

Sturm und Drang

THE 17TH WORLD GLIDING



Gerd Schafer

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CHAMPIONSHIPS

by ERIC MOZER



Amid the gently rolling landscape and neatly laid out villages of the German province of North Rhine Westphalia, the growing industrial city of Paderborn played host to the world for three weeks. Chosen by West Germany to stage the 17th World Gliding Championships, the Segelfluggemeinschaft Paderborn (Paderborn Gliding Club) went all-out to turn their relatively small grass strip known as the PaderbornHaxterberg Airport into a showcase for the soaring world's premiere event.

The 81 pilots from 25 nations arrived the week of May 17th in Paderborn. Upon arrival, they discovered that five nations had withdrawn at the last minute to protest the presence of the South African Team. The Soviet Union, Czechoslovakia, Hungary, Bulgaria, and Yugoslavia decided not to send teams, following their own precedent set at the last World Championships. Also absent was Australia, whose government had told the Gliding Federation of Australia that they would not be allowed to attend. This introduction of politics into soaring was unfortunate but did not dampen the resolve of the West German hosts to provide the finest possible competition.

With the withdrawal of the communist nations, the Open Class had the number of competitors reduced sharply to 12. The new 23-meter *Nimbus 3* would be making its inaugural flights in competition guided by three very good pilots, Bruno Gantenbrink and Klaus Holighaus of West Germany, and Britain's George Lee, the defending World Open Class Champion. The biggest challenge to the *Nimbus 3*'s would have to come from the AS-W 17 23-meter sailplane of Dick Butler, the U.S. Open Class Champion. Unable to secure a commitment from Schempp-Hirth for a *Nimbus 3*, DB decided that he would have to take matters into his own hands. Beginning in late November, he began building center sections for an AS-W 17 to increase its span from 20 to 23 meters. Although not a proven entity, the plane was imposing enough to cause the *Nimbus* drivers some concern.

With the retirement from competitive soaring of defending champion

Start grid: Eighty-one pilots and their mounts prepare for a start on Paderborn's grassy strip. The manicured farms, rolling terrain, stands of forests, and saturated haze in the background give a glimpse of a contestant's view of typical task terrain.

Dr. Helmut Reichmann, the 15-Meter Class drew the largest number of challengers at 42. Precontest favorites included former world champion Goran Ax of Sweden, Ernst-Gernot Peter of West Germany, Bernard Fitchett of Great Britain, and Americans Karl Striedieck and Ray Gimmey. The AS-W 20 was the most popular sailplane with the competitors. This would be the first showing in the world championships of two new designs, the Schempp-Hirth *Ventus* and the Glasflügel 304.

The new LS-4 from Rolladen-Schneider was the most popular choice in the Standard Class of those trying to unseat the defending world champion Baer Selen of Holland. Selen was bringing a remodeled AS-W 19B equipped with boundary-layer control and a new airfoil. Among those picked to give the Hollander his strongest challenge were Ben Greene (USA), Francois Ragot (France), Leonardo Brigliadori (Italy), Hans Glockl (West Germany), and Franciszek Kepka (Poland).

Kepka and his Polish teammates were the center of some last-minute political maneuvering. Just prior to the opening ceremony, the Poles received a cable from their government informing them that they were not officially representing Poland anymore and they were not to fly the Polish flag. Deciding not to embarrass the brave Poles who decided to stay and compete, the organizers ordered no flags carried during the opening ceremony parade and that the Polish flag be replaced by the CIVV flag around the airport.

The theme for the opening ceremonies was "A Festival of Sports." Aerobic demonstrations were given by a duo flying two wooden LO-100's from Oerlinghausen and an aerial ballet was performed by a *Salto*. Its graceful aerial maneuvers were choreographed to music played on the ground. Crack parachute demonstrations followed with the afternoon drawing to a close with a mass ascension of 20 hot-air balloons. The weather was perfect as it had been during the practice week. Hopes were bright for a strong start to this 15-day competition.

Hoopla, anyone? You bet. Soaring is a major sport in Germany. The national networks were on hand with live coverage and the other media ran daily reports in prominent pages and time slots.

day 1

The showers begin; devaluation disaster.

The dreaded tap-tap of raindrops dancing on roof and tent tops greeted the pilots and crews on the first contest day. After the beautiful weather for the opening ceremonies, the cold heavy rain reminded all that in northern Europe nothing could be taken for granted, especially nice soaring weather. Looking more like Icelandic fishermen than soaring birds, the teams gathered at the briefing hall, expecting to be told that the task for the day had been neutralized. The meeting was called to order at 9:30 and Contest Director Fred Weinholtz announced that although the situation looked bleak, the meteorologists were optimistic that soaring would be possible in the afternoon. A second meeting was set for 11:00 a.m. when additional weather information would be available.

By the second briefing, the rain had not yet subsided. Undaunted, the task committee set triangles to the northwest of 270 kilometers for the Open Class, 241 kilometers for the 15-Meters, and 209 kilometers for the Standard Class. The meteorologist told the pilots that weather stations upwind were reporting clearing conditions: "The 'good weather window'

will reach Paderborn by 1400 hrs. Cumulus will develop rapidly and a cover of 4-6/8 with bases at 3500 feet can be expected. Thermal strengths will be from 100 to 300 fpm. A strong chance of overdevelopment and rainshowers exists throughout the afternoon." Weinholtz told everyone to be prepared to launch with one hour's notice. The grid time would be announced over the Paderborn frequency. The meeting ended and the still-pessimistic pilots returned through the rain to the nation houses in the International Village to plan their flights and consult their own weathermen.

In the U.S. Team hut, the pilots plotted their strategy. Karl, Ray, and DB had identical first turnpoints at Bramsche Canal Junction. The turnpoint for Ben was more westerly at Munster Telgte Airport. Carsten Lindemann briefed the pilots on the latest forecast. He pointed out that showers on course were highly likely and that the area had received large amounts of rain. "Stay over the high ground whenever possible," he cautioned, "the drainage will be faster." Karl suggested that the Teutoberger Wald ridge would be of help enroute to Bramsche. All agreed that if they did fly today, it would likely be a distance day and leaving early would be important. As they spoke, the rain began to ease and the sky to the west brightened. Within minutes the field radio came alive; "First launch will be at 14:30."





Rain or shine, soaring fans were on hand to see the activity. The crowd is watching two low finishers who succeeded in skirting the distant storm.

The next hour belonged to the crews. The 81 sailplanes were quickly assembled, cleaned, watered, and positioned on the launch grid. Blue holes appeared in the overcast, and, as the sun bore down on the drenched terrain, low cumulus began to form. The sniffer was launched and reported lift to 2500 feet. The order to start was given and within 40 minutes all competitors were airborne.

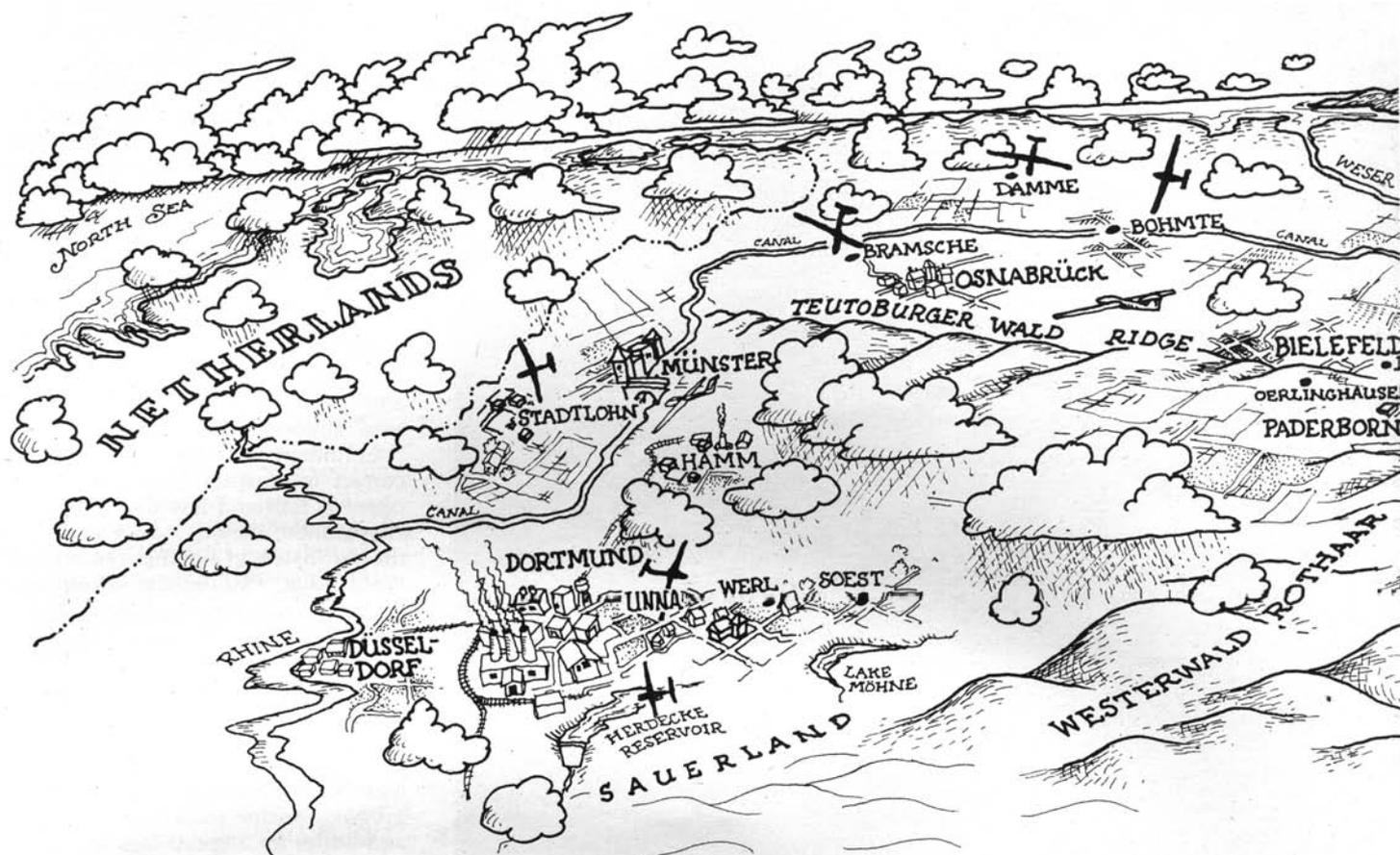
Confident that their decision was correct to start as soon as the gate opened, Karl and Ray proceeded out as planned, they detoured slightly to the north to get on the Teutoburger Wald ridge. Finding the lift stronger than expected, they radioed the information back to DB and continued on course. Passing Oerlinghausen and Bielefeld, they found the bases rising and their groundspeed increasing. DB started 30 minutes later and began making up ground rapidly on his teammates. The crews following the progress on the road were heartened and hopes for a speed task increased.

