

# Soaring

THE ARGENTINE SUPER ALBATROSS  
THE 1963 WORLD SOARING CHAMPIONSHIPS  
FAI SOARING AWARDS RULES & PROCEDURES



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# THE 1963 WORLD SOARING CHAMPIONSHIPS

by OMNEYA T. Foz

The 9th World Soaring Championships took place this year at Laguna de Gomez Airport in Junin, Argentina, from 10 to 24 February, under the auspices of the Argentine Government and the F.A.V.A.V. (Federación Argentina de Vuelo a Velva) which includes 32 Argentine Soaring clubs.

This was the first international contest to be held outside Europe and also the first to be held in this hemisphere. Twenty-three countries participated and were represented by 63 pilots, out of which 38 competed in the Standard class and 25 in the Open class.

Competing for the U.S. in the Open class were Richard Johnson flying the Sisu 1A, and Richard Schreder flying his HP-11; in the Standard class, John D. Ryan flew the Prue Super Standard.

On the first day of the practice period (3 to 9 February), Johnson flew over five hours. On another day he was first in a 321-km. (200-mi.) goal and return race with a speed of 49 mph. On 8 February, Schreder was second and Johnson third in the Open class in a 100-km. triangular course race with speeds near 43 mph. Ryan was seventh in the Standard class with the same speed.

A most interesting arrival was achieved by the Chilean team who aero towed in formation from Chile, over the Andes, through the Upsalata, over the statue of the Christ of the Andes at 5,000 meters (16,-

500 ft.). Their sailplanes were two Czechoslovakian Blaniks and they were towed by Piper PA-18's; flying time from Santiago, Chile, was 3 hours.

## 10 Feb. - Opening Day

The opening ceremonies took place on Sunday, 10 February, in the presence of Brig. Eduardo MacLoughlin, Secretary of State for the Dept. of Aviation, representatives and officials of the city of Junin and organizers of the Championships headed by Sr. Juan B. Chourrout, president of the F.A.V.A.V. Also present were delegates to the 9th OSTIV Congress and the honorary president of this organization, Prof. Walter Georgii. After the welcoming speeches were delivered, competing teams headed by their respective captains were officially introduced.

A very large crowd covered the ground to watch the ceremony and the special air show which followed. Such a show had never been seen in Junin and things almost ran out of hand. The program included flights and aerobatics of sailplanes and a Gloster Meteor jet, a helicopter ballet, parachute exercises, etc.

## 11 Feb. - 1st Contest Day

The first task set for the Championships, on Monday, was a 141.2-km. (88-mi.) goal race to Mercedes. The weather forecast called for cumulus clouds with bases rising to 6000 ft. by 3:00 P.M. Lift of 2-3.5

mps was expected from 1:00 to 6:00 P.M. Take-offs began at 2:00 P.M. with releases at 700 meters (2300 ft.)

In the Open class, Ulbing (Austria) flying a Standard Austria was first at 74.271 kmph; F. Henry (France) flying a Bréguet 901 was second at 74.066 kmph for 995.1 points; Richard Johnson (U.S.A.) was third at 73.317 kmph for 977.3 points; Richard Schreder (U.S.A.) was sixth at 70.549 kmph for 911.7 points; Edward Makula (Poland) flying a Zefir was 7th with 876.8 points; Dave Webb (Canada) flying a Skylark 4 was 11th with 836.4 points; and Harald Jensen (Denmark) flying his LO-150 was 13th with 823.8. Of the 25 pilots, 22 finished the task.

In the Standard class, Heinz Huth (W. Germany) flying a Ka-6 was first with 75.304 kmph. He was followed by H. Wodl (Austria) flying a Standard Austria at 74.44 kmph for 980.7 points and N. S. Sejstrup (Denmark) flying a Ka-6 at 74.109 kmph for 973.2 points. John Ryan (U.S.A.) flying the Prue Super Standard was 16th at 63.442 kmph for 734.6 points. Charles Yeates (Canada) flying a Ka-6 was 22nd at 59.828 kmph for 653.8 points. Of the 38 pilots, 32 finished the task.

## 12 Feb. - No Contest Day

Much against the general consensus of the participants, Tuesday was declared a rest day. The decision was based on the fact that several sailplanes had been damaged on landing at Mercedes airport (landing facilities were rather poor; narrow runways, tall grass, etc., which hampered the operations). It was agreed that in all fairness enough time should be given for their repairs.

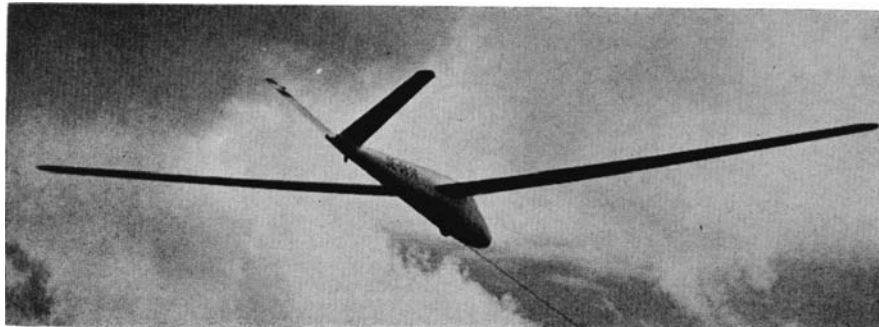
## 13 Feb. - No Contest Day

The task set for Wednesday was a 165-km. (103-mi.) goal and return race with turn point at 9 de Julio airport.

