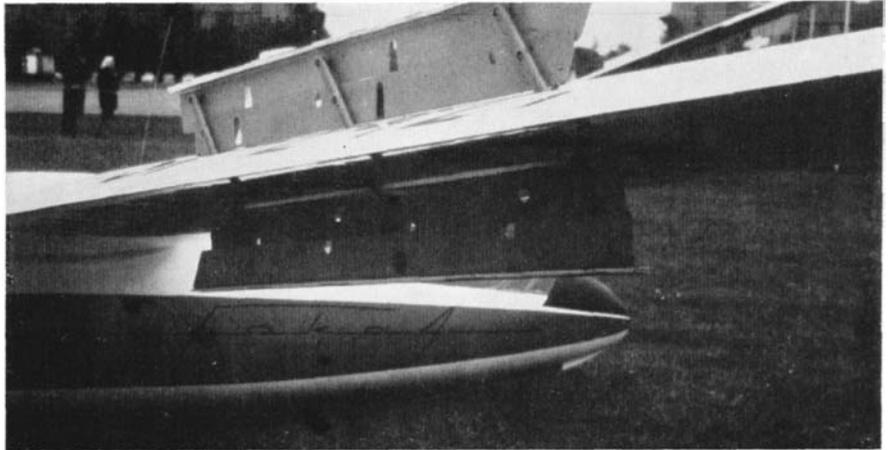
substituted small colored balloons for the rigid wooden markers.

The fates were again unkind to Dick Schreder. He was heard to announce the initiation of his final glide. It was. However he landed four miles short. He had mistaken the sea breeze front for thunder storm activity and found himself in the severe down on the landward side of it. He was unable to extricate himself. Next morning, a cynical fellow team member was seen proffering him a coil of rope and pointing to the gaff of the R.A.F. ensign mast, Dick had made very fast time and would have finished with the leaders if he had made the goal.

Henry (France) and Ritzi (Switzerland) made the fastest times in the Standard Class which also gave them first and second place in the cumulative scoring. Henry seemed to have settled down in first place. Spanig, flying the formidable "Gummi Flügel," made the best speed in the Open, 90.4 kph. This was better than Henry's speed by 13 kph. He moved up from fifth to second place. Wally Scott made 69.5 kph finishing eighth and retaining sixth place in the Standard Class. Dick Johnson made 73.5 kph also finishing eighth in the open class. He moved up from 18th to 17th place. Jim Smith made 69.7 kph and retained 19th place.

The weather was very much clearer and nobody had any navigational problems. Out of 87 starters only eight failed to finish. The scene at Spitalgate was an animated one. Although Monday was a public holiday, the crews found no traffic problems, no doubt because the route included no roads serving coastal resorts.

Tuesday, June 8th brought continuous rain and no task was set. Wednesday June 9th brought more rain and the task setters cried uncle at 12.30 hrs. These two days provided plenty of opportunities for gabfests and the Polish team effort came in for a lot of comment. The Polish boys became known as the Foka Squadron because of their highly developed and very successful formation flying tactics. On the second day Makula and Wroblewski both averaged exactly 62.2 kph and Popiel and Kepka 57.5 and 57.0 kph. On the third day, Wroblewski and Makula finished first and second. On the fourth day, which was free dis-



The enormous spoilers and dive brakes of the Polish Foka 4.

Photo by Earl Seaqars

tance, Kepka, Makula and Wroblewski all landed at the same place for a distance of 299 kilometers.

On Thursday June 10th, Wally Wallington was in a gay mood and for the first time promised us "strong thermals". He dismissed the strato-cumulus threat with considerable assurance. Ann Welch, as chief task setter, announced a 180 mile triangular race with the first turn at Lasham 52 miles away. However the high overcast stayed with us. (TIROS came up with a picture which showed that a rather small patch of strato-cumulus was centered over the South Cerney area.) The Open class was sent away in mid-afternoon in marginal conditions but the Standard class never got started at all. Only six pilots managed to complete more than 60 kilometers and, under the rules, Thursday did not qualify as a contest day.

