



On August 13, 1943, the Austrian town of Wiener Neustadt was a primary target for Allied heavy bombers. The raids continued throughout the war, making this the most heavily bombed city in Austria. In this city of 35,000, only three homes were undamaged.

The reason for these relentless attacks were the factories at the edge of the airfield on the north side of town. Here, the Germans were producing ME 109 airframes, and the engines for this sleek fighter were being assembled in limestone caverns carved into the nearby hills. Over 9,000 ME 109's were produced, 375 a month during the peak.

The field is still here, a huge grass spread 3 kilometers wide and 5 kilometers long, the largest natural airfield in the free world. This was the site for the 21st International Gliding Championships, and when the 108 competing gliders were assembled on the grid at midfield, they could have launched comfortably in any direction. There are 21 glider clubs with 3,000 licensed pilots flying 120 sailplanes, 3 power plane clubs and 130 parachutists, all operating from this same sprawling complex.

Wiener Neustadt lies 40 kilometers south of Vienna. It was founded in 1192 to help protect Vienna from the Magyar warriors of Hungary. To the west are the

A CHIP OFF THE OLD BLOC

XXI World Gliding Championships

by Chuck O'Mahony

Austrian Alps, still snow capped in May, and less than 40 kilometers to the east is Hungary. The city is modern, without having lost touch with its rich Austrian heritage, and the streets and sidewalks are whisk-broom clean. Carefully tended vineyards lines the highway around the city, and huge squares and rectangles of rape plant give a golden glow to the hillsides.

All things are neat, orderly and beautiful, and it is hard to imagine the chaos of the war years. But, the scars are still here, the bomb craters are still in evidence. And for some, this was a homecoming.

Sandor Nagy flies gliders out of Cleveland now, but in 1944 he was a 17-year old machinist conscripted to work here in the Messerschmitt factory. While we waited for the launch to start, he told

us stories of the bombings and pointed out where the factories had been.

Hannes Linke is an SSA Vice President, and he was here to help our team. But, in 1945 he was a six year old boy in a camp for homeless Germans. His father was in a Russian prison camp, and Hannes and his family had been evicted from Czechoslovakia after the war. They begged for food and in the two years before his father returned, his mother died.

Hellmut Hetz is a retired Eastern pilot. He was standing beside me during the air show that opened the contest, and together we used body English to help an ancient JU 52 trimotor lumber off the grass field. "I got my instrument rating in that monster in 1942," he said. Hetz had been a Luftwaffe pilot, working under the legendary Ernst Udet. He



Emil Tabery plots the course with his Dad, Ron.

test flew the world's first jet fighter, the ME 262, became a "war bride" when it was all over, and now he flies gliders in Connecticut.

In addition to offering both a great

launch facility and soaring conditions, Wiener Neustadt was the ideal setting for the happenings of this 21st contest. The city itself has risen like the Phoenix from its own ashes, and now it was

hosting new beginnings for others. Every faction of what the Australians call the "39-45 War" was here to compete in the Austrian skies, but this time the winners would receive a trophy and the losers would applaud them. In what everyone considered a major political breakthrough, this meet was conducted with full cooperation from Hungary, a communist bloc nation. Tasks were assigned with turnpoints in Hungary, and when landouts occurred, retrieve crews crossed the border both coming and going in the VIP lane.

There were glider pilots competing from Hungary, Poland, Bulgaria, Yugoslavia, Czechoslovakia and the Soviet Union. The Russian pilots were flying sailplanes loaned to them by the Germans. At least one German pilot has arranged a stint of flying in the Caucasus in Russia in return for the use of his ship.

The 20 tow planes were mostly Zlins, flown by Czechs and Hungarians, and French Robins, piloted by the Austrians. In all there were 27 countries competing.

A fine example of the German penchant for grouping words was the title for this World Gliding Championships. In the native tongue, "Segelflugweltmeisterschaften." Yep, that's one word, 28 letters, just slightly longer than our alphabet.

And, if the official name left any doubt that this contest was to be vintage Teutonic, the 3 men who sat on the stage each day to conduct the briefing were Gerhard, Hermann, and Max.