Due to violent thunderstorms near the turn point the majority of the pilots had to land in that vicinity. Since at least two pilots in each class did not exceed 100 km. (62 mi.), the day was declared no contest, as per the rules. Only one pilot completed the course, I. Braes (Denmark) flying a Ka-6. In the process he gained over 5000 meters (16,500 ft.) by cloud soaring, thereby earning his altitude diamond.

F Ulbing, Austria's entry in the Open class, being towed off in one of the three Austria Standard sailplanes. He won the first day's race and was second the third day, but finished 12th in the final standings.

Photo by Leslie Benis





## 14 Feb. - 2nd Contest Day

The task set for Thursday was a 177.5-km. (110-mi.) goal and return race with turn point at Pergamino. Dry thermals to 6500 ft. with lift of from 2-3 mps were expected.

Johnson estimated he would do better with a late take-off. However, his first pass over the starting line was recorded as being 100 m (328 ft.) too high (maximum allowed was 1,000 m or 3280 ft. so he returned for another try. He subsequently landed at an alternate airport 15 miles away and made a third start. Unfortunately, deteriorating conditions hampered his chances and he landed 15 miles short of the final goal.

In the Open class, Makula was 1st at 68.999 kmph; Henry was 2nd at 67.54 kmph with 964.4; J. Popiel (Poland) flying a Zefir was 3rd at 67.15 kmph with 955.1; Schreder was 6th with 843.6; Webb was 12th with 745.8; Jensen was 13th with 724.8; and Johnson was 23rd with 132.6. 21 pilots finished the task. The general positions then were 1st, Henry, 1959.5; 2nd, Makula,



Photo by Leslie Benis

Edward Makula of Poland, eventual winner in the Open class and new World Champion, in the Zefir 2 sailplane which he flew so consistently well. On three of the seven contest days he made the best flight for 1000 points, one of which was the longest distance flown, 716 km. (445 mi.). The Zefir has no nose skid and the wheel retracts. The other two Zefirs finished second (Popiel of Poland) and fifth Hossinger of Argentina).

This task was a difficult one in spite of the rather short length and the caliber of pilots and ships participating. Local rainstorms the night before had created "dead" areas and the thermals were not too numerous. Ryan ran into one of these areas on the way out and was forced to land with little distance covered. Conditions were better along the rest of the course with some cumulus clouds forming. Aero

tow retrieves were able to return all sailplanes but one by car and a few by helicopter that had landed in small fields, by 7:30 P.M.

## 15 Feb. - 3rd Contest Day

The task for Friday was a 109.6-km. (68-mi.) triangular course race with turn points at Los Toldos and Bayauca. Cloud bases were forecast for 5500 ft. with lift of 1-1.5 mps.

In the Open class, Makula was 1st at 93.741 kmph; 2nd, Ulbing, 978.6; 3rd, Popiel, 973.0; 4th, Johnson, 934.1; 7th, Schreder, 735.0; 8th, Jensen, 698.6; and Webb, 493.3. The general positions then were 1st, Makula, 2876.8; 2nd, Ulbing, 2794.3; 3rd, Henry, 2768.4; 5th, Schreder, 2490.3; 10th, Jensen, 2247.2; 13th, Webb, 2075.5; and 14th, Johnson, 2044.0.

In the Standard class, Wodl was first at 91.080 kmph; 2nd, Huth, 969.0; 3rd, Fritz, 884.2; 8th, Ryan, 724.8; 18th, Yeates, 559.3; and 27th, Mix, 482.0. The general positions then were 1st, Wodl, 2852.9; 2nd, Huth, 2824.2; 3rd, Fritz, 2800.0;



Some members of the U.S. team at one of the ceremonies. At left, Dick Johnson, Open class pilot; in the center, John Ryan, Standard class pilot; and at right, Paul Schweizer, Team Captain. Back of them are Gale Abels and Bill Coverdale, crew members.

Photo by Leslie Benis

1876.8; 3rd, Ulbing, 1815.7; 5th, Schreder, 1755.3; 10th, Webb, 1582.2; 13th, Jensen, 1548.6; and 18th, Johnson, 1109.9.

In the Standard class, Fritz (Austria) flying a Standard Austria was 1st at 72.342 kmph; Wodl (Austria) was 2nd at 66.073 kmph with 872.2; Huth was 3rd with 855.2, Yeates was 18th with 609.2; Mix was 20th with 587.7; and Ryan was 36th with no points for the 34 km. (21 mi.) he flew. 28 pilots finished the task. The general positions then were 1st, Fritz, 1915.8; 2nd, Huth, 1852.9; 3rd, Wodl, 1852.9; 12th, Mix, 1369.9; 17th, Yeates, 1263.0; and 31st, Ryan, 734.6.

The 1960 World Champions as they prepared to return the perpetual trophies on opening day, Rudolfo Hossinger (Open class) of Argentina at left and Heinz Huth (Standard class) of W. Germany.





