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**SEPTEMBER-
OCTOBER
1 9 5 6**

Soaring

VIVE LA BELLE FRANCE

23rd ANNUAL U.S. NATIONAL SOARING CHAMPIONSHIPS

NORTHEASTERN STATES ANNUAL SOARING CHAMPIONSHIPS



Photo: R. A. Smith



Photo: F. H. Matteson

Champions both! On the left is the heavily wing-loaded Jenny Mae which took the lead the first day of the National Championships and maintained this lead to the end. On the right is a Breguet 901, a similar model to the one in which Dr. Paul B. MacCready handsomely won the 1956 World Soaring Championship at Saint Yan, France.

VIVE

LA BELLE FRANCE

We went to France to win the 1956 World Glider Championship. The world knows that Dr. Paul B. MacCready, Jr., focused on that task. The world should know that the entire American Team found in France genuine LIBERTE, EGALITE, and FRATERNITE. That is why we say with friendly warmth in our hearts "Vive la Belle France!"

Never has there been such a contest. Even with the last minute withdrawals of two countries—Australia and the SAAR—25 remained to compete, the largest number ever to do so. It was the sixth in the series of world glider competitions. The first at the German Wasserkuppe in 1937 had seven countries entered. The second at Samedan, Switzerland, had six. In 1950 Sweden played host to eleven countries at Orebro. In 1952 fifteen countries competed at Madrid, Spain. England played host to nineteen countries at Camphill in 1954.

Mother Nature repentant over the severe weather inflicted on France last winter (and on the 1954 Internationals!) paraded such an infinite variety of unstable airmass situations across the theatre of operations that every soaring skill was taxed to the limit, and for many individuals, far beyond.

LIBERTE was found as quickly as we found a Frenchman. Not licensed, mind you, but true liberty in the civilized sense. That meant rules of procedure for the greatest good to the greatest number. Since France has a culture extending through the centuries she has accumulated a great many rules and of course there is too her starch-stiff protocol.

Very competent officials—MM. Marcel Agesilas, Rene Eyraud, Pierre

by MONSIEUR B. L. WIGGIN
Chef de l'equipe des ETATS-UNIS



Photo: Heimgartner
At the Awards Banquet Paul B. MacCready, Jr., is shown flanked by Juez of Spain on his right and Gorzelak of Poland on his left. Juez was second flying a Sky and Gorzelak was third with a Jaskolka.

Simon, Charles Boissonade, Robert Aubert, and the glider meteorologist Norbert Gerbier—together with their aides and assistants, poured the required mould of behavior about us during the practice week, June 23-29. It chafed in only a few places. Pad-dings of more insurance satisfied the organizers and soon we were all set for the job at hand.

Ideal weather marked the practice

period That is really not too true since the press characterized the first 26 days of June as the worst on record (80 years). It was down to 42°F on the 26th with a Camphill type rain. Thereafter it could only get better, so it did.

Everybody approved and aided the strict discipline of the flying field. Here a squadron of 140-hp Stampe biplanes directed by a n alert and agile field 'man-ager, got all ships safely airborne in less than an hour. There were no acci-dents on the flying field ex-cept the one to Walt Haus-ler. While speculating about a sun-worshipping miss from the Baltic area Walt walked into the side of a jeep!

In Gerbier's met office there was liberty for all to use weather data as soon as it was received. His staff of fifteen worked up synoptic data, the local radar winds, and airplane soundings. Pre-briefing sessions were not only permitted, they were encouraged. Most teams included a meteorol-ogist. These facts nearly made me lose my grip. Every appearance at the met office, not just the first one, meant the ritual of fif-teen-plus, warm hand shakes. I can now squeeze milk out of a coconut with just my right hand.

The free exercise of LIBERTE is for everybody of course as witness the

afternoon on Monday, July 9th. This was the day of the sixth task, an out and return with Moulin the turning point.

We had a very steep lapse rate in fresh polar-maritime air swept in-land under the high-flying westerly jet stream. The possibility of an early thundershower dictated our strategy which was to get going as soon as possible, make the circuit to Moulin

and back, and then repeat it if the usual late afternoon optimum conditions should prevail.

Paul, first man off at 1230 got away fast. Bill and Kempes-Gene soon followed. About half of the other pilots loitered about apparently waiting for stronger thermals. Swelling cumuli in the west darkened ominously. The stragglers either on their own, or in response to radio coaching from the ground, made their dash across the starting line an hour or so later. A small thundershower soon appeared in the west.

Watching for the return of Paul, or Bill, or Kempes to show against the dark rain curtain now approaching St. Yam, I was puzzled to see instead a silvery puff which expanded as it floated upward into the cloud mass above. It was followed by many others. (Ray Parker and I counted twelve.)