WINTER FLIGHT INSTRUMENTS

THE HIGHEST TECHNOLOGY IN AVIATION
AND EUROPE'S EXQUISITE CRAFTSMANSHIP

AIRSPEED



from \$135.00

VARIOS



from \$279.00

ALTIMETERS



from \$156.00

BUSINESS MEMBER

Call (313) 750-0050
or write for our free
catalog of instruments
for sailplanes and
other sport aircraft.

sky sports

13506 LAKEBROOK DRIVE
FENTON, MICHIGAN 48430

CALL 1-800-AIR-STUF

The U.S. sent a six man team to Austria, underwritten entirely by SSA member contributions and private donations. Ray Gimmey, flying a Nimbus 3 in the Open Class, was competing for the fifth consecutive time in the World Championships. He has won the National Championships in the U.S. in all three classes. Ron Tabery of Austin, Texas also flew a Nimbus 3. National Champion at Hobbs in 1987, this was Ron's first World Competition.

In the 15-Meter Class were Karl Striedieck in an ASW-20, and Doug Jacobs flying an LS-6. Karl's log books include jet fighter time, and he was flying the Worlds for the fourth time. In addition to two National Championships, Doug took first place in his first World Competition in Rieti in 1985, and was third in Australia in 1987.

John Byrd in a Discus K and Mike Opitz in an ASW-24 rounded out the field in the Standard Class. John flew at Marfa in the Nationals in 1969 in a BG-12 he had built himself, competing against some of his idols — Ben Greene, Wally Scott and Ross Briegleb. Mike comes from a flying family and flies both 727's and A-7's. Mike's second place finish in Australia in 1987 was the top placing for a U.S. team pilot.

Jim Payne, a Major based at the Air Force Academy, was serving as team manager for the second time. A first rate competition pilot in his own right, Jim had competed from this field and was able to offer valuable tips on the local terrain and weather patterns. Before every task, Jim ran through a complete checklist with each of our pilots.

Monday, May 8 was the first official practice day. The flags atop the team trailers were crackling straight out in the wind. It was a day when ordinary mortals would think twice about going out for a newspaper but, of course, the pilot's flew. This was a World Championships, and they needed to learn this new territory and fine tune their aircraft. Faint heart ne'er won gold medal.

My room during my stay was in the town of Puchberg, 30 kilometers to the west, and my window looked out on 6,000' Mt. Schneeberg. That evening I watched the clouds still boiling and churning over its craggy peaks, and I wondered what it must have been like for the pilots that day, probing for lift along these rugged slopes with the rotor trying to swat them down like insects. I am an unabashed admirer of these competitors.

Tuesday, still practice time, saw the first official launch. The gliders were lined up in rows 8 across, and the fleet of 20 tow planes wheeled in from both sides. The launch of 108 sailplanes was completed in 55 minutes. Three pilots



Jim Payne carries the U.S. colors during the closing.

from the U.S. team were testing a new device during these practice days, a gadget to "de-bug" the leading edge of the wing periodically in flight.

The "de-bugger" is a doubled over piece of metal which curves around the leading edge of the wing. When not in use, it lies snugly against the fuselage at the wing root. Deployed, the outer half moves out and catches the air stream, causing the de-bugger to slide out to the wing tip while dragging a fine wire along the leading edge. Voila! No bugs. The metal vanes are then cranked back in manually or electrically. Cost of this unit, \$950 U.S. or about 83 cents per bug. Striedieck, Tabery and Gimmey

had them installed, and later, during the contest, Tabery and Gimmey both saw the set from one wing fly off and go yodeling down into the Alps.

Practice flying continued in less than ideal weather through Friday, and on Saturday evening the opening ceremonies took place. Before the short event could be completed, a cold rain was dampening the contestants, the spectators, the flags and spirits. An Adriatic Low was settling in, a condition that generally lasts for several days. It did not look promising for day one.

At 9 a.m. Sunday, May 14, as the second hand ticked straight up on the official clock in the big hangar, Max Faber

intoned in a sonorous, St. Peter voice, "You will please take your seats." The games had officially begun! There was a moment of silence to honor the memory of Austrian pilot Rudolf Gobel who had died only days before in a winch launch accident. He was to have flown in the Open Class.

Hermann Trimmel, the meteorologist, projected the dismal weather pattern up on the screen to show a low pressure system laden with moisture coming in from the south. There would be no flying today.

Monday was more of the same, and by Tuesday a reluctant Hermann had to be dragged up on stage kicking and screaming. The directors were clearly beginning to get nervous.

One of the rain days was a religious holiday in this predominantly Catholic country, and all the shops and restau-

rants were closed. Someone explained that the holiday had to do with the Lord's ascension into heaven. "Well, if he's leavin' from here he had better be IFR rated," was Charlie Spratt's observation.

