



OMARAMA, NEW ZEALAND  
24<sup>TH</sup>  
NEW ZEALAND

# Wild and Woolly!

## The 24th World Gliding Championships

Article and Photography by

Chuck O'Mahony

"Last month during the Omarama Cup we had a day with blue wave. I hit lift of 2,200 feet a minute, and some of the guys had 3,000." Dale Bush was recounting a December flight in New Zealand, just before the World Gliding Championships got under way. "The wave length was short, and I went from lift to sink in about half a mile. When I hit the down side of the rotor it shook the glider and dumped it. I had to accelerate 10 to 20 seconds before I had flying speed again, and then the air-speed came up so fast I was at red-line. I could see dust blowing in the river valleys, totally obscuring the ground... a landout would have been impossible. The rotor was the most



Dale Bush in the cockpit of his Nimbus 3.

disturbed air I've ever flown in. We flew 750 km that day in moderate to severe turbulence. At the end of the flight even the Kiwi pilots could hardly get out of the cockpit because they were so exhausted. But it was exciting... exhilarating."

Welcome to New Zealand!

Dale Bush was one of the ten pilots on the U.S. team at Omarama, a town with a population of 350 which lies just below dead center on the south island. Dale was flying for the first time in a Worlds, piloting a Nimbus 3. Ron Tabery was competing for his second time in a Worlds, also in a Nimbus 3. Sherman Griffith was a first timer, flying his two-place ASH-25, with Jim Stabler co-piloting from the back seat. Because of the high cost of transporting the long wing sailplanes to this site on the other side of the world there were just 15 entries in Open Class.



The U.S. Team members.

In the 15-Meter Class, Ray Gimmy, flying in his eighth consecutive WGC, flew an LS-6B. Peter Masak, in his second Worlds, flew his one-of-a-kind Scimitar. "It has a Ventus-2 fuselage and my own wing design," Peter said. "The wing has a 12G glass spar and 8G Kevlar skin. Exceeding design limits will show

up first in the skin." Gary Ittner was the third U.S. entrant in the class, flying in his first World outing. There were 32 pilots in 15-Meter sailplanes.

Standard Class had 44 competitors to round out the field of 91 pilots representing 24 countries. Rick Walters was making it two in a row in World competition, flying his Discus B. The living legend, Karl Striedieck, was in the only borrowed glider for our team, an ASW-24. Another newcomer to the World's, James "Chip" Garner, flew a Discus A. Lt. Col. Jim Payne was team captain for the fifth consecutive time, and his wife, Jackie, backed him up during the long days.

This field was smaller than recent World contests, but the level of competition was impressive. Fourteen of the pilots here were gold medal winners in previous WGC's, and several

note, the number of women flying in the WGC doubled, from one to two. Janet Janowitsch, an invited pilot from Australia, and Bozena Demczenko, Poland's leading woman pilot, both flew in the Standard Class.

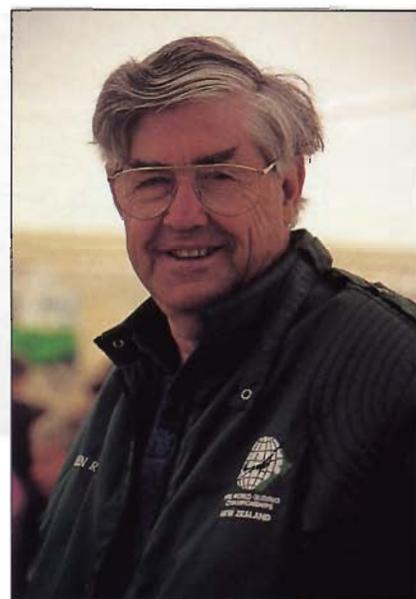
Even before the contest officially started there were two accidents that warned the capricious winds here were a condition to approach with extreme caution. John Good, an SSA Director and competition pilot, had planned to crew for Karl Striedieck.

Karl and John were co-owners of a parasail, and the two of them climbed a mountain adjacent to the airfield for a flight. John opted to go first, and shortly after he launched a downdraft collapsed the chute and Karl estimates John fell from 100 feet. John fractured his pelvic bone and had to be life-flighted to the hospital in the east coast town of Timaru.

A potentially more serious accident had a happier ending. Gerard Lherm, a 49 year-old French pilot with 12,000 hours in gliders, was flying wave in a Nimbus 4. In attempting to transition from the secondary to the primary wave he hit sink and found himself in cloud. The Nimbus went into a spiral and when Lherm saw the airspeed approaching redline he pulled the spoilers. This put all the load on the outer sections of the wings and they snapped. Lherm went over the side and a static line pulled his chute seconds before the Nimbus hit a ridge with the airspeed needle jammed at 440 km/h.

Chip Garner was directly under the cloud when the glider came screaming past. "At first I thought there had been a midair. I thought I was seeing a 15-Meter ship because the wings were so short." Chip radioed the coordinates from his GPS, and Lherm, unscathed, was picked up promptly. In a gesture of real sportsmanship, New Zealander Terry Delore offered Lherm the use of a DG-800. Lherm accepted and flew the contest, competing head to head with Delore in the 15-Meter Class.

After good weather during the practice days, Murphy's Law went into effect on Saturday, January 7 for the Opening Day Festival of Flight. Cold winds gusted from 30 to 50 mph and at times entire performances in front of the bleachers disappeared in a swirl of dust. Across the road, some of the unsecured glider trailers were bounced around and damaged. But the New Zealander's invincible spirit is a match for their



John Roake, Championship Director.

weather, and the show went on.

