

13th world gliding championships vrsac'72

13● svetsko prvenstvo u vazduhoplovnom jedrilicarstvu- vrsac72

prvenstvo u vazduhoplovnom jugoslavia



by PAUL BIKLE

Opening day of the 13th World Soaring Championships at Vrsac, Yugoslavia. It is Sunday, July 9, 1972. Four and five abreast, spectators continue to arrive in a long line extending for three miles along the road from Vrsac to the airfield and across to the new tower in the operations area. Here they join the many thousands who have already arrived, the government officials and guests seated in front of the tower, and the teams drawn up in colorful array in front of the 28 national flags flying in the gentle breeze blowing across the grass airfield. In the next two weeks, two new World Champions will be determined from the 51 Standard Class and 38 Open Class pilots now standing in the front ranks of the team members from each country.

The story of the U.S. Soaring team at the 1972 World Soaring Championships told by the Team Captain who, in this photo, appears to be discussing a matter of some importance with A. J. Smith.



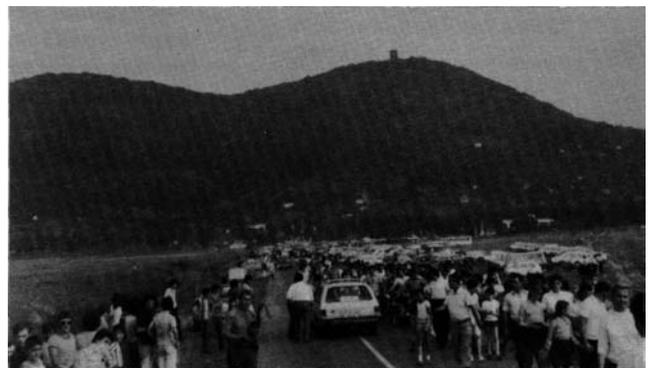
PHOTO: CONN

Layout by Paul Bikle

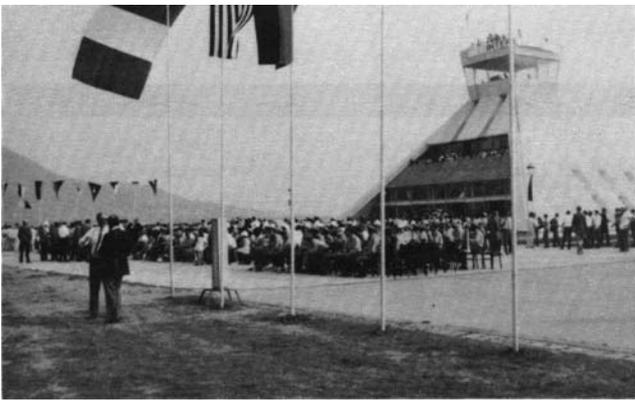
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Among these are our four pilots. George Moffat and Ben Greene will be flying new Standard *Cirrus* sailplanes, Dick Johnson a new AS-W 17, and A. J. Smith his new Nimbus II. George is about to take his place by the center flagpole as the 1970 Open Class Champion. Along with Helmut Reichmann, the 1970 Standard Class Champion, he will raise the F.A.I. flag to signal the official opening of the 1972 Championships. This year both will be flying in the Standard Class and there has been much speculation that the races in this class could well turn into a contest between these two to see who will be "the" champion. At the same time there are six other former World Champions who will be flying at Vrsac, one of them our own A. J. Smith who was Standard Class winner in Poland in 1968. None of these has been able to repeat so far, and it is likely that the winners two weeks from now could be any of the 30 or more really topnotch pilots entered in the competition. Helmut and George will have to work for anything they will get in the next two weeks . . .

Spectators nearing the end of their 3-mile walk from Vrsac for opening ceremonies.



Due to lack of space, the reports of the U.S. National Soaring Championships at Minden and the SSA Board of Directors' meeting originally scheduled for this issue will now appear in the November Soaring.



Opening ceremony.

PHOTO: CONN



World Champions Helmut Reichmann and George Moffat wait to raise F.A.I. flags at opening ceremonies.

For the U.S. team, preparations are complete, and the pilots, sailplanes, crews, cars, and trailers are as ready as weeks and months of work can make them. Team members had traveled to Germany in several groups to complete individual arrangements for picking up the rented sailplanes during the early weeks of June. All were together at Hahnweide near Kirchheim-Tech for flying and final tune up by the beginning of the last week of June. Bob Fergus of Dublin, Ohio, a 1-34 owner, pal of A. J. Smith, sport aviation enthusiast, and Volkswagen distributor for Ohio and Kentucky, had arranged for the team to have the use of five new VW Microbus automobiles for crewcars. Several days before the end of the month all five VW's were on the road from Germany, through Munchen and Salzburg, across the Austrian Alps to Yugoslavia, and the final 380 miles from Ljubljana through Zagreb to Belgrade and then to Vrsac.

At Belgrade, an emergency phone call from home made it necessary for team manager Howard Ebersole to return to Phoenix, Arizona. Howard had done almost all the administrative work related to arrangements for the team trip to Vrsac over the past nine months; we were sorry to see him leave under these circumstances, sorry that he would not be able to be at Vrsac, and we would miss having him along. Fortunately we were able to shift some team assignments. Joe Conn, one of A. J.'s crew, agreed to pick up Howard's work while "Pete" Peters, the team medical doctor, was willing to work for Hannes Linke, A. J.'s crew chief. All 16 remaining team members arrived in Vrsac and were settled in their quarters there on Saturday, July 1, the day before the start of the practice week.

During the practice week, it has become apparent that

U.S. Team pilots at opening ceremony; A. J. Smith, George Moffat, Ben Greene and Dick Johnson.



the organizers have put a great deal of effort into providing adequate facilities—possibly the best ever for a World Contest. The airfield, a training center for airline and air force pilots, has been made available for the contest. Existing quarters, administration buildings, cafeteria, hangars, and shops have been augmented by the construction of a new hotel in the living area and a new operations building and tower on the flight line about one mile from the living area. Two schools in town about two or three miles from the airfield have been converted into fairly comfortable dormitories for the crew members. Pilots and officials are housed in the hotel at the airfield. Meals are well-cooked with plenty of food provided, and housing is excellent—all part of the services covered by the entry fees. A pleasant open-air restaurant and bar with live entertainment in the afternoon and evening is also available for those who want to purchase a snack or buy a drink. Several stands for refreshments are conveniently located around the airfield; one is in a grove of trees next to the start/finish line. The flight-line area also has a "supermarket," bank, adequate sanitary facilities, and a bar on the first floor of the new tower. One of the hangars is set up for pilot briefings, and a second hangar, along with its supporting shops, is available for repair work on sailplanes. Ten new 150-hp Citabrias are tied down behind the hangar for use in towing the Standard Class sailplanes. Nearby are ten 380-hp UTVA air force observation planes to be used for towing the heavier Open Class sailplanes. Back-up repair facilities are also located in the factory across the street from the airfield entrance where Open Cirrus sailplanes are built under license. The adjacent town of Vrsac provides ready access to all kinds of stores, services, and living accommodations for team personnel and visitors alike.

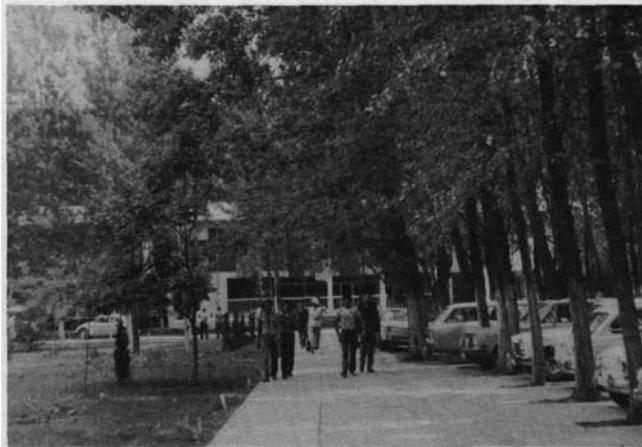
Eight former World Champions; Helmut Reichmann, A. J. Smith, Nick Goodhart, George Moffat, Per Person, Rodolfo Hossinger, Harro Wodl, Jan Wroblewski



PHOTO: CONN



Airfield from Vrsac hill, with Hotel and administration area in foreground and tower and hangars in right background.



Hotel for pilots and officials.



Crew quarters in Pavilion "B".



UJVA towplane for Open Class towing sailplane past banners near start line.

Contest tasks will be primarily in the eastern Yugoslavian republic of Serbia. The map on the facing page shows points of interest mentioned in this account with specific reference to turnpoints and goal points as follows: ① Becej, ② Smederevska Palanka, ③ Bitola, ④ Slovanski Brod, ⑤ Osijek, ⑥ Subotica, ⑦ Cenej, ⑧ Zrenjanin, ⑨ Omoljica, ⑩ Elemir, ⑪ Senta, ⑫ Kac, ⑬ Lukicevo, ⑭ Plocica, ⑮ Borovo, ⑯ Kragujevac, ⑰ Lisic Jarak, ⑱ Fruska Gora. Points identified by 17, 21, AJ, and AS indicate landing points for Moffat, Greene, Smith, and Johnson on their flights to the south toward the Greek frontier on the second contest day.

Most contest flying will be over the plains of the Vojvodina, the breadbasket of otherwise mountainous Yugoslavia. Only the vineyards of the Fruska Gora, south of Novi Sad, the capital of Vojvodina, interrupt the sea of grain fields spreading endlessly toward and across the Hungarian and Rumanian frontiers to the north. The Vojvodina lies in the northern part of Serbia and is one of two regions in Yugoslavia with internal autonomy so that ethnic groups retain their own cultural associations. Vrsac, named for "the hill" which projects into the surrounding flat lands from the mountains to the east, is the capital for the Rumanian minority living in the Benat or eastern part of the Vojvodina. Flights to or from the south will take the sailplanes over the Danube east of Belgrade where it has been joined by the Sava to become Europe's greatest river. Sand flats south and west of Vrsac generally provide weak thermals and difficult areas for retrieving. Longer flights of up to 300 miles may be made into the more spectacular historic southern area of Yugoslavia. These flights will cross the paths followed by Alexander the Great, invading Mongols, armies of Turks, and others who have passed through this land during thousands of years of recorded history. They will follow the route of the Orient Express from Belgrade down the valley of the Morava River to Nis where the rails divide with trains heading east toward India through Sofia and Istanbul, and those to Greece continuing south through Skopje. South of Skopje, sailplanes will have to cross through mountain ranges with peaks rising to over 8000 feet before reaching Bitola and the Greek frontier.