Finally, on Wednesday a task was called. There was a small band of soarable weather to the east and the tasks were all in that direction. Perhaps even the launch was an overcall, as 94 gliders landed out, most of them in Hungary. Doug Jacobs was just 14 kilometers short of the finish line, and finished ninth for the team's best effort of the day.

On contest day 2, all three classes flew speed triangles to the northwest. The Opens flew 342 KM, the 15-Meter flew 325 KM, and the Standard Class went 278 KM. The day was hazy and quickly overdeveloped, and Gimmey found himself skirting the edges of thunderstorms for lift. "I wasn't really sure

where I was until I spotted a mountain-top restaurant where Shirley and I had had dinner," was his commentary after he landed.

Doug Jacobs view of the day, "I was lost the whole time. Visibility ranged from good to none."

"We're all running on 100 octane adrenaline right now," was Byrd's reaction. "Flying over the Alps and not knowing where you are is a real trip!"

Tabery found the day to be feast or famine. "I switched gears a lot, ran the second leg lost, but I knew the Danube had to be there. I lucked out and crossed it right on course and then limped home in wimp mode."

Jacobs finished first for the day and Gimmey was third. Striedieck and Opitz were among the 49 who landed out again.

Two hazy days, and I wondered what it must be like for the pilots who were hearing the briefing in English, a language they did not understand, flying over mountainous country they had never seen before, navigating with the equivalent of a boy scout compass. Two tasks flown, 143 outlandings.

The next day was another rain out. The score so far, Weather 4, Contest Directors 2. But, good things were about to happen.

On the seventh day of competition, the third contest day was flown, with the 15-Meter and Standards flying an out and return over Hungary and the Open Class flying a triangle to the northwest. Striedieck came in fourth on the day, but felt he should have done better. "It was hard to guess when to leave. Hindsight, I would have left an hour later."

Jacobs went for broke and almost pulled it off, but wound up a heart breaking 10 KM short of the field.

Byrd and Opitz finished 9 and 10. "Flying at 3000' AGL in Hungary in blue holes was reminiscent of flying at Cordele," Mike said, happy to make it back.

Tabery finished strong to garner a third, while Gimmey made one bad guess that proved costly. "I passed up a 3 knot thermal on the final leg, thinking I would do better, then I had to detour off course for lift. I wasted 30 minutes."

Next day, Gimmey moved back up for a fifth place finish and Opitz got some overdue luck to finish seventh. Byrd actually landed on the runway, but with not enough energy to ease the sailplane past the finish line. With four tasks completed, this was now an official contest.

Contest day five and Jacobs and Striedieck finished 1-2, smoking around the course well ahead of the third place finisher. "I only have two speeds," Doug said, "Win or land out." In cumulative scores at what would prove to be the halfway point in the contest, Doug was #8 and Karl #23.

BORGELT INSTRUMENTS

OUR VARIOS GIVE YOU A LIFT !

VARIO & GLIDE COMPUTER SYSTEMS



B-21 +/-10 kts with optional dual +/-5 kts
1-2 sec response time, select in flight
Pressure transducer sensor
Altitude compensated to 22,000 feet
Three stage electronic gust filter

B-24 23 second digital averager
MacCready Speed-To-Fly
Four tone audio
3 position wing loading
Changes B-21 to Netto in cruise

B-25 Programmable nav, distance to go
9 waypoints
% polar, 70% to 105%
Polar to make/model of sailplane
Headwind/Tailwind +/-40 kts
MSL altitude required

DEALERS:
RESCO SUPPLY
BORGELT INSTRUMENTS
2042 TERRACE DR.
LONG BEACH, CA 90806
213 494-6690

GLASS TECK UNLIMITED
STAR ROUTE 4, BOX 5310-B
TEHACHAPI, CA 93561
805 822-3027

INNER-CITY SOARING
1480 W. COMPTON BLVD.
COMPTON, CA 90220
213 631-2058

DEALER INQUIRES WELCOME:
213 494-6690

Byrd and Opitz finished in the middle of the pack for the day, and stood #13 and #17 respectively, in Standard Class cumulative score.