The little thundershower began spouting lightning bolts in great profusion. Its vertical growth was astounding. In about ten minutes this cloud was turned inside out with its "innards" spread along the tropopause as a dense cirrus shield. Jet winds carried it rapidly eastward. In almost no time at all ground to cloud convection stopped, and according to Nick Goodhart, actually reversed itself.

You see. Nick had made the turn at Moulin gambling on being recognized at about 7000 feet (the organizers guarantee ran out at 3300 feet). He got roughed up on the way back and considered himself lucky to get out of the cloud with the ship intact and enough altitude to complete the circuit. Then came the down drafts and Nick wafted to earth short of St. Yan.

The point, however, is this—vineyard owners had peppered that small thundershower with rockets which produced silver iodide vapor. They

were trying to inhibit hail formation through over-nucleating the clouds. In view of the gentle hour-long rain which followed this exercise of their LIBERTE maybe they succeeded. But no sailplane pilot succeeded in completing the task set for this day.

EGALITE was more widespread in the France we saw than in our own Equality State of Wyoming. Perhaps it was best shown in the great dining hall. Here Suzanne, all of fifteen years, sported a "frenchy" black bra as she learned the art of serving food to primitive man. Here we prayed for strength in our dentures to cope with the staff of life. (Bread two days old had to be soaked.) Here also each

real hungry people were eating two or three meals at a sitting while fellows like me sat without eating. NO EGALITE here, yet.

The management then broke it up. Seven ten-place tables and four six-place *en echelon* evolved. No one could be served at any table until all seats at that table were filled. Past the door man who could only say "TEE-KAY?" the boy Yves took over, seating you at the table lacking a quorum. As a result everybody got to eat with everybody else at some time or other. And the last man enjoyed a moment of great popularity! No little cliquy group could prevail here—which was a good thing.

There was noteworthy EGALITE on the flight line, too. In 1954 the opportunity to start was all important. At St. Yan the first starting order came from drawing lots (Ivans No. 1, MacCready 34, Trager-Miller 64—the two-place category began with No. 61). After the first task starting order was by position gained, hence was determined each day. For variety the orders were reversed from time to time. Launchings were so rapid that take-off positions gave no practical advantage to anyone.

M. Simon, one of the big wheels, even shared our language difficulties. When introduced he could speak no English. After two days of our French he broke down and

declared—"You speak my French like that, I speak your English." He had learned English on a six month assignment with ICAO.

The curse of France was shared by all—the telephones. Here we have a strange and strongly disciplined system which turns out telephone operators as alike as police sirens. All shriek at the constant pitch of the Ptolemaic C, 529 C/sec., fundamental with overtones. After the shriekings stop you are disconnected and are free to try again. The only EGALITE