Photo by Leslie Benis

The only Zugvogel entered, a model IIIb, flown by Rolf Spanig of W. Germany. He placed consistently well except on the free distance day when he had to land early in a dead area, failing to exceed 20 percent of the longest distance flown and thus receiving no points. Nevertheless he finished seventh in the Open class.

13th, Mix, 1851.9; 17th, Yeates, 1822.3; and 25th, Ryan, 1459.4.

It was a close race. Weather conditions, which seemed to be rather poor early in the day, improved later and enabled the pilots to better their performances with second and even third starts. All pilots were able to complete the task at least once. On the whole, speeds recorded reflected the capabilities of sailplanes and pilots very closely.

#### 16 Feb. - 4th Contest Day

A triangular course race of 308.8 km. (192 mi.) was set as the task on Saturday, with turn points at Pergamino and San Alberto. Cloud bases were forecast for 4600 ft. with lift of 3-4 mps. Thunderstorms were expected to develop in the afternoon. They did, so much so on the second leg of the course that the resultant rain prevented anyone from passing the second turn point.

Take-offs started around 12:30 P.M. and first passages at Pergamino (the first turn point, 55 mi. away) were recorded a little over an hour later. The first turn point was passed by quite a number of

pilots, however worsening conditions forced several to land there, including Wodl, Ryan and Jensen, while Fritz, Makula and Popiel went only a little farther. Other pilots gained altitude by cloud soaring but only two reached the second turn point. Since no one completed the course, the task was scored for distance only.

In the Open class, first place went to Henry at 193.0 km. (120 mi.); 2nd, J. Williamson (Gt. Britain) flying a Skylark 4 at 191.9 km., 992.8; 3rd, R. Spanig (W. Germany) flying a Zugvogel 3b at 186.7 km., 959.1; 7th, Webb, 590.0; 11th, Schreder, 557.6; 13th, Makula, 489.6; 16th, Johnson, 428.1; and 19th, Jensen, 325.1. The general positions then were 1st, Henry, 3768.4; 2nd, Spanig, 3370.0; 3rd, Makula, 3366.4; 8th, Schreder, 3047.9; 10th, Webb, 2665.5; 12th, Jensen; 2572.3; and 15th, Johnson; 2472.1.

In the Standard class, N. S. Sejstrup (Denmark) flying a Ka-6 was first at 193.0 km. (120 mi.); 2nd, R. Hachler (Switzerland) flying a Ka-6 at 187.8 km., 966.3; 3rd,

M. Ara (Spain) flying a Ka-6 at 186.7 km., 959.1; 5th, Huth, 590.0; 5th, Yeates, 590.0; 22nd, Ryan, 325.1; and 29th, Mix, 303.7. The general positions then were 1st, Huth, 3414.2; 2nd, Sejstrup, 3316.0; 3rd, Fritz, 3189.2; 13th, Yeates, 2412.3; 18th, Mix, 2155.6; and 29th, Ryan, 1784.5.

A little over one-third of the ships were retrieved by air on the same day, among them Ryan's. Landing reports from Johnson and Schreder were late to arrive. Johnson phoned but at Headquarters his call was misunderstood and a polite "Bueno" answer was all that resulted from his call. He spent the night in a muddy field, inside the ship, watching for cows (to prevent possible damage to the ship) and for mosquitoes (to prevent eventual damage to his person). Schreder landed on the second leg, also, and spent the night in a farmer's cottage.

#### 17 Feb. - No Contest Day

Sunday was declared a no contest day because of bad weather and so the balance of the retrieves for Saturday's flights could be made.

#### 18 Feb. - No Contest Day

Continuing bad weather forced Monday to be declared no contest, also. A report home summed it up with "English conditions prevailing."

#### 19 Feb. - 5th Contest Day

A 322.7-km. (200-mi.) triangular course race was the set task on Tuesday, with turn points at Carlos Casares and Pazos Kanki. Cloud bases were expected to be at 5000 ft. with lift of 1.5-3 mps in post frontal conditions.

First to reach Carlos Casares was Johnson, followed closely by Ortner (Argentina). Johnson was first to arrive at the second turn point, also, and following him were Popiel and Makula. Johnson was first to land at Junin, covering the total distance in 3:35 hr. at an average speed of 90.104 kmph (56 mph). The day had developed better than expected with regular thermals with maximum lift rates much higher than those forecast. Many national speed records were broken and 53 of the 63 pilots completed the task.

In the Open class, first was Popiel at 95.355 kmph; 2nd, Johnson at 90.104 kmph, 898.6; 3rd, Makula at 87.334 kmph, 845.2; 6th, Schreder, 761.6; 9th, Webb, 619.4; and 20th, Jensen, 421.8. The general positions then were 1st, Henry, 4280.0; 2nd, Makula, 4211.6; 3rd,

The U.S.'s Standard class entry, the Prue Super Standard, being towed off at Junin. Pilot John Ryan, U.S. National Champion, encountered a number of dead areas early in the contest which severely affected his scoring.



Popiel, 4186.2; 6th, Schreder, 3809.5; 9th, Johnson, 3370.7; 11th, Webb, 3284.9; and 15th, Jensen, 2994.1.