PHOTO: PETERS

Standard Class on T.O. grid ready for launch behind Citabria towplanes.

A week of practice flying has afforded the pilots the opportunity to become familiar with the contest area north of Belgrade. The weather has been reasonably good so that our pilots have been able to fly every day, and each has close to thirty hours in the new sailplanes and has had chances to sharpen his flying in clouds. Early concerns about navigation in haze, poor visibility, and lack of prominent landmarks have been alleviated to some degree as the pilots learn the country and also because of the excellent maps brought from home. Maps furnished by the organizers are inadequate to the point they could prove to be a handicap for those who did not bring better charts.

At the moment, there is more concern about many operational and organizational weaknesses that have become apparent during the practice week. These were unexpected in view of the excellent planning and preparatory work in providing facilities for the contest. There is no recognizable retrieve system for getting pilots and crews together after outlandings. Camera turnpoint procedures have been changed from those in the rules, and new ones have not been completely defined, even on the evening before the first contest day. Organization on the takeoff grid is poor with resulting confusion. Tow speeds have been too slow on takeoffs. Scoring has been very slow and supporting information has not been available for checking scores. Information of any kind is hard to come by with officials not available to answer questions and an overall inflexibility which combines with the language barrier inherent in a World Contest to produce an overall difficult situation. On the other hand, start-gate operation has been first rate from the beginning and the weather information and forecasting have been excellent, at least for the rather static weather situation that has prevailed for the practice week...

One has an uneasy feeling that the good weather of the practice week may be followed by conditions that normally generate you-should-have-been-here-last-week comments, once the contest starts. Conditions have been deteriorating slowly and the weather maps show a front of sorts over Spain which might pass through about Wednesday bringing better weather later in the week. In any event, we are ready and, come what may, tomorrow is the first contest day.

Day One—Monday

The first day dawns with the same hazy sunshine we have had for the past week. Everyone is in line for breakfast by six and then to the flight line for the eight o'clock briefing which is delayed until nine o'clock. A 358-km. triangle is announced as the first task with both Standard and Open classes racing over the same course from Vrsac northwest 112 km. to Becej in the center of the wheat country, then 157 km. southeast across the Danube past Belgrade to Smederevska Palanka, then 89 km. back north across the Danube—a great checkpoint with its many prominent islands and tributaries—and across the sand flats to the finish line at the foot of Vrsac Hill. Flying over Belgrade is prohibited. The weather briefing forecasts some high cirrus and a few scattered cu's with 4000-ft. bases by ten o'clock and with 6500-ft. bases later in the day. Tops of clouds would be about 7500 feet and thermals would occasionally go this high, particularly in the smoke from burning fields. Winds, light from the north all day. Thermals would start by ten and by noon would be approaching 600 fpm with minimum altitude for thermal entry about 600 feet. Between noon and four o'clock thermals would approach 700 or 800 fpm with minimum altitudes for thermal entry about 800 feet. After four, thermals would diminish in strength, and minimum height for entry would increase from 1000 to 2000 feet as the end of soaring came around seven o'clock. Generally, the south and east portions of the course would be best with more moderate thermals for 40 or 50 km. around the first



PHOTO: CONN

Pilots' briefing.



George Moffat waits on grid for T.O with Ralph and Suzanne.



George in his Standard Cirrus ready for T.O. with Suzanne running tip and Ralph Boehm giving signal to towplane.

turn. A final note warned that minimum altitudes for entering thermals might be as high as 2500 feet over the sand flats and the Danube to the south on the final leg. Altogether, a most detailed and, as proven later in the day, a very accurate description of the soaring conditions for the task.

Takeoff grid positions were announced; all of ours were in the middle of the two grids (one for each class). All ships were to be in position on the grids by 9:45 a.m. with takeoffs to start at 10 o'clock. Start line would be open 15 minutes after the last grid takeoff in each class. The takeoff line would be open until 4:15 p.m. and the start gate would close at 4:30 with the finish line open until 6:30 p.m. At this point, the briefing was rushed to a close at 9:35 a.m. with only a few words on turnpoints and camera procedures. Everyone rushed to get his ship in position. Marshaling was confused and disorganized with no one being in a rush to take off, but with the organizers sticking to their announced ten o'clock time for the start of takeoffs. First takeoff was at 10:20 a.m. with many ships pulling out of line to wait for stronger conditions. George was off by 10:30 a.m., Ben at 10:50 a.m., and the last Standard Class sailplane by 11:15 a.m. Both Dick and A.J. waited until near the end of takeoffs with Dick in the air at 11:35 a.m. and A. J. at 11:40 a.m. Each made two starts with final starts at 11:40 a.m. for George, 11:46 a.m. for Ben, 12:04 p.m. for Dick, and 12:08 p.m. for A. J. By 12:30 p.m. most ships had departed and the 13th World Championships were underway.

Soaring was pretty much as forecast and all pilots had much the same type of flight. Let Ben tell about his flight: "The Citabrias struggle to get the water-ballasted Standard Class sailplanes off downwind from mid-field. We are over downtown Vrsac at 300 feet with no place to go if the rope should break. Finally the Citabria turns east along the hill to pick up ridge lift and climb to release height of 600 meters (1900 feet). Open Class takeoffs are being made at the same time.

"No one goes; everyone has climbed to about 5000 feet in the local area, but clouds have not developed out on course and no one wants to lead the way. The first ships trickle through the gate and this soon becomes a steady stream. I get a good start near the top of the gate, but miss finding a good thermal and go back for another start. George starts just behind me and goes on. My second start is even better, and about three miles out I hit a fine

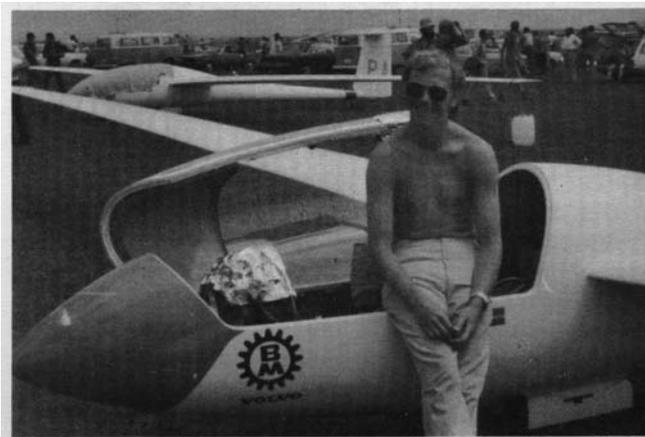
thermal and am joined by a Polish Orion — Jan Wroblewski, good company!

"Thermals on the first leg are widely spaced but moderately strong (300-500 fpm) and on two occasions I work wheat-field smoke with from 500 to 700 fpm lift. As forecast, the weather around the first turn is weaker and I have slow going in the 200 to 300 fpm lift as I work into the wind to the first turn. Things are better leaving the turn with the wind on my tail. Belgrade is lost in the haze; the Danube is crossed with plenty of altitude near the 6000-ft. top of the inversion layer. Our flying during the practice period is now paying off and navigation through the haze is becoming easier. On to the second turn in generally good conditions and back out to the north against the wind in the same good soaring weather. Six thousand feet over the Danube I start my final glide. My radio has been dead all day on our pilot-to-crew frequency, but comes to life as I switch to the finish-line frequency."

George, Dick, and A. J. experience much the same conditions with altitudes between 3500 and 6000 feet and with no one getting really low at any time. Halfway down the second leg, Dick is out in front and tips are passed back and forth over the radio. Dick announces that he is approaching the second turn but calls again and says that it is the wrong town. George and A. J. try to help him pinpoint his location. Twenty minutes later he is at the second turn but no longer out in front. George is now in front of the others and starts his final glide over the Danube.

Back at Vrsac, the first sailplane approaches from the south, swings around the hangar, and crosses the finish line. It is an Open Cirrus flown by one of the pilots from Argentina. Sailplanes are now coming across in a steady stream. Moffat's #17 is fourth to finish, A. J. is next in, Ben's #21 ninth, and Johnson's "AS" twelfth across the line. All our ships are home in good time, but what about later starters? Not even an hour since the first finish and 76 sailplanes are back. By the end of the day, 84 of the 89 sailplanes have finished. Only five outlandings, but one of these is Wodl, the 1958 Open Champion. No scores are posted. Our own timing from radio starts and finishes would put George and Ben in first and second place with A. J. very close to first and Dick about 8th for the day.

By evening, Doug Gaines already has Ben's radio working again on all frequencies so we are set for tomorrow.



Goran Ax, first-day winner in Open Class as well as World champion at end of contest.

Day Two—Tuesday

Again the task is the same for both classes, a 298-km. downwind race past Belgrade, Nis, and Skopje to Bitola near the Greek frontier. High cirrus and altocumulus are expected in the local area by noon and should increase later in the day. Conditions will be weak for the first part of the task south across the Danube but should improve further south with 800 fpm thermals to 7000 feet or higher under scattered cumulus and the possibility of bigger buildups over the mountains south of Skopje. Winds will be 10 to 15 knots from the north and temperatures will be as high as 95°F on the ground at Bitola. Soaring should continue into the early evening in that area. Sailplanes are to be on the grids by 10:15 a.m. with launching starting fifteen minutes later. Start line opens fifteen minutes after the last grid takeoff on each class, finish line at Bitola will close at eight, there will be no flying tomorrow.

No sign of lift at takeoff time but launches start anyway as most pilots pull off the grid. Ben is first off at 10:45 a.m. and all ships are in the air by 11:15 a.m. in spite of the confusion on the grids. Sailplanes are staying up but below start altitude. Increasing high clouds seem to dictate an early start and most pilots, flying slowly to conserve height, start as soon as possible. By noon, all are on their way south and radio talk reflects cautious flying as they approach the Danube. Dick is working his way slowly across the Danube using weak lift and drifting downwind, sometimes as low as 1800 feet and never above 3500 feet as he approaches the hills south of the river. His radio transmitter is not working, but he can hear George, Ben, and A. J. exchanging information as they work their way south in the same area. A. J. is able to stay between 2000 and 3000 feet for this part of the flight; Ben and George are working hard to stay even this high. Further south, about 90 miles out, lift does begin to improve and all four are able to climb to 5000 feet at times.