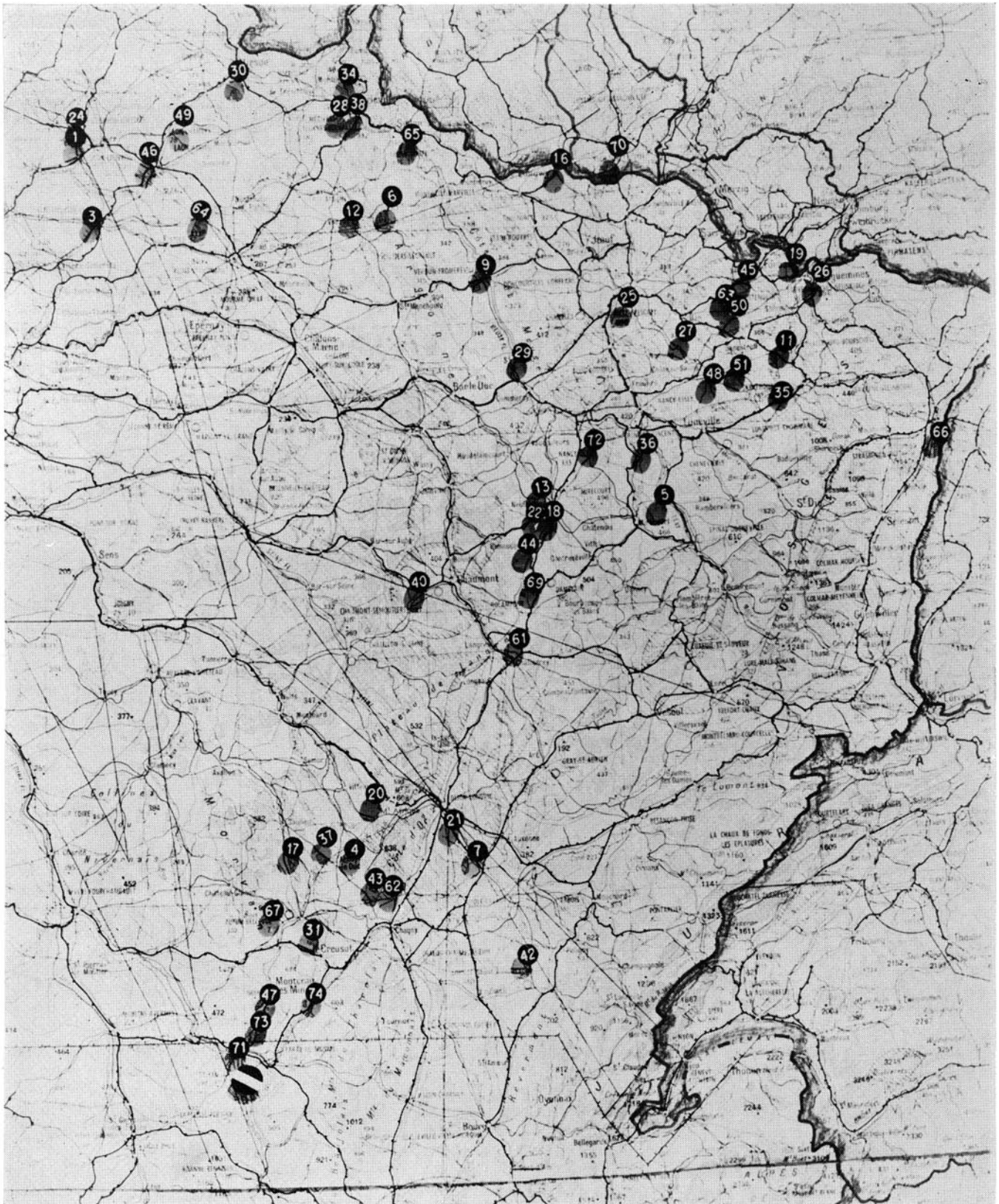


Photo: Heimgartner

The Two-Place winners, Commander Nick Goodhart and Captain Frank Foster who flew a Slingsby Eagle, are shown with Rain and Stepanovic of Yugoslavia who flew a Kosava for the second-place spot, and Sadoux and Bazet of Argentina who gained third place in a Condor IV. It is interesting to note that Goodhart and Foster beat all the single place entries except Paul MacCready.

table was graced with the great French water substitute. This had a peculiar equalizing property. Enough of it on an empty stomach and you could fly like MacCready, talk like Miller, or look as important as a team captain.

The first day there were two long rows of tables each seating about fifty. With about 500 to be served there were frequent arrivals and departures which set up a kind of pleasant confusion. The girls often forgot whom they had served. As a result



June 30th, the first contest day, was an open or free distance flight. Note the pattern of the American Team, numbers 1, 34, and 64. On this day Paul MacCready was second, Bill Ivans was 12th and Kempes Trager and Gene Miller were 1st.



Photo: Betsy Woodward
Kempes Trager and Gene Miller in the Schweizer all-metal 2-25 await the starter's order to take off. These two in their first International Contest finished in fourth place.



The Team Captain, Bernard L. Wiggin, at Vichy or Bastille Day. You should have seen what followed!

here was the observed fact that a Frenchman using the telephone shrieked back at the operator and sometimes beat her to the disconnect by hanging up. In some rural towns there was only one telephone which operated on an eight hour day basis.

One farmer, they call them peasants, also showed an exceptional kind of EGALITE. On July 5th the Austrian pilot Harrer (or was it Resch?) landed in an uncut field of hay. The farmer ran out spraying the air with his rich vocabulary. The Austrian would speak no French nor did he care to understand any. Whereupon the farmer pointed to his prostrate hay, kicked a hole in the sailplane's nose section, then walked away talking to himself. He was probably saying—"Even Steven."

Housing was an equalizer too. I

thought I recognized a squad tent shared in 1919 with No. 1 Squad of the old 6th Co. C.A.C. Me. NG at Ft. Williams. It seemed the French had an affair going on in North Africa and these were the only tents the Army could spare. They were adequate and quite homey when it didn't rain—which fortunately was most of the time. Lined up in company streets with flags of 25 nations flapping in the breeze they were impressive. But the most impressive feature of the encampment were brand new, modern showers that gave forth with warm water always. This is a first for glider camps for which our hosts deserve all the praise and thanks they received.