In the Standard class Huth was 1st at 81.909 kmph (51 mph); 2nd, M. Cartigny (Belgium) flying a Foka at 81.290 kmph, 988.0; 3rd, J. Horma (Finland) flying a Pic-16c Vasama at 80.312 kmph, 969.1; 4th, Ryan, 948.5; 12th, Yeates, 795.8; and 24th, Mix, 655.0. The general positions then were 1st, Huth, 4414.2; 2nd, Wodl, 4086.8; 3rd, Sejstrup, 3984.8; 11th, Yeates, 3208.1; 19th, Mix, 2810.6; and 22nd, Ryan, 2733.0.

## 20 Feb. - 6th Contest Day

The long awaited free distance task was set on Wednesday. The improved conditions which followed the cold front of the preceding days brought thermals expected to give 2-3.5 mps lift to cloudbases near 6500 ft. Winds were from the south-east so most of the flights went north.

Some of the sailplanes met with weak conditions and hard luck around the Junin area, among them Henry (France), Kuntz (W. Germany) and Spanig (W. Germany) who up to then had good positions. They were forced to land at 55 km., 121 km. and 149 km., respectively. News kept on coming until late in the evening, at which time several pilots had made over 500 km. (310 mi.). Ryan made 373 km. (232 mi.) and landed at Estacion Josefina.

No news was received from Johnson, Schreder, Makula and Witanen (Finland) until the following day. Johnson had made a little over 710 km. (441 mi.) and landed at Santa Margarita. Schreder made 614 km. (382 mi.) and spent two nights with an Indian family, near Tostado. Makula landed at 716 km. (445 mi.) from Junin in the same direction as Johnson. Retrieval of Johnson's ship and of Makula's had to be done by Bristol freighter aircraft. As is the custom in Argentina, the day's winning pilots, Makula and Johnson, were gently tossed into the swimming pool by enthusiastic fans upon their return to Junin.

In the Open class, Makula had gone the farthest; 2nd was Johnson with 989.5 points; 3rd, Webb at 637 km. (396 mi.), 861.4; and 4th, Schreder, 819.6 points. The general positions then were 1st, Makula, 5211.6; 2nd, Popiel, 4713.2; 3rd,



Photo by Leslie Benis

**A. Williamson of Chile airborne in one of the two Czechoslovakian two-place Blanik L-13 sailplanes entered in the contest, both by Chile in the Open class. They were the only all-metal sailplanes there, other than the three from the U.S. Although they both finished last they are capable of doing better with L/D's of 28 to 1.**

Schreder, 4629.1; 4th, Johnson, 4360.2; and 5th, Webb, 4146.3.

In the Standard class, L. Juez (Spain) flying a Ka-6 went the farthest with 560 km. (348 mi.); 2nd, Pessoti (Brazil) flying a Ka-6, 557.0 km., 993.3; 3rd, Lachney (France) flying an Edelweiss at 546 km., 968.9; Mix, 717.6; Yeates, 710.9; and Ryan, 582.5. The general positions then were 1st, Huth, 5324.9; 2nd, Wodl, 4992.4; 3rd, Horma, 4635.9; Yeates, 3919.0; Mix, 3528.2; and Ryan, 3315.5.

## 21 Feb. - No Contest Day

Thursday was a rest day so retrieves could be made.

## 22 Feb. - No Contest Day

Friday had to be used for retrieves, also, so it was declared no contest.

## 23 Feb. - 7th Contest Day

The task set for Saturday, the last day of the Championships, was a 256.6-km. (160-mi.) goal and return race with turn point at the

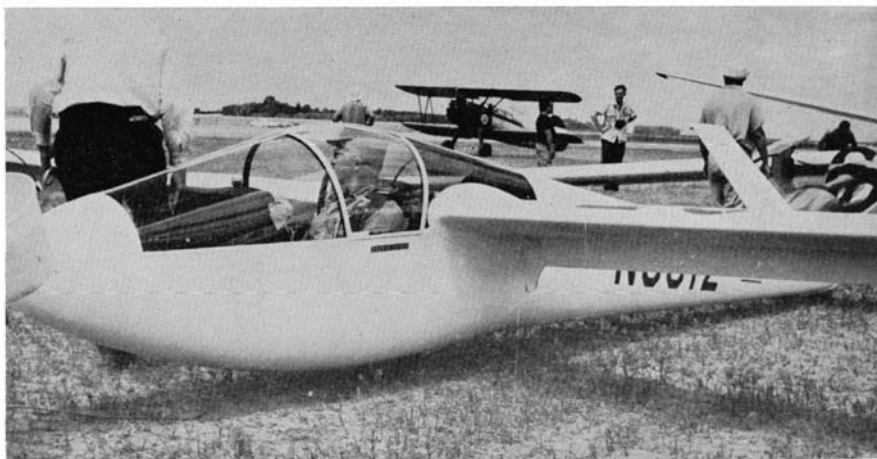
Venado Tuerto Airport. Cloud bases were forecast for 6000 ft. and thermals to produce 2-3.5 mps lift. Scattered showers were possible.