Back at Vrsac, pins are beginning to be posted on the map showing outlandings. One of the Yugoslavian Standard Cirrus sailplanes is down at Bela Crkva by two o'clock and three other ships are down in the first fifty miles. No other pins appear for a while. Then there is another one down about 90 miles out and, as the afternoon wears on, pins occasionally appear farther along the course past Nis and approaching Skopje. By six, fifteen pins are scattered along the route and there is anticipation that there will be a real race with a number of completions at Bitola. Pins then begin to appear in large numbers at and around Skopje and it is apparent that something is blocking the way. Phones are tied up continually; mass confusion and almost complete lack of information are the order of the day as pilots and crews attempt to get together and report in through a non-existent retrieve-phone system.

Out on course, the soaring did improve but lift never was very strong. A. J. flew along the hills on the west side of the Morava valley, reached 6000 feet about 120 miles south of Vrsac, and then climbed to 7000 feet under wispy clouds. Under the last of these wispy clouds, about 25 miles southwest of Nis, he climbed slowly to 9000 feet before setting out across a great blue hole toward Skopje. After gliding through dead air for nearly an hour he was below the mountains northeast of Skopje where he finally found lift and was able to climb back to 7000 feet. Further



Nels Johnson raises hand to signal towplane for Dick Johnson's T.O. in AS-W 17.



Dick Johnson waiting for T.O.

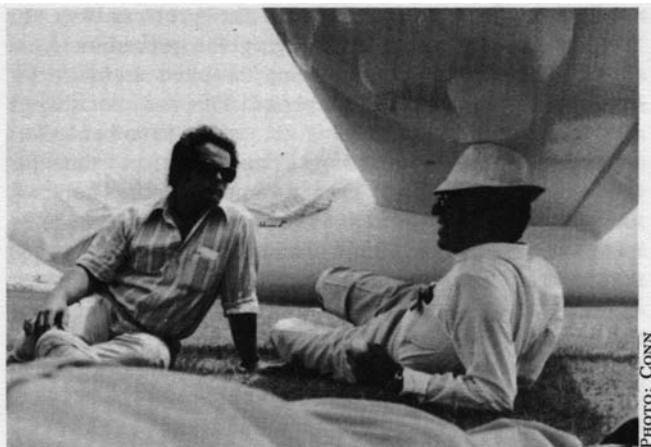
south a cloud-deck remnant of an earlier storm lay across the course and the 8000-ft. mountain tops south of Skopje. A portion of the cloud was still working just south of the city and A. J. was able to climb back to 8000 feet in weak lift which dropped to zero just below cloudbase.

Rain and poor visibility to south and southwest appeared to block further progress through the mountains there. A. J. headed east and then south around the higher mountains where he again found weak lift which took him back to 7000 feet about 12 miles southeast of Skopje. For a while it looked like he might have a chance to clear a final 6000-ft. ridge and reach the flat country laying in the sunshine just north of Bitola. Some 200 feet too low as he reached the ridge, he could only turn east and fly 15 miles down a valley leading back toward the highway. Still no lift as he reached the highway and turned south toward the pass where the highway crossed the high ground. Again too low, and he could only turn back to land at the last field near the small village of Izvor. With flaps, speed brakes, and tail chute out, the big *Nimbus II* touched down tail first at the end of the 250-ft. downhill field, rolled the length of the field, hit a small ditch with a terrific jolt, bounced across a road, and came to a stop in another small field. Batteries, maps, speed rings, and loose cockpit items were thrown into the nose, and A. J.'s neck was stiff from the jolting landing. He was down 35 miles from the finish but 18 miles off course which, under the scoring system, would swing him back to a point about 48 miles from the goal.

Dick Johnson flew south along a line a bit farther west and more in the mountains than the track followed by A. J. He was able to maintain about 6000 feet flying under wispy clouds. Although never as high as A. J.'s higher climbs, he had no big holes to cross in reaching Skopje where, just west of town, he was able to climb slowly to a maximum height of about 7500 feet. Through the light rain ahead, Dick could see a railroad leading south into

a valley. With no more lift, he stretched his glide south and west of the higher peaks to follow the tracks almost out into the sunlight and flatter country, only to have to land in a field near Brod, pretty much on course and only 33 miles from Bitola. Dick's landing was uneventful except for some minor crop damage which involved some paper work with the police who held his passport and would not let him leave until ten the next morning.

Ben and George flew more along the route taken by A. J. and reached their maximum heights in the same area as he did just southeast of Nis. George was only able to get to 8000 feet here and barely succeeded in getting across the blue hole to reach lift north of Skopje. From here he managed to reach the clouds south of Skopje and climb back high enough to head off to the southeast, only to have to land in a soft dirt field about 15 miles southeast of Skopje. The *Cirrus* touched down, rolled a short distance, and then went up on its nose in the soft dirt. The canopy was covered with dirt and for a moment George thought he was over on his back. The ship was okay and Ralph Boehm and Suzanne arrived within an hour with the help of radio for an early retrieve and in time to go back and get a room for the night in Skopje. As it turned out, this last glide took him so far off course that he would have scored a few more points by landing at Skopje airport.



A. J. Smith with Hannes Linke waiting for first takeoff under wing of *Nimbus II*.



A. J. ready to roll.



AS-W 15 flown by Kuznetsov who, with teammate Rudensky (in 45), made the best flights in the Standard Class on the second-day task toward Greek border.

Ben was later than George in reaching the blue hole and only able to climb to 7000 feet before setting out south across it. He had to land in a small field in the mountains about 45 miles north of Skopje, catching a wingtip on a haystack which caused considerable damage to the Standard *Cirrus*. The police called Vrsac for Ben, but it was dark by the time crewmen John Byrd and Bob Bowden were able to phone through to Vrsac only to be told that Ben was at one of two places about thirty miles apart—one where Ben had landed, and the other where the police had called from (but they did not know which). Anyway, both places were on the same dark mountain road along which they were driving. Eventually they heard a radio call from Ben who had been sitting near his ship with a radio antenna on top of a fishing pole carried in the ship for that purpose. The damaged sailplane was soon loaded in the trailer and 21 Ground headed back to Vrsac to get repairs underway early in the morning.

Twenty-six sailplanes were down at or near Skopje airport. Britain's Nick Goodhart flew out his altitude down the valley used by Johnson. With flaps, gear, and tail chute out, the Admiral made a perfect carrier approach and landing into a small field, only to have to quickly pull his *Kestrel 19* out of the way for the two Polish *Jantars* to make hot, fast approaches with ground loops to get stopped. At the same time the Russian *Phoebus C* was landing in the next field in a full-stall approach and touch down, driving the gear up into the fuselage. Only two miles farther back, the two Russian *AS-W 15*'s were in a field for the best distance in the Standard Class. Holighaus and Wodl were two miles south of Skopje. Ax had landed at Skopje airport. No one had completed the task. Hauenstein was down in Bulgaria and about 100 miles off course.

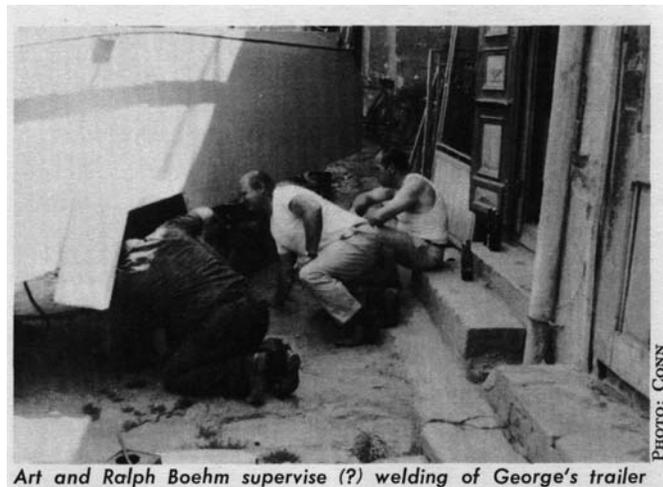
George called in about nine and reported that he was with his crew and that Dick and A. J.'s crews were on their way to them. Then we got word that Ben's crew was on its way to him. It was not likely that any other word would come through that night. Many pilots and crews were not heard from until the next day. As far as we could tell, Dick's flight was best for the day and A. J.'s second best. It looked like A. J. would be in first in the cumulative standings with Ax and Johnson second and third. George should be far enough in the Standard Class to retain his first in the cumulative scores, but Ben would slip pretty far back.

Days After—Wednesday, Thursday, Friday, and Saturday

Ben and his crew came in at four, and by six Art Zimmerman had the ship in the shop for repairs. The trailing edge of one wing was split open and drag fittings torn out, bushings in the spar stubs were out of line, and one side of the fuselage was buckled. By evening the work was well under way and Art was confident that the ship would be ready to go the next morning. Fantastic! A. J. was back in the early afternoon and busy with his crew inspecting the *Nimbus II* for possible damage from running through the ditch last night. No rest for the weary! By late afternoon, the *Nimbus* was also in the shop for repair on a fuselage buckle behind the wheel well and for battery acid spilled under the seat and floor boards. Art worked this in with the repairs on Ben's ship, again with the assurance that all would be okay by morning. George got back a little later, cleaned the dirt out of the ship and was all ready to go. Dick did not get in until later in the evening because of the delay with the police in Macedonia. Doug Gaines has Dick's radio working again, too. Everyone is back and we should be ready to go in the morning . . .

But in the morning it is raining and rain continues all through Thursday and Friday. Scores are finally posted on Friday for both the first and second days. Our rough scores are pretty close and A. J. is in first and Dick in third in the Open Class. George is first and Ben 14th in the Standard Class. Very good, but it is a long way to the end of the contest! (Scoring information in greater detail including speeds, distances, daily and cumulative standings, country, and type of sailplane are listed in the Table of Scores for easy reference, so they will not be repeated in detail in the day-to-day accounts.)

There is no point in dwelling on the confusion in scoring over the past three days. Preliminary scores for Day One were posted Tuesday, but with twenty pilots given zero or reduced points for bad turnpoint photos. Photos for our pilots were all okay but there were mass protests from those affected. For a while it was not possible to see the bad photos, and, when that was resolved, several were found



Art and Ralph Boehm supervise (?) welding of George's trailer in Vrsac.

to be administrative errors, some were bad and others marginal. Today it was announced that pilots would get credit for all turnpoints because the problem was the fault of the organizers in changing the procedure from that in the rules and not providing the pilots a chance for evaluation during the practice period. This does not change our scores but does give higher scores to other pilots farther down in the standings. Scoring information for the second day was not even assembled until Thursday, and then it was discovered that errors had been made in measuring distances, which meant that these had to be done over.