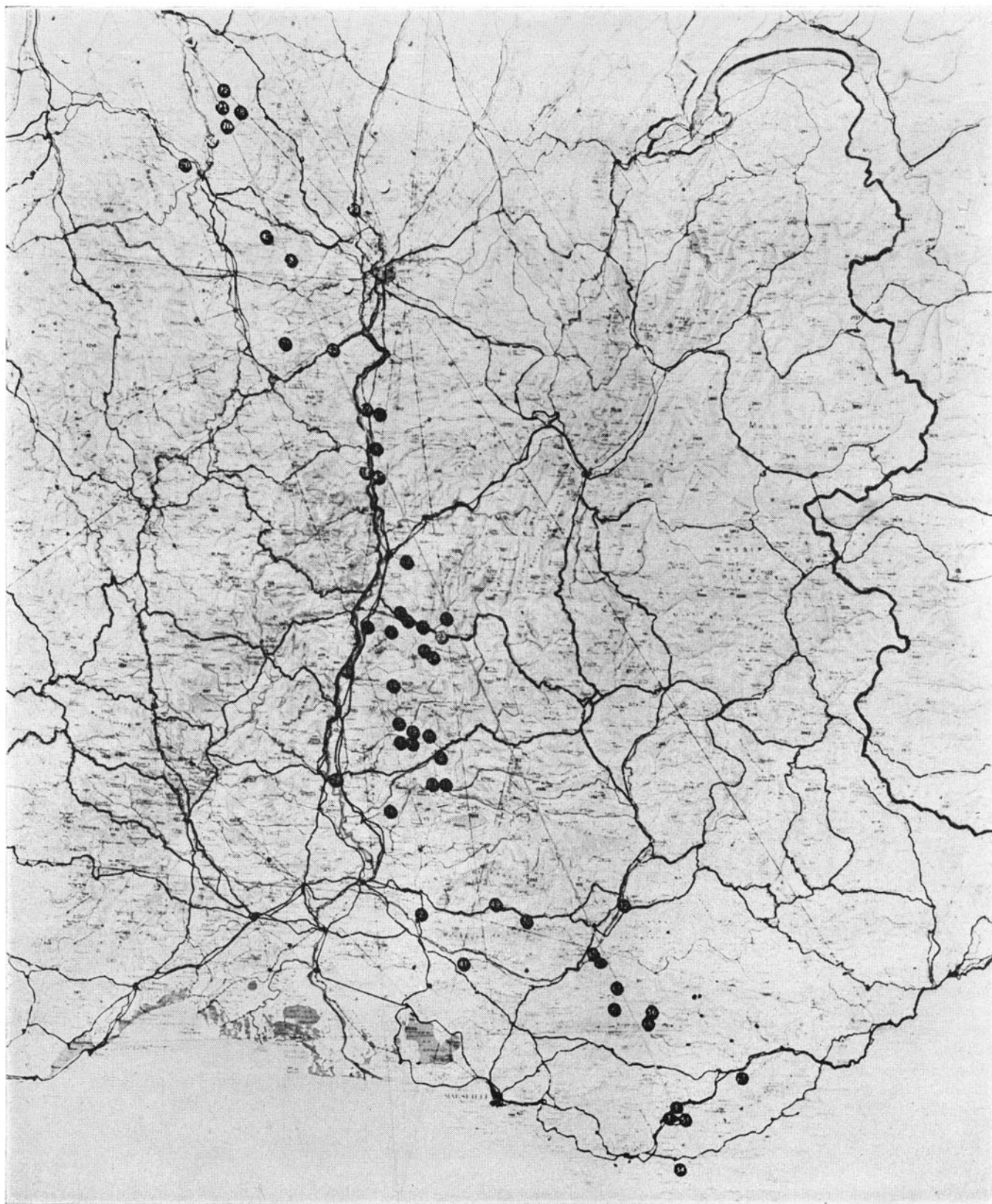
FRATERNITE was the greatest. It was everywhere after the first few days. One or two teams arrived in tight formations. Their military vehicles swept by the rest of us in clouds of dust. One such group set up apart from the main camp village. At their breakfast there was a cold back as we tried to join their cohesive group. *On ne passe pas ici!*

But they melted quickly. There was the ingenuous yet firm leadership of our hosts. Good fellowship was everywhere and included the generous admiration bestowed on our team from the opening ceremonies, where we first appeared in our new uniforms. They were spotless white coveralls with a large SSA seal of royal blue across the back, an American flag shield on the left arm and on our blue baseball caps, and our

The all-metal Czechoslovakian two-place L.13 which was promptly nick-named the "Cadillac."

Photo: Heimpartner





On July 3rd Paul MacCready made the outstanding flight of the entire contest. The task was a distance along a fixed line, St. Yan through Toulon-Cuer Paul won the admiration of everybody by flying until well after dark, finally landing on the shores of the Mediterranean at a French Naval Base, thus exceeding the distance flown by three others who had landed earlier at the Joulon-Cuer Airport, the last airport directly on the prescribed course. The Dauphine Alps presented a formidable barrier to most of the contestants.



Photo: Heimgartner

The Winner! Paul MacCready achieved his life-long ambition at St. Yan, France.

names in red over the breast pocket—who could resist us? Who knew that Dr. MacCready, Sr. had one yard of pants leg turned up inside because his coveralls were as long in the legs as they were wide in the belly?

The U. S. Air Force played the big brother to all contestants by detailing an Air Rescue helicopter and supporting crew to St. Yan for the duration. Although there were several ships badly damaged during the contests the two accidents involving personnel occurred where conventional medical facilities were available. The Air Force also gave a demonstration of power and precision flying by sending the SKY BLAZERS to

Fourth in the single place entries was Saradic of Yugoslavia. He flew the beautiful and expensive Meteor.