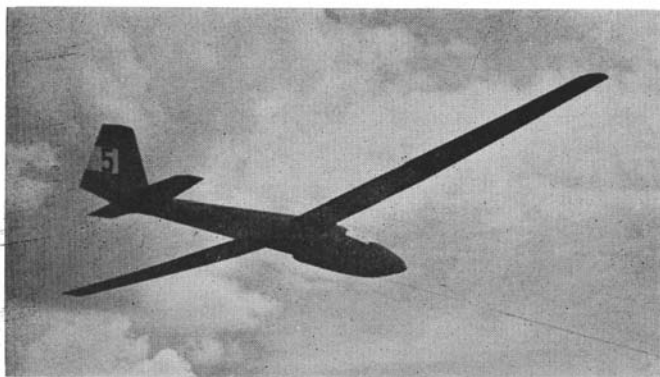
Take-offs began at 12:15 P.M. Almost all of the sailplanes had been towed off when a breathless bit of excitement took place over the airport. A. Breunissen (Holland) flying a Skylark 3 spiralled higher than the 100 meters (3280 ft.) allowed for starts so was diving down to cross the start line. He let the speed build up to more than the rough air placard and hit a gust and/or rocked his wings which induced a failure of an outer wing panel. Fortunately he was able to parachute to safety with no more injury than a scratch on the nose.

Complete results of the day's flying were not available by the time most people had to leave for home but the official scores were mailed to each team a few weeks later, excerpts from which follow:

In the Open class, Hossinger (Ar-

**Dick Schreder in his HP-11 sailplane being prepared for take-off. Note the fillet on the inboard end of the deflected flap. Dick's consistently good flights resulted in his placing third in the Open class, the best a U.S. pilot has done since 1956. With no iron curtain brothers to cross this time, Dick tried the hinterland on the free distance day and wasn't heard from until two days later.**





The Slingsby Skylark 4 flown by Jose Ortner as Argentina's second entry in the Open class. He placed very close to his final position of 10th on each contest day.

Photo by Leslie Benis

gentina), defending World Champion, flying a Zefir, made the best speed, 54 mph; 2nd was Nick Goodhart (Gt. Britain) flying a Skylark 4 with 931.0; 3rd, Popiel at 51.6 mph, 925.2; 4th, Johnson at 51 mph, 897.5; 5th, Makula at 50.6 mph, 895.5; 10th, Schreder, 741.2; 16th, Webb, 568.9; and 19th, Jensen, 508.3. All but a few of the 25 finished the task. Final positions in the contest then were 1st and new Open class World Soaring Champion, Edward Makula of Poland flying a Zefir 2, 6,107.1 points; 2nd, Popiel (Poland) flying a Zefir 2, 5638.4; 3rd, Richard Schreder (U.S.A.) flying his HP-11, 5370.3; 4th, Richard Johnson (U.S.A.) flying a Sisu 1A, 5257.7; 9th, Dave Webb (Canada) flying a Skylark 4, 4715.2; and 14th, Harald Jensen (Denmark) flying a LO-150, 4088.6. Complete results are given in a separate table of scores.

In the Standard class, Fritz made the best speed for the 1000 points, 2nd was Huth with 896.1; 3rd, R. Berretts (Argentina) flying a Foka,

834.2; 6th, Yeates, 802.2; 22nd, Mix, 591.9; and Ryan's position earned 233.2 points. Again, all but a few of the 38 finished the task. Final positions in the contest then were 1st and still Standard class World Soaring Champion, Heinz Huth of W. Germany flying a Ka-6, 6221.0 points; 2nd, J. Lacheny (France) flying an Edelweiss, 5356.5; 3rd, J. Horma (Finland) flying a Pic-16c Vasama, 5291.1; 9th, Charles Yeates (Canada) flying a Ka-6, 4721.2; 21st, Wolf Mix (Canada) flying a Ka-6, 4120.1; and 26th, John Ryan (U.S.A.) flying the Prue Super Standard, 3547.7. Complete results are given in a separate table of scores.

#### 24 Feb. - Award Giving

The 9th World Soaring Championships officially ended on Sunday when another air show in the afternoon was followed by the formal award-giving.

We wish to express our deep appreciation to the Argentine Government, the members of the F.A.V.-

A.V., and all those who took part in organizing and implementing the operations of the Championships. Our special thanks go to Mr. J. B. Chourrout, President of the F.A.V.-A.V., Mr. G. J. Riega, Director General of the Championships, Mr. W. O. Gordon, Chief of the Operations Department, Mr. J. H. Silva, Chief of Procurement, Mr. J. C. Arteman, Executive Secretary of the C.N.O. (National Committee for the Organization of the Championships), Vice-Commodore Durana, Chief of Logistics Department, Mr. F. M. Reinoso, Chief of Transportation, Mr. J. M. Garcia, Chief of telecommunications, Mr. M. A. Condé, President of the Sports Committee, Mr. J. J. Escutary, Chief of the Meteorology Department, Mr. Mario A. Zamudio, Chief of Public Relations, Mr. A. Villalba, Chief of the Department of Art and Publishing, and Mr. Carlos A. Marsal, Chief of the Press and Information Department. To all these officials as well as to their devoted staff we extend warmest thanks.

The organization of such a gathering undoubtedly entails numerous and arduous problems. The organizers are to be commended for the work achieved in a very short period and for the results obtained.

We would like also to extend our most heartfelt thanks to the Argentine people at large and to the people of Junin in particular for their unexcelled hospitality, cordial reception and unlimited friendliness.

The 9th World Soaring Championships, Junin, 1963: definitely one of the Internationals that will not be forgotten.