After the traditional parade of the teams in uniform, events became very un-traditional. Championship Director John Roake (or maybe his stand-in) arrived by way of a bungy jump from a helicopter. After he had boinged up and down several times the helicopter slowly eased him down to ground level where two helpers turned him right side up so he could wave to the crowd.

A group of Maori (rhymes with now-ree) dancers, tattooed and wear-



The Maori Haka, challenging and then welcoming Tor Johannessen of the I.G.C.

ing traditional costumes, performed a Haka, or Maori challenge. It is a ritual in which the Maori chief and his people issued first a challenge, then a welcome to visitor Tor Johannessen of the I.G.C. Implicit in the performance is the Maori message, "You are here because I allow you to be here."

As part of the airshow a helicopter made a fairly conventional aero-tow of a glider - conventional until they got to about 2,500 feet. Then the copter slowed gradually to a hover and the glider dangled straight down on the tow rope, attached at the CG hook, with the glider pilot looking up at the helicopter. After

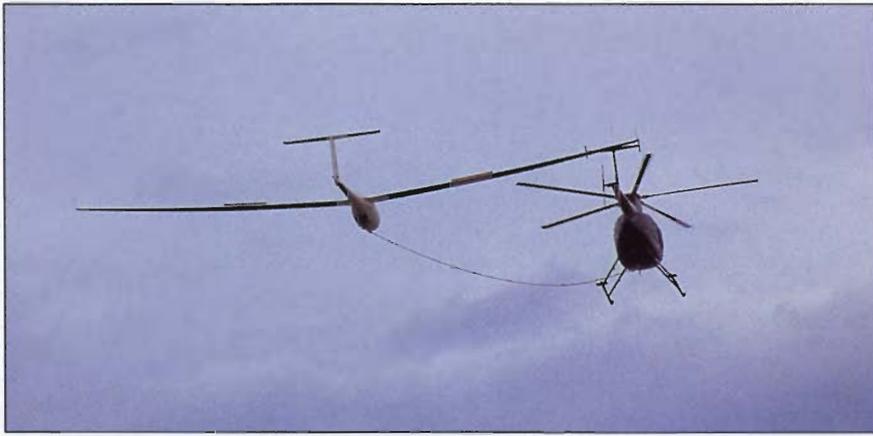


Janet Janowitsch (left) and Bozena Demczenko, the two women pilots in the competition.

of them had won more than once. There were three ex-champions in Open Class, two in 15-Meter, and nine in Standard. And, happy to



John Good in the hospital in Timaru.



Glider tow by helicopter.

hanging there about 30 seconds (to finish his prayer?) the glider pilot released, did a hammer-head departure and entered the pattern.

No show in New Zealand would be complete without a demonstration of the skills of their hard working sheep dogs. Responding to whistles and gestures from his owner, a Sheltie bullied and cajoled a small flock into a glider trailer, much to the delight of everyone in the crowd – except maybe the pilot who owned the trailer.

Sir Timothy Wallis, a grizzled ex-fighter pilot as vintage as his aircraft, closed out the day with some spectacular aerobatics and dog fighting in his WWII Spitfire.

Now the practice and partying were over... the contest was about to begin. Wellll, almost. If you want to end a drought, schedule a glider contest day. A cold front moved through during the night bringing some much needed rain to the area, but washing out the day.

The contest did get under way on Monday, January 9. The tow planes – 15 of them – were mostly Pawnees, plus a couple of Cessna 182s, a Bird Dog and a Wilga whose appearance lived up to its name, Drag 'n Fly. Day One (and every day) the tugs got all the gliders into the air in less than an hour. This was a weak day and the tasks ranged from 300 km for the Standards to 345 km for the Opens.

Jim Payne's advice at the first of the daily team briefings was to fly cautiously. "From my past experience, first day tasks are usually an overcall. Don't try to fly 110% just because it's a World's. Fly like you always do – that's how you got here in the first place."

After the task, Ray Lynskey said, "It was a day to be cautious." His Open Class fared well, with all but one coming home. Dale Bush and

Sherman Griffith now had a completed task in a WGC in their log and it had to feel good. Ron Tabery finished a strong seventh.

In 15-Meter there were seven landouts and Peter Masak was one of them. David Jansen, Australian national champion and one of their high hopes for a medal, caught the right wing of his LS-6 on a rock in his off field landing. The glider spun around and skidded backwards, shattering the canopy, and Jansen was out of the competition. Gimney landed eighth in the class, and Gary Ittner, The Quiet One, was 20th.

Eighteen in the Standard Class were shot down by weather. Rick Walters and Karl Striedieck limped home, but Chip Garner landed out. He did manage to outfly Goran Ax and Stig Oye, both gold medalists, and the next day at briefing Chip proposed that "it's not where you finish, it's who you beat."

On Day Two the cu's overdeveloped and only two pilots made it home, both New Zealanders. Tony Van Dyk and Terry Delore nailed down first in the Standard and 15-Meters, and Lynskey landed close enough to the field to get 1,000 points, a clean sweep for the Kiwis.