On Saturday, July 15, the weather improves and the sun shines all day. The forecast is for scattered weak thermals. Everyone is anxious to fly and we need a contest day. Downwind races are set for both classes—a 280-km. run northwest to Becej and then southwest to Slovanski Brod for the big ships, and a 215-km. run northwest to Oaijek for the Standard Class. Sailplanes are in the air by noon but have difficulty staying up. Takeoffs continue all afternoon with many landing back for second and third launches, the maximum permitted by the rules. Many pilots tie down without leaving the field, but many others make starts and head out on course. At the end of the day, twenty-five Standard Class pilots had landed out with the best flight by Reichmann and Pronzati at 73 km. George Moffat landed 34 km. out and Ben returned to the field to tie down. Dick Mamini landed at Becej, 118 km., for the best flight of the 23 Open pilots to land out. Serra and Holighaus were the only other pilots to exceed 100 km. Dick Johnson made 51 km. and A. J. about 40 km. out and north of course on the Rumanian border. All are back on the field early in the evening. A no-contest day for both classes. The weather situation is not encouraging either. The whole area seems to be in a stagnant mass of crud with no promise of anything likely to change it for the better. The weather charts show very flat gradients with the nearest fronts over 700 miles away and not in a position likely to change conditions at Vrsac.

Art working on sailplane repair.



Day Three—Sunday

The sun is shining but the haze and humidity are worse than before. Temperature is only 82°F at the eight o'clock pilots' meeting but everyone is already dripping with perspiration. Soaring is forecast to be better and a 350-km. triangle is set for both classes which will take the pilots to Subotica and then south to Cenej near Novi Sad for a run back east to Vrsac. There should be a few cumulus around Vrsac with a possibility of bigger build-ups farther west near the second leg. Again, the forecast is not very accurate and clouds are already building over the hills and airfield as we leave the meeting. Pilots delay their takeoffs as some of the early launches land back. By eleven, some ships are able to work out to the sunlight to the southwest to gain altitude. Others follow rapidly with most ships in the air shortly after eleven. Sailplanes are now starting to disappear into the clouds to gain altitude for a start.

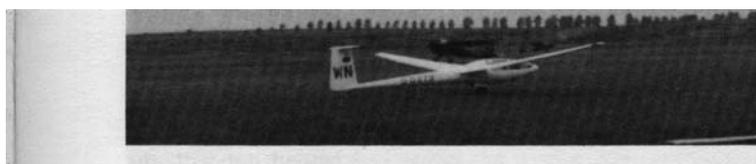
George is on his way at 11:18 a.m. with Ben starting two minutes later. Dick starts at 11:30 a.m. and A. J. just after noon. The sky looks dead out on the first leg but it is really booming over Vrsac. All four get good lift in the first ten miles. A. J. is at 9000 feet and Ben about 7000 feet. George and Reichmann are gliding out into the clear on the first leg and Dick is also in the clear but above them. George, Ben, and Helmut have not run into any lift and are getting low. Wodl is with them but maybe 500 feet higher. The lower ships have to land about 30 km. short of the first turn but Wodl milks a weak one and manages to land at the turn. Dick and A. J. make it around the turn and down the second leg toward a cloud that has been building and dissipating in cycles for some time. A. J. has been below 1000 feet four times and is a little under 2000 feet as he reaches the cloud. Dick reaches the cloud about the same time but there is no lift as he passes under it and continues to the turn which is only a few miles to the south. A. J. wants to play it safe and turns cross-course to follow the cloud to the east in a vain attempt to find lift only to turn back toward the turnpoint and cross under



Tony Tabart crosses finish in his Kestrel 77—the only one to finish of 89 starters on third day.

Dick, as he is coming out of the turn, and then has to land in a field two kilometers short of the turnpoint. Dick is able to find some weak lift and works his way down the third leg to a field about halfway back to the finish.

Some pilots have reached this same cloud at times when it was in a building part of its cycle. Australia's Tony Tabart climbs to 11,500 feet in the cloud and is able to stretch the glide of his Kestrel 17 to make it all the way home, the only one to complete the task in either class. Jinks, also of Australia, reaches 13,000 feet at the same time but picks up a load of ice and loses altitude rapidly for the first part of his glide and has to land short of the finish. Ax also gets high but detours to some other clouds to play it safe, only to have to land short also. Dick's 271 km. was only good for 16th place and 759 points. A. J. made 231 km. for 646 points, Ben and George were down near the first turn with only 430 points. Looks like our turn for a bad day. Sweden's Ax is now in first place, Johnson third, and A. J. ninth in the Open. Ragot of France is first in the Standard Class, George 11th, and Ben 25th. We no longer have the problem of protecting our lead.



Sailplanes of interest; Kestrel 604, 23-meter single-place Caproni, Standard Libelle with new fuselage and tail, Polish Iantar (placed third and eighth in Open).



Hans Nietlispach —Std. Libelle best time in Standard Class on fourth day.

Day Four—Monday

The weather looks much the same as yesterday but even more humid. Separate but overlapping tasks are set with Standard Class to fly a 214-km. triangle to Zrenjanin and Omaljica, and for Open a 309-km. triangle to Elemir and Smederevska Palanka. Forecast is for weak conditions locally but strong convection and buildups in the southern area near the second turn.

Some forecast. The sky over the field is covered with building clouds by the time everyone is in the air around noon. It does look dead out on the first leg. George starts at 12:30 p.m. and follows the clouds north into Rumania; this does not seem to pay off, and he works his way to the first turn in 400-fpm dry thermals. Our other pilots start around 1:00 p.m. and stay pretty much on course in moderate lift around the first turn. From the turn, George finds no more lift and glides all the way to the ground about halfway down the second leg.

Ben is farther west and low, but he works around the second turn to reach a buildup to the north where he climbs to 12,000 feet in cloud to finish at 3:35 p.m., fifth best time out of the fifteen who finish in Standard Class. Hans Nietlispach of Switzerland is first for the day.

Halfway down their second leg, as they approach the Danube, the Open pilots are able to gain altitude in building clouds. The second turn is pretty well blocked by storm clouds as Dick and A. J. approach the area. Dick searches for lift but has to land at the turn. A. J. rounds the turn and lands in a field with two other sailplanes about ten miles back on the third leg.

All ships are down now except for Nick Goodhart. He has climbed his *Kestrel* 19 to 29,000 feet in a cloud halfway down the second leg to make his final glide from there! He rounds the second turn at 17,000 feet, takes his photo through a break in the clouds, and stretches his glide to finish in the rain before six.



Gyorgy Petroczy and his Cobra, sister ship to #56, in which teammate Lajos Warkozi was killed in a storm south of Vrsac on the fourth day.

It has been stormy, windy, and raining at the airfield most of the afternoon. A radio mast on the tower was knocked over by lightning. Later, there is a report of a “mayday” call over the radio, and by evening it is reported that Lajos Warkozi of Hungary has died in the wreckage of his *Cobra* about 25 miles out on the third leg. He had been gliding in cloud at 8000 feet in extreme turbulence through the same area where Ben had earlier reached 12,000 feet. The barograph showed the *Cobra* had dropped from 8000 feet to the ground in forty seconds. The aircraft was in one piece when it struck the ground and was in a level attitude at impact in an area where roofs were blown off houses and a number of trees uprooted by the same storm. One of the East German *Cobras* was riddled with holes from hail while flying in the vicinity and will be out of service for repairs for a day or two. Denmark’s Taarnhoj got zero points for the day because his cameras were stolen from his SHK after an outlanding.

Ben’s fifth place will bring him up to 15th in the cumulative scores, but George will drop to 25th after two bad days. Jan Wroblewski’s sixth puts him in the lead in the Standard Class. Goran Ax is sixth for the day to retain his first place in the Open. A. J. is now tenth and Dick eleventh.

A task is set for Tuesday but soaring is weak. A few ships leave the field but most do not, and it is not a contest day for either class. Several pilots’ meetings are held Wednesday but the competition day is called off at noon. By 1:00 p.m. the sun is out and pilots flying locally find reasonable soaring, some flying as far as forty miles and returning to the airport. This could have been a contest day.



The Admiral on his quarter-deck. Nick Goodhart and his Kestrel 79 the morning after his spectacular climb to 29,000 feet, which brought him home the only finisher in the Open Class on the fourth day.



Helmut Reichmann on T.O. roll in his modified LS-7 on the fifth day. (He would have won, if it had been a contest day.)

Day Five—Thursday

The weather is supposed to be better, but there will be high cirrus and isolated storms. Separate triangular tasks are set for the two classes. These overlap and crisscross out to the west. Standard Class has a 198-km. run to Lukicevo and Plocica, and the Open ships go 309 kilometers northwest to Senta, south to Kac, and east to Vrsac. Take-offs are late, but most are in the air by 12:30 p.m. and started by 1:30 p.m. with both Ben and George among the earlier starters. They work downwind under 3500-ft. wispy cumulus toward their first turn which is rapidly being covered by a building storm cloud. A. J. and Dick start later but are able to by-pass the storm as they fly to their turn which is beyond the storm. George and Ben get to 4000 feet under a cloud forming over smoke from a burning field ten miles from the first turn and barely get into the turn and back out before it is shut off completely. They find better lift on the second leg with climbs as high as 7000 feet in cloud until nearing the second turn which is in cloud shadow. Ben is maybe ten minutes ahead of George around the second turn and reaches a big cloud on the third to climb to 9000 feet for his final glide on dead reckoning in cloud and rain. Breaking out at 4500 feet over a square lake about ten miles west and a bit north of the airfield, he turns 100 degrees to the right and ducks under lower clouds to finish in the rain at 3:40 p.m. Only Reichmann had finished ahead of him. Moffat is down 18 miles out and is fifth for the day behind two others who finish after Ben.

But nearly forty Standard Class ships are down around the first turn. Ten must go 100 kilometers, according to the rules, for this to count as a contest day. At one time or another eleven different pins are posted on the map with distances over 100 kilometers, but two of these are moved back to the first leg as pilots return and turn in their landing cards. There never is a time when more than nine pins are over 100 kilometers and the tenth at 93 kilometers. A no-contest day for the Standard Class. A day which could have boosted George, Ben, and Helmut Reichmann by five to eight places in the final standings.

The Open Class ships have tough going into the wind on the third leg. A. J. climbed to 10,500 feet in cloud just after the second turn. He then needed only 30:1 to make it back to the field, but he lost 5000 feet in ten miles and had to land 12 miles from the finish. Dick got to 12,000 feet in the same cloud, ran into heavy sink, and landed fifteen miles out. Four did not make it home. Wiitanen of Finland placed first and moved to overall second behind Goran Ax (who landed nine miles short). A. J. and Dick moved up to 7th and 8th in the standings.



