

The Wizards from the Land of Oz

*Or, how it happened at
the 20th World's.*

by Charles O'Mahony

Any American who says "it's a small world" has never been to Australia, bet the kid's tuition money on it. From Eastern U.S. the flying time is 22 hours, and on the final leg alone there is time for dinner, a movie and much, much later, breakfast. You grow a beard, you cross the equator, eight time zones and the international date line, so when you reach Sydney you have moved your watch back and gained eight hours, but you have lost one day. Still with me? When you deplane you are on the underside of the world, and although the blood does not rush to your head, to turn a light ON you push the switch DOWN.

To get to Benalla, site of the Twentieth World Gliding Championships, it is necessary to continue on from Sydney to Melbourne, then take a two hour train or auto trip. There is no scheduled plane service to Benalla. Why, you might well wonder, was an out of the way town with 9000 inhabitants chosen as the site for an international soaring contest?

Benalla serves as headquarters for a number of government offices and is situated on the Hume highway, the main road between Melbourne and Sydney. There are 8 motels and 6 hotels in the town. Benalla Aerodrome is home to the Gliding Club of Victoria, and with 550

members lays claim to being the largest flying club in the world. Jim Barton, club president, puts in 40 (unpaid) hours a week on the average.

The field has a two story brick building for headquarters that just one year ago was only an idea. Built partly from government funds (the government is subsidizing several sports to bring them to an international competition level) the headquarters is a superb, air conditioned facility. At Medfield, near the dusty perimeter road that borders the drome, there is a brick structure being built that most any glider club in the states would be happy to have as a clubhouse. There will be a toilet; with the Australian penchant for accuracy, they don't call them restrooms.

The field itself is a sprawling complex where 30 or so sailplanes could probably land at once on the grassy area. For launching it, is possible to assemble gliders in rows of ten across, reducing the amount of runway necessary for grid space and adding to the distance available for takeoff roll. The field accommodated 108 sailplanes from the 29 competing countries and had space enough to utilize the 17 towplanes so efficiently that launches were completed in as little as 52 minutes.

Completely away from the launch site

was a parking area for the glider trailers and a tie down area for the sailplanes. Generally, gliders were not disassembled unless there was a landout.

Two large hangars provided space for the almost daily nationality festivities, where each evening some 600 people would crowd in to enjoy the food and some of the customs of the competing nation acting as host. Ireland's night was an exception. It consisted simply of a gathering at the Benalla Bar at nine PM to drink Irish spirits for free until they ran out. The morning after that one, the British flag had mysteriously disappeared from its pole near the scoreboard, and a brassiere hung in its place. A third hangar was set up as a shopping mall for contest personnel and visitors. In addition to selling typically Australian items, boomerangs, sheepskins, opals, there was even a temporary bank and post office. Next to the tie downs was a ring of caravans (trailers) for the convenience of the crews. Obviously one reason Benalla was chosen is because it had the necessary space for a contest of this size.

A more important asset in its favor was the willing and qualified volunteer personnel. For the meet, some 250 volunteers came over from Sydney, up from Melbourne and down from Queens-



The U.S. Team at the opening ceremonies.

land. Two doctors, two nurses and the Benalla fire department donated their time. Clive Phillips, the contest administrator, closed down his business for six months to work full time. Volunteers were billeted on the field and received a food stipend of \$10 a day. Benalla, as it turns out, was an ideal site for an international gliding contest.

During World War Two, Benalla Aerodrome was an Elementary Flight Training School for the Royal Australian Air Force. The barracks are weathered and tired now, but they housed the volunteers and crews working in the competition. Back in the early forties the young Aussies lived there while they got their first taste of flying in Tiger Moths, open cockpit biplanes with 130 horsepower engines.

Two old mess halls were converted to the Benalla Bar and the Glide Inn Restaurant for the contest and the former post theater became the briefing room.