#### Miscellaneous

The performance of Heinz Huth was evenly maintained all through this meet. Except for the fourth and sixth contest days, he was always among the first three. Hosinger was flying a Zefir 2 he had received about a week before the Championships started. His position was among the first ten in the beginning, he improved his performances with the succeeding tasks, was in first position on the last day and gained fifth position in the final standings.

Both the Austrian and the French teams scored well. H. Wodl and J. Fritz (both in the Standard class) and F. Ulbing (Open class) from Austria all flew Standard Austrias, maintained good positions through

C. Labar about to close the canopy on one of the two Siren C-30 Edelweiss sailplanes entered in the Standard class by France. Note how the instrument panel is attached to the canopy. The axle for the mandatory fixed wheel goes through two streamlined wooden blocks glued to the bottom of the fuselage. Although Labar placed 17th, his teammate in the other Edelweiss, J. Lacheny, placed second.



all the tasks and finished 5th, 8th and 12th in the final standings. F. Henry (France), competing in the Open class, proved how much can be achieved with a sailplane you know well. His performance with his own 10-year-old Breguet 901 gave him 2nd and 1st positions in the beginning. His hard luck came on the free distance day when he landed only 55 km. from Junin. However, he was in 6th position at the end of the Championships. J. Lacheney (France) flew a Siren C-30 Edelweiss, a prototype, starting in the first ten and finishing 2nd, steadily climbing up.

Among the most popular sailplanes on the field were the Sisu 1A, the HP-11, the Polish Fokas and Zefirs, and the Blaniks of the Chilean team. The Australian team had brought the new Schneider Arrow and the French team displayed another prototype, the Wassmer WA-23, which was withdrawn from the Championships at the last moment and replaced by the Breguet 901.

In summing up the results of this international meet it can be said that the U.S. team distinguished itself in spite of hard luck and rather weak conditions for the high-wing-loaded ships they flew. The Polish team gained high scores and accumulated points from the start, their performances were excellent. Johnson was in the top four on five of the seven days; Schreder flew consistently well and moved up when others faltered.

As in the 1960 World Championships at Cologne, W. Germany, the Standard class sailplanes scored almost as high or higher than those in the Open class, especially on days of weaker conditions (almost 5 out of the 7 days), Ka-6's and Standard Austrias obtaining best results.

Cloud soaring was permitted and several pilots took advantage of this ruling to improve their performances, among them Hossinger who reached 6,000 m (19,700 ft.) with lift of 20 mps.

Launching and retrieving were done by aero tows almost exclusively; the organizers had secured 65

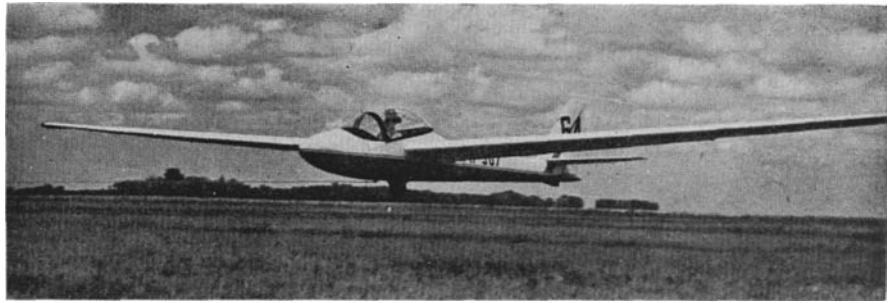


Photo by Earl Seagars

Holland's own Standard class entry, a Sagitta II, flown by E. Van Brae. Unfortunately, the combination did not score too well and placed 31st.

planes, out of which 27 Ranquel IA 46's were used only for launching, which took from 4 to 7 minutes for each ship. The rest, mainly Stearman's, were used for retrieving.

Pilots' briefing was probably the only thing that started on time. Except for noise and some language difficulties, briefings were handled with a "main de maître" by Mr. Riega, Director General of the meet. Meteorology bulletins were not as detailed as desired but this situation could not have been improved upon with the resources available.

The Argentine Government had Ka-6's (20), Skylark 3's and Skylark 4's for those among the participants who were unable to bring

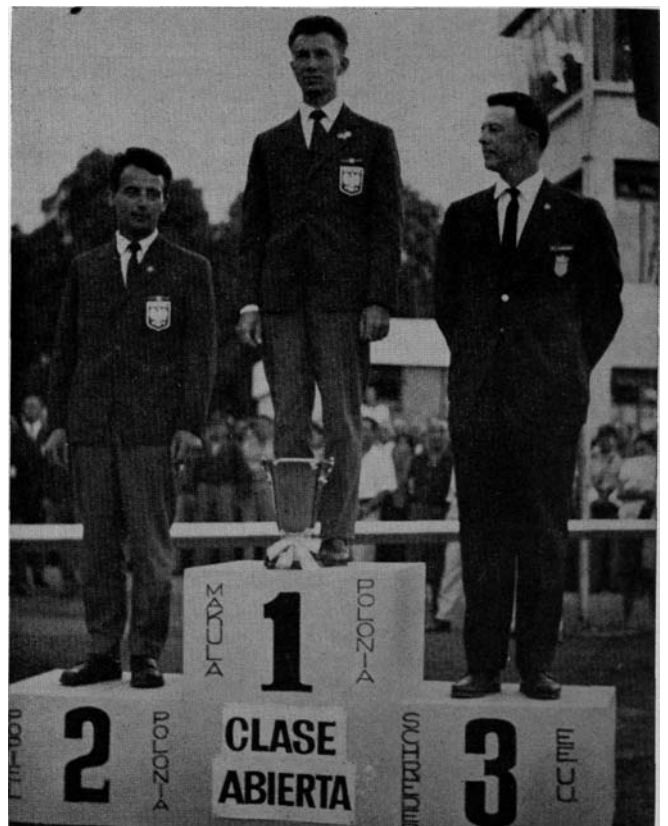
their own ships. The Ka-6's had been ordered for the occasion and were destined after the Championships to be given to different Argentine clubs.