Friday June 11th turned out to be the final day of the Championships because on Saturday we enjoyed almost continuous drizzle. However on Friday morning we awakened to blue skies and gentle zephyrs. At the 9.00 hrs. briefing, we were set distance along a line. The line was a "broken" one with a short leg to the North East, another short leg to the South East and then a long leg South West to the North Cornwall coastal village of Perranporth. If anybody succeeded in covering the formidable distance to the Bristol Channel at Perranporth, he would have been then entitled to continue on along the coast for additional distance less the penalty for landing South of the line.

Nobody had any problems on the two short legs but, after rounding the second turn the going became

progressively more difficult as high clouds moved in from the West. Finally conditions became impossible in the area around the City of Bath. The leaders explored the last line of cumulus in vain and were finally driven to set out into the stable air on their final glides. All this was most unfortunate because it resulted in all the leaders being forced down in the Bath area regardless of the time at which they reached it. This provided little opportunity for pilots to improve their position on what turned out to be the last day of the contest. The best distance was 275.5 kilometers and 12 pilots made better than 250 kilometers. None of these pilots scored less than 927 points.

The total scores after this, the sixth contest day, were the final Championship scores. Henry retained his first place in the Standard Class with a total score of 4945 points. Ritzi retained his second place with 4,798 points. In the Open Class, Wroblewski retained his first place with 5,269 points and Spanig retained his second place with 5,164 points. Wally Scott and Dick Schreder finished up sixth and 15 in the Standard Class. Dick Johnson and Jim Smith in the Open Class finished 18th and 19th. Jim made a rough landing in an oat field, ground looped and seriously damaged the Sisu. Fortunately he did not suffer any serious injury himself. He was also fortunate as this mishap did not affect his final score since he could not have flown on Saturday had it been a contest day. The winner of the Open Class, Jan Wroblewski was the youngest member of the Polish team. He is a bachelor aged 25 years. He was National Champion of Poland in 1963 but this is the first time that

he has flown in World Championships. He holds two Polish national records, 678 kilometers out and return and the 500 kilometer triangle at 91.3 kph. Jan is presently studying television electronics.

Francois Louis Henry, winner of the Standard Class, is 28 and married to a gliding wife who has presented him with two future glider pilots. Francois has twice won the French Nationals and, in 1963, he led at Junin for three days, flying his Breguet in the Open Class.

The weather during the practice week and during the contest was poor even by English standards. Nevertheless, it was not as bad as it was at Camphill in 1954. The six contests completed at South

Cerney bring the 1965 Championships in line with the average for past Championships.

As the Championships progressed, the subject of external navigational aids came in for more and more discussion. In the final issue of the excellent "Championships Journal" Ann Welch sums up the general consensus of opinion in the following words. "... the moment has now come when in the interests of the future of Championship flying, we must all consider the matter of external aid to, even control of, the pilot. Do we want Championship flying which is submerged in a sea of electronics, met and radio outstations and even aircraft to mark thermals, to the ex-

tent that these things become more important than the individual pilot himself? Or do we want to limit radio to a retrieving aid and met to a forecast and the evidence of the pilot's eyes? I am sure that this is a matter to which we must give both thought and decision before the next Championships."

During and after the Championships, one heard praise from all sides for the excellence of the arrangements made by the organisers, The British Gliding Association and for the splendid cooperation of the Royal Air Force. There is no doubt that the British have set a standard which will be a challenge to future organisers of these international events.