Briefing was at 10 AM unless weather conditions dictated an earlier launch. Saturday, January 10, was the first official practice day when the pilots could fly from the field at Benalla, although prior to that many had been practicing from other fields in the area. The opening briefing session was in depth and ran over an hour. Wally Wallington, the Con-

test Director, emphasized that the goal was "impeccable airmanship". One rule he stressed was that gliders were to cross the finish line no lower than 200' unless a straight-in, low energy landing was necessary; no crowd thrilling "worm burners." "To perform otherwise" he said "will attract a penalty."

Graham Garlick, a 727 Captain with Ansett Airlines, served as liaison between the world glider competitions and the Australian Department of Aviation. With a deliberate delivery he reminded the pilots of the hazards to expect whilst (they use that word a lot) flying the tasks. The area had a network of SWER lines, Single Wire Earth Returns, waiting to snare the unwary. "Look for the poles for the pole's shadows and be especially alert when landing into the sun." Temperatures reached 95 degrees this time of year and dehydration was a constant threat. "Don't wait until you're thirsty to drink; drink before" he warned. He reminded the pilots that there had been a fatality during the 1986 Austraglide competition and they didn't want another in the Internationals. "Furthermore" he added "it costs more to be transported home as a historical specimen in a wooden box and you don't even get fed."

Garlick also reviewed the items to be

carried in an onboard first aid kit, adding a "fire beater" to the commonly known safeguards. The fire beater was a 30" or so length of canvas for beating out small grass fires that might be encountered in an off field landing. Grass fires were a serious hazard and there were several days when "Total Fire Ban" was chalked on the briefing board. This meant no open fires of any sort.

When the tasks took the gliders through controlled air space, altitude restrictions were generally suspended so that the pilots could fly up to 10,000' during a given time period. All gliders were required to carry barographs and turn in daily tracings in case any violations were reported. "I don't want any phone calls from the radar station at Albury: Garlick said in a threatening tone. After swearing me to secrecy until the meet was over, he confided that Albury had no radar station.

I asked Garlick why he hadn't mentioned snakes as a hazard. (Australia has a generous share of venomous reptiles, including one chillingly known as the Death Adder.) "I am here to advise the contestants on the flying hazards they may encounter" he said "and Australia has no flying snakes." Graham Garlick typified the high level of experience, competence and dedication of all the

volunteers who worked during the contest.

Mary Hewett from the Bureau of Meteorology in Canberra, Australia's capital, gave the daily weather briefing. In charge of operations, Bob Douglas' task was to control people, automobiles and tow planes during the launch. There were 17 tow planes being used, 12 Pawnees and 5 Cessnas, and some had been ferried in from as far away as Darwin, 2,000 miles to the North. Australia is about the same size as the U.S. but has a population of just 16 million. The tug ferry bill was \$18,000.

The long briefing on the 10th simply set the ground rules for the contest and no task was assigned. Most pilots flew to fine tune their equipment and learn more about the area. On Sunday, rain caused a stand down, but Monday saw the first practice task assignment and a full scale launch. Overhead more than 100 sailplanes were thermalling in cloudless skies and crowded gaggles began to form. The sailplane Kilo Yankee, an ASW-20 piloted by Jeremy Bryson of Ireland, brushed Quebec Sierra, a Ventus A flown by Maurice Bradney of the Australian team. Bryson's wing was damaged and Bradney's canopy was broken, but both gliders landed safely and continued in the contest.

Tuesday, Wednesday and Thursday were good practice days with beautiful cu's helping to spot the lift and spreading out the crowds. On Friday, winds from a rapidly moving front cancelled most flying and threatened Saturday's opening day ceremonies.

But the gods were smiling next day, and on January 17th at 11 in the morning, the Honorable John Cain, M. P. Premier of the state of Victoria officially opened the competition. One by one, 29 teams paraded past the crowd, each with their country's flag billowing in the sunlight. The colors were bold and bright, with none brighter than the red, white and blue of our stars and stripes. Jim Payne, the Team Manager, led our group into the arena and marched as though he were re-living his days at the Air Force Academy. The teams moved to the semi-circle of poles on either side of the scoreboard and stood at attention as the flags were hauled to the top. This



Doug Jacobs.