Among numerous things to get adjusted to were noise, meal hours, any scheduled function, birthday congratulations, requests for autographs and souvenirs, loud speakers, music, and warmest human friendliness.

Paul Schweizer, U.S. Team Captain, expects to give a report in the next *Soaring* on aspects of the Championships not covered in the above article. It is hoped that some of the pilots will share some of their experiences with the readers in later issues, also.

The Open class winners on their pedestal during the award giving. Champion Edward Makula of Poland is in the center, runner-up J. Popiel of Poland is on the left and on the right is Richard Schreder of the U.S., who placed third.

Photo by Leslie Benis



**FOR SALE:** Copies of 16-mm color-sound documentary film on 1963 World Soaring Championships, approx. 25 minutes. Available after April 1st. Also, 35-mm slides.

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# 1963 World Soaring Championships — Table of Scores

## OPEN CLASS

PILOT	NATION	SAILPLANE	1st Day	2nd Day	3rd Day	4th Day	5th Day	6th Day	7th Day	Total
1 Makula, Edward	Poland	Zefir	876.8	1000.0	1000.0	489.6	845.2	1000.0	895.5	6107.1
2 Popiel, Jerzy	Poland	Zefir	833.5	955.1	973.0	424.8	1000.0	527.0	925.2	5638.4
3 Schreder, Richard	U.S.A.	HP-11	911.7	843.6	735.0	557.6	761.6	819.6	741.2	5370.3
4 Johnson, Richard	U.S.A.	Sisu-1A	977.3	132.6	934.1	428.1	898.6	989.5	897.5	5257.7
5 Hossinger, Rudolfo	Argentina	Zefir	865.9	833.4	579.4	907.3	565.3	375.4	1000.0	5126.7
6 Henry, F.	France	Breguet 901	995.1	964.4	808.9	1000.0	511.6	0.0	813.4	5093.4
7 Spanig, R.	Germany	Zugvogel 3B	806.3	775.9	828.7	959.1	787.4	0.0	857.4	5014.8
8 Williamson, J.	Gt. Britain	Skylark 4	944.2	794.7	550.0	992.8	488.8	432.9	752.7	4956.1
9 Webb, D.	Canada	Skylark 4	836.4	745.8	493.3	590.0	619.4	861.4	568.9	4715.2
10 Ortner, Jose	Argentina	Skylark 4	874.7	688.1	614.2	560.8	569.5	631.5	732.9	4671.7
11 Goodhart, Nicholas	Gt. Britain	Skylark 4	966.8	755.3	564.2	325.1	427.2	619.3	931.0	4588.9
12 Ulbing, F.	Austria	Std. Austria	1000.0	815.7	978.6	325.1	834.1	316.2	187.1	4456.8
13 Tandefelt, Harald	Finland	Vasama	622.0	865.7	209.7	560.8	637.8	637.6	729.4	4263.0
14 Jensen, Harald	Denmark	LO-150	823.8	724.8	698.6	325.1	421.8	586.2	508.3	4088.6
15 Ritz, M.	Switzerland	Skylark 3F	866.6	602.6	484.5	599.7	585.2	124.5	817.9	4081.0
16 Pronzati, A.	Italy	Eolo	549.9	654.2	486.1	325.1	576.3	574.9	647.0	3813.5
17 Kuntz, R.	Germany	S.B. 7	745.4	945.0	401.5	405.4	622.9	0.0	545.6	3665.8
18 Bar, Menahem	Israel	Skylark 3	331.3	592.4	533.4	450.7	564.2	468.6	588.4	3529.0
19 Nietlispach, H.	Switzerland	Sky 34	631.3	433.4	467.2	826.4	0.0	445.1	548.1	3351.5
20 Rowe, Robert	Australia	Skylark 3F	746.0	632.3	208.7	560.8	198.1	329.2	589.4	3264.5
21 Baeke, M.	Belgium	Skylark 3	368.8	119.0	169.5	502.5	462.4	807.4	137.0	2566.6
22 Breunissen, A.	Holland	Skylark 3	4.6	654.2	367.7	444.3	472.9	323.1	0.0	2267.0
23 Saunders, J.	So. Rhodesia	Sky 34	428.4	160.0	191.6	86.7	178.8	446.8	78.1	1570.4
24 Chanes, J.	Chile	Blanik L-13	22.0	443.0	35.7	0.0	241.3	0.0	107.9	849.9
25 Williamson, A.	Chile	Blanik L-13	5.0	0.0	0.0	0.0	50.2	0.0	78.1	133.3