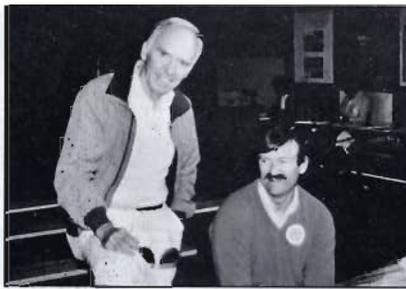
Ray Gimmey was ridge soaring the course on day five, while the rest of the pack was thermaling. The team mountaintop lookout said Ray was 40 minutes ahead of the pack and leaving vapor trails when he hit severe sink going through the last pass and landed out. Tabery was 13th. In cumulative score at the halfway mark, Tabery was #11, Gimmey #15. Peter Masak, who lives in Houston but was flying on the Canadian team, was in seventh place, flying an Open Class ship for the first time in competition.

There was a classic lesson in French cooking on contest day six. Demonstrating team flying at its finest, the six man French team finished 1-2 in all three classes! Formidable, mes amis, formidable! So complete is their dedication to team flying that both pilots in each class fly identical model sailplanes. Next morning at briefing when the pilots went up one by one to accept congratulations and a bottle of Austrian wine, each of them carried a bottle of fine French wine to give to the contest directors. A classy touch.

John Byrd did his best to break the French connection, but had to settle for a third. Striedieck and Jacobs were up there, too, in fifth and eighth places. Ron Tabery was hit with a penalty for not properly reporting his outlanding, causing the rescue crews to be alerted.

The task assigned to the Open Class on day six was called a "Cat's Cradle." After photographing the start point, the pilots have six hours in which to cover as much distance as possible, documented by turnpoint photos. There is a 5% distance bonus for landing at an airport, and the winner is the one who has covered the most kilometers.

The 15-Meter Class flew a Cat's Cradle on day seven, and Striedieck and Jacobs



Bill Sproull and Doug Jacobs.



John Byrd, Karl Striedieck and Iris Mittendorf, part of Karl's crew, at U.S. Russian and German sponsored party.

found it to their liking, finishing #3 and #5. John Byrd took 9th in the Standard Class speed triangle and Opitz was #30. And, who was first in the Open Class, nudging out Ingo Renner by a single point? Why, Ray Gimmey, of course. Tabery was tenth, and Peter Masak was a wine bottle winner for finishing third. After seven days, Doug Jacobs was the only one from our team in the top 10, ranking #6. An excellent comeback after the two "near miss" landouts.

Thursday, May 25, the pilots flew for the sixth straight day. Striedieck came in second in a photo finish, Tabery was fourth and Opitz was sixth. A rest day was optional for Friday, but the vote to continue flying was almost unanimous. On day nine, Doug Jacobs finished fourth to move to eighth place in the overall standings, but the U.S. had no hopes for a medal winner.

Coming into the tenth and final day, the first three places in all three classes were still up for grabs. Nobody had a "lock" on a medal. In the Open Class, four time World Champion Ingo Renner was just 34 points behind Jean Claude Lopitiaux of France, and Andrew Davis of the United Kingdom trailed Jacques

Aboulin of France in the Standard Class by only 6 points. In 15-Meter, Bruno Gantenbrink of Germany led Justin Wills of the United Kingdom by 106, the biggest lead of all, but by no means a cinch.

Weather on the final day made for good soaring, cloud bases 5 to 7 M, lift forecast 4 to 5K. All three classes were assigned speed triangles. Open, 394 KM, 15-Meter 323 KM and Standard 308 KM. Launch time was 1100 hours, and before 1200 hours all the gliders were airborne. It was that eerie time again, when the pilots are out on course together, yet totally alone, and the rest of us go about our mundane affairs.

Not long after the start gate closed, word of an accident was radioed in by one of the contest pilots, and there was an air of urgency at the outlanding desk. Gabor Halasi, a pilot from Hungary flying a DG-300 in the Standard Class, was injured while landing on a steep slope. A helicopter was dispatched and Halasi was flown to the hospital in Graz, some 120 kilometers to the south of Wiener Neustadt. It was the first and only accident of the contest.

Late in the afternoon, Ingo Renner flashed across the finish line first in the Open Class, and for a while the Australians felt he might have pulled off

"Can You Identify?"

MOSWEY III

The Swiss built Moswey series began in 1935. Most Mosweys are a bright yellow and feature gull wings and a dolly for launch. The Moswey III is a lightweight beauty and is easy to assemble. The wings are simply set onto hooks on the fuselage which assures proper alignment. Control connections are quick snap-on devices. The only Moswey in the U.S. is owned by Albert Uster.