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was the moment of anticipation, all the preparation and practice were over. The names on the giant scoreboard were in alphabetical order, but for the last time. Tomorrow the battle would begin.

Nothing about Australia is commonplace. Look up and see flocks of crested white cockatoos or dusty pink and gray Galahs wheeling in the sunlight. The kookaburra's laugh will wake you with a start before sunrise, but this jovial bird feeds on snakes and lizards. Wild camels roam their desert, trucks and cars are fitted with 'roo bars on the front to minimize damage if they hit a kangaroo, or worse, a wombat. Fig and gum trees look like they have been growing for centuries, the exposed roots of the fig tree reach out 15 feet on all sides.

The opening day air show was one more showcase for Australian individuality. They did permit aerobatic flying, but woven into the program was a whip cracking exhibition, a sheep shearing contest and aboriginal dancing. One lad stood in front of a hangar playing (I thought) a harmonica. I took his picture and pitched an Australian gold dollar into the hat on the ground in front of him. Australia doesn't have a one dollar bill. Later I was informed that he

was playing a gum leaf and that it is quite a popular instrument.

There was a right fine generic type airshow for the locals to whom such things as sheep shearing and whip cracking were old hat. Sweden's Team Manager, Alf Ingerson Thorr, showed why he is known as the Swedish Air Force's "Top Gun" with an aerobatic routine in a SAAB Safir. There was a Mustang, a Pitts team, vintage gliders and three Tiger Moths flew past in a vee formation, connected to each other by ribbons.

There were glider aerobatics aplenty, including loops that initiated from a high speed pass at ground level. The static display had aircraft from Drages Air Museum, and excellent collection of historic aircraft on display in an oversized Quonset hut in Wangaratta, half an hour to the East. One of Drage's planes was the Wirraway, a two place World War Two fighter reminiscent of our AT6. Fledgling Australian pilots flew Wirraways against Japanese Zeros early in the war and tried to make up with courage what their craft lacked in performance. They met with little success and losses were high.

The grand finale was a precision jet team from the R.A.A.F. flying the subsonic Italian built Macchi. Known as the Roulettes, they dazzled the crowd with the "impeccable airmanship" that was to be the goal for the competition.

Sunday morning, January 18, 10 AM, and the briefing room crackled with excitement. The world's best glider pilots from 29 exotic lands were assembled, Ingo Renner of Australia and George Lee representing Hong Kong, both three time world champions. Doug Jacobs of



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The U.S. Team.



Ingo Renner's winning AS.

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the U.S.A. was being pointed out and photographed, defending champion in the 15 meter class. Leonarado Briigliadori, world standard class champion, was part of Italy's four man team. For the first time ever the Peoples Republic of China (with about 300 sailplanes in their country) sent one competitor, Mr. Lunchun Wang. In the midst of them all sat Eva Darocy from Hungary, the lone woman to challenge all these men. Thirty two years old, mother of two, an engineer, she would be flying a Jantar in the standard class. Quite attractive.

The briefing was crisp. Practice days had brought air and ground crews to a high level of efficiency and pilots were given a "good flying" from the Contest Director in less than 15 minutes. Launch start would be at 12:45, open class first with a 347 mile task, standard second with 275 miles to complete and 15 meter ships last off with a 278 mile challenge.

Immediately after briefing each day, Jim Payne assembled the team across the street for some additional discussion. Jim is a U.S.A.F. Major, a graduate of the Air Force Academy and a test pilot instructor at Edwards Air Force Base.