The ridge carried the pilots to a position south of Osnabriick, an industrial city about 10 miles south of the turn. From their position on the ridge, Karl and Ray saw that the course north to the turn was totally void of clouds, a stark contrast to the rapidly overdeveloping cumulus under which they were flying. A dark rain cloud east of Osnabriick indicated that it had probably rained in the blue area. But that was where Bramsche was and the day was getting late.

The Standard Class pilots did not have ridges to assist them toward Miinster. Patient flying in gaggles was the best way to progress into the 20-knot wind and overdeveloping sky. Without the assistance of a teammate, Ben knew he would have to rely on the gaggle until some change in the weather presented him with an op-



An aerobatic duo from Oerlinghausen gliderport was a crowd pleaser with its mirror-image routine which required one partner to fly selected inverted maneuvers in close proximity to the other.



portunity to catch the lead group. After turning at Munster, Ben turned south toward the second turn at Lake Sorpe Dam and felt enough time remained in the day so that getting back to Paderborn was a possibility. Approaching the city of Hamm, Ben's gaggle found itself getting low. Realizing that it was survival time, Ben headed to a smoke-stack which might have some saving lift. Unable to connect, Ben landed after 126 kilometers. The lead gaggle managed to get through the area and nine pilots were able to round the second turn. Once around the turn, the flight east to Paderborn was relatively easy with the 20-knot tailwind pushing them. Stanislaw Witek (Poland) had the winning speed of 64.08 km/h. Proving that good team flying paid dividends, the three French LS-4's of Ragot, Chenevoy, and Schroeder took three of the next four places, only 1 km/h apart in speed. A major casualty of this difficult day was Baer Selen, the defending World Champion. Selen managed 72 kilometers for only 106 points. The dream of a repeat victory was over for the likable Hollander.

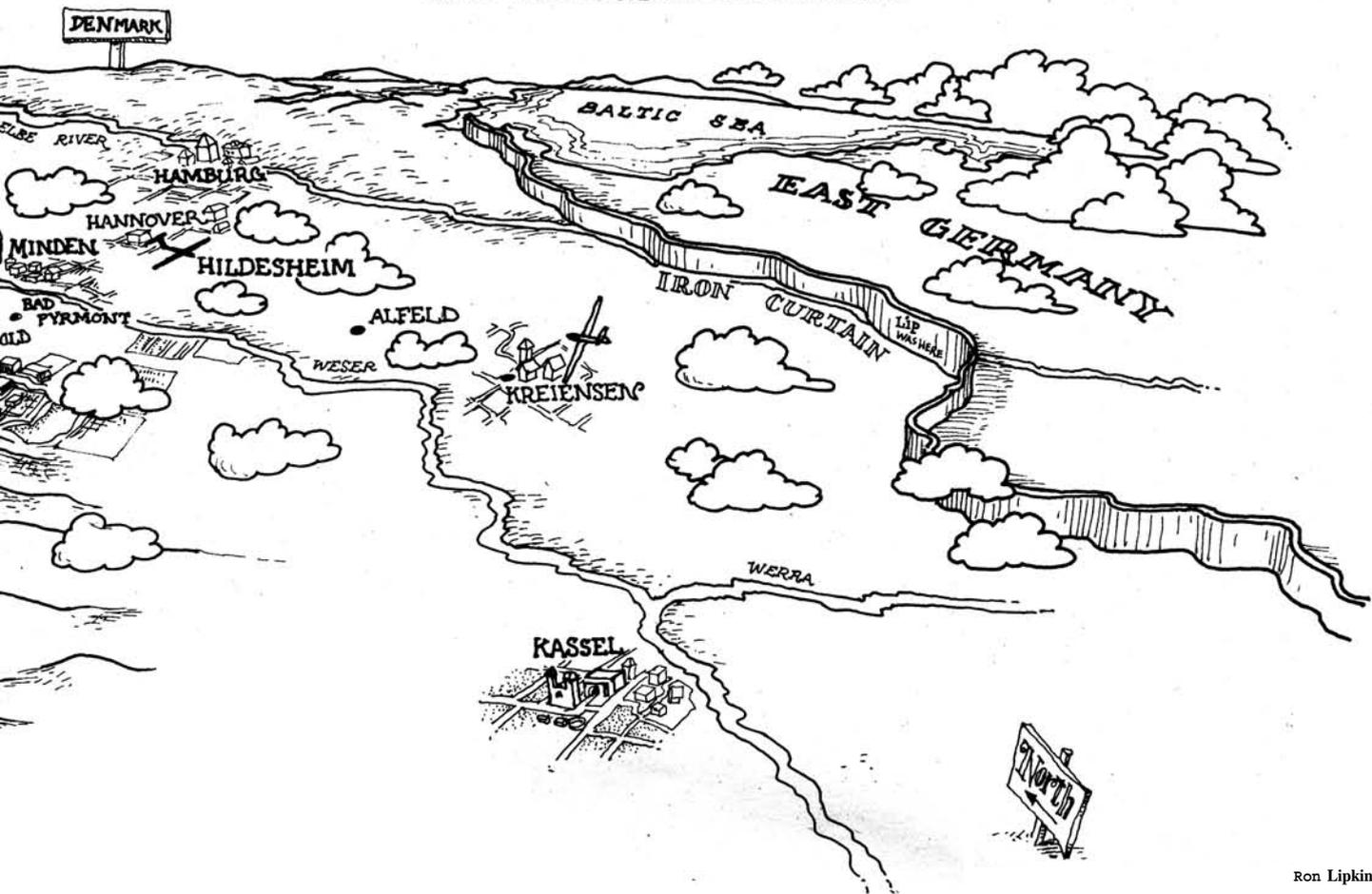
Karl Striedieck and Ray Gimney decided that the day was not long enough to hold on the ridge any longer so the decision was made to press into the blue. Trying different routes, each reported the air to be very stable. After a long glide, Ray decided to turn back to find lift but was unable to do so, forcing him to land his AS-W 20 at Osnabruck Airport. Karl made the turn with 700 feet, and was able to glide out a few miles before he too had to land. DB tried the easterly approach to the turn and hoped his 55:1 glide would progress him into the turn and out again. After a long struggle down low, he was forced to land at Rulle, northeast of Osnabruck.

Thirty minutes after the landing of the U.S. pilots, the air revived and little cu's developed in the blue. Some of the late starters and the pilots who had decided to hang on the ridge and wait now slowly worked their way into the turn. Klaus Holighaus had had trouble getting away from Paderborn. By the time he arrived at the troublesome first turn, the area had redeveloped. He moved into the turn and out with little

difficulty and proceeded south to the second turn at Unna, east of Dortmund. Using the flat glide of his Nimbus 3, he rounded the second turn at Unna and landed at Werl after a flight of 208 kilometers. George Lee also rounded the second turn for a flight of 188 kilometers.

A dejected U.S. Team made its way back to Paderborn. Hoping that the day would be devalued kept the spirits up on the drive back. Arriving back at contest headquarters, the results were posted on the computer screen and the damage was worse than any had feared; Holighaus 1000 pts., Lee 878 pts.; Butler 87 km, 234 pts. No devaluation in the Open Class. The 15-Meter: Einar Ronnestad (Norway) 184 km, 643 pts.; 21st, Karl Striedieck 103 km, 253 pts.; 34th, Ray Gimney 85 km, 169 pts. (The U.S. pilots were affected adversely by the 50-km rule, which subtracts the first 50 kilometers from everyone's distance before scoring them. Flights under 50 kilometers received zero points, the rationale being that a sailplane should be able to glide 50 kilometers from start gate altitude.)

CONTEST ARENA XVII WORLD GLIDING CHAMPIONSHIPS



Ron Lipking

day 2

**Weather devaluation continues;
15-Meter only race; no finishers;
24 points for 1st.**

The pilots' meeting on the second day convened to a very subdued group; most pilots had late arrivals from their retrieves and those fortunate few satisfied with their previous day's flights also recognized that luck had been with them. Once again the forecast was not an optimistic one. The north, south, and west quadrants were unflyable with heavy overcast and thunderstorms, and only the east, where a weak high-pressure ridge had formed following the passage of the cold front, offered hope of flying a task. Furthermore, as soon as cumulus formed, they would immediately overdevelop with scattered showers likely. Soaring would end early (1700 hrs.) due to the approach of the bad weather from the south. With that cheery forecast to

work with, Fred Weinholtz was forced to again set minimum distances of 252, 244, and 200 kilometers.

The sailplanes were gridded by noon, and when the motorglider-sniffer reported 2-knot lift, the 15-Meter Class was launched into a threatening sky. After the last launch of the 15-Meter Class, the launch line closed. The bad weather from the south was moving faster than forecast. A no-contest day for the Standard and Open Classes was called. The 15-Meter Class, for some unknown reason, was not called back, even though the start gate had not yet opened and to have them return would have been relatively easy.

Karl and Ray left Paderborn quickly and proceeded northeast toward the turn at Hildesheim. As overcast, the sky rapidly spread into overdevelopment and small showers had to be circumnavigated. Each could see the dark clouds to the south of them on their second leg. Both deviated to the north of course until they were within 20 kilometers of Hildesheim. Seeing that the storms were rapidly closing in on

the Hildesheim area, Karl and Ray glided into the rain and landed short of the turnpoint.

The telephone began ringing early at the outlanding report office in Paderborn. Almost all of the first thirty reports had landed short of Hildesheim, which did not quite meet the 100-km distance required for a contest day (25% 11 in the 15-Meter Class, needed to exceed 100 kilometers for a contest day). The later landing reports brightened the hopes of those at contest headquarters; seven had exceeded the 100-km minimum with four pilots not yet heard from. One by one they called in until only Henri Stouffs from Belgium remained out. If Stouffs had flown farther than 100 kilometers, the 15-Meter Class would have a contest day. An hour passed and still no report from Henri. Was Stouffs still flying or was he waiting to call until he knew what the others had accomplished? Finally the telephone rang and Stouffs gave his position; he had flown 185 kilometers which was good for the third best flight of the day behind Andreas Hammerle of Austria (188



Cerd Schäfer

Despite the labors of contest committees around the world, it has proven impossible to devise a contest which eliminates the luck factor in the selection of a Champion. In recognition of this, the organizers awarded a consolation prize of a Pechvogel ("Unlucky bird" modeled after the penguin who is unable to fly "through no fault of his own") and umbrella. Director Weinholtz (left) has just made a presentation to Austria's Andreas Hammerle whose winning flight the second day netted him only 24 points instead of the customary 1000 (due to the weather-devalued day.)

day 3

Lee makes his move; 15-Meter favorites bomb out.

At the next day's briefing, the jovial Hammerle graciously received the "Pechvogel" award. The stuffed penguin (the bird that cannot fly) was given daily to the pilot having flown the unluckiest flight.