Photo: Heimgartner



St. Yan. These were four F-86 Sabre Jets that flew as one.

Keen competition only increased the spirit of FRATERNITE. After the second task it was United States first and second in the single-place and first in the two-place categories. The tasks grew tougher as the strong thermals of the first few days languished under a flat ridge of high pressure. On July 8th the task was a race to Beaune. A tortoise could have won it but since none was entered none did and the day passed charged to experience with no points scored by anyone.

The air base at St. Yan is normally a school for aerobatics. Each day before the sailplanes got started, and again after they had gone, the Stampes were put through their paces by cadet pilots. Loops, hammerheads,

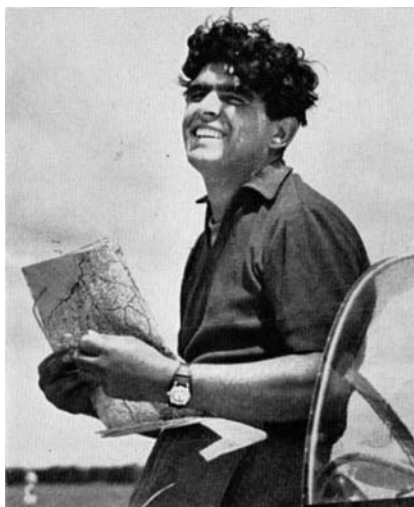


Photo: Heimgartner

Gorzalak of Poland flew his Jaskolka into third place in the single seater entries.

inverted flight—all the beautiful patterns a maneuverable plane can do were executed with flawless perfection. Parachutists displayed their skill in free drops. Trailing smoke by day and with bright lights at night they showed how they could direct their brief free flight before parachutes opened a few hundred feet above the ground. A sweet little French jet—the Mini jet—would then cavort—over, around, and at times it seemed, almost on the field as it raised dust with low-level passes.

The most dramatic day of the entire period was Wednesday, July 11th. The task imposed was a race, St. Yan to St. Auban, 303-km away with the cloud capped Dauphine Alps across the course. It would be the last task of the series unless everybody fell short. Gerbier exceeded

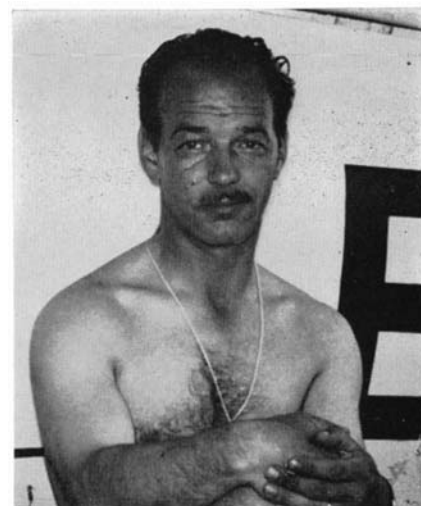


Photo: Heimgartner

Juez of Spain, second in this World Gliding Championships, in a Sky, was the winner of the Two-place event at Madrid, Spain, in 1952.

himself at the weather briefing. A fresh flood of cold maritime air was pouring out of the north. Wind speeds of 20-30 knots were measured at St. Yan. At Mt. Ventoux, on course, a whole gale of 70 knots from the north-northwest was reported at 0700 local time. The zero isotherm was at 2000 meters. A true mistral was occurring and was forecast to continue in the Rhone Valley with turbulence and roll clouds in the mountains and waves at high levels.

Bill Ivans, 244-km along and still on course was fighting turbulent air as he remained under the cloud deck. Suddenly he was forced down in a

Bill Ivans of California did exceptionally well in this, his first, World Gliding Championship. Flying an Olympia IV with laminar wings, Bill finished in 5th place.

Photo: Heimgartner





Photo: Heimgartner

Here is the laminar flow Olympia which was generously loaned to Bill Ivans by Mr. H. Buckingham of Elliotts of Newbury. This surely is a much superior ship to that which won the prewar international design contest.

narrow mountain valley which lay parallel to the wind flow. A down draft caught him and apparently caused a high-speed stall as he tried to land in a small 20° slope field. The impact cracked a vertebra and caused other less serious but painful and worrisome injuries to Bill. His Olympia IV was demolished.

Perrson the Swedish pilot had landed safely nearby. He quickly organized a rescue party. Bill was removed to a small hospital at Die, later to a larger one at Crest where X-ray equipment was available. His crew, Sterling Starr and Jim Cramp, stood by. Your President, Col. Sweet, was flown to Crest the next day by Nick Goodhart. On Tuesday, July 17th, Bill was evacuated by air to USAF Base Hospital 7100 at Wiesbaden, Germany. The Air Force furnished a hospital ship with medics aboard. They also picked up the Brazilian pilot, Col. DaRosa, from a

Lyon hospital where he was recovering from a compound leg fracture suffered on July 6th.