Jim Payne and Doug Armstrong, a meteorologist from Reno, Nevada, did some second guessing on the briefed weather and tried to plan team strategy. Ray Gimney was our only entry in the open class, flying 7 Victor, a Nimbus 3. Mike Opitz in Romeo Oscar, a Discus B, and John Byrd in 30, a Discus A, were both in the standard class and planned to enhance their chances by doing some team flying. The same was true of Eric Mozer in Echo Mike, a Ventus A, and Doug Jacobs in the only one of its kind

LS6B, Yankee 5, flying in the 15 meter class. The cloudless skys gave a team of pilots an edge in finding the elusive lift. While the pilots were at briefing, their crews were moving the sailplanes to their assigned positions on the grid.

From the mini-briefing to the launch grid was about a mile and a half. The teams departed in cars loaned by Holden, the General Motors of Australia, disappearing into the cloud of dust on the perimeter road. I was privileged to make the trip on a bicycle and estimate that over the span of the meet I inhaled approximately two hectares of expansive Australian top soil.

At the grid in row one, Jim Payne was reviewing a check list with Ray Gimney. Correct maps, start point and turn point photos; cameras mounted on correct side of canopy and fully checked; barograph in and on; instruments; flaps and spoilers; controls free, positive check; drinking water; survival kit; pee bag; outlanding form; water ballast vent tape off.

There was a crush of detail and Jim worked to take the burden off the pilots. Depending on the direction of the task, cameras were mounted on the left or right side of the canopy. There was a

start point marker in each of four quadrants around the field, and to reduce congestion, each class was given a different start point. Pilots were allowed to photograph their start point from any altitude, and the start time was encoded on the film. There was also a ground start clock with seven large, manually operated cloth panels which were moved to indicate the time to within two minutes. In case of a camera problem a pilot could photograph the start clock and not lose the day. Daily tasks were to different areas for each class to help spread out the pack.

The task could take the pilot to any one of 86 turnpoints with colorful names, taken mostly from the Aborigine, like Wagga Wagga, Jerilderie and Burrumbuttock. Look out for parachutists at Yarrowonga and hang gliders at Mt. Buffalo. There was a lot to remember, under pressure.

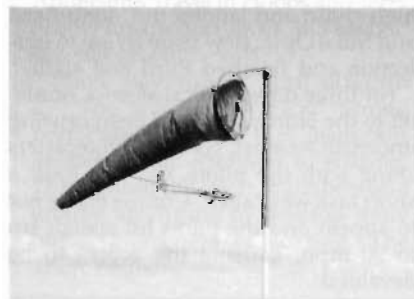
With water ballast, the Numbus 3 weighed in at 1653 pounds. Wingspan is just over 80 feet, and as a sort of afterthought, they gave the pilot a 22" wide cockpit. At exactly, 12:45 Bob Douglas bellowed to the "tuggies" strapped into their Pawnees and Cessnas, "Start your engines" and the field came alive. Marshals in yellow and orange vests snapped a ring onto the first Pawnees and gave the elevator a quick pump to let the pilot know he was "hooked".

Tow lines were 150' long, bright red with a weak link at the tug end. Even the weak link portion looked strong enough to hang an elephant. A marshal with a red paddle relayed the wing runner's signals to the tug, and with no perceptible pause the Pawnee smoothed the rope taut and was gone. Standard tow speed was 70 knots.

Fifty Seven minutes later, Doug Jacobs was rolling in Yankee 5, the last ship to launch in the 15 meter group and the sapphire sky above Benalla was sequinned with sailplanes. I mounted my bike and padalled back to the glider club headquarters, where managers anxiously monitored their team's assigned frequency.

The code phrase for a landout was "Kookaburra has won." In a dishearteningly short time, those words came through. Gimney had outlanded. The

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Coming home!

sky turned a little bluer from the expletives. Then the message was repeated and repeated until all five pilots had called in for retrieves. Disaster on the very first day! Gradually, though, it became clear that there were an unusually high number of landouts and before long the trailer parking lot was deserted. Out of 108 sailplanes launched, only 4 made it back to Benalla, all open class ships with their 60 to 1 L/D advantage. There had been a record breaking 104 outlandings on day one. Damage, it turned out, was minimal, even though there had been a wire strike on one landing. A wire between poles hidden by trees had snagged one glider as it landed into a setting sun, but the ship was back and would fly again.