Meanwhile, back at beautiful Lake Ohau, 30 km northeast of Omarama, so many gliders were outlanding the traffic pattern looked like Chicago's O'Hare on a Friday afternoon. There were more than 30 sailplanes ringing the lake's south, west and north shores. Ron Tabery made a straight-in to a paddock with fences close on both sides and admitted he was lucky to get away with it. At the north end a dozen gliders landed

uphill on a short strip that allowed just 10 feet of clearance from a fence on the left for the Open Class. Griffith and Stabler landed here in the ASH-25. One glider landed across the lake and had to be helicoptered out, the first of several such retrieves during the contest.

GPS got a lot of sailplanes down safely this day. This was the first all-GPS contest, with cameras and barographs used only as backup. In addition to being a navigational aid for the pilots, GPS also recorded everything the glider did on the task. Start times, turnpoint verification and finish were all recorded and used for official scoring. Every glider in the contest was equipped with a Cambridge unit, the brainchild of



The GPS unit carried in all gliders, Dave Ellis, designer.

Dave Ellis. The data base in the units contained the coordinates of the three startpoints, all 46 turnpoints, all airports and their elevations and frequencies, and the location and description of 84 possible off-field landing sites. Push a button and the GPS gave the pilot bearing and distance to the nearest landing area, plus other pertinent data. "Power lines... rabbit holes... wet in center... four wheel drive retrieve... 15-Meter only, no Open ships."

The GPS units recorded all in-flight information every four seconds, even indicated when the gear was lowered. At the end of the task the scorer downloaded the information into a computer, a two minute task. No more turnpoint film to develop and check. For outlandings, the pilots called in their coordinates from the GPS and told which turnpoints they had finished, and an immediate score could be given. After Day Two's debacle, Jim Payne said, "For a day with all those outlandings the scores are still accurate, for the first time in contest history."

Ron Tabery's feelings about GPS? "I think every lobster fisherman

should have one. For contests it takes away one of the main requirements for winning... navigation." Ron got a warning for crossing the finish line at 42 feet when the minimum was set at 15 meters, 49 feet. GPS nailed him. But Ron was willing to give GPS its due. "It's a real blessing here. You don't have to drop below an under-cast to photograph a turnpoint. I've recorded turnpoints I've never seen. GPS is here to stay."

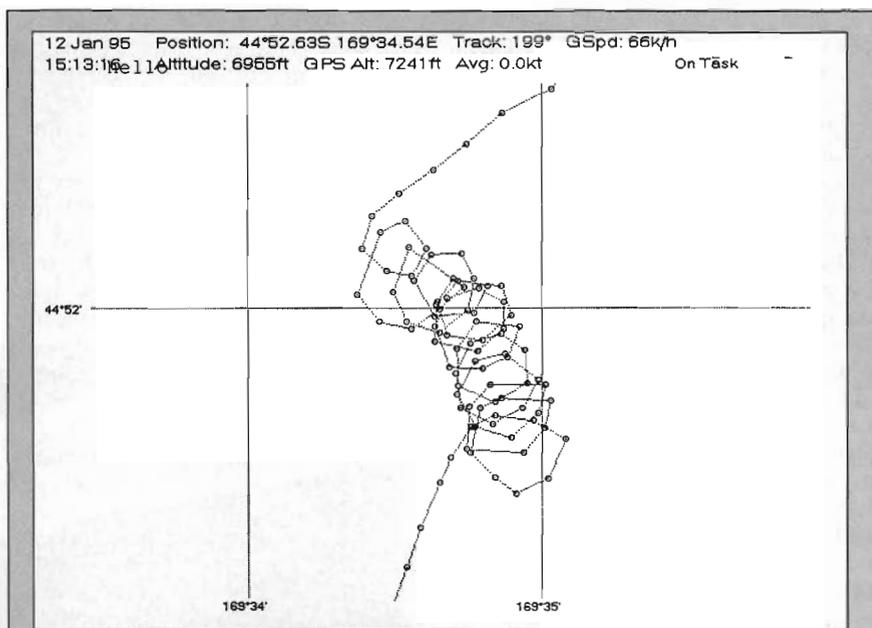
Karl Striedieck moved into the winner's circle on Day Three, finishing first on a long task that took the gliders almost to the extreme end of the contest area, in rugged mountain and lake terrain to the south. "I had a lot of help," Karl acknowledged. "I followed four guys directly west out of the first turn into real tiger country. I wouldn't have gone that way myself. There was a 30 mile stretch of mountains, but then there was a safe valley on the other side." Eric Napoleon, a co-winner in Sweden, was first in 15-Meter after being back in the pack on the first two days. Three Germans, Bruno Gantenbrink, Uli Schwenk and Robert Schroeder, took



Karl Striedieck, Peter Masak and Gary Ittner.

win, place and show in Open Class. Gantenbrink said it was a day to fly slowly and stay on the tops. (The contest area extended 400 kilometers, with Omarama at the center. A lot of the course lines were directly over 7,000 foot peaks and ranges.)

The fourth day of contest flying was a ridge and thermal day and took the Standards south to Cromwell, then west past Queenstown along Lake Wakatipu to Glenorchy. Turning north for the 174 km run to turnpoint 20 at Glentanner, the pilots were looking at a chain of peaks named The Remarkables. It helped to have a pilot familiar with the territory to lead the way, but finding one wasn't easy. "In our Nationals I can usually catch the gaggles," Rick Walters lamented. "Here, they move too fast. If you're 2,000 feet below them, you'll never catch up. You might catch a straggler, but never the pack leaders."