Seven pilots including Paul arrived at St. Auban. The majority risked much by flying the waves above the overcast. Those who successfully flew beneath it displayed pilot skill far above that imposed by any other task of the competition. It was "dangerous and the most turbulent air I have ever flown" said Paul, his eyes bloodshot after the ordeal. And Paul has also flown the Bishop Wave.

A total of seven tasks was imposed during the competitions. They were as follows together with the positions won by our team:

1. June 30th—Free distance—Paul 2nd, Bill 12th, Kempes 5th.
2. July 2nd—Race to St. Etienne—Bill 2nd, Paul 5th, Kempes 1st.
3. July 3rd—Distance on fixed

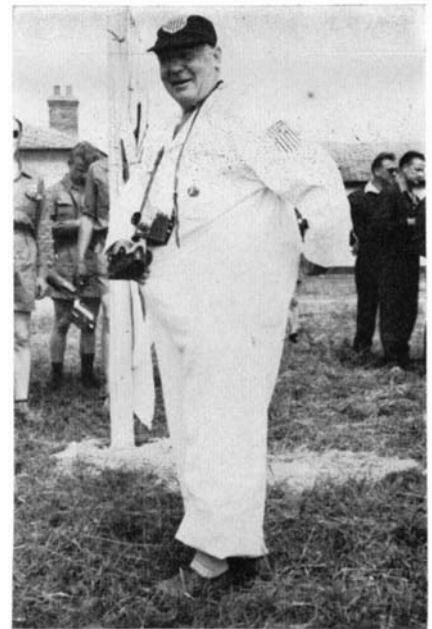


Photo: Betsy Woodward

How much of his success young Paul owes to his Father, the "Doc," only he and his competitors know. Here is Dr. Paul B. MacCready, Sr., in a really jovial mood after he, too, had achieved his ambition in International Contests.

course, St. Yan—Toulon-Cuer—Paul 1st, Bill 2nd, Kempes 7th.

4. July 5th—116-km triangle, St. Yan—La Palisse—Roanne—St. Yan—Paul 1st, Bill 33rd, Kempes 3rd.
5. July 6th—Free distance—Paul 9th, Bill 16th, Kempes 8th.
6. July 9th—Goal (Moulin) and return—Paul 1st, Bill 29th, Kempes 12th.
7. July 11th—Race to St. Auban—Paul 6th, Bill 13th, Kempes 5th.

Closing ceremonies Friday the 13th were saddened by Bill's accident. Inquiries and well wishes for this most popular pilot came from everybody it seemed. There was general letdown after the intense concentration main-

Left, the Polish Jaskolka which Gorzelak flew into third place. On the right is the Orao IIc of Yugoslavia, designed by Boris Cijan and flown by Arbajter.

Photo: F. H. Matteson

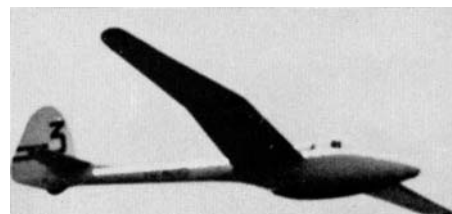
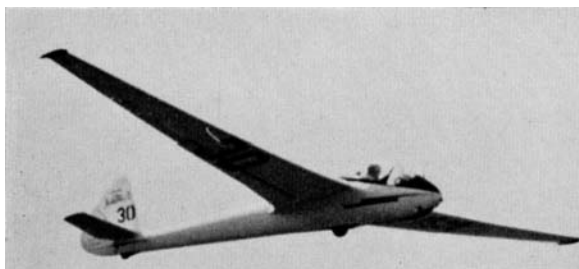


Photo: F. H. Matteson

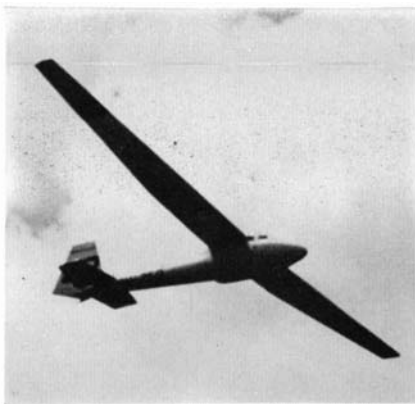


Photo: F. H. Matteson
One of the four Slingsby Skylarks. This one was flown by Koch of the Netherlands.