At Monday morning's briefing, Mary Hewett explained the previous day's fiasco in a sentence. "A fast moving cold front caused greater than expected headwinds and made for difficult soaring." The only people who didn't laugh were the crews who weren't back at the field yet.

Another oddity the first day produced, the winners in each of the three classes for the day were the reigning champions from the Rieti Internationals in 1985; Ingo Renner, Doug Jacobs and Leonardo Brigliadori. The lions were roaring their intentions to the rest of the pride.

With his win, Doug Jacobs became the first from our team to claim one of the daily prizes for the first three finishers in each class. There were bottles of wine from the local wineries, opals (Australia mines 95% of the world's supply) and dinners at the local restaurants. Unless a restaurant had a sign outside saying "Full Service" you could assume it was a BYO establishment, requiring you to bring your own liquid refreshments.

Monday the 19th was Ray Gimmey's birthday and he decided to celebrate by winning his open class division. From last place to first and I ask him why. "If you have a reasonable degree of skill and on a given day you get the luck to go with it, you're unbeatable," Ray said with a smile.

On Tuesday Doug Jacobs came off a 12th place finish to place second. Eric Mozer, team flying with Doug, got separated out on course, was trapped under high cloud and landed out. John Byrd and Mike Opitz flew team flying to perfection and finished third and sixth.

For three days tropical storm Connie, off to the Northwest, had been causing uncertain weather, confusing forecasters along with the pilots. On day four, a short task was called, Connie chose not to appear and the pilots hit speeds up to 90 mph, causing the scores to be devalued.



John Byrd, 30.

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Day 5 there was wave over the field and some of the pilots started out on course from the maximum legal altitude of 10,000'. Doug Jacobs made it back into the winner's circle with a third. Cumulative scores to date showed Ray Gimmey 12th in the open class, Jacobs 3rd and Mozer 26th in 15 meter and Opitz 8th and Byrd 20th in standard. It was an official contest now and a rest day was called for Friday.

Soaring is not an exact science. When flying resumed on Saturday, Opitz and Byrd, team flying, had a difference of opinion out on course and took separate paths. Opitz finished second, Byrd landed out. Doug Jacobs got aggressive, time to make his move, left a weak thermal and landed out. Eric Mozer finished a strong fifth. Gimmey landed out. There were 14 landouts for the day and the U.S. team had three.

Open class ships usually make it back to the home field more often, but when they do land out the dangers are increased by the additional 30' of wing they have to squeeze onto the farm. Ray Gimmey's outlanding on day 6 was a nip and tuck affair, ending with an intentional ground loop in a cloud of dust. The Italian on whose farm he had landed raced to the glider. The dust settled and an angry, shaken Ray opened the canopy. The Italian raised his arms heavenward. "Today, my friend" he said with fervor "you have been born again."

But after six days, what turned out to be the halfway mark, Gimmey was in 14th place. Schroeder of France was in first place in the open class, with Ingo Renner dogging him relentlessly, only 4 points back. Jacobs' outlanding had

cost him 568 points to Brian Spreckley of Great Britain who was leading the 15 meter class. Eric Mozer was 21st. Mike Opitz was flying consistently and stood 6th in the standards, with John Byrd 22nd. They were looking up at some strong competition and defending champion Brigliadori of Italy was in first.

It rained for only the second time on Sunday and the team had time to brood about their standings and the struggle that lay ahead.

On the seventh day of flying, Doug got up off the canvas and finished first, blistering the course at 75 miles an hour.

The next night after the task, Jim Payne sent his daily telex to the SSA in Hobbs. "Team Manager's dream! 1st, 1st, 3rd, 8th and 16th". Jacobs had won for the second straight day and Opitz took first also. Gimmey took a third, Byrd was eighth and Mozer 16th for the day. The U.S. team was comin' on strong.