This is a GPS readout of Karl Striedieck entering and flying a thermal on a day he won. From upper right he enters at 5,200' at 15:07:20, slows from 160 KM/H to 50 KM/H. He drifts south while thermalling. Striedieck exits thermal at 15:13:12 at 6,955". GPS records it all at intervals of four seconds.

The pilots were unanimous in voting the scenery the most beautiful they had flown in. The route up the west side of the island to Glentanner is over snowcapped ridges, glaciers, and five lakes that are sapphire or mint green. "You can see the reflection of the lakes on the bottoms of the cumulus," Karl said. "The bottoms of the clouds are emerald. Never saw anything like it." At the turnpoint in Glentanner, Mt. Cook to the west towers over 12,000 feet, and the run back to Omarama is along the shore of Lake Pukaki. (Many of the names in New Zealand come from the Maori, the original settlers. When they first approached the islands in their canoes, perhaps 1,000 years ago, they were awed by the lenticulars and called the land Aotearoa, Land of the Long White Cloud.)

Striedieck made all the right decisions again on Day Four for another first, beating out those nine world champs in the Standard Class field for the second day in a row. His advice to his team mates, "Fly more slowly than you usually do and fly above the peaks." There were only three land-

outs, none for the U.S. team, and the crews got a welcome break.

On Day Five, tasks of 536 km, 561 km and 614 were assigned to Standard, 15-Meter and Open. It was Friday the thirteenth, and the goblins didn't disappoint. A moist easterly airmass created an almost solid over-cast, and pilots were squeaking between peaks that disappeared into cloud. Some of the Open pilots followed Lynskey and thanked him later for getting them home. Bruno Gantenbrink took it all in stride and pulled a hat trick, winning Open Class for the third straight day. Ron Tabery, flying consistently, placed sixth for the day and was sixth overall.

Only two pilots made it back in Standard, Andrew Davis of Great Britain and Markku Kuittinen of Finland, both previous gold medal winners. Tomasz Rubaj in his SZD-55 crashed 5,000 feet up on Mt. Hutt. Rubaj was the bronze medal winner in Sweden in 1993. Striedieck said he didn't really crash, he just sort of "arrived" on the slope while trying to work the ridge. Rubaj was unhurt, but the damage to the glider took



Landouts on Day Two, next to Lake Ohau: (left) Ron Tabery, (center) Rick Walters and (right) other contestants.

him out of the contest.

Many of the 70 landouts on Day Five were a long way from Omarama and some retrieves were difficult. Bleary eyed crews were straggling in at sunrise, and Saturday was declared a rest day. Naturally, there were booming thermals and soaring conditions were ideal.

Three upstarts came from down in the pack on Day Six to lead their respective classes. New Zealanders Grae Harrison and Nigel McPhee took firsts in the Open and 15-Meter, and Germany's Holger Karow won the Standard. Gary Ittner had his best showing, clocking 106.9 km/h around the course and finishing third in his Ventus. Gary and his Dad, Nelson, were easy to spot on the grid. Both wore white slacks, long sleeve white shirts, and white hats. "Reflects the sun... keeps you cooler," Gary said, his longest speech during the contest.

Terry Delore, one of New Zealand's best, had a costly landout and got only 323 points for the day. It dropped him from ninth place to sixteenth. Delore knows only one way to fly, pedal to the floor. "I was in a 5 knot thermal," Karl said, "and Delore shot past me like it was doo-doo." Austria's Guido Achleitner, who had been in sixth place, landed his ASW-24 a frustrating one kilometer short in a river bed. There was enough damage to the glider to make Achleitner the third pilot to be knocked out of the competition.

At the next day's team briefing Jim Payne warned our pilots that some of the leaders were pushing too hard, trying to catch up. At the main briefing in the big white circus tent, safety officer Roger Read warned the pilots about low energy finishes and the danger of pushing too hard "in the circuit." Day Seven promised to be a wave day, and Read also advised them to go on oxygen early and drink a lot of water to avoid dehydration. (The wave here had "hot spots" with stronger lift because of the topography, as opposed to a



The trailer where team pilot briefings were held daily.

better organized wave in our western sites. There was often turbulence at fairly high altitude because of conflicting waves. The rotor was so bad at times that Striedieck likened it to a rugby scrum.)

Hard to believe, but for safety the contest directors put a 23,000 foot maximum enroute ceiling on all tasks. When going through the start gate, pilots had to maintain a minimum altitude of 2,000 feet AGL, tow

release height, and a maximum of 10,000 MSL. In the earlier Kiwi Glide there were no such rules, and pilots were going through the start gate at 22,000 feet on good wave days. (Think about that. If the task were 429 km, on a nowind day a 64:1 Open sailplane going through the start gate at that height could start his final glide!)

The longest tasks yet were called for Day Seven, all with four turn-



## G'DYE, COBBER

If someone tells you it's a small world, he hasn't made the trip from the U.S. to New Zealand. This is a major pilgrimage. At liftoff from the runway at Los Angeles, the Boeing 747-400 has a gross weight of 830,000 pounds. Twelve hours and 6,532 miles later, when it touches down in Auckland, the airliner will have trimmed down to a mere 540,000 pounds. Flying west and crossing the international date line you gain six hours, but lose a day.