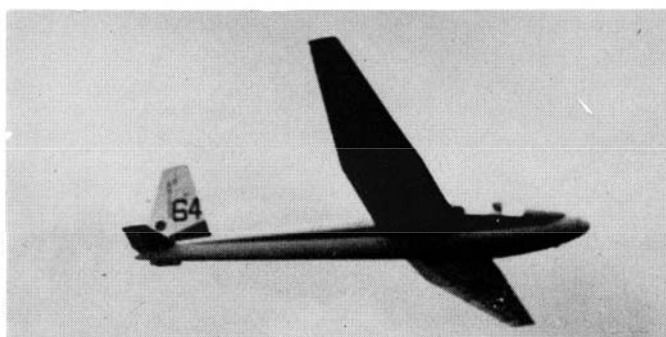
tained during the competitions. Mother Nature shared the prevailing mood. A severe thunderstorm took over half way through the ceremonies. No one got wet because it was spotted by radar and an hour's warning was given of its approach.

The grande finale was moved to the briefing hangar. Here were six barrels of water substitute, the finest produced in this producing area. Six barbecued lambs were brought in out of the rain, and six cords of bread. For the first time LIBERTE, EGALITE and FRATERNITE were well joined. The U. S. Team was surrounded by well wishers from all the other competing teams. We responded by mounting the stage to give out with the loudest singing of any group in the place. Your President furnished the words and a unique key which the rest of us approximated. Our French hosts smiled benignly as the success of this last meeting mounted.

There was a refined echo of the closing ceremonies at Vichy the following day, Bastille Day, the French 4th of July. We were guests of the city. After a memorial service at their *Monument aux Morts* we were received by city officials at the plush Sporting Club. City trophies were awarded at the Plaza. Here we were nearly disgraced by the Team Captain who tried to parlay a ceremonial buss on the cheek to a good, red-blooded American smackeroo. But you should have seen the other party! Then came dinner at the Carlton where the contrast was so great after the hangar soiree of the night before that bold airmen became suddenly timid. An awed hush filled the room lasting until the Mayor broke it up by handing out souvenirs of Vichy. There were fireworks in the park then the ball "La Nuit des Ailes" in the Grand Casin.. Vive Vichy!

On a more serious note there is this inescapable observation—I think our small group did more to create good will between our country and the other 24 nations than have much larger international enterprises. When one considers that the majority of people concerned with World Glider competitions are prominent in the aviation and scientific fields the importance of these friendly gatherings is apparent. They are the last and only peaceful international competitions in aviation.

A most frequent question asked, and always with an obvious attachment of hope—"Will the United States hold the 1958 competitions?" That, dear reader, is entirely up to you and your organization. This much is certain. If we should get the kind of capable and sympathetic support from all government agencies concerned with such an undertaking as we received this year from the United States Air Force and if our great aviation industry helped, then



The only American sailplane in the contest. The Schweizer two-place all-metal 2-25 flown by Kempes Trager and Gene Miller.
Photo: F. H. Matteson

for sure the next World Gliding Contests would be held in the United States in 1958.

The greatest thrill of the contest after seeing our team gain all the lead positions came with Paul's flight of July 3rd. Only he can give you the details of it. We who waited under the windows of the telephone room grew more and more concerned as reports came in of pilots gone "aux vaches"—landed with the cows that is.

Cheers went up and excitement mounted as Caradio, Wills, and Ivans reported in from the Toulon-Cuer airport, the last landing field on the fixed course. No report on MacCready. Finally MacCready was the only pilot not reported!

The sun had set. It grew dark. Some of little faith shivered in the evening chill as they thought of the mountain crags and ravines along

the course, one of them possibly holding MacCready.

Suddenly excitement boiled in the telephone room. Ever see a group of excited Frenchmen? More pleased it seemed than had it been a report on one of their own they rushed to the window. M. Boissinadot—ordinarily a poker-faced gentleman and normally not speaking one word of English was radiant as he shouted—"MacCready at Mediterranean!" For one glorious moment MacCready was on everybody's team. A great shout went up from us, from the Yugoslavs, the Dutch, the Danes, the Germans, the Poles—from everybody assembled there and the stragglers that came a-running. Paul had really come into his own.

Every MacCready flight was outstanding. On July 5th for example under very marginal conditions he completed the 116km triangular circuit like an engineer. Converting his little altitude to speed at precisely the right distance out, Paul flashed across

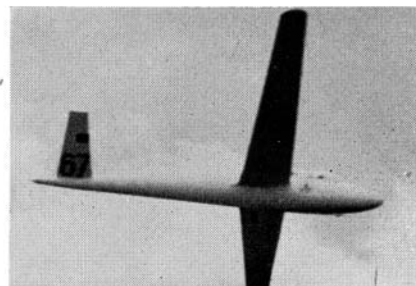
the finish line one yard above the ground.

On only one occasion that I know about could he have gained more points. The very first task, free distance, merited a "major effort." We were in a transition from a cold continental airmass to the usual maritime air with its cloud and softer thermals.

(Continued on Page 12)

Germany's sleek HKS-I two-seater flown by Haase and Heinzel.