Photo by Peter Selinger

Executive Desk Set

BUSINESS MEMBER



Etched semi-circle beveled glass (trimmed in polished brass), set in oak or walnut base with quality streamline gold-tone pen & pencil set.

Choose oak or walnut, Soaring (A) or Eagle (B).

\$79.95 (Add \$2.50 P&H)
Check or money order.

PAR AVION

P.O. Box 759
Mequon, WI 53092-9998

(414) 963-0590



Charlie Spratt, Emil Tabery, Molly and Charlotte Jacobs, and Jason and Julie Payne.

a victory. But, Lopitiaux of France was not to be denied. A close second gave him the points to hang on to the overall lead. Final standings in the Open Class, Jean Claude Lopitiaux of France, Ingo Renner of Australia and Reinhard Schramme of Germany, with Klaus Holighaus in the back seat. The top 3 were piloting an ASW-22B, a Nimbus 3 and a Nimbus 3D. With a third on the final day, Ray Gimmey moved into ninth place in the overall standings. Ron Tabery achieved his goal of finishing in the top 15. A strong sixth place finish on the last day moved him into fourteenth place. Ron's 10 year old son, Emil (that's e-meal) achieved another goal of sorts by driving a stick shift car over one mile on the airfield. Peter Masak was eleventh, a fine showing for his first World Championship.

Bruno Gantenbrink of Germany held onto his lead to win the 15-Meter Class, flying a Ventus C. Justin Wills and Christopher Garton, both from the United Kingdom and both flying LS-6's, took the second and third place trophies.

Doug Jacobs wound up eleventh in 15-Meter, and Karl Striedieck was seventeenth.

Jacques Aboulin of France captured the Gold in the Standard Class, Andrew Davis of the United Kingdom the Silver, and Markku Kiuttinen of Finland, the defending champion, came away with the third place Bronze. All three piloted a Discus, with Kiuttinen in an A model.

At a final, relaxed briefing, Max dealt out some contest statistics. The pilots had flown an estimated 350,000 kilometers, there had been over 1000 launches and 249 outlandings.

And there had been many light moments. Rodolfo Penteado of Brazil couldn't figure out why his ASW-20 was

so sluggish. Finally forced to outland, he retracted the gear that had been out the entire flight and landed on the belly.

Joe Jaime of Belgium landed in Hungary on the first task. When he went to a phone, his cameras were stolen. A big reduction in his score for the day. The next morning at briefing, the Hungarian team captain presented him with two

new cameras. When the launch was delayed, Jose, anxious to protect his new cameras, put the lens caps back on. And, of course, forgot to take them off. A zero score for day two.

Dave Ellis of Cambridge Instruments left Sugarbush for a few days to trouble shoot any equipment problems with the contest pilots. He couldn't convince the Bulgarians in sign language that he wasn't trying to steal their equipment, and it took an interpreter to explain that he wanted to GIVE them a vario at no charge.

And finally, there was the morning I went in as usual to pick up a copy of the daily news letter, "ON THE GRID," put out by Ann Welch and her staff. Ann was frowning at her computer, and I was leaning on it from the back. "Some Irishman has been using my word processor," says Ann.

"Oh," I said, "how can you tell?"

"Because of the white-out on the monitor screen," says she, with a very satisfied grin.

Though they didn't wind up in the winner's circle, our pilots said it was some of the most beautiful and exciting flying they had ever done. On a day he outlanded, Ray Gimmey said it was still one of the most exhilarating flights he had ever made. "I was ridge running the Alps, looking down on wild sheep, vultures, skiers and picnickers." Striedieck's voice came over the radio one day, talking to no one in particular, "I'm up here with a couple of eagles."

"Magnificent," Doug Jacobs said of the scenery. "Snow capped mountains, tiny farms. Like a Christmas card." Ron Tabery's word for the view from the pilot's seat was "Unmatched!"

And they all agreed the meet was a fair test of pilot skills. Ten days of flying, in thermals over the Hungarian plains and in ridge and wave lift in the Austrian Alps. Navigation was a challenge, especially on the hazy days.

But the most important facet of this contest was the breakthrough in political relations. Eastern Bloc countries participated and cooperated. In the welcoming sheets distributed by the Austrians at the beginning of the Championships they wrote this statement. "The collaboration of our Hungarian friends can be considered an opening in East-West relations of unprecedented importance."