Winston Churchill was referring to Great Britain and the U.S. when he said, "We are two nations divided by a common language." It could as well have been New Zealand and the U.S. It's not the colloquialisms, like "cobber" for friend, "judder bars" for speed bumps, or a phone line "engaged" instead of busy. It's the accent. They drive "caws" instead of cars and "Wendy" comes off as "Windy". I gave a shopkeeper exact change and he said "Spot on! Gadonia." Gadonia? I asked him what that meant and he said, carefully, "Good on you." It's their version of bless you, or have a nice day.

New Zealand is two long islands divided by Cook Strait. It lies over 1,000 miles southeast of Australia. There are three-and-a-half million people, 70 million sheep, and no snakes. The north island is urban, the south island is country, with little traffic on its two lane highways. The occasional one lane bridge poses no problem. There aren't any zip codes, and in our house in the little town of Twizel the phone number was 426.

The people call themselves Kiwis, which is also the name of a flightless native bird and a fruit which actually resembles the bird. New Zealanders are very friendly, and they're also a physical, adventuresome lot. It's not surprising bungy jumping started here from the Kawarau bridge near Queenstown. It is 143 feet to the water, and after you're weighed they will drop you so that just your fingertips touch the water, or they'll dunk you to the waist - your choice. Jackie Payne has it on video.

There are snow capped mountains with glaciers in the valleys. The many lakes are a sapphire blue or pale green, and you can drink the river water. Frequent rainbows and lenticular clouds can be spectacular, especially during the low light of a 10:00 pm sunset. It's easy to see why New Zealand is often called "The Last Utopia."

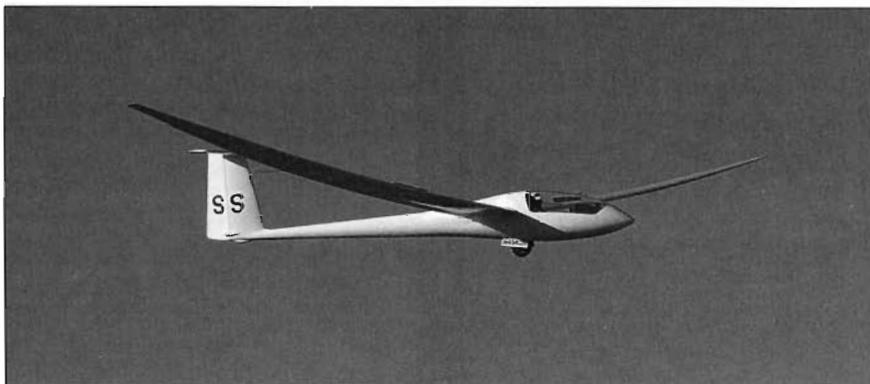


U.S. Team member Chip Garner.

points. (The sun didn't set until 10:00 pm so the start gate didn't close until 1730. Finish closed at 2130.) The Standards drew a 523 km assignment, the 15s 625 km, and the Opens 674 km. Ray Gimmy deemed it a "four-pee-bag day." At takeoff time the country flags in the parade ground were snapping briskly and indicating a 90 degree crosswind. They could have used a length of chain for a windsock.

You only had to look at the score sheets afterwards to see it had been a wave day. Lynskey, Newfield and Harrison, all New Zealanders, swept the first three places in Open. Terry Delore left vapor trails, blistering the 15-Meter task in 148 km/h, moving to eighth place overall. Peter Masak had a good sixth place finish in his Scimitar, and Ittner and Gimmy were well up in eleventh and thirteenth position. A local newspaper, *The Twizel Times*, in reporting the Standard Class said, "Michael Oakley (N.Z.) flew a superb race in the Standard Class, coming in second to Britain's Martyn Wells." It's okay to root for the hometown hero, but a reporter for the *London Times* would have no choice but to say that while Oakley's flight was indeed superb, Martyn Wells' flight was "superber."

On days like this ground crews did important double duty. Jackie Payne and Paul Carmel logged all radio transmissions and relayed information to the pilots. Pete Alexander, Tom Tyson and Lee Hallerberg drove to critical spots on the course line to tell the pilots what the wind was doing at THAT point. Because of the



Ron Tabery making final approach.

terrain, weather and winds changed rapidly. The easterlies blowing in from the coast were sometimes no more than 1,000 feet deep, and at altitude the pilots would be getting a westerly wind reading from the GPS. The pilots relied on mountains to the north, Big Ben and Little Ben, for ridge lift on their final glide, and

distance. The only trio to have a lock on the medals were Open pilots Uli Schwenk and Robert Schroeder flying for Germany, and local Ray Lynskey. Only three points separated first and second, and Lynskey was 81 points back. Ron Tabery, flying very consistently, was in sixth, but almost 1,000 behind Schwenk.

At the end of Day Eight, Jim Stabler reported to the hard working staff of the daily newsletter, *FORTY-FIVE*, that it had been "a run and gun day, with typical Texas ten knot thermals."

The U.S. team had a terrific day, with everyone in the top 12. Ray Gimmy brought his LS-6 home first in 15-Meter, the day before his 62nd birthday. "He starts collecting Social Security tomorrow, but he's collecting firsts today," quipped Jackie Payne. Ray had an explanation for his success. "I credit the contest directors," he said. "They have been working us so hard that I dozed off leaving the last turnpoint. I slumped forward on the stick, and the next thing I knew I was zipping across the finish line." Ittner had another good day and came in fifth, while Peter Masak was twelfth.