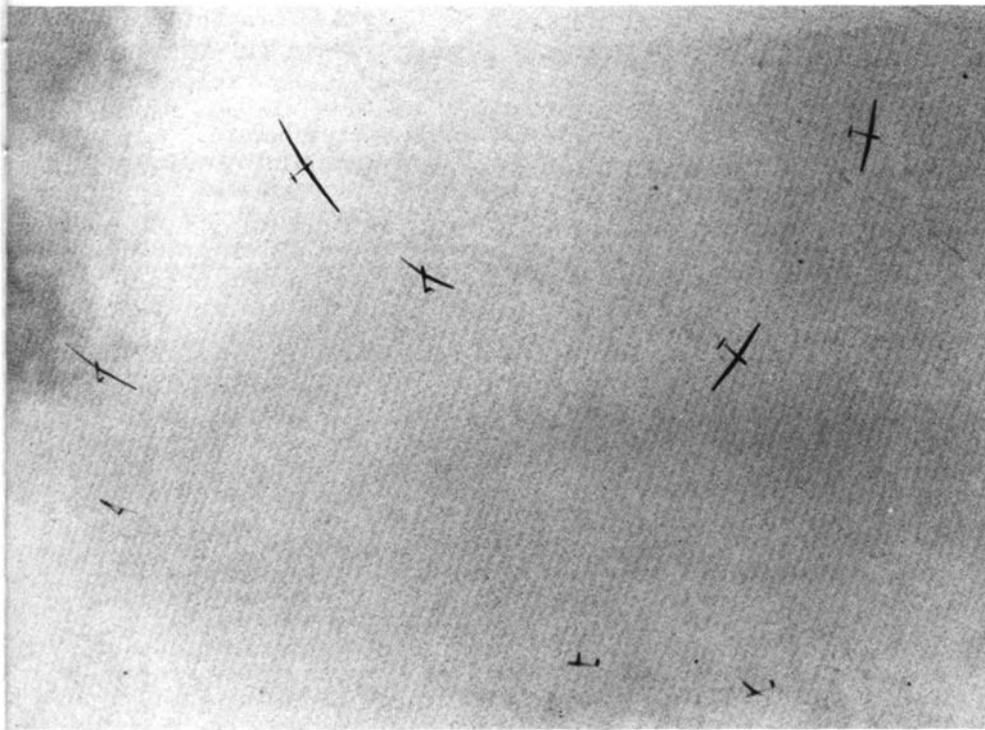
The forecast for day three was for improved weather and tasks of 297, 257, and 233 kilometers were set. By launch time, the sky was classic looking with cloudstreets stretching west on a direct line to the first turn near Dortmund. Once the pilots were launched, the reports came back that the lift was strong. DB commented to his crew that he hoped no one used the cloudstreet to fly to the first turn and back (no start interval had been set).

kilometers, and Kees Musters of the Netherlands (187 kilometers).

When the scores were finally calculated for the day, Hammerle and Musters received only 24 points each for their flights and Stouffs 23 points. The day factor was so low (.0238) that the scores were heavily devalued and no changes had occurred in the overall standings. Gimney's 88 kilometers gave him 7 points and Striedieck's 83 kilometers was only worth 7 points.

While the pilots were waiting for an optimal start, the classic sky began to take on a familiar form — overdevelopment. The southerly flow was bringing in moisture from the Sauerland. The cloud cover rapidly increased from 3/8 cu to 6-7/8% cu. For the late starters, trouble was developing on course. Karl Striedieck and Ray Gimney were sure the weather would cycle and improve rapidly. They were flying with Bernie Fitchett from Great Britain and Ernst Peter from Germany, two of the pre-contest favorites. Fitchett and Peter had made the same decision about the weather; the overdevelopment would have to dry up and the good weather would reappear.

As the group reached the old wall city of Soest, they encountered Dick Butler. The sky along course line looked dark and uncertain. Realizing that they were in trouble, the pilots turned south across the autobahn and headed for the lighter looking sky and hills of the Sauerland. Approaching Lake Mohne, the group still had not reached any lift.



Gerd Schaler

"Shall I start, or not?" Poor conditions frequently resulted in indecision and gaggles like this near the field. Sometimes it was not a question of starting, but of simply sustaining.

he had enough altitude to finish. Ray arrived at Paderborn 20 minutes later, a very tired man.

"I'm 180 degrees to the learning curve. Everything I've tried has been wrong," reflected Karl Striedieck on the turn of events in the still-young competition. The reigning U.S. Standard and 15-Meter Champion was in 41st place with 259 points after three contest days. With two straight days of rain, Paderborn was buzzing with speculation about what was wrong with Karl, Bernie Fitchett (36th, 583 pts.), Baer Selen, (24th, 515 pts.), and Ernst Peter (42nd, 242 pts.). Each had flown so brilliantly in Chateauroux that their run of bad luck so far in Paderborn was magnified. The next contest day, however, they came storming back with a vengeance.

day 4

By the rules, for all to see — Ragot's grinding groundloop.

The numerous and rapidly moving fronts of central Europe again challenged the task setters on the fourth contest day. A frontal system approaching from the south forced the task to be set to the north. Distances of the triangles were set at 270, 246, and 221 kilometers. The tasks again proved to be the maximum flyable as a cirrus deck preceding the front moved into the task area and provided difficult soaring.

The day was one of atonement for Bernie Fitchett. Showing the form that won four daily tasks in Chateauroux, Bernie took first place in the 15-Meter Class with a speed of 77 km/h. Karl Striedieck also returned to form and finished second at 73 km/h, while Ernst Peter's flight of 71 km/h was good for 6th place. The overall leader did not change as Brian Spreckley turned the course in the seventh fastest time of 71 km/h.

Bruno Gantenbrink pushed his *Nimbus 3* to victory in the Open Class at 75 km/h. Only 31 seconds slower was George Lee. Klaus Holighaus fell 116

Karl and Ray transmitted to their crews that they might be landing near the lake. Radios went off and the two pilots struggled to stay aloft.

Hearing the troubles of his two teammates, DB turned his 23-meter AS-W 17 westerly and flew down the Kassel-Dortmund autobahn. The 55:1 glide enabled DB to cross the overcast area to a thermal near Werl. From here, Dick decided to fly conservatively. He dumped his water ballast and proceeded slowly on to the turn at Herdecke Reservoir.

An hour passed before anyone heard from Karl or Ray. Finally a transmission came from Ray: "Low but still flying." He relayed a landing message for Karl to his crew. Slowly, Ray worked out of his 300-ft. hole and was able to proceed on course.

DB was on the second leg proceeding northeast to Bohme Airport. He heard Ray and told him that if he could reach his first turn, conditions would get better farther north.

Back at Paderborn, the first of the Standard Class was finishing. Stig Oye from Denmark turned in a quick 83-km/h speed, 6 km/h faster than 2nd-place finisher Francois Ragot. The Frenchman's flight was enough to overtake Kluk for the lead in the Standard Class. Ben Greene turned in the sixth fastest speed for the day.

In the Open Class, George Lee turned

the trick with a flight 17 minutes faster than 2nd-place Klaus Holighaus. The remarkable Lee had somehow avoided the overdevelopment on the first leg and his flight enabled him to take the lead from Holighaus. Dick Butler recovered from his slow first leg for 4th place and moved up to seventh for the day.

The day was a triumph for the three 15-Meter pilots from the Netherlands: Dan Pare, Kees Musters, and George Schuit. Brian Spreckley from Great Britain moved into the cumulative lead.

An unbelievable development occurred on the third day; the three pre-contest favorites in the 15-Meter Class, Striedieck, Peter, and Fitchett landed out after 35 kilometers and received zero points.

After Karl returned to the field, he joined the other team members by the tiedown area. Everyone was anxiously following Ray Gimney's struggle. He was over Oerlinghausen and the day was late. Another 25 kilometers and he would be home. Ray's voice on the radio sounded tired. He knew he needed one more thermal to get home but the sky was dying. Karl picked up the microphone and told Ray to try the tank track north of Oerlinghausen which had been a good thermal source during training. Slowly, Ray climbed. Karl had Ray read off his altitude, and when he reached final glide height,

points off the lead pace with his 3rd-place speed of 71 km/h.

The real excitement of the day was provided in the Standard Class. Twenty-six-year-old Marc Schroeder of France guided his LS-4 to a solid 4-km/h victory over Heinz Hammerle of Austria and fellow Frenchman Gabriel Chenevoy. Schroeder and Chenevoy moved into the top two cumulative spots. The previous leader, Francois Ragot, put on a spectacular show for the spectators. Ragot was final-gliding into Paderborn and was 3 miles out when he decided that he could not reach the finish line. In full view of everyone on the hill at the airport, Ragot circled for 10 minutes at no more than 500 feet. Hoping that the city would trigger another thermal, Ragot straightened out and headed for the airport. It appeared that he would have

enough altitude to reach the runway. About a half mile short of the field, Ragot ceased his approach for the airport and aimed for the control marker situated in the farm field next to the airport. Ragot was well-aware that rounding the control marker was mandatory for a speed finish. With no air-speed left, Ragot attempted a 90 turn around the marker and touched a wing in the crop. The LS-4 ceased flying and slammed to the ground in a spectacular groundloop. When the dust settled, Ragot climbed from the cockpit and walked the 200 meters to the airport. Both he and his LS-4 had escaped any harm. The only damage was in the standings where his non-finish dropped him from first to ninth place. The choice for the Pechvogel award would not be difficult for the organizers to make.

day 5

DB fumbles a turnpoint; Bigliadori first in Standards by an hour; British teammates fight it out at airport's edge.

Controversy started off the fifth contest day. On the previous day's task, three Standard Class pilots failed to round the control marker at the edge of the field but crossed the finish line, a clear violation of the rules. Yet the official scoresheet showed that Witek (Poland), Mattano (Argentina), and Selen (Holland) had received credit for speed finishes. At each day's briefing, Competition Director Fred Weinholtz had warned the competitors of the ne-

Ingenious: By using a reflective surface and two vertically aligned wires, the starter is able to punch in precise start time without lying on his back, cricking his neck, or assuming other unseemly positions sometimes used by start line personnel.



Ceerd Schäfer

cessity to round the marker for a task to be scored for speed.

Immediately two protests were initiated. One was sponsored by U.S. Team Captain John Brittingham and the team captains from Canada, Great Britain, New Zealand, South Africa, and Guernsey. Their protest stated that the Competition Director had arbitrarily chosen not to enforce a rule announced to all pilots at the daily briefing. They asked that the speed points be removed from the scores of the offending pilots. France also filed a protest claiming that Ragot was trying to round the control point and that his failure to finish the task was in part due to that effort. The French asked that Ragot be given credit for a speed finish. The International Jury, headed by Tor Johannessen of Norway, was called into a special session to consider the protests. After much discussion, a vote was taken on the U.S.-sponsored protest. By a vote of 23 to 1, the protest was accepted and the speed points were removed from the scores.

The tasks for the day were lengthened to 292, 264, and 234 kilometers and were called in the direction of Munster and Dortmund. The major problems encountered by the pilots on course were slow-moving bands of upper clouds that traversed the task area during the day.