## STANDARD CLASS

PILOT	NATION	SAILPLANE	1st Day	2nd Day	3rd Day	4th Day	5th Day	6th Day	7th Day	Total
1 Huth, Heinz	Germany	Ka-6	1000.0	855.2	969.0	590.0	1000.0	910.7	896.1	6221.0
2 Lacheny, Jacques	France	Edelweiss	810.0	710.7	751.0	590.0	751.8	968.7	774.3	5356.5
3 Horma, J.	Finland	Vasama	833.8	743.8	814.4	325.1	969.1	949.7	655.2	5291.1
4 Brigliadori, L.	Italy	Uribel	848.5	640.6	759.5	583.5	746.2	959.8	661.8	5199.9
5 Wodl, H.	Austria	Std. Austria	980.7	872.2	1000.0	325.1	908.8	649.5	256.1	4992.4
6 Ara, Miguel	Spain	Ka-6	698.9	622.2	413.3	959.1	603.4	872.1	626.5	4795.5
7 Juez, Luis	Spain	Ka-6	709.7	695.8	612.8	380.8	718.6	1000.0	641.5	4759.2
8 Fritz, Johann	Austria	Std. Austria	915.8	1000.0	884.2	389.2	0.0	553.5	1000.0	4742.7
9 Yeates, Charles	Canada	Ka-6	653.8	609.2	559.3	590.0	795.8	710.9	802.2	4712.2
10 Sejstrup, Niels	Denmark	Ka-6	873.2	814.7	498.1	1000.0	668.8	58.0	654.4	4697.2
11 Hachler, R.	Switzerland	Ka-6	615.7	586.3	494.5	966.3	578.9	966.5	479.7	4687.9
12 Pieczewski, J.	Poland	Foka	751.3	440.5	649.0	227.9	859.1	968.7	768.8	4665.3
13 Munch, George	Brazil	Ka-6	748.2	704.7	389.9	590.0	848.0	654.0	630.6	4574.4
14 Witanen, M.	Finland	Vasama	923.9	195.8	650.2	625.6	862.2	591.5	708.0	4557.2
15 Deane-Drummond, A.	Gt. Britain	Olympia 463	803.0	695.4	554.0	325.1	683.6	840.4	625.4	4526.9
16 Cartigny, M.	Belgium	Foka	753.5	186.1	755.5	424.8	988.0	488.8	825.5	4422.3
17 Labar, C.	France	Edelweiss	952.2	37.0	712.5	227.9	731.8	955.3	805.5	4422.2
18 Berreta, R.	Argentina	Foka	663.0	618.1	188.1	325.1	914.5	868.3	834.2	4411.3
19 Rodling, S.	Sweden	Ka-6	576.2	731.0	629.9	444.3	714.2	666.2	639.9	4401.7
20 Reid, D.	Australia	Ka-6	407.9	559.7	376.9	547.9	851.8	934.1	530.5	4208.8
21 Mix, Wolf	Canada	Ka-6	782.2	587.7	482.0	303.7	655.0	771.6	591.9	4120.1
22 Braes, I.	Denmark	Ka-6	816.1	823.9	498.7	486.3	209.5	617.1	624.6	4076.2
23 Johannessen, Tor	Norway	Ka-6	620.1	623.0	543.2	227.9	578.8	578.1	651.4	3822.5
24 Vergani, W.	Italy	M-100-S	651.0	573.9	672.2	584.1	170.3	886.1	207.5	3745.1
25 Pessotti, J.	Brazil	Ka-6	699.8	169.9	483.3	380.8	758.8	993.3	201.5	3687.4
26 Ryan, John	U.S.A.	Prue Super	734.6	0.0	724.8	325.1	948.5	582.5	233.2	3548.7
27 Stouffs, H.	Belgium	Ka-6	605.6	232.0	562.7	551.1	806.0	158.4	622.0	3537.8
28 Arber, D.	Israel	Ka-6	143.7	655.3	634.4	325.1	602.7	591.5	460.4	3431.1
29 Hernes, T.	Norway	Ka-6	475.8	488.7	425.9	444.3	780.0	591.5	178.2	3384.4
30 Oda, Isamu	Japan	Ka-6	466.6	465.7	281.6	590.0	117.9	828.1	436.2	3186.1
31 Van Brae, Eduard	Holland	Sagitta II	153.5	538.6	518.1	325.1	630.3	641.7	254.1	3061.4
32 Harrold, E. James	So. Rhodesia	Ka-6	674.4	619.4	545.2	0.0	507.0	0.0	709.0	3055.0
33 Fredriksson, L.	Sweden	Foka	68.0	598.0	660.4	235.7	155.7	964.2	173.8	2855.8
34 Pearson, E.	So. Rhodesia	Ka-6	416.1	235.7	288.8	99.7	667.8	526.7	558.8	2793.6
35 Selen, J.	Holland	Ka-6	26.2	400.1	354.1	0.0	725.6	771.2	231.1	2513.3
36 Kunze, J.	Chile	Ka-6	482.8	0.0	123.6	424.8	131.3	477.6	584.3	2224.4
37 Iqulden, J.	Australia	Arrow	63.9	8.6	195.3	0.0	0.0	477.6	208.8	954.2
38 Shimamori, A.	Japan	Ka-6	91.1	0.0	0.0	0.0	36.0	487.7	109.9	724.7



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

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

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

## A long term strategy?

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

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



## An urgent need...



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

## 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.



## 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!



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