In the Standards, Chip Garner finished in the money in third place. (You beat a lot of people this time, Chip.) Rick Walters was eighth and Striedieck was twelfth, but earned enough points to move up to seventh in cumulative. Standard and 15-Meter Class were devalued slightly because of the fast first-place finishes.

Dale Bush and Sherman Griffith were in the top ten in the Open Class, sixth and ninth, and Ron Tabery, eleventh for the day, held on to sixth place overall. Uli Schwenk led the Opens home (surprisingly, for the first time) and gained another 44 big points on Lynskey.

Weather on Day Nine was spot on for the Kiwis. The ridges were working, there was thermal, a convergence on course, and wave for the



Ray Gimmy and wife, Ruth.

their crewmen watched other gliders to see which side of the ridges to work. It was incredible watching a sailplane hit Big Ben at 1,000 feet, then work the air over every bump and boulder on the hill to bound up the slope like a mountain goat. The crew guys gave them the essential information - was the ridge working, and if it was, which side.

Tuesday, January 17, Day Eight. The tension was starting to mount for the pilots who had a shot at medals or a top ten slot. Reigning champion in the Standard Class, England's Andrew Davis, was holding on to a slim 37 point lead over Markku Kuittinen from Finland. There were five other pilots bunched within 292 points of the leader. Striedieck, in eighth place, was only 351 back.

Eric Napoleon was leading the 15-Meters, but Stefano Ghiorzo, Italy, Britain's Justin Wills, Giles Navas of France and Michael Grund from Germany were all within striking