George Lee won his second day of the competition with a speed of 71-km/h and increased his lead over 2nd-place Holighaus (69kmh) to 147 points. DB had trouble locating the first turn of Stadtlohn Airport on the German/Dutch border and lost 30 minutes. His speed of 59 km/h placed him eighth for the day.

The Standard Class had only five finishers as a 20-mile wide convergence zone on the second leg near Dortmund forced many pilots to land early. Ben Greene arrived at the dead zone early and tried to glide across the area. Spotting Unna one of the many gliderports dotting the German countryside, Ben hoped that one of the gliders being winch-launched would spot him a thermal. He arrived at the gliderport very low and felt the air beginning to revive. Unable to stay aloft anymore, Ben landed and rolled off the runway. His crew was there waiting for him and together they watched as the next sailplane that winch-launched into the air found a small thermal and was able to stay in the air.

Leonardo Briigliadori from Italy was the fastest finisher by over a full hour at 69 km/h. His flight enabled him to leap into first place as the French pilots Schroeder and Chenevoy covered only



206 kilometers. The local favorite, Hans Glockl of West Germany, moved into second place, despite landing one mile short of Paderborn.

It was a day to remember for the Swedish Team in the 15-Meter Class. Ake Pettersson was the only finisher with a speed of 45 km/h. Flying a French built AS-W 20 with winglets, Ake's flight vaulted him into first place. Teammate Goran Ax guided his AS-W 20 to third place for the day (250 kilometers) and into a tie for first place with Pettersson. Karl Striedieck was seventh best for the day with 172 kilometers and Ray Gimmey was 28th with 145 kilometers.

With flaps in negative position, Bruno Gantenbrink makes a high-speed run past the finish line in YY, one of the three Nimbus 3's competing in the Open Class division.

S.R.O. Briefing sessions played to packed houses. Although there were moments of levity (note commiserative Pechvogel and spirits), generally the scenario was serious. The business got the complete and intense attention of the players. Those pictured here are (r. to l.) Ben Greene, Dick Butler, Captain John Brittingham, Ray Gimmey, and Karl Striedieck.





Gerd Schäfer

The daily briefing ritual began punctually each morning with Contest Director Fred Weinholtz (left) announcing, "Es ist neun Uhr," followed by translator Max Bishop's "It is

nine o'clock." German and English were the working languages of the Internationals. The popular Bishop (who had proved equally adept with French during the last Internationals at

Chateauroux) was hospitalized with bronchial pneumonia during the last days of the contest. Author Eric Mozer of the U.S. Team stepped in to successfully complete his task.

Spectators were again provided with some dramatic soaring close to the airport. From atop the Haxterberg, two sailplanes were observed circling 3 kilometers from the field. Only 200 feet above the ground the two circled desperately for the few meters of altitude needed to carry them to the finish line. For 20 minutes they circled and one appeared to gain a slight advantage in altitude. Finally the lift disappeared and the lower of the two landed. The remaining sailplane decided to risk an approach to Paderborn. Gliding ever so slowly, the LS-4 eased over the fence at the airport boundary, settled onto the runway, and rolled across the finish line. For finishing, Andy Davis of Great Britain was rewarded with the third best flight of the day in the Standard Class at 47 km/h. The pilot who landed a mile short was Bernie Fitchett, Andy's teammate. Fitchett was rewarded with the second-best flight (.261 kilometers) for the day and the Pechvogel trophy at the following day's briefing. The spectators were (rewarded with a display of soaring at its best.

day 6

Lee takes 190-point lead.

The sixth contest day will be remembered as the day with the strongest and most consistent thermals of the competition. Task lengths of 338, 267, and 241 kilometers were called. Bases were forecast to be 5000 feet and 4-500 fpm lift could be expected. The southerly flow bringing the better soaring was also bringing moist unstable air from the Mediterranean. Late afternoon thunderstorms were possible. Fred Weinholtz warned the pilots to remain west of the Hannover-Kassel Autobahn on the second leg. To fly on the east side would penetrate the airspace of the ADIZ (Air Defense Zone) separating West from East Germany.

With the best soaring of the competition, crews finally had a day when they could remain at Paderborn. Radios were silent as pilots concentrated on flying fast.

At 400 p.m. the sky to the southeast

of Paderborn contained some large cumulo-nimbus build-ups. As the pilots began finishing, the storms increased in intensity and appeared to cover the entire quadrant from which the pilots would approach.

Still the pilots continued to finish. Deviations to the west had discovered a passage between the storms. As the stream of finishers continued, Paderborn was engulfed by a massive storm. Those on final glide could not turn back and at least four pilots finished in near IFR conditions.

Ray Gimney had been wrongly given a bad try during the start and was forced to play catch-up all day. As Ray approached Paderborn from the south, his final glide calculator showed that he had the field made. As Ray's wife Shirley and crew Sam Zimmerman prayed, Ray reported flying through rain and increasing sink. Unable to cross the last ridge to the airport, Ray landed 2 miles short.

In the 15-Meter Class, Laurens Goudriaan (South Africa) took the daily victory with a speed of 76.7 km/h. Henri Stouffs was second with 76.2-

km/h and moved into second place overall only 95 points behind Ax. Karl Striedieck was a solid fifth with a 75.6-km/h speed.

Hans Glockl had the fastest flight in the Standard Class at 78.9 km/h. Glockl closed to within three points of Brigliadori and first place. Marc Schroeder was a strong second at 78.5 km/h and closed ground on the leaders.

In the Open Class, George Lee won his second consecutive day by a large 4 km/h margin over Holighaus. Lee had now accumulated three firsts and two seconds on his way to a 190-point lead. With the brilliant flying that Lee was showing, Bruno Gantenbrink could only shake his head and comment that "there is no way we can catch George. He is too good. He will have to make a big mistake."

The next day began with hopes that the weather in the area to the south of Paderborn known as the Sauerland would finally cooperate. This area of

rolling hills generally has the best soaring conditions in the northern half of Germany. With the meteorologists predicting cloudbases of 7000 feet, the task committee called the most ambitious tasks of the contest. A 455-km out-and-return to Wurzburg was set for the Open Class and the Standard and 15-Meter were sent on a 375-km triangle with turns at Dernbach and Alsfeld.

Four Open Class leaders use a rainstorm to finesse Lee but get zero for their pains.

As often happens, the best laid plans often do not work out. The early lift that was forecast did not materialize and the shorter alternate tasks were given (the Opens were given the 15-Meter triangle). Finally at 1300hrs. the launching of the grid began. During the launch, the sky to the south of the airport darkened rapidly. Takeoffs were halted as the thunderstorm descended on Paderborn. Sailplanes began drop-

ping from the sky and landing in the pouring rain and high winds accompanying the storm. All pilots landed but four from the first-launched Open Class. Holighaus, Gantenbrink, Kluk, and Butler had started moments before the storm crossed the field. They turned north with the idea of holding until the storm passed. After receiving messages from their teams that the airport was obscured by heavy rains and that everyone, including George Lee, had landed back at the field, the four continued their detour north. Seeing sunlight to the west encouraged them to try and fly around the storm. The Germans sensed that this was a golden opportunity to make up ground on Lee. Eager to keep their companions with them, they switched frequencies and soon reports of thermal strengths and locations were heard in broken English on the American team frequency.

The detour around the storm took them 80 kilometers off course to Dortmund before they were able to proceed south. The cloudbases in the foothills of the Sauerland were very low and Kluk's *Jantar 2B* was forced to land. Holighaus, Gantenbrink, and Butler were able to transition to the higher ground and they were soon speeding to the first turn at Dernbach. . . .

Back at Paderborn, the storm had passed very slowly. When the rains ended, the Open Class was repositioned on the grid. The tasks for the Standard and 15-Meter Classes were canceled for the day. The day was also over for the rest of the Open Class as the storm left nothing but overcast skies at Paderborn for hours. No pilot even attempted to launch.

As the afternoon progressed, drama built in the International Village. All radios were tuned to either the German or American frequencies. The hours passed and occasional rumors of "they're still flying" circulated through the village. The entire U.S. team was gathered in or near the U.S. Hut urging DB on. After almost two hours of no radio contact, the message came over the radio, "DB Ground, I'm on a 40 to 1 final glide. Return to Paderborn." A universal "hooray" went through the village.

Shortly after 700 p.m., YY flashed across the finish line and 30 seconds later the elegant 23-meter AS-W 17 arced around the Control Tower and received a good finish. The U.S. Team rushed onto the field and greeted DB like a conquering hero. Tired but elated, DB grabbed the first Paderborner Pilsner thrust his way and quaffed it in one long swallow. Asked about his

When SSA Director Bill Ivans (right) visited team members Tom Elmore, John Brittingham, and Art Haseltine in the comfortable, organizer-provided U.S. headquarters at the International Village, he came as a partisan U.S. rooster. However, as president of CIVV, Bill spoke for motorless flying enthusiasts throughout the world when he presented the keynote remarks to thousands of spectators and TV viewers at the impressive opening and closing ceremonies.





World Champions:
15-Meter Class, Goran Ax, Sweden



Open Class, George Lee, Great Britain



Standard Class, Marc Schroeder, France

flight, DB smiled and said, "I flew with Gantenbrink all day and that *Nimbus 3* of his is no better than my AS-W 17." The entire team sensed that with that statement, DB had just satisfied himself that the long winter nights in the workshop building the center sections for this one-of-a-kind machine had been worth it after all. [See last month's issue for "Dick Butler's Stretched AS-W 17"-Ed.]

Word came from the German Team that Holighaus was landing 30 kilometers short of Paderborn. As it turned out, not finishing did not hurt Holighaus in the standings. Even though the required 25% had flown the 100 kilometers and made the day an official contest day, the day factor was 0.000 which rewarded DB and Gantenbrink with zero points for completing the longest flights of the World Championships.

day 7

Like the previous day, the organizers called ambitious triangles in excess of 400 kilometers only to have late-arriving thermals force them to resort to alternate tasks. The distance for the Open Class was set at 361 kilometers; the Standard and 15-Meter Classes were given 339 kilometer tasks.

Thunderstorms again developed during the afternoon affecting the pilots on their third legs. No pilot fin-

ished in the Open Class. Bruno Gantenbrink made up for the previous day's disappointment by flying 314 kilometers for his second win of the contest. Lee's flight of 287 kilometers was good for only seventh for the day, but he still retained a 170-point lead over 2nd-place Holighaus.

The Standard Class had everyone land out but two. Mogens Hansen of Denmark came from the middle of the scoresheet and won the day with a speed of 78.9 km/h. Second went to Svein Kristiansen of Norway at 77.9 km/h. The overall standings were shaken up as the previous leaders, Brigliadori and Glockl, failed to reach the second turnpoint at Kreiensen. Marc Schroeder, with a flight of 315 kilometers, regained first place and teammate Chenevoy took over second place. Kristiansen's flight moved him into contention in third.