1965 World Soaring Championships — Table of Scores

OPEN CLASS

PILOT	NATION	SAILPLANE	1st Day	2nd Day	3rd Day	4th Day	5th Day	6th Day	Total
1. J. Wroblewski	Poland	Foka 4	718	928	1000	879	770	974	5269
2. R. Spanig	W. Germany	D-36	750	901	837	676	1000	1000	5164
3. R. Kuntz	W. Germany	SHK-1	497	1000	793	905	799	996	4990
4. E. Makula	Poland	Foka 4	551	929	919	879	754	939	4971
5. C. Kriznar	Yugoslavia	Meteor	596	880	822	1000	800	839	4937
6. J. Williamson	Gr. Britain	Olympia 419	505	850	828	877	733	963	4756
7. H. C. N. Goodhart	Gr. Britain	Dart 17	398	830	854	995	691	849	4617
8. J. P. Cartry	France	Edelweiss	497	899	762	717	729	892	4496
9. C. Yeates	Canada	Skylark 4	497	848	721	719	697	839	4321
10. J. Penaud	France	Edelweiss	443	725	686	859	617	927	4257
11. H. Stouffs	Belgium	Ka-6CR	385	881	701	824	603	782	4177
12. R. Hossinger	Argentina	Std. Austria	474	911	329	801	682	927	4124
13. K. Thuri	Hungary	A-15	—	870	797	773	838	831	4109
14. N. W. Kearon	Ireland	Olympia 419	348	754	678	691	666	947	4084
15. M. Svoboda	Czechoslovakia	L-21 Spartak	436	308	785	935	735	822	4081
16. W. Veragni	Italy	Skylark 4	—	855	804	897	657	866	4079
17. G. Petroczy	Hungary	A-15	—	896	803	773	796	788	4056
18. R. H. Johnson	U.S.A.	Skylark 4	512	910	162	824	764	880	4052
19. A. J. Smith	U.S.A.	Sisu 1A	—	802	857	670	715	859	3903
20. H. Nietlispach	Switzerland	Skylark 4	371	733	730	319	610	866	3629
21. R. Frene	Argentina	Std. Austria	—	796	669	655	654	642	3416
22. V. Chuvikov	U.S.S.R.	A-15	—	905	295	590	810	790	3390
23. D. Reid	Australia	Skylark 4	398	324	642	557	688	729	3338
24. B. Jackson	So. Africa	Olympia 419	—	330	772	912	512	741	3267
25. D. Arber	Israel	Skylark 4	DNF	338	734	621	486	676	2855
26. S. H. Georgeson	New Zealand	Skylark 4	—	300	684	570	534	745	2833
27. G. J. Ordelman	Netherlands	Sagitta 1	—	318	596	734	592	576	2816
28. D. Webb	Canada	Dart 17	—	719	166	971	726	DNF	2582
29. F. Ulbing	Austria	Ka-6CR	—	318	160	624	685	762	2549
30. E. Nielsen	Denmark	Vasama	321	167	145	675	548	668	2524
31. D. F. Westenra	New Zealand	Skylark 3G	—	300	673	322	538	635	2468
32. M. Veretennikov	U.S.S.R.	A-15	—	802	338	DNF	595	729	2464
33. J. Harrold	Rhodesia	Skylark 4	—	325	139	466	641	613	2184
34. B. Domisse	So. Africa	BJ-2	290	319	141	8	644	737	2139
35. I. Silesmo	Sweden	Ka-6CR	—	162	329	508	557	582	2138
36. R. Smith	Rhodesia	Skylark 3F	—	300	160	466	525	674	2125
37. H. Jensen	Denmark	H-301 Libelle	—	300	146	590	654	360	2050
38. J. Blackwell	Australia	Std. Austria	—	—	650	193	597	460	1900
39. M. Slazenger	Ireland	Olympia 419	—	154	345	278	284	642	1703
40. F. Lamera	Italy	m-100S	—	165	284	505	290	360	1604
41. Hamalainen	Finland	Skylark 4	—	314	DNF	DNF	DNF	DNF	314

DNF—Did not fly.