Ben Greene about to roll on the fifth day with Bob Bowden ready to run the wingtip of Ben's Standard Cirrus.



Day Six—Ben, crew chief John Byrd, and Bob get the word that his fine performance on the fifth day will not count because it was declared a no-contest day.



Matias Wiitanen's AS-W 17 waiting for T.O. on final day. At this point he was in the overall lead.

Day Six—Friday

Looks like more of the same weather, but the forecast says it will be weaker and with fewer clouds. At least we have separate tasks and in different directions. Standard Class has a 252-km. out & return to Kragujevac, south of Belgrade, while the Open pilots go 372 kilometers out & return to Borovo, west of Novi Sad.

Launchings start as scheduled at 10:30 a.m. and then halt as everyone pulls off the grids. Sailplanes are staying up by noon and all ships are soon in the air and struggling to stay aloft under wispy cumulus at 3000 feet. Almost all are through the start gate by 1:00 p.m. as radio calls indicate good progress to the south with fair lift to 3500 feet. The Open Class sailplanes are working slowly west about 1000 feet lower. George has a cautious but good run south. Going about 45 miles out, he climbs to 9000 feet in cloud, later climbs again to 9500 feet in another cloud, and sets up his final glide to arrive back second to finish.

Ben has good going to the turn, working only to cloud-base which lifts to 4500 feet just before the turn. The clouds above are small, shallow in depth, and too crowded. He reaches the Danube on the way back with 3500 feet and barely makes it across a blue hole over the river area to clouds on the far side where he gets back to 4500 feet to follow good clouds east of course over the mountains on the border. Climbing to 5500 feet in one of these, he heads for home to finish 9th out of the 28 who complete. Jan Wroblewski finishes ten minutes after George but has



Polish Orion flown by Jan Wroblewski to first place on the sixth day and to World Standard Class Championship in final standings.

the best time of the day and increases his overall lead to 250 points. George is third for the day. He is now 20th and Ben is 13th.

The Open Class has tougher going all the way. Many ships are down. A. J. has been to 6500 feet in cloud four times but has to land only a few miles back on the return leg. A local girl in the village tells Hannes Linke, A. J.'s crew chief, that "A. J. is the greatest thing to come along since Elvis Presley." Hannes and Doc are not so sure.

Two-thirds of the way to the turn, Dick climbed to 11,000 feet in cloud which took him around the turn and back to a small thermal only to have to land at a small airport at Novi Sad, about a third of the way home. Wiitanen is the only one to make it all the way back after three long climbs to 11,000 feet. There are so few good flights the scores are devalued. However, this is Wiitanen's second win in a row, both from late starts, and he is now first in the cumulative standings with nearly a 250-point lead over Ax who is sixth for the day. Dick is third for the day and now sixth in the contest. A. J. is tenth for the day and eighth overall. Both get back to Vrsac around midnight.

Word has come in that Wolf Mix of Canada was critically injured when he hit a truck while making an approach across a road while attempting to land in a field near the turn. A helicopter has been sent to pick him up and take him to the hospital in Belgrade and volunteer blood donors are on their way to Belgrade by car. He apparently hit the truck on the fly with too much speed to put down short and not enough speed to zoom over. This accident could have happened anywhere under a similar set of coincidences.

Day Seven—Saturday

There will be light winds and fewer clouds according to the forecast, but no one really pays much attention. It looks and feels like more of the same soggy weather with lots of big clouds.

The task is a 238-km. triangle to Lisiciji Jarvak and then to Smederevska Palanka again, right through the area of the worst buildups. The same course for both classes. Fantastic!

By ten, large clouds are building over the hill and over the airfield. No soaring as takeoffs again start at the announced time and, again, most ships pull off the grids. Conditions improve around 11:30 a.m. and all the sail-



Sister ship Orion flown by Kepka to third place in final Standard Class standings.

planes are in the air by noon—all but Wiitanen who shows his cool by waiting for the threatening clouds to improve. This bit of gamesmanship could cost him the contest.

Most pilots, including Ax and our team, start as soon as they can get enough altitude for a good start. Soaring is pretty good as they make their way under the small cumulus almost to the first turn. A. J. is working above the 3000-ft. bases to 5500 feet in cloud, but all pilots are skipping clouds when they see many sailplanes entering clouds ahead of them. A. J. reaches 8000 feet in a larger cloud just before the first turn and barely gets in and out on the second leg before it is blocked by cloud. Part way down the second leg, he climbs to 12,000 feet in cloud, runs through another in straight flight while climbing, and makes it around the second turn in heavy sink and rain to glide about 10 miles toward home on the third leg.

Back on the second leg excited radio calls tell of two sailplanes colliding in clouds and the pilots, Ake Pettersson of Sweden and David Innes of Guernsey, escaping by parachute. Ake is down okay, but David has his leg broken in several places.

Johnson has also made it around the second turn but has had to land a few miles short of A. J. George is on the ground part way down the second leg and Ben is down soon after but a bit farther along. Wiitanen is down between Ben and George. This could cost him the contest if Ax is still going.

Large numbers of ships are down around the first turn but enough make it through for it to be a contest day in both classes. No one gets back to Vrsac, but there are enough on the third leg to make it a 1000-point day, too. Goodhart wins his second day, this time by climbing to 19,000 feet on the second leg. He had some hope of making it all the way from there, but this was dashed by rain and high sink around the second turn from where he was able to stretch it back to within 35 miles of the finish. Ax is fourth for the day, only ten miles back of Nick. This should put him back in first. The best flight of the day is made by France's Cartry in an H-301 *Libelle* flying in the Standard Class. He is down five miles farther along than Goodhart. But Jan Wroblewski is down only a few miles back, second for the day, and 300 points out in front in the final standings.

Rain started at the airfield about 1:30 p.m. The radar plots show the first turn and many areas to the south to be completely blocked by storm cells after two in the afternoon. The first report on A. J. is that his ship is damaged and that he may have been injured and on his way to a hospital. Later we find that he is not hurt but that the *Nimbus II* was badly damaged. Water in the airspeed



Standard Class; Rudensky, Wroblewski, Kepka.

system, accumulated fatigue from three successive days of hard flying and difficult retrieves, along with the letdown at the end of the last contest flight, culminated in a stall on approach and a crash landing in a field which normally would have been more than adequate for an outlanding.

All our other ships are down okay and everyone is back at Vrsac around midnight. Dick is ninth for the day and fifth in the final standings. A. J. has the seventh best flight for the day and is sixth overall until he comes in and reports that his cameras were stolen from the wreck. His score is changed to zero for the day and his final placing to 16th. Ben is 15th and George 17th for the day. This brings Ben up to ninth and George to 19th for the contest. Maurice Bradney of Australia also had his cameras stolen and drops from 20th to 35th in the Standard Class. (There is no alternative to this action. If credit were given for the turns in these cases, other pilots would only have to throw their cameras away and claim they were stolen.) Latest reports are that Innes will be in the hospital for ten days but that other than his leg he is all right. Wolf Mix is still very critical but there has been some improvement. (The first news next morning brought word that he died from the injuries in the accident on day six.)

Preparations for departure are interrupted for closing ceremonies on Sunday, July 23rd. These take place under overcast skies and are rather hurried to beat the rain, with the weather even more soggy than it has been for the past week. Scattered raindrops are falling as Jan Wroblewski (Poland), the new World Champion in the Standard Class, runner-up Eugene Rudensky (Russia), and Jan's teammate Francis Kepka take their places on the raised platform while their countries' flags are raised and the band plays their national anthems. Photographers move quickly across to the area of the Open Class platform where the same sequence of ceremony is followed. Goran Ax (Sweden) steps to the raised center step reserved for the new Open Class World Champion with runner-up Matias Wiitanen (Finland) and third-place Stanislav Kluk (Poland) taking their places beside him.

Activities come to a stop as the rain increases; participants leave the airfield to gather under the shelters at the open-air restaurant and sit down on a gala luncheon for food, drink, and the completion of the awards. Somehow, a final speech by a Yugoslavian security official saying that unless all flight maps are turned in trailers will have "difficulty" crossing the border, seems appropriate in a strange sort of way. By midafternoon teams are starting their exodus for the trips home.



Open Class; Wiitanen, Ax, Kluk.

TABLE OF SCORES (Compiled by Paul Bikle)

FINAL STANDING
OPEN CLASS

JULY 10
359-KM. TRIANGLE

JULY 11
GOAL RACE
(No completions)