On day nine, Ray was fourth in class, Byrd sixth, Mozer fourteenth. Jacobs moved to third place after finishing sixth for the day and Opitz was second in cumulative scoring after a fourth place finish.

On Thursday, January 29, Gimmey led the open class with a speed of 80 miles an hour around the course. Jacobs finished eighth and was still in third place, 152 points behind the leader. Byrd was first for the day and had moved all the way up to twelfth place. Opitz hung on to second place in overall standings, with Markku Kuittinen of Finland now in first place in the standard class.

But the attention this day was on Brigliadori of Italy. The press release euphemistically put it in these words.

"At about 1645 hours on Thursday, 29 January, 1987, near Deniliquin in New South Wales, a standard class glider, competition number SO, piloted by Stanislaw Witek of Poland, was involved in a mid-air touch with standard class glider, competition number LB, piloted by Leonardo Brigliadori of Italy."

The "mid-air touch" sheared off the right half of Brigliadori's elevator. The glider flipped on its back and Brigliadori pulled the canopy release of the Discus, ready to bail out. The canopy did not release and he explained the next morning at briefing to the other pilots that it is necessary to pull BOTH handles at once. A lucky happenstance, as he now considered the glider controllable and managed to land it safely in the area.

Witek's sailplane was examined in the air by fellow pilots and he felt he could fly it safely back to Benalla and he did.

Now, as Paul Harvey says, for the rest of the story. An immediate search was started for a replacement elevator for Brigliadori's Discus. One was located at Narromine, over 350 miles away. At 0500 hours on the thirtieth, a Cessna took off in the darkness, returning at 1105 with the launch already in progress. Brigliadori's crew had towed the glider to the grid, minus an elevator. When the elevator arrived, the installation was supervised by Klaus Holighaus and the pilot buckled in for launch.

The Italian took off on the longest task assigned during the contest, 435 miles. He completed 407 miles (just 14 fewer than the first place finisher) but like everyone else in the standard class, he landed out, for the second time in as many days.

The directors assigned the open class the longest task ever in an international meet, 525 miles. The 15 meter class was given 471 miles. It was an ambitious call, and overcall as turned out for the smaller glider. The open ships gave an outstanding performance with 16 out of 21 coming back to Benalla. It was early evening when the first sailplane came home. "Welcome home, Alpha Sierra" intoned the announcer over the field PA system. It was Ingo Renner, but the ap-

plause was from all nations. Even the sailplane looked weary. Renner had been ON COURSE for over seven hours. There were 5 landouts in the open class but Ray Gimmey wasn't one of them. All of the standard and 15 meter ships landed out. One day to go.

On the twelfth and final day, a tough set of tasks was assigned to a tired bunch of pilots, flying for the sixth straight day and almost all coming off a retrieve. The open and 15 meter classes were assigned distances of 356 miles to different sets of turnpoints. The standards were given a task 20 miles shorter and it proved a critical difference. Ray Gimmey was one of seven landouts in the open class. Mozer and Jacobs finished 8 and 9, and Opitz and Byrd did the same in the standard class, 8 and 9. The standards had only 5 landouts and the 15 meters had 20. Too tough a task under the circumstances, argued some. But obviously the planners thought a world championship should test the leaders while giving the challengers their final chance.

Let's have a standing ovation for Leonardo Brigliadori. With no chance to report as winner in his class, he flew brilliantly and won the final day, as he had the first.

Ray Gimmey, with flashes of excellence and two winning days, finished eleventh in the open class. Ingo Renner, the incomparable Australian, won his third consecutive open class title, his fourth world title, the only pilot ever to accomplish the feat.

Doug Jacobs placed third in the 15 meter division making a remarkable comeback. The first and second place finishers only managed to win two each. Eric Mozer overcame the bad breaks and worked back up to fifteenth. Brian Spreckley, a lean, handsome flying instructor from Great Britain, won his first world title in the 15 meter class. Holger Back of Germany finished second.