Four pilots finished the task in the 15-Meter Class. Alvaro d'Orleans-Borbon from Spain had the fastest flight of the day at 90.9 km/h. He was followed closely by Vittorio Colombo of Italy (89.9 km/h) and Ake Pettersson (87.7 km/h). Goran Ax struggled valiantly to reach the airport but was forced to land 600 meters short. His flight enabled him to retain his overall lead. Pettersson regained second place, only 60 points behind his teammate. Henri Stouffs landed short of the second turnpoint and fell 300 points off the lead pace, but still retained third place. Bernie Fitchett had the fourth

best flight of the day and leaped into fifth place overall. After the disaster of the 0-point day a week earlier, his steady flying had put him within reach of the top.

The next two days were no-contest days as a low pressure system stalled in northern Germany. The near record rains caused many areas to the south of Paderborn to have severe flooding conditions.

day 8

The stage is set for a showdown. Holighaus nudges Lee into second. The 15-Meter and Standard championships are still up for grabs.

With the prospect facing them that the competition might perhaps be over, the organizers decided to send the pilots to the only area which offered any hope of soaring. Setting turnpoints at Marburg and Schwalmstadt to the south, Contest Director Fred Weinholtz cautioned the competitors that according to reconnaissance flights by the tow pilots, most of the fields in the task area had water standing in them.

The field was launched into a sky that was marginally soarable. Pilots were only able to get a few hundred feet above release altitude and many relighted. One notable relight was

Goran Ax, currently leading in the 15-Meter Class. Seeing that conditions around Paderborn were deteriorating rapidly, Ax elected to launch again immediately. A mix-up in the launch line cost Ax precious minutes. He watched from the ground as the last group of starters staggered their way out onto course. Ax launched into the drying sky but 10 minutes later was back on the ground at Paderborn. Now Ax faced one of the most difficult decisions of his career. Should he take his last launch (in the World-Championships, pilots are only allowed three launches per day) into an obviously dead sky or should he wait and hope that the day would improve later? After a moment of thought, Ax elected to launch immediately. After releasing from tow, Ax glided through the start gate and turned south, hoping to reach the sunshine. He landed after a dead glide of 15 kilometers.

Lady Luck remained with Ax, however, as not enough pilots exceeded 100 kilometers. Ernst Peter flew the longest flight of the six who bettered 100 kilometers.

The Standard Class also had a no-contest day as only two pilots attained the minimum distance. Ben Greene had the best flight of 109 kilometers.

In the Open Class, something significant had occurred. Klaus Holighaus somehow found lift over the wet terrain and glided his *Nimbus 3* for 164 kilometers, almost 40 kilometers farther than George Lee. Scorers had to wait until midnight when Stanislaw

Kluk finally reported in to determine the points. With the day factor of 0.500, Holighaus received 500 points to the 331 points for Lee. Going into the last day, Holighaus would have a 5-point advantage over the defending champion Lee. The stage was set for a dramatic finish.

After fourteen days of the 17th World Championships, only three questions remained to be answered; Could the Swedes, Ax and Pettersson, maintain their 300 point lead for a sweep in the 15-Meter Class? Could the team-flying French duo of Schroeder and Cheneyov hold off the charging Norwegian Kristiansen for a double win in the Standard Class? Could George Lee possibly come up with one more magic trick and pass the shrewd Klaus Holighaus for his third consecutive world Open Class title?

day 9

DB proves his mettle as the only finisher in the final race and Striedieck outdistances the 15-Meters. But England, Sweden, and France get the cups.

The last contest day began as had the first day — with heavy rains from a passing cold front. At the 9:30 briefing, Fred Weinholtz told the pilots that not sufficient weather information was available to determine if a flying day

would be possible. "We shall use every available hour of the day and try to give a fair task. Next briefing will be at 11:30." One could not miss the concerned look on the face of George Lee as he filed out of the briefing room.

The task committee adjourned to the Command Room. The meteorologists were ordered to update the committee every 15 minutes on the status of the cold front.

An hour went by before the chief meteorologist rushed into the room with the latest satellite photos. The northern quadrant was beginning to open. Weinholtz ordered Horst Degen, the chief tasksetter, to cancel the planned tasks to the west and set up the shortest tasks allowable to the north.

The pilots filed into the briefing hall for the second briefing. The room quickly became silent and Weinholtz announced, "The front has passed and we will begin launches at 1400hrs. The task for the Open and 15-Meter Classes will be a 213-km triangle with turns at Bramsche and Damme Airfield. The Standard Class will fly a 202-km triangle with turns at Bramsche and Böhmte-Bad Essen Airfield. I wish all of you good luck today."

The sailplanes were gridded by 1300 hrs. and the wait began for the first thermals. The sky still did not look very soarable and many pilots began to wonder if they would sit on the grid for the entire afternoon. Thousands of spectators had turned out for this final day. Perhaps this gridding was only a show for them. Pilots chatted idly among themselves to alleviate the nervous tension the wait was creating. Much of the talk was centered around how Klaus Holighaus would approach the duel with George Lee. Most agreed that he would attempt to start behind Lee and then try to shadow him. Carsten Lindemann told me that Holighaus would destroy his sailplane if necessary to beat Lee. "He has done this twice before and the *Nimbus 3* is expendable if it means flying one more kilometer than George Lee." Other speculation centered on the possibility of a victory by Bruno Gantenbrink, possible if Lee and Holighaus flew each other into the ground in their battle for first.

U.S. Team doctor Sam Zimmerman likes to look on the bright side of things. "There is even something to be said in behalf of Paderborn's storms," he observed as he posed with an AS-W 20 in front of a rainbow a departing front had left behind.



Eric Mozer



Two of the four Mercedes Gelandewagens provided to the U.S. Team for trailer tow cars. Similar vehicles were also loaned to all other entrants and typify the superb support the organizers had mustered from all sectors of Germany.

The small talk ended abruptly as the sky began to show signs of coming to life. The sniffer was launched and at 1400hrs. the order was given to launch. One by one, the Robin towplanes carried the sailplanes into the air for the last time.

As soon as the start line opened, a steady stream of gliders could be seen floating across at maximum L/D speed. Barely 2500 feet above ground, they proceeded north to try and reach the Teutoburger Wald ridge and better soaring. By 1500 hrs. all sailplanes were on course except for two. The 23-meter *Nimbus 3*'s of Holighaus and Lee remained clearly visible over Paderborn. In a graceful ballet that captured everyone's attention, the two aces circled patiently, each hoping that the other would lead out. The duel went on for 45 minutes and still neither made a run for the gate. A thickening cirrus deck began to cross the airport from the west and Holighaus was heard on the German frequency exclaiming, "We are sinking. I'm having trouble staying airborne." Moments later the battle of nerves ended and Lee called the start gate followed closely by Holighaus. Holighaus had won the battle but the question now was, had they both outsmarted themselves and lost the war? Slowly they turned north and proceeded toward Bramsche in the decaying sky.

The approaching layer of cirrus was making soaring difficult. Those pilots fortunate enough to round the turn at Bramsche early were able to reach the second turnpoint before the cirrus caught up with them and forced them to land. . . .

Dick Butler had started on course immediately after the start gate opened. Working his way cautiously around

the course, he avoided getting low and into trouble. DB was able to get to Bielefeld on the third leg before the cirrus reached him. Making a detour to the east to Detmold, where the sun was still shining, DB was able to reach a thermal that gave him enough altitude to final-glide back to Paderborn. With a speed of 59 km/h, DB was the only pilot in any class to complete the task!

Karl Striedieck was the very first pilot to go out on course. Flying alone gave him the ability to make his own decisions. After reaching the second turn at Damme, Karl decided that his only way to stay in the air in the face of the approaching cirrus would be to get back to the ridge as quickly as possible. The wind was blowing from the west, and although the ridge did not have the ideal orientation for good ridge flow, sufficient lift to creep homeward should be available. Striedieck found the lift to be right at the crest of the ridge and he worked his way to Bielefeld, often only 200 feet above the valley in front of the ridge. When he reached Bielefeld, he only had 200 feet left to try and cross the gap created by the autobahn. The ridge was very low on the other side of the gap and Karl had only enough to land straight ahead into a very small field. His flight was 178 kilometers and good for first in the 15-Meter Class. The U.S. ended the last race of the meet with two 1st-place winners and Ray Gimney's 7th-place finish.

John Byrd and Jimmy Wasness were driving on Bundesstrasse 218 between Bramsche and Bohmte. The two had just gotten underway after making a phone call to get their pilot Ben Greene's landing position. Looking out the window, Byrd noticed two long-wing sailplanes approaching a little knoll north

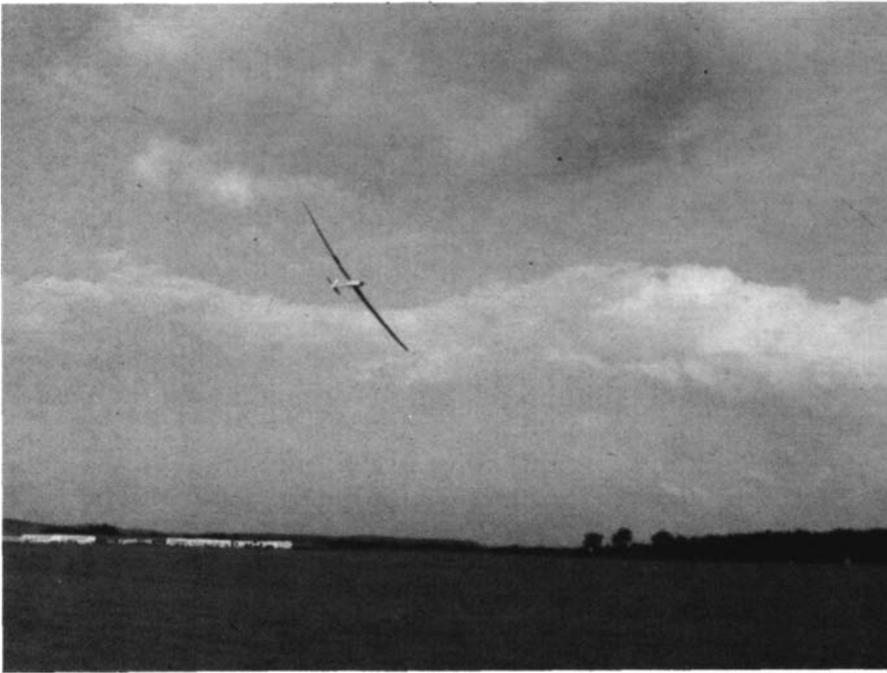
of the road. "Pull over Jimmy. I want to try and identify these gliders." Jimmy pulled the four-wheel-drive Mercedes onto the shoulder and stopped the engine. Outside the car, Byrd could see the two pilots were Lee and Holighaus. Byrd realized that he was seeing the culmination of the struggle for supremacy in the Open Class. "The two gliders were circling above a tiny hillock," recalled Byrd, "and Lee appeared to have about a 100-ft. advantage. They circled there for almost 25 minutes in what must have been reduced sink. They were slowly sinking to the level of the hill. They circled until the lower pilot (Holighaus) could not safely make another turn without hitting the top of the hill. He straightened out abruptly and started ridge-soaring the tiny knoll. As Lee continued circling, the bubble he was circling in strengthened just enough that he was able to climb slowly to about 1500 feet. It appeared that Lee had deliberately scraped Holighaus off the bottom!" With Lee moving and Holighaus barely airborne, the crew of 11 raced on to meet their pilot, satisfied that they had just seen how George Lee won his third consecutive world championship.