Pilot	Country	Sa airplane	Comp. No.	Speed Km./hr.	Daily Score	Distance Km.	Daily Score	Cum. Score
1. AX, GORAN	Sweden	Nimbus II	ES	98.94	1000 (1)	348	878 (10)	1878 (2)
2. WIITANEN, MATIAS	Finland	AS-W 17	MW	88.16	840 (12)	348	878 (10)	1718 (7)
3. KLUK, STANISLAV	Poland	Janjar	KS	90.11	869 (6)	360	909 (3)	1778 (4)
4. GOODHART, NICK	Gr. Britain	Kestrel 19	BP	82.44	756 (23)	360	909 (3)	1665 (13)
5. JOHNSON, RICHARD	U.S.A.	AS-W 17	AS	89.95	867 (8)	396	1000 (1)	1867 (3)
6. BURTON, GEORGE	Gr. Britain	Kestrel 19	GB	88.10	839 (14)	348	878 (10)	1717 (8)
7. HOLIGHAUS, KLAUS	W. Germany	Nimbus II	XX	85.81	806 (17)	352	888 (7)	1694 (10)
8. MUSZCZYNSKI, HEB.	Poland	Janjar	MH	82.77	761 (20)	360	909 (3)	1670 (12)
9. SCHUBERT, ALF	Austria	Kestrel 604	DN	82.30	754 (24)	348	878 (10)	1632 (19)
10. NEUBERT, WALTER	W. Germany	Kestrel 604	WN	86.06	809 (16)	348	878 (10)	1687 (11)
11. MERCIER, MICHEL	France	Nimbus II	NI	94.11	928 (3)	312	787 (27)	1715 (9)
12. SATNY, JAN	Czechoslovakia	Kestrel 19	SJ	89.52	860 (10)	349	881 (8)	1741 (10)
13. MATAUSEK, FRANT.	Czechoslovakia	Kestrel 19	MF	79.75	716 (29)	349	881 (8)	1597 (22)
14. JINKS, MALCOLM	Australia	Kestrel 19	SY	89.91	866 (9)	312	787 (27)	1653 (15)
15. LINK, ILLAR	U.S.S.R.	Phoebus C	LI	80.76	731 (27)	360	909 (3)	1640 (16)
16. SMITH, ANDREW	U.S.A.	Nimbus II	AJ	97.22	974 (2)	376	949 (2)	1923 (1)
17. MUSTERS, CESS	Netherlands	Cirrus 18	MD	77.87	688 (33)	348	878 (10)	1566 (24)
18. ZEGELS, BERT	Belgium	Kestrel 19	BZ	90.16	870 (5)	348	878 (10)	1748 (5)
19. HAUSENSTEIN, GER.	Switzerland	Nimbus II	KH	72.59	610 (37)	163	411 (36)	1021 (38)
20. PARE, DANIEL	Netherlands	Kestrel 17	JJ	82.52	757 (22)	348	878 (10)	1635 (18)
21. URBANCIC, ALOIS	Argentina	Cirrus 17	UA	81.09	736 (26)	348	878 (10)	1614 (21)
22. TABART, TONY	Australia	Kestrel 17	XC	90.06	868 (7)	312	787 (27)	1655 (14)
23. GESKIS, ROBERT	France	AS-W 17	FG	91.39	898 (4)	306	520 (32)	1408 (30)
24. WETLI, ROBERT	Switzerland	AS-W 12	IB	88.09	839 (15)	171	431 (35)	1270 (32)
25. FIRTH, JOHN	Canada	Kestrel 19	JF	76.16	663 (35)	320	808 (25)	1471 (29)
26. MAMINI, RICHARD	Canada	AS-W 12	RM	77.85	688 (34)	348	878 (10)	1566 (25)
27. STEPANOVIC, VASA	Yugoslavia	Cirrus 17	VS	88.13	840 (13)	221	558 (31)	1398 (31)
28. DE DORLODOT, LOUIS	Belgium	AS-W 12	BD	82.81	761 (19)	312	787 (26)	1548 (27)
29. PETERSSON, AKE	Sweden	Nimbus II	PA	112*	84 (38)	348	878 (10)	962 (37)
30. SERRA, SANDRO	Italy	Nimbus	SS	83.66	774 (18)	192	484 (33)	1258 (33)
31. PRYDE, IAN	New Zealand	Kestrel 19	PM	78.78	702 (30)	340	858 (24)	1560 (26)
32. PEPERKO, FRANC	Yugoslavia	Cirrus 17	PF	88.68	848 (11)	273	689 (30)	1537 (28)
33. HOSSINGER, RODOLFO	Argentina	Cirrus 17	AA	81.37	740 (25)	348	878 (10)	1618 (20)
34. HEGINBOTHAM, PETER	New Zealand	Nimbus II	HK	80.13	722 (28)	156	393 (37)	1115 (34)
35. TAARNHOJ, NIELS	Denmark	SHK-1	TN	78.03	691 (32)	348	878 (10)	1588 (23)
36. ZOLI, ANGELO	Italy	Calif A-15	ZA	82.65	759 (21)	348	878 (10)	1637 (17)
37. FUJIKURA, SABURO	Japan	Kestrel 19	FS	73.69	627 (36)	188	474 (34)	1101 (35)
38. RIZZI, OTTO	Austria	Diamant 18	RO	78.28	694 (31)	51	128 (38)	822 (38)

STANDARD CLASS

359 KM. TRIANGLE

GOAL RACE
(No completions)

1. WROBLEWSKI, JAN	Poland	Orion	31	82.14	910 (8)	348	972 (3)	1882 (4)
2. RUDENSKY, EUGENE	U.S.S.R.	AS-W 15	46	82.87	922 (4)	358	1000 (1)	1922 (2)
3. KEPKA, FRANCIS.	Poland	Orion	32	82.79	921 (5)	252	703 (28)	1624 (2)
4. TEULING, DICK	Netherlands	LS-I	37	71.90	749 (38)	348	972 (3)	1721 (1)
5. CARTRY, J. PIERRE	France	Libelle H-301	51	82.45	915 (7)	346	966 (14)	1881 (1)
6. RENNER, INGO	Australia	Std. Cirrus	19	82.63	918 (6)	342	955 (19)	1873 (1)
7. RAGOT, FRANCOIS	France	LS-I	52	81.77	905 (11)	348	972 (3)	1877 (1)
8. KUZNETZOV, YURI	U.S.S.R.	AS-W 15	45	80.05	878 (14)	358	1000 (1)	1878 (1)
9. GREENE, BEN	U.S.A.	Std. Cirrus	21	86.17	974 (2)	276	770 (21)	1744 (1)
10. WEBB, DAVID	Canada	Std. Cirrus	34	73.30	771 (35)	346	966 (14)	1737 (1)
11. NOLTE, BERND	E. Germany	Cobra-15	30	78.62	855 (17)	346	966 (14)	1821 (1)
12. INNES, DAVID	Guernsey	LS-I	53	77.87	843 (23)	348	972 (3)	1815 (1)
13. KARLSSON, GUNNAR	Sweden	Std. Cirrus	80	77.55	838 (24)	246	687 (29)	1525 (2)
14. ASIKAINEN, MIKKO	Finland	AS-W 15B	92	74.21	786 (34)	242	675 (31)	1461 (2)
15. TIMMERMANS, ADRIAAN	New Zealand	Std. Cirrus	24	80.99	892 (12)	186	519 (44)	1411 (3)
16. REPARON, DICK	Netherlands	AS-W 15	47	77.94	844 (21)	238	664 (32)	1508 (2)
17. YARRALL, DOUGLAS	New Zealand	Std. Cirrus	20	78.20	849 (20)	194	541 (39)	1390 (3)
18. PERSON, PER AXEL	Sweden	Std. Cirrus	88	72.62	761 (36)	320	893 (23)	1654 (2)
19. MOFFAT, GEORGE	U.S.A.	Std. Cirrus	17	87.79	1000 (1)	340	949 (20)	1949 (1)
20. HORMA, JUHANI	Finland	AS-W 15	90	71.10	737 (42)	242	675 (30)	1412 (3)
21. GLOECKL, HANS	W. Germany	LS-I	58	78.95	860 (15)	233	650 (33)	1510 (2)
22. PETROCZY, GYORGY	Hungary	Cobra	57	112*	96 (31)	312	871 (24)	967 (4)
23. WALA, TADEAS	Czechoslovakia	Cobra	41	78.43	852 (19)	192	536 (41)	1368 (3)
24. REICHMANN, HELMUT	W. Germany	LS-I	66	82.96	923 (3)	348	972 (3)	1895 (1)
25. CARDIF, JOHN	G. Britain	Std. Libelle	11	74.37	788 (33)	320	893 (21)	1681 (2)
26. DE ORLEANS, ALVARO	Spain	AS-W 15	36	77.28	834 (26)	161	449 (47)	1283 (4)
27. RIZZI, ROBERTO	Argentina	Std. Libelle	10	76.18	817 (28)	231	645 (34)	1462 (2)
28. PISSORT, JEAN	Belgium	Libelle H-301	77	71.16	738 (40)	348	972 (3)	1710 (1)
29. RUCH, TONI	Switzerland	Std. Cirrus	33	82.00	908 (9)	184	513 (45)	1421 (3)
30. SEITRUP, NIELS	Denmark	Std. Libelle	70	75.63	808 (31)	211	589 (35)	1397 (3)
31. FRENC, ZIVA	Yugoslavia	Std. Cirrus	13	80.43	884 (13)	187	522 (43)	1406 (3)
32. FICHETT, BERNARD	G. Britain	Std. Cirrus	40	74.60	792 (32)	320	893 (22)	1685 (2)
33. BULUKIN, BIRGER	Norway	Std. Libelle	27	71.87	749 (39)	348	972 (3)	1721 (1)
34. PRONZATI, ATTILIO	Italy	Std. Libelle	22	75.98	814 (29)	348	972 (3)	1736 (1)
35. BRADNY, MAURIE	Australia	Std. Libelle	20	81.92	907 (10)	348	972 (3)	1879 (1)
36. WODL, HARRO	Austria	AS-W 15	75	318*	273 (48)	350	977 (2)	1250 (4)
37. MATTANO, AIMAR	Argentina	Std. Cirrus	12	75.69	809 (30)	158	441 (48)	1250 (4)
38. STOUFFS, HENRY	Belgium	LS-I	17	71.14	737 (41)	346	966 (14)	1703 (1)
39. MIX, WOLFRAM	Canada	Std. Cirrus	28	70.00	719 (43)	346	966 (14)	1685 (2)
40. NIETLSPACH, HANS	Switzerland	Std. Libelle	61	69.70	715 (44)	206	575 (36)	1290 (4)
41. VOSS, HANS W.	E. Germany	Cobra-15	29	78.66	856 (16)	162	452 (46)	1308 (3)
42. PEROTTI, NINO	Italy	AS-W 15B	23	268*	231 (49)	300	837 (25)	1067 (4)
43. OYE, STIG	Denmark	Std. Cirrus	49	77.36	835 (25)	24	67 (50)	902 (4)
44. GATOLIN, MIODRAG	Yugoslavia	Std. Cirrus	14	77.14	832 (27)	21	58 (51)	890 (4)
45. VAVRA, JAROSLAV	Czechoslovakia	Cobra	42	68.06	689 (45)	265	740 (27)	1429 (3)
46. JUNQUEIRA, C.	Brazil	Urupema	44	78.53	854 (18)	348	972 (3)	1826 (1)
47. RUSEV, ALEKS.	Bulgaria	Cobra	54	60.22	565 (47)	196	547 (38)	1112 (4)
48. RONNESTAD, EINAR	Norway	Phoebus	26	112*	96 (50)	198	553 (37)	649 (4)
49. JUNQUEIRA, PLINIO	Brazil	Urupema	43	61.59	587 (46)	194	541 (40)	1248 (1)
50. WALSBERGER, JOSEF	Austria	AS-W 15B	18	72.18	754 (37)	50	139 (49)	893 (4)
51. WARKOZI, LAJOS	Hungary	Cobra	56	77.89	844 (22)	189	527 (42)	1371 (4)

*Indicates distance in kilometers flown instead of speed for pilots who did not complete the course.

DNC means did not compete.