# FINAL STANDINGS

## 24th World Gliding Championships 1995, Omarama, New Zealand

January 7-21, 1995

Final	Pilot	Country	#	Sailplane	DAY 1		DAY 2		DAY 3		DAY 4		DAY 5		DAY 6		DAY 7		DAY 8		DAY 9		DAY 10		FINAL			
					Dly	Pts	Dly	Pts	Dly	Pts	Dly	Pts																
<b>Composite Scoresheet for Open Class</b>																												
1	Lynskey, Ray	NZL	KL	Discus a	3	714	1	1000	4	937	3	984	5	991	4	919	1	1000	3	966	1	1000	1	1000	1	1000	1	9511
2	Schwenk, Uli	GER	KS	ASW 22L	2	999	2	949	2	993	6	929	2	999	2	945	5	814	1	1000	5	892	5	892	5	695	2	9215
3	Schroeder, Robert	GER	AS	ASW 22B	1	1000	2	949	3	992	7	928	2	999	3	942	5	814	5	924	8	748	2	908	3	9204	3	9204
4	Centka, Janusz	POL	A	ASW 22BL	6	670	14	878	5	855	2	989	4	992	11	717	4	882	4	939	2	979	7	657	4	8558	4	8558
5	Gantenbrink, Bruno	IGR	YY	Nimbus 4	5	673	2	949	1	1000	1	1000	1	1000	9	762	8	770	2	987	11	657	8	609	5	8407	5	8407
6	Newfield, Theo	NZL	HW	ASH 25	13	515	12	900	9	739	9	828	10	519	10	727	2	901	8	844	3	930	3	874	6	7777	6	7777
7	Barrios, Jean Denis	FRA	EK	Nimbus 3D	11	548	2	949	6	850	5	939	10	519	5	871	10	517	6	855	4	928	6	680	7	7656	7	7656
8	Tabery, Ron	USA	SS	Nimbus 3	7	626	11	916	7	802	11	797	6	873	6	849	7	776	11	751	10	673	14	484	8	7547	8	7547
9	Harrison, Grae	NZL	AX	ASH 25	12	517	13	884	10	724	14	776	14	508	1	1000	3	897	13	644	9	745	4	744	9	7439	9	7439
10	Mander, Paul	AUS	WW	Nimbus 3	10	572	8	937	13	508	10	818	8	792	12	667	11	510	12	726	6	869	9	574	10	6973	10	6973
11	Giles, Michael	AUS	UKG	ASW 22	4	699	8	937	14	404	4	943	7	795	13	619	9	703	14	609	14	609	14	574	13	498	11	6781
12	Haggenmüller, Reinhard	AUT	O9	ASH 25	15	360	2	949	8	774	8	917	10	519	7	804	15	448	10	815	13	639	11	525	12	6740	12	6740
13	Griffith, Sherman	USA	IW	ASH 25	14	478	7	938	11	719	13	780	9	520	14	612	13	494	7	846	7	753	10	543	13	6683	13	6683
14	Bush, Dale	USA	DLB	Nimbus 3	9	581	10	936	12	545	12	786	13	514	8	765	12	495	9	837	12	642	12	503	14	6604	14	6604
15	Milner, Brian	CAN	GJ	Nimbus 3	8	589	15	862	15	330	15	678	15	489	15	273	13	494	15	471	15	571	15	237	15	4994	15	4994
<b>Composite Scoresheet Standard Class</b>																												
1	Kuitinen, Markku	FIN	MK	Discus A	8	954	19	799	3	920	10	920	2	997	3	897	23	738	4	817	4	979	6	927	1	8948	1	8948
2	Spreckley, Brian	GBR	CP	LS-8	23	769	12	814	10	850	2	991	5	917	10	796	7	934	1	917	12	890	9	880	2	8758	2	8758
3	Aboulin, Jaques	FRA	SJ	Discus	20	811	5	871	10	850	8	849	4	933	7	865	25	712	4	817	8	914	4	961	3	8683	3	8683
4	Wells, Martyn	GBR	L8	LS-8	1	1000	12	814	6	886	3	977	26	734	19	689	1	1000	9	793	9	901	11	875	4	8669	4	8669
5	Van Dyk, Tony	NZL	TD	LS-8	12	903	1	1000	18	753	11	917	8	753	15	724	10	920	20	709	1	1000	9	880	5	8559	5	8559
6	Davis, Andrew	GBR	O8	Discus	4	920	27	759	8	863	5	962	1	1000	9	825	8	933	10	790	26	550	12	862	6	8464	6	8464
7	Karow, Holger	GER	TT	Discus B	30	516	2	905	17	760	16	899	8	753	1	933	3	948	10	790	5	964	8	916	7	8384	7	8384
8	Schramme, Reinhard	IGR	Y4	Discus A	15	885	7	869	6	886	12	916	8	753	8	846	4	946	6	806	24	784	23	437	8	8128	8	8128
9	Cerbaud, Gilbert	FRA	EH	Discus	2	982	6	870	20	743	32	809	8	753	6	870	39	417	14	757	11	898	5	954	9	8053	9	8053
10	Fischer, Peter	GER	N11	Discus	19	842	7	869	4	900	22	865	8	753	3	897	31	626	7	803	34	498	7	917	10	7880	10	7880
11	Buchanan, John	AUS	BB	Discus A	8	912	25	782	20	743	13	912	6	753	33	463	9	921	28	647	9	901	14	791	11	7825	11	7825
12	Sriedieck, Karl	USA	LS	ASW-24	26	720	36	737	1	1000	1	1000	3	938	13	730	19	786	12	785	26	638	32	347	12	7681	12	7681
13	Oakley, Michael	NZL	IE	Discus	4	920	28	758	29	626	23	863	36	550	17	709	2	978	21	695	3	982	19	458	13	7539	13	7539
14	Sorri, Juha	FIN	SL	Discus	18	900	19	799	24	712	8	941	28	723	12	763	22	759	80	387	28	550	1	1000	14	7534	14	7534
15	Walters, Rick	USA	3R	Discus B	24	765	21	798	27	679	14	910	20	744	23	616	14	840	6	795	16	862	22	441	15	7450	15	7450
16	Leutenegger, Simon	SWI	T5	DG-303	8	912	2	905	25	698	30	828	6	915	40	356	16	820	30	641	17	850	27	403	16	7328	16	7328
17	Remner, Ingo	AUS	XX	Discus A	17	878	31	750	16	765	33	713	8	753	39	366	36	451	26	669	7	937	2	976	17	7258	17	7258
18	Noord, Jan-Ola	SWE	Z9	Discus	25	724	41	493	28	640	20	868	20	744	35	435	6	935	15	737	15	873	14	791	18	7240	18	7240
19	Selen, Baer	NET	SB	ASW-24	28	530	7	869	9	861	39	598	20	744	21	639	5	945	2	874	13	888	34	272	19	7220	19	7220
20	Jones, Stephen	GBR	I1	Discus BT	14	896	20	754	23	725	4	965	26	735	11	765	36	440	24	670	6	952	39	237	20	7139	20	7139
21	Stogner, Gregor	AUT	SG	Discus	7	915	24	787	30	593	18	871	8	753	16	714	27	690	22	688	20	819	38	245	21	7075	21	7075
22	Inaebii, Eduard	SWI	KC	Discus B	8	918	4	903	32	584	27	853	8	753	28	493	13	844	35	474	22	796	27	403	22	7021	22	7021
23	Oyc, Stig	DEN	P6	Discus CS	31	473	12	814	22	739	18	875	31	694	27	497	15	829	19	710	28	550	13	824	23	7005	23	7005
24	Garner, James	USA	CG	Discus A	87	270	11	822	84	498	16	892	8	753	20	651	30	635	3	839	18	840	16	733	24	6933	24	6933
25	Taylor, Bruce	AUS	XJG	ASW-24	21	786	38	622	2	945	26	855	35	555	13	730	36	440	13	759	23	794	25	421	25	6907	25	6907
26	Sievens, Max	NZL	XN	Discus B	8	912	29	754	33	565	35	657	25	736	22	638	34	476	17	719	21	814	18	472	26	6743	26	6743
27	Siebert, Kai	GER	EP	Discus	16	884	12	814	87	257	24	861	8	753	2	899	12	899	12	899	34	518	36	364	19	458	27	6697
28	Hausler, Fridolin	SWI	CH	ASW-24	17	878	12	814	86	398	26	857	26	735	24	547	28	688	27	661	33	500	23	437	28	6515	28	6515
29	Stephens, Lyndsay	NZ	KM	LS-4	28	530	31	750	14	828	17	879	6	753	31	479	41	260	41	165	19	830	3	970	29	6444	29	6444
30	Lassen, Henning	NOR	IM	LS-7	38	266	7	869	26	683	41	520	30	717	5	882	29	637	18	715	34	408	33	346	30	6043	30	6043
31	Ichikawa, Makoto	JPN	10	SZD-55	27	560	26	781	31	588	42	490	23	740	29	491	32	614	29	642	32	511	21	455	31	5872	31	5872
32	Ponte, Claudio	VAN	RC	ASW-24	39	240	81	750	88	250	21	866	23	740	32	471	26	695	40	240	25	682	17	722	32	5656		

ones who could find it. Michael Oakley flew one 150 km stretch without making a turn, taking third in Standard, and team mate Tony Van Dyk won the task. Terry Delore took the 15-Meters for his third win. Lynskey had a strong first to complete the Kiwi sweep of the three first places. Theo Newfield was third in Open, giving the New Zealanders five of the nine top finishers for the day. Most important, Lynskey moved into second place, ahead of Schroeder and just nine points behind Schwenk.