STANDARD CLASS

PILOT	NATION	SAILPLANE	1st Day	2nd Day	3rd Day	4th Day	5th Day	6th Day	Total
1. F. Henry	France	Edelweiss	288	924	1000	913	1000	820	4945
2. M. Ritzi	Switzerland	Std. Elfe	265	1000	868	871	947	847	4798
3. F. Kepka	Poland	Foka 4	378	911	502	898	938	1000	4627
4. J. Popiel	Poland	Foka 4	189	921	939	733	905	891	4578
5. G. Burton	Gr. Britain	Dart 15	259	877	815	923	796	847	4517
6. W. Scott	U.S.A.	Ka-6CR	334	816	535	1000	854	836	4375
7. J. Lacheny	France	Edelweiss	276	806	861	593	849	878	4263
8. R. Lindner	Germany	Phoebus	—	973	898	688	843	847	4249
9. A. Deane-Drummond	Gr. Britain	Olympia 465	378	852	533	811	766	839	4179
10. E. Van Bree	Netherland	Ka-6CR	—	794	840	788	821	901	4144
11. J. Fritz	Austria	Std. Austria	—	862	890	656	869	853	4130
12. H. Wodl	Austria	Ka-6CR	—	821	856	651	783	981	4092
13. M. Wiifanen	Finland	Vasama	—	920	580	703	944	828	3975
14. H. Huth	W. Germany	Ka-6	—	418	897	835	922	849	3921
15. R. Schreder	U.S.A.	HP-12	366	952	570	766	286	973	3913
16. L. Briigliadori	Italy	Uribel C	—	811	781	634	816	860	3902
17. P. A. Persson	Sweden	Vasama	—	703	862	529	835	901	3830
18. N. Sejstrup	Denmark	Ka-6CR	—	726	860	613	733	868	3800
19. U. Bloch	Switzerland	Ka-10	250	792	502	618	771	855	3788
20. S. Rodling	Sweden	Vasama	—	416	844	843	801	866	3770
21. D. Reparon	Netherland	Ka-6CR	—	819	516	818	818	790	3761
22. R. Mestan	Czechoslovakia	Std. M-25	—	702	751	194	825	973	3445
23. A. Pronzati	Italy	M-100S	285	342	529	731	679	715	3281
24. J. Horma	Finland	Havukka	268	437	558	863	201	801	3218
25. M. Baeke	Belgium	Ka-6CR	—	418	595	603	764	809	3189
26. R. Clifford	So. Africa	Ka-6CR	—	379	551	614	813	776	3133
27. R. Picchio	Argentina	Ka-6	—	695	498	416	669	797	3075
28. T. Johannessen	Norway	Vasama	—	439	802	222	627	897	2987
29. M. Jinks	Australia	Boomerang	—	719	315	354	718	746	2912
30. M. Cartigny	Belgium	Foka 3	—	242	808	331	731	763	2875
31. R. Handley	New Zealand	Ka-6	—	679	251	394	604	560	2488
32. I. Braes	Denmark	Ka-6CR	137	297	508	666	200	667	2475
33. V. Maracek	Czechoslovakia	M-25	—	340	317	439	658	713	2467
34. K. Korpar	Yugoslavia	Libis 18	—	752	541	DNF	732	371	2396
35. T. Evans	Ireland	Ka-6	—	144	572	145	638	847	2346
36. T. Filippusson	Iceland	Vasama	—	221	452	499	610	451	2233
37. V. Stepanovic	Yugoslavia	Delfin	—	276	DNF	733	741	474	2224
38. H. Hoimyr	Norway	Ka-6CR	—	292	—	596	534	566	1988
39. V. Gupta	India	Ka-6CR	—	294	506	319	632	153	1904
40. P. Mortensen	Canada	Olympia 463	55	329	23	290	675	428	1800
41. A. Cameron	New Zealand	Olympia 465	279	37	37	267	610	558	1788
42. R. Rowe	Australia	Boomerang	—	232	230	247	272	547	1528
43. L. Magnusson	Iceland	Ka-6CR	—	71	311	219	277	597	1475
44. O. Suslov	U.S.S.R.	KAI-14	—	DNF	DNF	—	274	451	725
45. I. Jarushevichus	U.S.S.R.	KAI-14	—	229	DNF	DNF	DNF	DNF	229

DNF—Did not fly.

10th OSTIV Congress

The 10th OSTIV Congress was held from June 4 to 12, 1965, at South Cerney, England, during the World Gliding Championships.