Lee continued on and rounded the second turn with about 300 feet. Never considering landing at the airport, he glided off his remaining altitude and landed hard enough to damage his *Nimbus 3*.

At Paderborn, the day was turning rapidly into night and still no report from either Lee or Holighaus. Only the results in the 15-Meter Class were official. Goran Ax had won his second world championships and his teammate Ake Pettersson finished second for a clean sweep for Sweden. Dan Par6 of Holland finished third and Bernie Fitchett moved to fourth.

At 8:00 p.m., George Lee reported in and his distance was measured at 153 kilometers. Another hour passed and still no report from Holighaus. Perhaps he was waiting to see if enough pilots had flown 100 kilometers for a contest day. Finally he phoned and was credited with 135 kilometers. It was official — George Lee had retained his title!

Another drama was unfolding in the Standard Class. Leonardo Briigliadori had won his second day of the contest



Dick Butler was probably feeling pretty good when he was making this finish the seventh day — only Gatenbrink and he had finished the course. But the day was devalued and both pilots got zero points for their efforts.

The Organizer — the Man Who Made It Go. Fred Weinholtz, a soaring enthusiast and schoolteacher, was the moving spirit behind what is conceded to be the best organized World Gliding Championships ever held. For two years his exemplary self-effacement, willingness to take on any job that needed doing from moving chairs to moving the government, and his transparent devotion to motorless flight, attracted cadres of unpaid volunteers from business and government as well as the sport itself. This accomplishment has advanced the World Gliding Championships into a new era and will surely represent the standard against which future efforts will be measured.

L
2
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and Svein Kristiansen was third at 139 kilometers. Early calculations at the airport showed that the day would be devalued because few pilots had exceeded 100 kilometers. By 10:00 p.m., an interesting development occurred. Marc Schroeder, with a flight of 122 kilometers, held a narrow lead over Kristiansen. But as more pilots reported in, the number of pilots exceeding 100 kilometers increased from 10 to 13. The day factor (which increases with the number of pilots bettering 100 kilometers) had reached 0.463. This narrowed Schroeder's margin to only 14 points over the 2nd-place Norwegian. If one of the three remaining pilots who had not yet called in flew farther than 100 kilometers, Kristiansen would receive enough additional points to win the Standard Class. The three pilots reported by 10:30, but their distances were not released until everything was double-checked. Finally at 12:30 a.m. the computer screens around the airport flashed the news that 26-year-old Marc Schroeder was the new Standard Class Champion! Kristiansen finished second and Gabriel Chenevoy third.

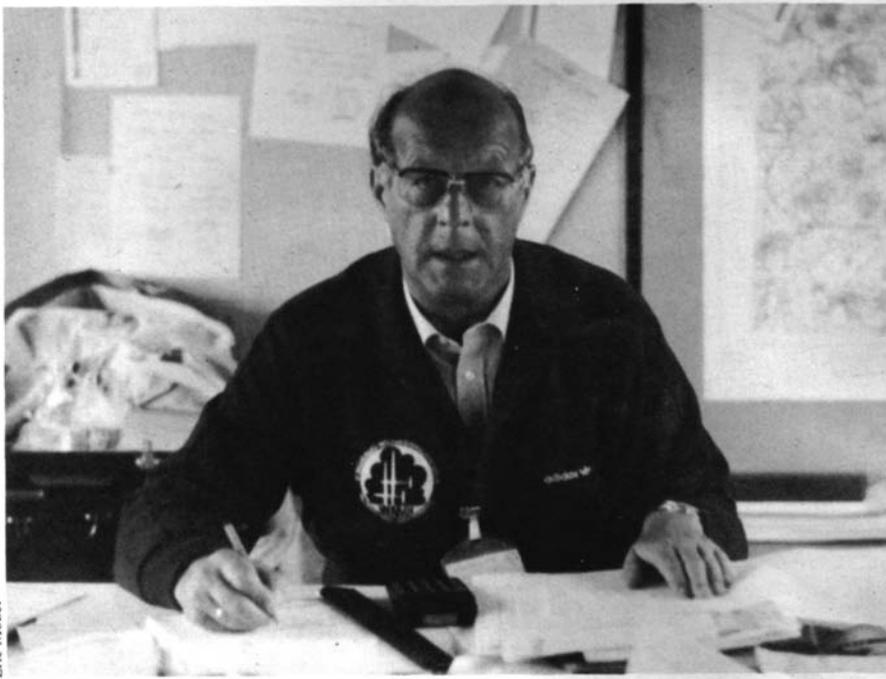
Early on the morning of the closing ceremonies, the sound of hammers and chisels pounding echoed through the International Village. As crews and pilots walked past the control tower they saw the artisans carving the names of the three new world champions into the massive stone sculpture bedecking the entrance to the Paderborn-Haxterberg Airport. The sculpture would remain to remind all who would follow that the 17th World Gliding Championships had been successfully held here in the spring of 1981.

What of the new world champions? Marc Schroeder reflected on his winning the Standard Class. "It has been a very difficult competition. I think the team flying which Gabriel (Chenevoy) and I did was responsible for my success. Without him, I could not have won. I regret very much that he was not able to receive a trophy for first place also."

Goran Ax won his second world title. He joins an elite list of two-time winners that includes the legendary names of Wroblewski, Huth, Moffat, Reichmann, and Lee.

George Lee joined Helmut Reichmann as the only three-time world champion. His unprecedented third consecutive Open Class title, coming as it did in only his third world competition, set him at the pinnacle of the sport.

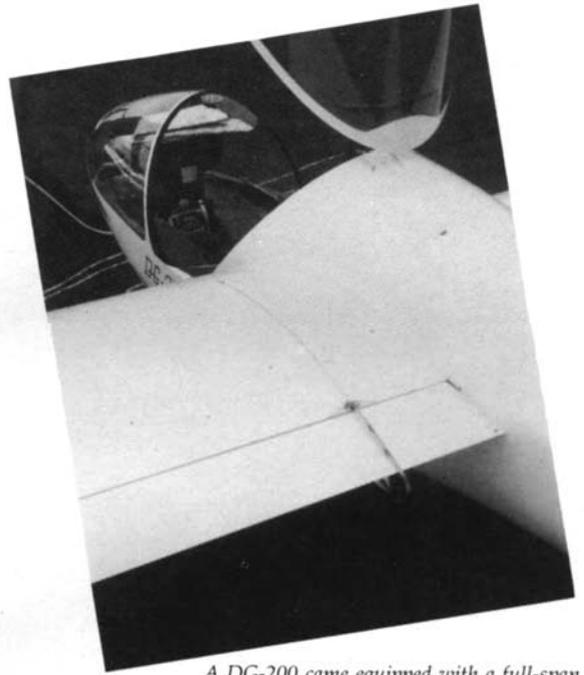
His fellow competitors say that the tall Englishman is the best soaring pilot in the world.



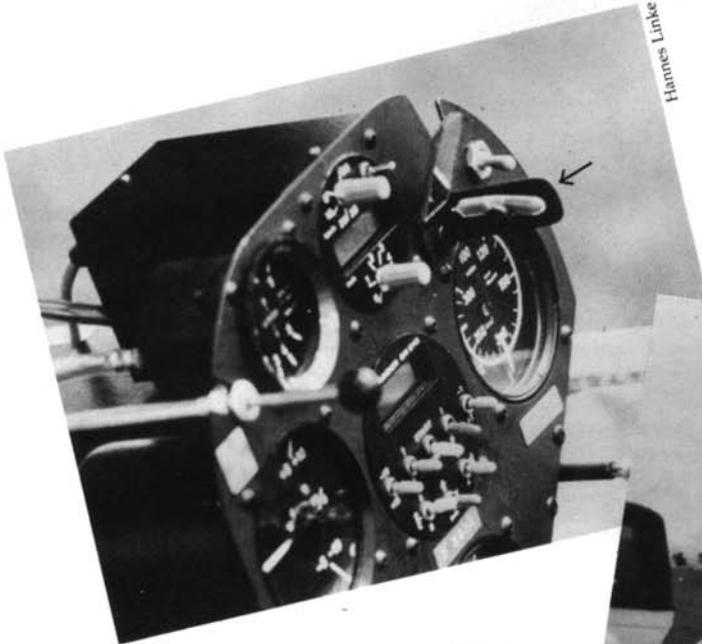
Eric Mozer

Goodies at the field . . .

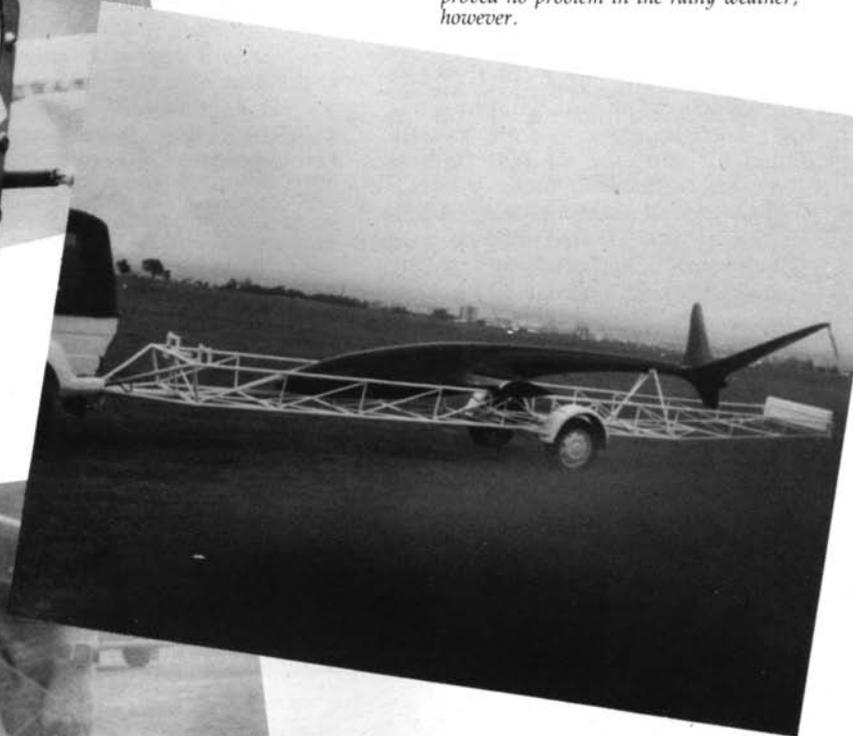
Besides the racing at Paderborn, soaring enthusiasts could find other fascinating activities and things to see. For instance, the Scientific and Technical Sections of OSTIV were holding their 17th Congress concurrently with the contest. President Manfred Reinhardt presided at the presentation of 57 papers at these sessions and reported an additional six papers on special subjects including medicine and aerobatics were read. Some of these will appear in *Technical Soaring*. The following photographs give a glimpse of novel and interesting developments appearing at the field.