Photo: F. H. Matteson



1956 WORLD SOARING CHAMPIONSHIPS

SAINT YAN, FRANCE

SINGLE-SEATERS FINAL STANDINGS

<i>Position</i>	<i>Pilot</i>	<i>Nationality</i>	<i>Sailplane</i>	<i>Total Points</i>
1	MacCready	U. S. A.	Breguet 901	4,924
2	Juez	Spain	Sky	3,806
3	Gorzalak	Poland	Jaskolka	3,576
4	Saradic	Yugoslavia	Meteor	3,435
5	Ivans	U. S. A.	Olympia IV	3,289
6	Stephenson	Great Britain	Skylark III	3,142
7	Ara Torrell	Spain	Sky	3,097
8	Nietispach	Switzerland	Super Elfe	3,081
9	Hanna Reitsch	Germany	Zugogel	3,042
10	Wills	Great Britain	Skylark III	3,031
11	Ortner	Argentina	Skylark I	2,977
12	Persson	Sweden	Weihe	2,887
13	Bar	Israel	Air 102	2,875
14	Domisse	South Africa	Breguet 901	2,866
15	Totenhoofd	Holland	Skylark	2,775
16	Munch	Brazil	Baros Neia I	2,658
17	Kumpost	Czechoslovakia	VSM 40 Demant	2,580
18	Pierre	France	Breguet 901	2,527
19	D'Ottreppe	Belgium	Air 102	2,338
20	Feddersen	Denmark	Olympia	2,337
21	Wiethuchter	Germany	HKS III	2,268
22	Harrer	Austria	MG 23	2,255
23	Arbajter	Yugoslavia	Orao IIc	2,169
24	Gora	Poland	Jaskolka	2,040
25	Kalmar	Hungary	A.08	2,034
26	Koch	Holland	Skylark III	2,029
27	Lacheny	France	Breguet 901	1,983
28	Brame	Canada	Geier II	1,889
29	Cuadrado	Argentina	Sky	1,880
30	Silesmo	Sweden	Breguet 901	1,810
31	Oda	Japan	Breguet 901	1,671
32	Dubs	Switzerland	WLM II	1,663
33	Hollan	Czechoslovakia	VMS 40 Demant	1,509
34	Georgeson	New Zealand	Air 102	1,396
35	Cartigny	Belgium	Jaskolka	1,393
36	Resch	Austria	MG 23	1,378

1956 WORLD SOARING CHAMPIONSHIPS

SAINT YAN, FRANCE

SINGLE-SEATERS FINAL STANDINGS--(Continued)

<i>Position</i>	<i>Pilot</i>	<i>Nationality</i>	<i>Sailplane</i>	<i>Total Points</i>
37	Mezo	Hungary	A08	1,285
38	Ames	Canada	Breguet 901	1,265
39	Heinonen	Finland	Air 102	984
40	Jalkanen	Finland	Pik III	961
41	Uygun	Turkey	Air 102	903
42	Thomsen	Denmark	Olympia	836
43	Da Rosa	Brazil	Baros Neiva I	526
44	Ferrari	Italy	Eolo	176
45	Subasi	Turkey	Weihe	41

TWO-SEATERS FINAL STANDINGS

<i>Position</i>	<i>Pilot</i>	<i>Nationality</i>	<i>Sailplane</i>	<i>Total Points</i>
1	Goodhart Foster	Great Britain	Slingsby Eagle	3,828
2	Rain Stepanovic	Yugoslavia	Kosava	3,187
3	Sadoux Bazet	Argentina	Condor IV	2,748
4	Trager Miller	USA	Schweizer 2-25	2,684
5	Rousselet Trubert	France	Breguet 904	2,539
6	Nowotarski Sandauer	Poland	Bocian	2,404
7	Yaykin Argun	Turkey	K2	1,336
8	Nunez Vicent	Spain	Kranich III	1,058
9	Haase Heinzel	Germany	HKS I	1,057
10	Tandefeld Rautio	Finland	Bergfalke II	795
11	Brigliadori Fanoli	Italy	Canguro	752
12	Sebesta Janek	Czechoslovakia	1.13	346
13	Ostermayer Angerer	Austria	MG 19 C	331

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

As you have just read our soaring teams have a long and proud history of international participation. Over the last

several years the opportunity to compete internationally has grown as more classes become sanctioned by the FAI. More teams and eligible pilots puts the title of World Champion within the reach of entirely new segments of the soaring community including Club, World

and Junior pilots. The chart above shows when each FAI class participated in their first World Gliding Championship. Notice the recent growth in classes and events.

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

An urgent need...



Funding the Future

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

Contributions make it happen...

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

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



A long term strategy?

Since both types of contributions are tax deductible, a long-term contribution strategy to minimize tax burden and maximize support might incorporate comfortable direct contribution every two years and

larger, trust contributions with less frequency. How much to contribute is determined by each of our individual circumstances. Every dollar counts.



Now is the time...

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



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

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

Robertson Trust Contributions

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