13th WORLD SOARING CHAMPIONSHIPS, VRSAC, YUGOSLAVIA, 1972

JULY 16
350-KM. TRIANGLE

JULY 17
309-KM. TRIANGLE

JULY 20
309-KM. TRIANGLE

JULY 21
372 GOAL & RETURN
(64% Devalued day)

JULY 22
238-KM. TRIANGLE
(No completions)

Speed Km./hr.	Daily Score	Cum. Score	Speed Km./hr.	Daily Score	Cum. Score	Speed Km./hr.	Daily Score	Cum. Score	Speed Km./hr.	Daily Score	Cum. Score	Distance Km.	Daily Score	Cum. Score
319*	893 (4)	2771 (1)	271*	859 (6)	3630 (1)	293*	873 (10)	4503 (1)	228*	385 (6)	4888 (2)	169	928 (4)	5816
291*	815 (12)	2533 (10)	302*	958 (2)	3491 (2)	80.69	1000 (1)	4491 (2)	65.10	640 (1)	5131 (1)	118	648 (13)	5779
289*	809 (13)	2587 (6)	280*	888 (4)	3475 (3)	71.84	982 (3)	4497 (3)	232*	391 (4)	4848 (3)	166	912 (6)	5760
253*	708 (20)	2373 (17)	64.55	1000 (1)	3373 (8)	249*	742 (22)	4115 (11)	293*	494 (2)	4609 (5)	182	1000 (1)	5609
271*	759 (16)	2626 (3)	219*	694 (27)	3320 (11)	288*	858 (14)	4178 (8)	253*	427 (3)	4605 (6)	154	846 (9)	5451
269*	753 (17)	2470 (12)	237*	751 (22)	3221 (14)	296*	882 (8)	4103 (12)	137*	231 (20)	4334 (12)	173	950 (2)	5284
287*	803 (15)	2497 (11)	166*	526 (34)	3023 (17)	291*	867 (13)	3890 (15)	231*	390 (5)	4280 (14)	171	939 (3)	5219
267*	747 (18)	2417 (14)	261*	827 (10)	3244 (12)	302*	900 (6)	4144 (10)	201*	339 (9)	4483 (9)	122	670 (11)	5153
259*	725 (19)	2357 (18)	244*	744 (18)	3131 (15)	294*	876 (9)	4007 (14)	148*	250 (16)	4257 (15)	159	873 (8)	5130
318*	890 (6)	2577 (8)	257*	815 (13)	3392 (5)	79.07	996 (2)	4388 (4)	142*	239 (17)	4627 (4)	82	450 (22)	5077
318*	890 (5)	2605 (5)	245*	777 (16)	3382 (7)	58.28	956 (4)	4338 (5)	156*	263 (13)	4601 (7)	81	445 (23)	5046
309*	865 (8)	2606 (4)	259*	821 (11)	3427 (4)	227*	825 (16)	4252 (6)	65*	110 (27)	4362 (11)	106	582 (15)	4944
306*	857 (9)	2454 (13)	244*	774 (19)	3228 (13)	270*	804 (17)	4032 (13)	167*	282 (12)	4314 (13)	97	532 (18)	4846
331*	927 (2)	2580 (7)	254*	805 (15)	3385 (6)	265*	789 (20)	4174 (9)	144*	238 (18)	4412 (10)	76	417 (25)	4829
138*	386 (28)	2026 (26)	238*	755 (20)	2781 (26)	267*	795 (18)	3576 (21)	149*	25 (15)	3827 (20)	167	917 (5)	4744
231*	646 (24)	2569 (9)	237*	751 (21)	3321 (10)	292*	870 (11)	4190 (7)	200*	337 (10)	4527 (8)	0	0 (36)	4527
291*	815 (11)	2381 (16)	142*	450 (36)	2831 (20)	264*	786 (21)	3817 (20)	133*	224 (21)	3841 (19)	117	642 (14)	4483
122*	341 (33)	2083 (23)	271*	859 (5)	2948 (19)	266*	792 (19)	3740 (17)	126*	212 (23)	3952 (16)	82	450 (21)	4402
304*	851 (10)	1872 (33)	291*	923 (3)	2795 (25)	215*	640 (26)	3435 (24)	154*	260 (14)	3955 (24)	118	648 (12)	4343
92*	257 (37)	1892 (32)	265*	840 (9)	2732 (30)	282*	840 (15)	3572 (22)	218*	368 (7)	3940 (17)	71	390 (29)	4330
231*	646 (25)	2260 (19)	219*	694 (31)	2954 (18)	299*	891 (7)	3845 (16)	48*	81 (35)	3926 (18)	73	401 (26)	4327
63.50	1000 (1)	2655 (2)	219*	694 (32)	3349 (9)	98*	292 (38)	3614 (19)	66*	111 (26)	3752 (21)	103	565 (17)	4317
232*	649 (23)	2057 (25)	233*	739 (25)	2796 (24)	292*	870 (12)	3666 (18)	50*	84 (34)	3750 (22)	103	565 (16)	4315
124*	347 (32)	1617 (35)	267*	847 (8)	2464 (33)	241*	718 (24)	3182 (31)	89*	150 (24)	3332 (32)	160	879 (7)	4211
329*	921 (3)	2392 (15)	10*	31 (37)	2423 (34)	308*	918 (5)	3431 (29)	215*	363 (8)	3704 (23)	71	390 (28)	4094
246*	688 (22)	2254 (20)	258*	818 (12)	3072 (16)	125*	372 (34)	3444 (23)	62*	105 (30)	3549 (26)	78	428 (24)	3977
248*	694 (21)	2092 (26)	232*	735 (26)	2827 (21)	173*	515 (32)	3342 (28)	138*	233 (19)	3575 (25)	71	390 (32)	3965
160*	448 (27)	1996 (27)	254*	805 (14)	2801 (23)	203*	605 (27)	3406 (26)	60*	101 (32)	3507 (28)	390	271 (30)	3897
309*	865 (7)	1827 (34)	219*	751 (23)	2578 (32)	201*	598 (28)	3177 (32)	32*	101 (33)	3222 (33)	71	390 (30)	3889
289*	809 (14)	2067 (24)	219*	694 (30)	2761 (27)	121*	360 (35)	312 (36)	60*	101 (33)	3222 (33)	71	390 (31)	3612
138*	386 (29)	1946 (30)	213*	675 (33)	2621 (31)	243*	724 (23)	3345 (27)	45*	76 (36)	3421 (30)	22	120 (34)	3541
212*	593 (26)	2130 (21)	219*	694 (28)	2824 (22)	198*	593 (29)	3417 (25)	71*	120 (25)	3537 (27)	0	0 (37)	3537
135*	378 (30)	1986 (28)	235*	745 (24)	2741 (29)	182*	542 (31)	3283 (30)	60*	101 (31)	3384 (31)	21	115 (35)	3499
117*	327 (36)	1442 (36)	271*	859 (7)	2301 (35)	227*	676 (25)	2977 (35)	64*	108 (28)	3085 (35)	35	192 (33)	3277
118*	330 (35)	1899 (31)	0*	0 (38)	1899 (36)	188*	560 (30)	2459 (36)	128*	216 (22)	2675 (36)	95	521 (20)	3196
121*	338 (34)	1975 (29)	245*	777 (17)	2752 (28)	115*	342 (36)	3094 (34)	24*	40 (38)	3134 (34)	0	0 (38)	3134
91*	254 (38)	1355 (37)	153*	485 (35)	1840 (38)	111*	330 (37)	2170 (38)	42*	71 (37)	2241 (38)	148	813 (10)	3054
127*	355 (31)	1177 (38)	219*	694 (29)	1871 (37)	170*	506 (33)	2377 (37)	63*	106 (29)	2483 (37)	95	521 (19)	3004

350-KM. TRIANGLE
(No completions)

214-KM. TRIANGLE

198-KM. TRIANGLE
(No contest day)
(only 9 over 100-km.)

252-KM. TRIANGLE
(No devaluation)

238-KM. TRIANGLE
(No completions)