A DG-200 came equipped with a full-span debugger cord that rode the flap gap. Bugs proved no problem in the rainy weather, however.



Glockl's angle-of-attack indicator is said to be accurate to one degree.



Industrial designer Luigi Colani turned heads when he arrived at the field with this svelte fuselage plug. Reportedly he was looking for a builder. No one challenged his aesthetics, but the aerodynamics engendered a heated debate.

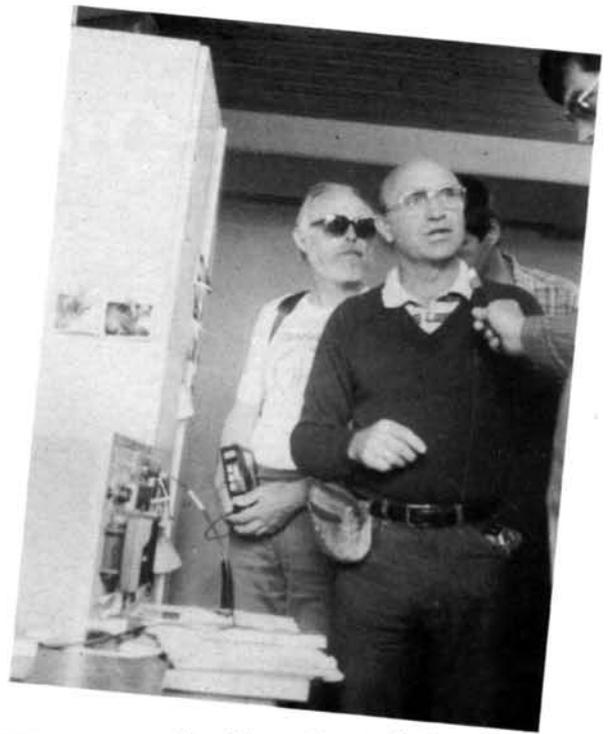


For those who dislike audio varicos, here's a silent heads-up mounting under the forward canopy.



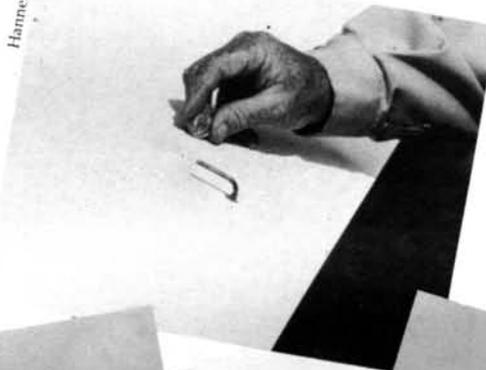
Eric Mozzer

Diamant designer Thomas Bircher flew his jet-powered Prometheus to Paderborn. He is working on an article for Soaring detailing the project.

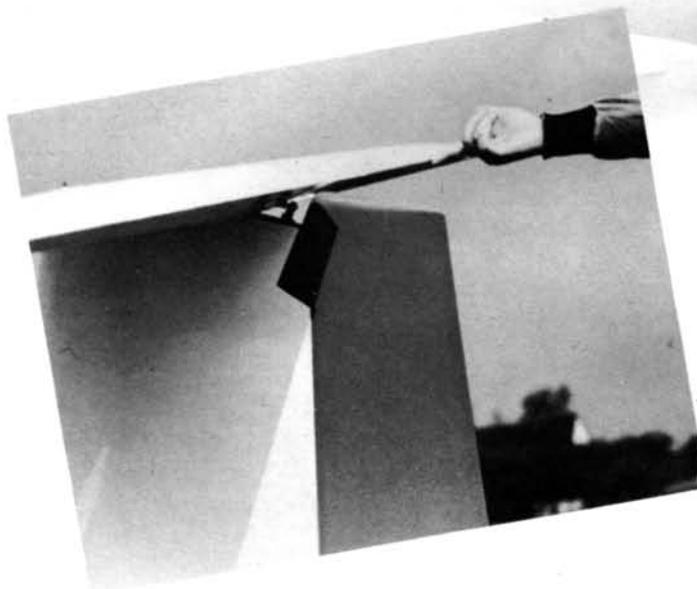


Hans-Werner Grosse (right) brought his Australian homebuilt satellite weather picture receiver. As soon as the satellite came above the western horizon, Hans-Werner would take Polaroid pictures of the cloud cover of the contest area. These were of great value to the crack weather men and aided the excellent forecasts.

Hannes Linke

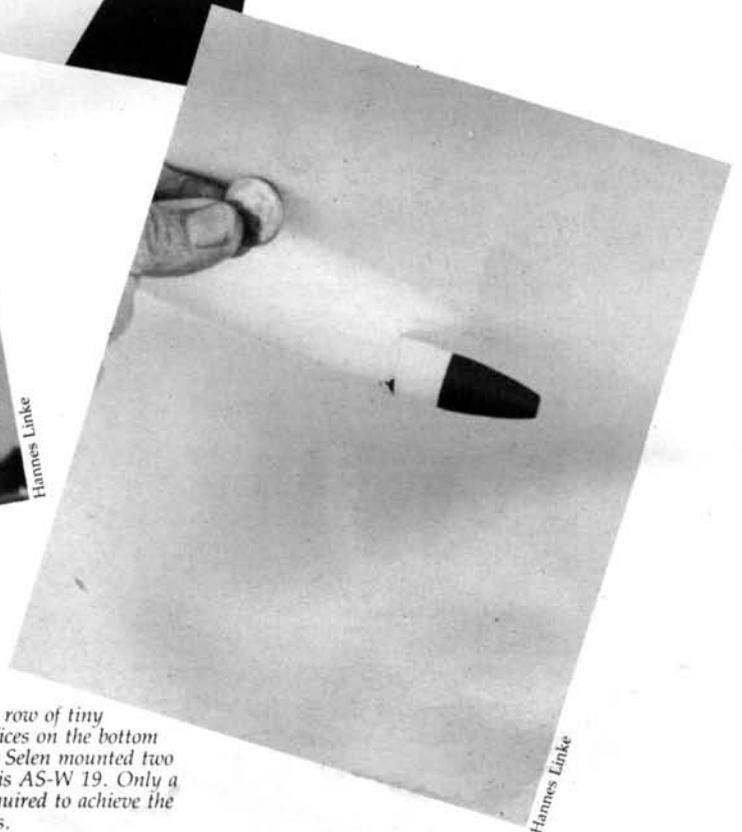


Ragot had a turbulence indicator tube near the trailing edge of his LS-4.



Hannes Linke

Brigliadori added a mass balance to the rudder of his AS-W 19.



Hannes Linke

To feed air to a spanwise row of tiny separation-triggering orifices on the bottom surface of his wing, Baer Selen mounted two intakes like this one on his AS-W 19. Only a small volume of air is required to achieve the desired separation bubbles.

17TH WORLD GLIDING CHAMPIONSHIPS, FADERBORN, WEST GERMANY

FINAL STANDINGS
OPEN CLASS

MAY 24 — JUNE 6, 1981

Pilot	Country	Sailplane	Day	1	2	3	4	5	6	7	8	9	Score
1	LEE, G.	Great Britain	Nimbus 3	2		1 (1)	2 (1)	1 (1)	1 (1)	7 (1)	2 (2)	8 (1)	6685
2	HOLIGHAUS, K.	W. Germany	Nimbus 3	1		2 (2)	3 (2)	2 (2)	2 (2)	4 (2)	1 (1)	10 (2)	6590
3	GANTENBRINK, B.	W. Germany	Nimbus 3	3		3 (3)	1 (3)	3 (3)	3 (3)	1 (3)	7 (3)	6 (3)	6358
4	SCHUBERT, A.	Austria	Nimbus 2	6		5 (5)	8 (5)	4 (4)	4 (4)	3 (4)	7 (4)	5 (4)	5650
5	KLUK, S.	Poland	Jantar 2B	4		6 (4)	5 (4)	11 (5)	7 (5)	5 (5)	6 (5)	2 (5)	5363
NO-CONTEST DAY													
6	BOURGARD, P.	Belgium	Nimbus 2	5		11 (6)	7 (6)	6 (6)	6 (6)	2 (6)	3 (6)	9 (6)	5076
7	BUTLER, R.	U.S.A.	AS-W 17	12		4 (7)	4 (7)	8 (7)	12 (9)	8 (10)	11 (9)	1 (7)	4526
8	MUSZCZYNSKI, H.	Poland	Jantar 2B	9		7 (9)	6 (8)	10 (8)	10 (7)	9 (7)	5 (7)	3 (8)	4491
9	SPYCHIGER, W.	Switzerland	Nimbus 2C	7		8 (8)	12 (11)	7 (11)	5 (8)	10 (8)	4 (8)	11 (9)	4218
10	GOUDRIAAN, K.	South Africa	AS-W 17	10		9 (10)	9 (9)	9 (10)	10 (11)	6 (9)	10 (10)	7 (10)	4119
11	INNES, D.	Guernsey C.I.	Nimbus 2C	11		10 (11)	10 (10)	5 (9)	8 (10)	12 (11)	7 (11)	4 (11)	3903
12	ANGLADA, A.	Spain	AS-W 17	8		12 (12)	11 (12)	12 (12)	9 (12)	11 (12)	12 (12)	12 (12)	2801