On Thursday, January 19, the winds blew in from the east and low clouds draped over the mountains like a shawl. Local pilots shook their heads and said it would be a no-fly day – and they were right. Friday arrived with clear blue skies, but the thermals never happened. After several delays, the Standards launched, but the pilots struggled just to stay at tow release altitude. One by one they dumped their ballast and came home. Now there was real concern this contest might be over, a real anticlimax. There was only one more possible day of flying. It was coming right down to the wire.

Saturday, January 21, the last flying day, and the weather cooperated. It was a wave day, just what the New Zealanders wanted. Schroeder and Schwenk flew close to Lynskey. If they could stay with him around the course they could outrun him on the final glide because their ASW-22s had a higher wing loading. But Lynskey scraped them both off near clouds and went on to fly a brilliant flight. His 1,000 points was 92 points better than Schroeder, 305 better than Schwenk. New Zealand had their gold medal winner.

In 15-Meter, Eric Napoleon was seventh for the day, but it was good enough to keep him in first place. He was the only repeat gold medal winner. Justin Wills picked up ground, but was still a heart-breaking 29 points back in second place. Giles Navas, another Frenchman, took the bronze.

In Standard Class, Markku Kuittinen kept his cool and actually increased his first place point lead. Brian Spreckley hung on to second place, but Jacques Aboulin leapfrogged past Martyn Wells and won the bronze by just 14 points. Of the nine medals, France won three, Germany and Great Britain two each, New Zealand and Finland one each. France also took home the World Cup team trophy, a first-time award.

### THANKS to BHP International Marine Transport!

The average glider trailer is a two wheel affair, approximately 30 feet long, 6 feet wide and 8 feet high. With the sailplane inside, the all-up weight of the rig approaches 2000 lbs. Shipping a glider and trailer is no small task. But what about the 1995 U.S. Team? Nine U.S. pilots competed in the New Zealand contest and they needed to ship seven gliders and trailers to the contest from the U.S. Seven gliders and trailers would account for approximately 10,000 cubic feet space and 14,000 lbs in dead weight. Commercial shipping rates for this load would normally be over \$9,000 per glider for a total of \$63,000! Needless to say, this amount would have broken the team bank.

Enter BHP International Marine Transport, a division of BHP Transport, Melbourne, Australia.

Through a sometimes lengthy route of SSA friends, the SSA learned that BHP IMT might be in a position to provide discounted shipping services between the US and New Zealand. In 1993, SSA contacted BHP Transport in Australia and was referred to BHP IMT headquartered in Oakland, California. BHP IMT leadership in Oakland, notably George Coppo and Tom Henderson, were immediately receptive to our request for support. They offered to negotiate a discounted rate for the team (approximately 50%) of the normal charges.

BUT, the deal didn't quite work out as planned. Coppo and Henderson worked diligently with brokerage companies, dock agents and other BHP IMT managers to lower the costs. The result is that the US Team saved over \$55,000 in shipping costs through the support of BHP IMT. The company is the largest liner ship operator serving New Zealand. BHP Transport is the largest ship operator in Australia. Besides New Zealand and the US, BHP IMT serves Australia, Chile and Mexico.

BHP IMT is a world class organization and provided world class support to the 1995 US Soaring Team. SSA and members of the '95 Team are deeply grateful for the support.



It was over, a challenging last day that gave all the front running pilots a chance to move ahead or defend their leads. Karl Striedieck and Rick Walters were 12th and 15th in that strong field of 44 in Standards. Chip Garner ended up 29th, could have been about four places up the ladder if he hadn't landed at 2140 hours on the last day. (Make that the last night. Most people are in bed by then.)

Gary Ittner came in 13th and was the U.S. team's top finisher in 15-Meter, an excellent showing for his first WGC. Ron Tabery scrambled on the last day and went from 6th to 8th place in Open, but he was in it all the way.

Terry Delore took four daily firsts, the only pilot to do it. But with the two costly landouts he still finished sixth, right behind Gerard Lherm in the DG-800S Delore had loaned him. The two women pilots, Demczenko and Janowitsch, did themselves proud by finishing 31st and 36th.

(Hang in there, gals, Eileen Collins just became the first woman to pilot the world's fastest glider, the space shuttle Discovery.)

Our veteran pilots agreed this was the most difficult Worlds they had flown. The consensus was it would take about three years of full time flying here to be able to "read" the winds and the weather. The scenery got a unanimous 10, and the flying conditions, hairy as they were, drew high praise... "dramatic, exciting, best ever." Sherman Griffith summed it up when he said, "This is high adventure."

When these world class pilots lock that canopy shut and start rolling down the runway, it is their world. It's a world that demands flying skill, quick decisions, physical stamina, and a lot of courage. Our U.S. team had it all and gave us a lot to be proud of in this competition. They are a breed apart. ■

### THE WINNERS ARE...



**RAY LYNKEY**  
Open Class Champion  
NEW ZEALAND



**ERIC NAPOLEON**  
15-Meter Champion  
FRANCE



**MARKKU KUITTINEN**  
Open Class Champion  
FINLAND