232*	738 (18)	2620 (4)	59.56	936 (6)	3556 (1)	198*	— (3)	3556 (1)	71.60	1000 (1)	4556 (1)	182	973 (2)	5529
133*	423 (34)	2345 (14)	63.57	970 (3)	3315 (7)	41*	—	3315 (7)	70.82	990 (2)	4305 (3)	914	914 (1)	5219
254*	808 (13)	2432 (8)	56.80	913 (8)	3345 (6)	67*	—	3345 (6)	56.09	821 (7)	4166 (4)	176	941 (3)	5107
280*	891 (6)	2612 (5)	53.01	882 (18)	3494 (2)	132*	— (9)	3494 (2)	59.72	863 (4)	4357 (2)	138	737 (11)	5094
148*	471 (30)	2352 (13)	53.11	883 (17)	3235 (9)	121*	—	3235 (9)	47.62	724 (25)	3959 (10)	187	1000 (1)	4959
98*	312 (43)	2185 (24)	54.81	897 (12)	3082 (19)	84*	—	3082 (19)	55.79	818 (8)	3900 (15)	166	887 (8)	4787
305*	971 (3)	2841 (1)	160*	538 (35)	3386 (5)	198*	— (4)	3386 (5)	230*	536 (31)	3922 (14)	152	812 (9)	4734
133*	423 (35)	2301 (20)	64.29	976 (2)	3277 (8)	67*	—	3277 (8)	215*	501 (35)	3778 (17)	170	909 (6)	4687
133*	423 (34)	2167 (25)	59.77	938 (5)	3105 (15)	59.20	— (2)	3105 (15)	55.76	817 (9)	3922 (13)	125	668 (15)	4590
241*	767 (17)	2504 (7)	212*	713 (23)	3217 (11)	79*	—	3217 (11)	46.50	711 (26)	3928 (12)	103	550 (19)	4478
306*	974 (2)	2795 (2)	207*	697 (25)	3492 (3)	46*	—	3492 (3)	250*	583 (30)	4075 (6)	75	401 (39)	4476
275*	875 (8)	2690 (3)	209*	703 (24)	3393 (4)	39*	—	3393 (4)	45.84	703 (27)	4096 (5)	71	379 (44)	4475
254*	808 (14)	2333 (15)	54.14	891 (16)	3224 (10)	47*	—	3224 (10)	55.67	816 (10)	4040 (7)	78	417 (34)	4457
286*	910 (4)	2371 (12)	214*	720 (21)	3091 (17)	67*	—	3091 (17)	197*	459 (38)	3550 (21)	167	893 (7)	4443
270*	859 (9)	2270 (21)	55.96	906 (9)	3176 (13)	66*	—	3176 (13)	55.33	812 (13)	3988 (9)	76	406 (37)	4394
259*	796 (15)	2304 (19)	54.95	898 (10)	3202 (12)	56*	—	3202 (12)	54.93	808 (15)	4010 (8)	71	379 (43)	4389
267*	850 (10)	2240 (22)	54.86	897 (11)	3137 (14)	67*	—	3137 (14)	54.95	808 (14)	3945 (11)	76	406 (36)	4351
278*	885 (7)	2259 (6)	155*	521 (39)	3060 (20)	67*	—	3060 (20)	55.39	813 (12)	3873 (16)	77	411 (35)	4284
137*	436 (32)	2385 (11)	125*	420 (41)	2805 (25)	162*	— (5)	2805 (25)	63.90	911 (3)	3716 (20)	96	513 (17)	4229
281*	894 (5)	2306 (17)	203*	683 (28)	2989 (22)	84*	—	2989 (22)	49.40	744 (20)	3733 (19)	81	433 (29)	4166
250*	796 (16)	2306 (18)	207*	697 (26)	3003 (21)	79*	—	3003 (21)	49.21	742 (21)	3745 (18)	71	379 (45)	4124
267*	850 (11)	1817 (39)	54.15	891 (15)	2708 (29)	63*	—	2708 (29)	45.56	700 (28)	3408 (24)	130	695 (14)	4103
230*	732 (23)	2120 (27)	193*	649 (32)	2769 (27)	56*	—	2769 (27)	187*	436 (40)	3205 (32)	134	716 (12)	3921
137*	436 (33)	2331 (16)	33*	111 (50)	2442 (38)	64.00	— (1)	2442 (38)	56.29	823 (6)	3265 (27)	121	647 (16)	3912
117*	372 (42)	2053 (31)	178*	599 (33)	2652 (31)	150*	— (7)	2652 (31)	216*	504 (32)	3156 (33)	131	700 (13)	3856
92*	292 (45)	1575 (47)	201*	676 (29)	2251 (43)	93*	— (10)	2251 (43)	55.42	813 (11)	3064 (37)	148	791 (10)	3855
91*	289 (47)	1751 (43)	52.74	879 (19)	2630 (32)	46*	—	2630 (32)	52.49	780 (17)	3410 (23)	78	417 (30)	3827
160*	509 (28)	2219 (23)	73*	245 (47)	2464 (37)	67*	—	2464 (37)	51.67	770 (18)	3234 (31)	104	556 (17)	3790
314*	1000 (1)	2421 (10)	155*	521 (37)	2842 (23)	67*	—	2842 (23)	126*	294 (45)	3236 (30)	90	481 (24)	3717
173*	550 (25)	1947 (35)	59.20	933 (7)	2880 (24)	59*	—	2880 (24)	171*	399 (42)	3279 (26)	81	433 (28)	3712
121*	385 (40)	1791 (41)	214*	720 (20)	2511 (35)	63*	—	2511 (35)	49.65	747 (19)	3258 (28)	82	438 (26)	3696
92*	292 (46)	1677 (34)	79*	266 (46)	2243 (44)	67*	—	2243 (44)	215*	501 (34)	2744 (43)	171	914 (4)	3658
121*	385 (41)	2106 (29)	79*	266 (45)	2572 (39)	48*	—	2572 (39)	48.59	735 (27)	3107 (36)	103	550 (18)	3657
92*	292 (44)	2078 (30)	198*	666 (31)	2744 (28)	46*	—	2744 (28)	214*	499 (36)	3243 (29)	71	379 (40)	3622
82*	261 (50)	2140 (26)	60.83	947 (4)	3087 (18)	49*	—	3087 (18)	196*	457 (39)	3544 (22)	8	43 (48)	3587
160*	509 (26)	1759 (42)	171*	575 (34)	2334 (41)	156*	— (6)	2334 (41)	52.53	780 (16)	3114 (35)	83	443 (25)	3557
144*	458 (31)	1708 (45)	54.61	895 (13)	2603 (34)	46*	—	2603 (34)	176*	410 (41)	3013 (38)	99	529 (20)	3542
62*	197 (51)	1900 (36)	213*											

Clockwise: Doc Peters, Vrsac, U.S. crew quarters, U.S. team awaiting start of opening ceremonies, Ballasting the Nimbus, Entertainment on the airfield, Suzanne cleaning the canopy, Hannes and author check the task, Relaxing at the Finish Line Pavilion, Nels Johnson, Edgar Kramer (AS-W 77 owner), and Gerhard Waibel preparing ship for Dick Johnson, A.J.'s car and trailer. The VW was one of five made available to the U.S. team through the good offices of SSA'er Bob Fergus and VW of America.



PHOTOS: PETERS, CONN

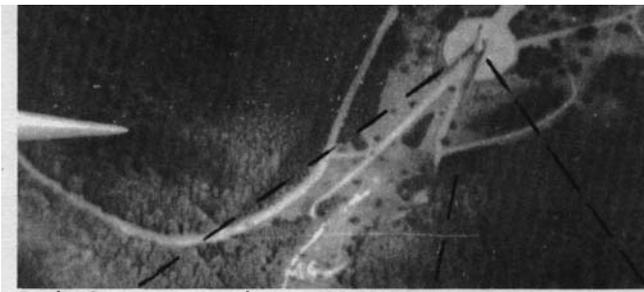
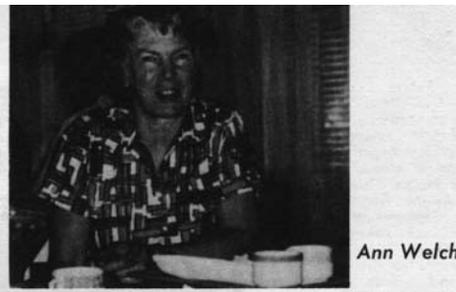


PHOTO: GREENE

Fruska Gora turnpoint photo.



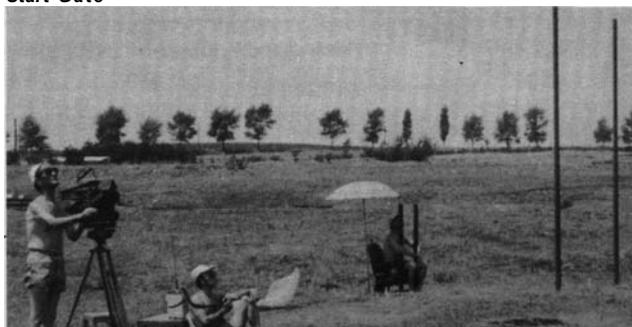
Ann Welch

The 13th World Soaring Championships at Vrsac have been a rough contest for both pilots and crews. There were those who felt that luck was a greater factor than in most other contests. To some extent, luck is always a factor in soaring and it has also been said that the best pilots usually seem to be the ones who have the luck. There is no reason to dispute this here. Certainly Jan Wroblewski and Goran Ax have ranked among the top pilots for many years. Nor can there be any real question about any of those who have placed in the first ten of either class. Other highly-rated pilots did not place as high as they might have and bad luck or misfortune played a part in some cases. If it were all to be done over again, we might well see different winners and losers just as we see from year to year where many of the same pilots compete with each other with varying results.

Many have expressed dismay and concern about the hazard associated with 89 sailplanes flying in cloud at the same time and over the same fixed course. There is a feeling that the time has come to rule out cloud flying in soaring contests. Yet much of the risk could have been avoided. Risks could have been cut in half by simply sending the Standard and Open Classes off on tasks in separate areas as they should have been. The only collision in cloud was between a Standard Class and an Open Class sailplane. Use of more flexible tasks, such as the Prescribed Area Task, would have provided greater freedom of choice and even wider dispersal of sailplanes to further reduce risks. Cloud flying does provide the opportunity for the evaluation of a greater spectrum of pilot attributes which should be tested in determining a Champion — but in a more sensible fashion than at Vrsac.

Time after time tasks were set over fixed courses into fixed turnpoints where large numbers of sailplanes were forced to land because of localized weather situations which essentially cut off soaring in these areas. Use of more flexible tasks in these cases would have provided better competition and fewer no-contest days. Ironically, one of the reasons for setting all speed tasks was to avoid large numbers of outlandings. Of course the weather did not cooperate very well and did not behave as forecast except on the first day. Speed tasks turned out to be mainly “go-and-retrieve” events with about 543 outlandings and only 68 completions from the 610 starts made after the first day.

Start Gate



Task setting was only one of many technical areas in the conduct of the contest such as scoring, turnpoint procedures, communications, marshaling, pilots’ briefing, landing verifications, and retrieve phones which left a great deal to be desired. This was somewhat surprising in view of the excellent facilities which had been provided. The one exception in the technical area was the start/finish gate and the timing which functioned perfectly from the first day on. The deficiencies were of great concern to many of the participants and particularly to Britain’s Ann Welch who had been sent to Vrsac to advise and work with the organizers on problems of this nature. A good deal of Ann’s time was occupied with efforts to improve these technical areas with only partial success in the face of the reluctance and slowness required to change anything without a long decision-making session. Things could have been a lot worse except for Ann’s efforts. It would appear that the FAI needs a more effective way to ensure that potential sponsors will meet acceptable standards in the technical aspects of World Championships.

Some people have asked why our team did not make a better showing at Vrsac. While no one is happy about not being first, it would be unreasonable to expect pilots from any one country to win year after year. One of our pilots has been World Champion at each of the last two contests; it would be unusual for this to be the case for three in a row. We did have a pilot in the first ten in each class — Dick Johnson fifth, and Ben Greene ninth. A. J. was actually listed as sixth in the Open Class before his score was changed to zero points for the last day because his cameras were stolen. His 16th place and Moffat’s 19th place were well up in the standings. Helmut Reichmann, 1970 World Standard Class Champion, was 24th, and Harro Wodl, 1968 World Open Class Champion, was 36th. Even the best pilots have their bad days. At the same time, the contest was flown under difficult conditions — conditions quite different from those in most contests in this country. Pilots who are able to maintain a strong competitive performance under these conditions may well be different pilots than those who do best under less difficult circumstances. In this respect it is not surprising that Dick Johnson would be our highest placing pilot. Our sailplanes were as good as any in the competition. The VW’s were admirably suited to the rough conditions and performed superbly. Efforts of all crew members were also impressive, but it might be said that Hannes Linke and Doc Peters served above and beyond any normal crew duties. It is doubtful whether either aspires to Moon Mullen’s “shortest list.”

Now it is time to look ahead to 1974 and Australia. Soaring conditions should be more to our liking and not too different from conditions in Texas or Kansas. We will be fortunate if we can arrive at Waikerie as well prepared and equipped as we were at Vrsac.



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...



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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