At the opening ceremony, the OSTIV Plaque 1965 for outstanding scientific work was awarded to the British meteorologist C. E. Wallington. OSTIV Diplomas were given by the President, Mr. L. A. de Lange (The Netherlands) to Mrs. M. L. Schwarzkopf/Mr. E. R. Lichtenstein (Argentina) for the best meteorological paper presented at the 9th Congress (Junin, Argentina), to Dr. Ing. F. X. Wortmann (Germany) for the best technical papers presented at the 1963 Congress, and to Mr. P. Weishaupt

(Denmark) for the best work on the results of the 1963 Varese OSTIV Course.

During the 10th Congress, 37 lectures were held on technical subjects, 21 lectures on meteorological problems, and six lectures during the joint technical/meteorological symposium. The important papers will be published in the OSTIV Section of Swiss Aero Review, between 1965 and 1967, and later in OSTIV Publication VIII as a collected volume.

The Sailplane Development Panel of OSTIV met under the chairmanship of Major-General Dipl. Ing. C.W.A. Oyens (The Netherlands) on June 10 and 11, 1965. They continued their discussions on the next issue of OSTIV Airworthiness Re-

quirements, and had some discussions on the Rules for Standard Class sailplanes.

The General Assembly of OSTIV was held on June 12. The Board for the next period, from 1965 to 1967, was confirmed as follows: L.A. de Lange (The Netherlands), President; Dr. W. Eichenberger (Switzerland), Vice-President; Dipl. Ing. J. Bojanowski (Poland), Dipl. Ing. B. J. Cijan (Yugoslavia), Floyd J. Sweet (USA), A. H. Yates (UK), Dipl. Ing. H. Zacher (Germany).

Mr. B. S. Shenstone, formerly Chief Editor of OSTIV, was appointed an Honorary Member to acknowledge his merits and his outstanding work over many years.

Mr. H. R. Watson (UK) was con-

Help Fund The Future of United States Soaring Teams...

As you have just read our soaring teams have a long and proud history of international participation. Over the last several years the opportunity to compete internationally has grown as more classes become sanctioned by the FAI. More teams and eligible pilots puts the title of World Champion within the reach of entirely new segments of the soaring community including Club, World and Junior pilots. The chart above shows when each FAI class participated in their first World Gliding Championship. Notice the recent growth in classes and events.

FAI Classes Eligible for Competing in World Soaring Championships		
Class	Year	Championship
Open	1937	Germany
Two Place*	1952	Spain
Standard	1958	Poland
15-Meter	1978	France
World	1997	Turkey
Junior	1999	Holland
18-Meter	2001	Spain
Club	2001	Australia
Feminine	2001	Lithuania

* Eliminated 1958

An urgent need...



More teams, eligible pilots and international events have stretched team funding well past the breaking point putting our teams ability to compete internationally at risk.

Contributions make it happen...

While many competing teams receive government assistance our teams rely on a mix of direct contributions and perpetual trust income to compete internationally.

Direct contributions are immediately available to the team at their full value. Participating in the SSA sweepstakes, buying a raffle ticket at a contest or sending a check to the SSA for team funding are all examples of direct contributions so critical to fielding our soaring teams. Perpetual trust income has become increasingly important to fielding our teams internationally. This type of contribution is perpetual as the funds are invested with the income used to sponsor teams perpetually. Robertson Trust contributions provide a critical, stable, long-term, source of team funding.



A long term strategy?

Since both types of contributions are tax deductible, a long-term contribution strategy to minimize tax burden and maximize support might incorporate comfortable direct contribution every two years and larger, trust contributions with less frequency. How much to contribute is determined by each of our individual circumstances. Every dollar counts.



Now is the time...

Not all competition happens in the air. Often it is what happens on the ground months before World Soaring Championships that makes the difference.



Adequate team funding is where it all starts. Our international competitors are doing what it takes to compete and win and so should we. If our soaring teams are going to compete internationally they need our support. While most of us can't be in the cockpit we can still do our part to make sure our pilots have the opportunity to compete and win.

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