Mike Opitz turned in a consistently excellent performance and won second place in the standard class. John Byrd, flying for the first time in an international competition improved steadily and finished eleventh. With just seven more points he would have moved ahead two places, it was that close. A boyish looking Finn, Markku Kuittinen, won the standard class and his first world title on his fifth attempt in an international meet. Jacques Aboulin of France was third.

The statisticians announced during the award ceremonies that there had been 1300 tows during the contest period, the pilots had spent 4800 hours in the air and flown 331,000 miles. And they did all this trying to win a trophy.

But this contest was not about numbers, it was about people. Canadian

pilot Ulli Werneberg's wife, Maureen, walked from the closing ceremonies carrying a big umbrella and toting their one year old on her back. She shook her head and said wistfully, "just one more thermal." All but the winners were still re-flying the tasks.

Trailers began moving away soon after the awards ceremony. The flags of 29 countries were gone and the poles stood bare. There were no gliders overhead, even though it was a fine day for soaring. The scoreboard showed the final results, two medals each for France, Germany and the U.S.A., one each for Australia, England and Finland, but no one was looking anymore.

This monumental effort by pilots, crews and volunteers was over. And why did they all do it; sacrifice so much, work so hard, risk so much? Perhaps Willa Cather answered the question when she said "That is happiness" to be dissolved into something complete and great."



The winners.

CHUCK O'MAHONY

THANKS...

...again and again and again...

True, five pilots represented the U.S. in Benalla. But they had thousands of supporters. We would like to take one last opportunity to thank the SSA Members who gave donations to the Team. Unlike many other countries participating in Benalla, the U.S. pilots receive no government support.

Special thanks, again, to Citicorp Investment Bank, ACAJOE, General Motors, Pacific Telesis, Rudy Mozer, Anderson's Travel in Hobbs and Terry Frazier for support above and beyond the call of duty.

Some may wonder, "Is it all worth it?" The answer is, "YES!" Strong performances by the U.S. Team calls greater public attention to soaring. Throughout the sport, members and groups are trying to develop more public awareness of soaring. The Team helps!



The morning's preparations.