15-METER CLASS

1	AX, G.	Sweden	AS-W 20	12	6 (11)	4 (9)	16 (8)	3 (1)	9 (1)	5 (1)		11 (1)	5223
2	PETTERSSON, A.	Sweden	AS-W 20FP	17	12 (18)	7 (12)	17 (11)	1 (2)	16 (3)	3 (2)		10 (2)	5180
3	PARÉ, D.	Netherlands	Ventus B	7	12 (7)	1 (3)	22 (3)	33 (8)	13 (7)	10 (4)		2 (3)	4836
4	FITCHETT, B.	Great Britain	Ventus B	3	8 (3)	38 (36)	1 (31)	2 (11)	20 (10)	4 (5)		4 (4)	4769
5	STOUFFS, H.	Belgium	AS-W 20	8	3 (8)	18 (7)	27 (12)	5 (4)	2 (2)	16 (3)		32 (5)	4614
6	SPRECKLEY, B.T.	Great Britain	AS-W 20	4	4 (4)	6 (1)	7 (1)	22 (3)	33 (15)	6 (10)		3 (6)	4533
7	HAMMERLE, H.	Austria	Ventus A	33	1 (32)	8 (14)	30 (20)	6 (16)	10 (9)	15 (6)		11 (7)	4513
8	KUITTINEN, M.	Finland	AS-W 20	11	21 (12)	29 (27)	29 (28)	13 (26)	4 (13)	7 (7)		9 (8)	4430
9	WIDMER, J.	Brazil	AS-W 20	40	4 (40)	11 (28)	11 (19)	17 (22)	7 (11)	25 (8)		5 (9)	4283
10	RONNESTAD, E.	Norway	AS-W 20	1	6 (1)	19 (2)	9 (2)	41 (7)	11 (5)	26 (9)		25 (10)	4171
11	WERNEBURG, U.	Canada	AS-W 20	25	32 (28)	24 (20)	31 (24)	26 (28)	15 (20)	13 (16)		15 (11)	4160
12	SORENSEN, O.	Denmark	AS-W 20	4	25 (5)	23 (5)	14 (4)	31 (5)	14 (6)	32 (11)		23 (12)	4156
13	OBRIST, B.	Switzerland	DG-200	37	12 (36)	16 (23)	32 (27)	23 (27)	17 (23)	10 (18)		13 (13)	4151
14	GOUDRIAAN, L.	South Africa	AS-W 20	25	29 (27)	33 (32)	19 (32)	33 (34)	1 (24)	16 (20)		8 (14)	4054
15	SCHULTHESS, A.	Switzerland	Ventus A	12	12 (13)	5 (10)	13 (7)	26 (12)	8 (8)	31 (13)		33 (15)	4007
16	STRIEDIECK, K.	U.S.A.	AS-W 20	21	25 (21)	38 (40)	2 (35)	9 (35)	5 (30)	16 (27)		1 (16)	3987
17	MUSTERS, K.	Netherlands	Ventus A	17	1 (15)	2 (8)	4 (5)	33 (14)	26 (16)	9 (12)		36 (17)	3985
18	HUYBRECHT, E.	Belgium	DG-200	32	9 (33)	17 (21)	33 (26)	7 (23)	12 (12)	19 (17)		24 (18)	3966
19	BLUEKENS, M.	Belgium	AS-W 20	25	12 (26)	26 (26)	5 (16)	4 (5)	37 (22)	7 (15)		27 (19)	3941
20	COLOMBO, V.	Italy	AS-W 20	41	32 (41)	9 (30)	20 (25)	11 (24)	21 (26)	2 (14)		33 (20)	3926
20	JUNQUEIRA, C.	Brazil	AS-W 20	12	32 (16)	28 (24)	12 (18)	16 (20)	19 (17)	27 (22)		19 (20)	3926
22	GAVAZZI, M.	Italy	AS-W 20	38	29 (38)	10 (19)	15 (17)	11 (17)	18 (14)	34 (21)		21 (22)	3861
23	TIMMERMANS, A.	New Zealand	AS-W 20	10	32 (10)	21 (16)	10 (14)	25 (18)	22 (18)	28 (24)		20 (23)	3839
24	D'ORLEANS-BORBON, A.	Spain	AS-W 20	25	32 (28)	12 (15)	8 (13)	13 (15)	35 (28)	1 (19)		35 (24)	3807
25	UOTI, T.	Finland	Glasflügel 304	6	21 (6)	13 (4)	26 (6)	20 (9)	3 (4)	40 (23)		26 (25)	3712
26	WERNEBURG, H.	Canada	Ventus B	34	9 (34)	15 (22)	24 (23)	39 (31)	31 (34)	12 (29)		15 (26)	3608
27	GIMMEY, R.	U.S.A.	AS-W 20	34	21 (35)	32 (33)	23 (33)	28 (32)	23 (32)	22 (30)		7 (27)	3595
28	RANDET, J.	France	Ventus A	2	31 (2)	27 (6)	25 (9)	15 (10)	39 (31)	33 (31)		6 (28)	3584
29	PEDERSEN, J.	Denmark	AS-W 20	23	21 (22)	14 (17)	21 (15)	8 (13)	28 (21)	24 (25)		37 (29)	3533
30	RIERA, J.	Argentina	AS-W 20	31	32 (31)	25 (25)	34 (29)	18 (29)	24 (29)	14 (26)		37 (30)	3531
31	HAGGENMÜLLER, R.	Austria	AS-W 20	9	32 (9)	19 (12)	36 (21)	10 (21)	27 (25)	38 (28)		22 (31)	3493
32	REINOSO, M.	Argentina	AS-W 20	25	32 (28)	31 (31)	35 (34)	30 (33)	25 (33)	21 (32)		17 (32)	3469
33	BULUKIN, B.	Norway	AS-W 20	17	12 (18)	35 (34)	3 (30)	24 (30)	6 (19)	40 (33)		18 (33)	3402
34	SCHUIT, G.	Netherlands	AS-W 20FP	21	12 (20)	3 (11)	18 (10)	38 (19)	29 (27)	40 (35)		13 (34)	3180
35	ASIKAINEN, M.	Finland	AS-W 20	16	12 (17)	22 (18)	28 (22)	20 (25)	41 (35)	20 (34)		31 (35)	2961
36	PETER, E.	W. Germany	AS-W 20	24	12 (24)	38 (41)	6 (37)	28 (36)	38 (36)	35 (36)		29 (36)	2229
37	LOPEZ B. DE QUEROS, A.	Spain	AS-W 20	25	9 (25)	37 (37)	37 (38)	33 (39)	32 (38)	30 (7)		28 (37)	2072
38	RADIC, S.	Chile	Ventus	34	28 (37)	34 (35)	40 (39)	18 (38)	36 (37)	36 (39)		30 (38)	2009
39	ENYA, J.	Japan	AS-W 20	17	32 (23)	30 (29)	39 (36)	39 (37)	42 (39)	29 (7)		37 (39)	1989
40	PERSSON, B.	Sweden	AS-W 20	12	25 (14)	38 (38)	42 (42)	33 (41)	30 (40)	23 (40)		37 (40)	1637
41	URBINA, R.	Chile	Mini-Nimbus	39	32 (39)	38 (42)	38 (41)	32 (40)	40 (42)	37 (41)		37 (41)	1164
42	GEIBEN, R.	Luxembourg	AS-W 20	41	32 (42)	36 (39)	41 (40)	42 (42)	34 (41)	39 (42)		37 (42)	1034

STANDARD CLASS

1	SCHROEDER, M.	France	LS-4	5		7 (6)	1 (1)	16 (3)	2 (3)	5 (1)		10 (1)	5769
2	KRISTIANSEN, S.	Norway	LS-4	8		10 (9)	10 (7)	13 (6)	7 (6)	2 (3)		3 (2)	5755
3	CHENEVOY, G.	France	LS-4	2		7 (5)	3 (2)	16 (4)	3 (4)	5 (2)		8 (3)	5732
4	BRIGLIADORI, L.	Italy	LS-4	6		12 (8)	6 (4)	1 (1)	4 (1)	20 (5)		1 (4)	5653
5	OYE, S.	Denmark	LS-4	9		1 (3)	15 (6)	5 (5)	6 (5)	9 (4)		5 (5)	5652
6	GLÖCKL, H.	W. Germany	LS-4	4		4 (4)	5 (3)	7 (2)	1 (2)	23 (6)		2 (6)	5580
7	HAMMERLE, H.	Austria	LS-4	13		9 (12)	2 (11)	2 (9)	11 (7)	3 (7)		16 (7)	4956
8	WITEK, S.	Poland	Std. Jantar	1		5 (2)	13 (5)	23 (10)	13 (8)	12 (8)		15 (8)	4762
9	DAVIS, A.J.	Great Britain	LS-4	10		11 (10)	9 (10)	3 (7)	21 (10)	4 (9)		10 (9)	4736
10	KEPKA, F.	Poland	Std. Jantar	7		3 (7)	20 (8)	19 (11)	13 (9)	24 (11)		12 (10)	4470
NO-CONTEST DAY													
11	HANSEN, M.	Denmark	LS-4	18		23 (22)	19 (26)	5 (18)	5 (12)	1 (10)		24 (11)	4344
12	NIELSPACH, H.	Switzerland	LS-4	12		16 (14)	14 (15)	12 (13)	20 (16)	16 (14)		7 (12)	4230
13	MELUM, H.	Norway	LS-4	22		16 (17)	4 (13)	8 (12)	24 (17)	12 (18)		3 (13)	4109
14	RAGOT, F.	France	LS-4	2		2 (1)	24 (9)	14 (8)	23 (13)	17 (12)		20 (14)	4077
15	PANKKA, A.	Finland	AS-W 19B	18		26 (26)	7 (22)	15 (22)	9 (19)	8 (17)		9 (15)	4066
16	SOARES FILHO, R.	Brazil	AS-W 19	21		21 (19)	12 (16)	11 (14)	15 (14)	25 (19)		6 (16)	4064
17	PEROTTI, G.	Italy	AS-W 19B	16		13 (13)	17 (14)	18 (16)	12 (11)	20 (13)		22 (17)	4038
18	RIZZI, R.	Argentina	LS-4	14		19 (16)	21 (17)	24 (21)	8 (18)	7 (16)		14 (18)	3942
19	CARPENTER, J.	Canada	AS-W 19B	23		22 (21)	8 (18)	10 (15)	16 (15)	18 (15)		19 (19)	3852
20	BRADLEY, R.	South Africa	AS-W 19B	25		15 (20)	16 (19)	4 (17)	27 (22)	14 (20)		17 (20)	3323
21	SEARS, P.	Canada	LS-4	17		20 (18)	25 (21)	8 (20)	18 (20)	22 (21)		18 (21)	3239
22	ANDERSSON, G.	Sweden	Std. Jantar	15		26 (25)	18 (23)	21 (24)	9 (23)	10 (22)		25 (22)	3093
23	MATTANO, A.	Argentina	LS-4	20		14 (15)	22 (20)	21 (23)	19 (24)	19 (23)		23 (23)	2905
24	GREENE, B.	U.S.A.	LS-4	11		6 (11)	11 (12)	25 (19)	25 (21)	26 (24)		13 (24)	2720
25	SELEN, B.	Netherlands	AS-W 19B	24		24 (24)	22 (24)	19 (25)	22 (25)	11 (25)		20 (25)	2348
26	AVGERINOS, C.	Greece	DG-100	26		25 (27)	27 (27)	26 (27)	17 (26)	15 (26)		25 (26)	2028
27	SCHAFFHAUSEN, VON C.	Brazil	AS-W 19B	27		18 (23)	26 (25)	27 (26)	26 (27)	26 (27)		25 (27)	1177

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

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.



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.

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.

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.



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Please make a direct contribution to the U.S. Soaring Teams or a perpetual contribution to the Robertson Trust today!

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John Seaborn
5560 Boulder Hills Dr
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USA

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Hobbs, NM 88241-2100

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