And the contest directors closed with a thought that made everyone who participated a winner. "May this sense of international and worldwide understanding, initiated by the gliding family, be a step in the right direction towards sincere friendship between people, and a better world."

Amen. ■

400x4 6-Ply Tires For Schweizer Glider

Free
Shipping

\$35.95

Tire & Tube Set

We carry all sizes of aircraft
tires & tubes.



TIRE & RUBBER CO.

**DESSER TIRE &
RUBBER CO.**

6208 S. ALAMEDA ST.
P.O. BOX 01736
LOS ANGELES, CA 90001

BUSINESS MEMBER

U.S. AK. & HI TOLL FREE:
800-AIR-TIRE (247-8473)
213-588-3155
Telex: 262951
FAX: 213-588-5861

FINAL STANDING — CUMULATIVE SCORES
21st World Gliding Championships
Weiner Neustadt, Austria — May 11-26

OPEN CLASS

Final Standing	Contest Number	Contestant's Name	Nationality	Type Sailplane	Cumulative Points
1	CF	Lopitauz, J.C.	F	ASW-22B	9148
2	YI	Renner, Ingo	AUS	Nimbus III	9123
3	Y4	Schramme, R.	D	Nimbus III	8795
4	AA	Lherm, Gerard	F	ASW-22B	8719
5	AX	Lynskey, Ray	NZ	ASH-25	8499
6	KM	Eisele, Walter	D	ASH-25	8423
7	HO	Giles, Mike	AUS	Nimbus III	8323
8	XL	Laur, Eberhard	D	Nimbus III	8229
9	7V	Gimmey, Ray	USA	Nimbus III	7825
10	25	Goudriaan, L.	IE	ASH-25E	7773
11	TT	Masak, Peter	CDN	Nimbus III	7756
12	VW	Kurstjens, G.	NL	Nimbus III	7737
13	X3	Monti, Roberto	I	ASH-25	7660
14	KS	Tabery, Ronald	USA	Nimbus III	7528
15	73	Binder, Hans	CH	Nimbus III	7517
16	7	Buchanan, John	AUS	ASH-25E	7360
17	LH	Lackner, Herbert	A	Nimbus III	7303
18	82	Jones, Ralph	GB	Nimbus III	6990
19	13	May, Robin	GB	ASH-25	6902
20	3B	Gavazzi, Marco	I	ASH-25	6681
21	GB	Bourgard, Paul	B	Nimbus III	6670
22	JP	Forssten, Jarmo	SF	Nimbus III	6337
23	KB	Brauer, Karl	A	Nimbus III	6272
24	176	Innes, David	GBG	Nimbus III	6244
25	IK	Blatter, F.L.	CH	ASH-25	5283

STANDARD CLASS

Final Standing	Contest Number	Contestant's Name	Nationality	Type Sailplane	Cumulative Points	Final Standing	Contest Number	Contestant's Name	Nationality	Type Sailplane	Cumulative Points
1	SJ	Aboulin, J.	F	Discus	8854	23	P1	Taimioja, Antti	SF	Discus	6630
2	80	Davis, Andrew	GB	Discus	8819	24	A2	Pankka, Asko	SF	Discus	6597
3	X4	Kuittinen, M.	SF	Discus-A	8671	25	XD	Doebeli, Felix	CH	Discus-A	6388
4	M1	Feblermayr, L.	A	LS-7	8190	26	321	Wells, Martyn	GB	LS-7	6278
5	SL	Hammerle, H.	A	LS-7	8089	27	IR	Reimers, Jan	N	LS-7	6268
6	33	Ottoson, Curt-Olle	S	LS-7	8026	28	V16	Davison, Chr.	MC	LS-4	6252
7	RB	Brigliadi, L.	I	Discus-A	7926	29	NE	Thomsen, Edvin	DK	LS-4	6221
8	SB	Selen, Baer	NL	DG-300	7911	30	53	Percival, Scott	AUS	LS-4	6165
9	BE	Obrist, Basil	CH	DG-300	7691	31	LB	Brigliadori, R.	I	Discus	6087
10	PPC	Trseciak, Janusz	PL	ASW-24	7683	32	L	Gueorguiev, S.S.	BG	SZD-55	6068
11	DT	Teuling, Dick	NL	Discus	7632	33	G2	Webb, David	CDN	DG-300	5983
12	24	Kepka, Fr.	PL	ASW-24	7389	34	E3	Pristavec, B.	YU	DG-300E	5812
13	L7	Dedera, Milos	CS	Discus-B	7375	35	IM	Ingebretsen, V.	N	LS-7	5812
14	A1	Kubovcik, V.	CS	ASW-19B	7326	36	OB	Jaime, Jose	B	Discus-B	5703
15	DO	Haus, Didier	F	Discus	7300	37	BF	Morozov, Anatoli	SU	Discus	5635
16	K	Byrd, John	USA	Discus-B	7223	38	HL	Machulis, Vitautas	SU	LS-7	5501
17	LS	Van Dyk, Anthony	NZ	LS-7	7196	39	Z7	Andersen, Knud	DK	Discus	5346
18	RO	Opitz, M.	USA	ASW-24	7160	40	V1	Bradley, Dick	IE	Discus-B	5324
19	EP	Schroder, Robert	D	Discus	7104	41	IB	Krastec, P.N.	BG	SZD-55	5300
20	A9	Simenc, Ivo	YU	DG-300	6972	42	JT	Stieber, Jorg	CDN	LS-4	4916
21	NS	Halasi, Gabor	H	DG-300	6857	43	HA	Helmersson, A.	S	ASW-24	4441
22	AM	Kassai, Bela	H	DG-300	6639						

15 METER CLASS

Final Standing	Contest Number	Contestant's Name	Nationality	Type Sailplane	Cumulative Points	Final Standing	Contest Number	Contestant's Name	Nationality	Type Sailplane	Cumulative Points
1	YY	Gatenbrink, B.	D	Ventus-C	9041	21	V8	Anderson, Graham	IE	Ventus	6916
2	1	Wills, Justin	GB	LS-6	8761	22	D	Spreckley, Brian	GB	LS-6	6734
3	31	Garton, Chr.	GB	LS-6	8570	23	KC	Polzl, Heribert	CDN	LS-6	6506
4	C6	Haggenmuller, R.	A	LS-6	8533	24	1E	Zientek, St.	PL	DG-600	6502
5	IYY	Hajek, Hermann	D	ASW-20C	8357	25	6	Driessen, P.	NZ	ASW-20	6286
6	72	Gerbaud, Gilbert	F	LS-6	8349	26	YA	Hagnander, T.	S	LS-6	6276
7	PD	Kuusisto, Simo	SF	Ventus-C	8158	27	76	Bluekens, Michel	B	ASW-20	6265
8	BY	Baumann, Werner	CH	LS-6	8082	28	MS	Brockhoff, Bruce	AUS	LS-6	6207
9	ZV	Cerny, Pavol	CS	Ventus-B	7949	29	XS	Spychiger, W.	CH	DG-600	6037
10	VS	Ghiorzo, Stefano	I	LS-6	7915	30	SP	Rukas, Antanas	SU	LS-6	5928
11	DJ	Jacobs, Doug	USA	LS-6	7819	31	PU	Dossing, Erik	DK	LS-6	5727
12	II	Centka, Janusz	PL	DG-600	7789	32	TI	Papp, Sandor	H	DG-600	5519
13	Y	Galetto, Giorgio	I	LS-6	7708	33	BH	Solbakken, Arild	N	LS-6	5349
14	BB	Bulukin, W. Birger	N	LS-6	7659	34	55	Hansen, Kr.	DK	Ventus-C	5236
15	M3	Just, Hubert	A	ASW-20	7612	35	6F	Silvanovich, A.	SU	LS-6	5155
16	CA	Navas, Gilles	F	LS-6	7574	36	CP	Medic, Marjan	YU	DG-600	4953
17	V	Striedieck, Karl	USA	ASW-20	7416	37	MA	Asikainen, Mikko	SF	ASW-20	4893
18	MY	Guraly, Bela	H	LS-6	7027	38	38	Hossinger, Rolf	RA	Ventus	4849
19	71	Reynosa, Mario	RA	LS-6	6966	39	UM	Penteado, R.	BR	ASW-20C	3955
20	7F	Stepanek, Jiri	CS	Ventus-B	6948	40	GG	Lainio, Rainer	S	DG-600	2709

The complete scoring records of the World's Championships are available to those who are interested by writing to the Soaring Society of America, P.O. Box E, Hobbs, NM 88240. This information will be furnished free to those who remit their request along with a stamped, self-addressed envelope.