JOE GUYLAS

XX WORLD GLIDING CHAMPIONSHIPS

BENALLA, JANUARY 1987 15 METER CLASS

CN	PILOT	CTY.	GLIDER	DAY 1	DAY 2	DAY 3	DAY 4	DAY 5	DAY 6	DAY 7	DAY 8	DAY 9	DAY 10	DAY 11	DAY 12	TOTAL	
1	82	Spreckley, B.	GB	LS-6	966	943	1000	421	811	1000	835	747	979	707	942	990	10341
2	71	Back, H.	FRG	LS-6A	972	799	721	528	870	904	925	789	797	1000	949	1000	10254
3	Y5	Jacobs, D.	USA	LS-6B	1000	854	924	354	842	432	1000	1000	960	891	884	936	10077
4	MS	Musters, K.	NL	VENTUS A	964	927	679	460	543	922	900	918	830	923	942	988	9996
5	CA	Navas, G.	FRA	LS-6	975	986	803	449	788	989	972	891	833	468	942	890	9986
6	52	Watt, D.	GB	ASW-20B	960	662	849	345	797	941	913	808	986	869	912	870	9912
7	WM	Meuser, W.	FRG	VENTUS B	861	872	855	529	489	930	947	781	735	963	909	980	9851
8	IS	Hagnander, T.	SWE	LS-6	898	882	809	320	757	906	742	891	957	872	949	861	9844
9	32	Wells, M.	GB	LS-6A	966	851	723	158	822	904	824	799	954	957	982	893	9833
10	NL	Pare, D.	NL	VENTUS B	872	987	739	420	442	664	908	824	905	704	1000	981	9446
11	HS	Kristiansen, S.	NOR	LS-6	721	729	857	433	767	921	914	795	943	732	971	482	9265
12	B	Pettersson, A.	SWE	LS-6	848	1000	696	398	364	864	789	881	976	713	866	854	9249
13	BB	Bulukin, B.	NOR	LS-6	872	844	838	450	673	902	943	662	821	684	971	294	8954
14	K2	Krueger, W.	CAN	ASW-20B	850	896	714	426	674	374	747	767	798	795	893	974	8908
15	EM	Mozer, E.	USA	VENTUS A	916	726	280	365	664	961	641	803	821	836	883	939	8835
16	VS	Ghiorzo, S.	I	LS-6	314	317	822	421	680	900	917	911	734	959	957	804	8736
17	78	Stouffs, H.	BEL	LS-6A	876	999	695	417	786	769	357	863	781	903	909	319	8674
18	PD	Kuusisto, S.	FIN	VENTUS B	73	701	806	431	717	849	844	709	768	882	909	963	8652
19	TR	Riera, R.	ARG	LS-6	954	903	329	329	690	788	426	590	959	882	964	801	8615
20	GH	Prat, R.	FRA	VENTUS B	975	321	611	359	698	958	877	815	737	337	942	894	8524
21	MX	Weinberg, I.	DEN	VENTUS B	756	660	645	391	442	786	749	701	1000	667	971	689	8457
22	TP	Newfield, T.	NZ	VENTUS B	897	280	746	435	845	408	731	574	935	829	918	759	8357
23	VW	Edwards, B.	AUS	ASW-20B	878	798	813	314	690	964	336	806	145	770	973	809	8296
24	HC	Werneburg, V.	CAN	ASW-20	872	760	681	376	587	365	741	621	768	694	917	747	8129
25	6	Gobel, R.	AUT	ASW-20	681	545	753	478	350	808	752	721	768	615	884	771	8126
26	QG	O'Donnell	AUS	VENTUS B	841	753	774	286	1000	777	336	875	757	24	908	651	7982
27	QS	Bradney, M.	AUS	VENTUS A	96	966	649	405	442	883	460	865	832	502	951	776	7827
28	Y	Galetto, G.	I	ASW-20L	842	660	863	255	684	662	346	893	575	291	973	781	7825
29	IR	Delore, T.	NZ	VENTUS B	154	604	762	168	678	869	424	785	815	757	918	653	7587
30	C	Starovic, V.	YUG	VENTUS B	681	747	822	405	409	755	794	600	42	601	881	799	7536
31	NE	Stephens, L.	NZ	VENTUS A	760	748	741	410	484	379	786	570	721	294	841	718	7452
32	XF	Dossing, F.	DEN	ASW-20B	129	517	621	336	439	773	696	892	787	629	874	755	7448
33	C6	Haggenmuller, R.	AUT	LS-6	256	682	718	462	442	380	713	633	816	560	936	840	7438
34	KY	Bryson, J.	IRL	ASW-20	721	796	430	277	315	605	544	685	668	773	926	632	7372
35	YD	Webb, D.	CAN	ASW-20	898	407	719	298	599	347	595	567	783	723	966	339	7241
36	PI	Wilson, B.J. (Tug)	HK	VENTUS B	118	711	204	337	666	773	105	898	771	822	899	671	6975
37	AD	Kimura, G.	JPN	VENTUS A	89	666	852	314	672	818	335	158	709	725	954	574	6866
38	MV	Vitamen, M.	FIN	ASW-20B	188	333	636	439	715	640	538	117	686	889	939	671	6791
39	DW	Junqueira, C.	BRZ	ASW-20B	857	343	697	0	723	345	650	369	306	517	915	747	6469
40	YT	Ylipaavalnie, P	FIN	VENTUS B	717	374	656	509	598	656	692	376	483	404	883	13	6361
41	VE	Kornhauser, M.	ISR	LS-3	681	0	642	312	713	347	358	450	671	337	859	140	5510
42	XR	Suzuki, M.	JPN	GLASFLUGEL 304	84	341	194	159	421	333	297	425	316	553	664	557	4344
43	DY	Inamori, H.	JPN	ASW-20B	0	484	333	211	369	342	226	302	269	512	720	DNC	3768

XX WORLD GLIDING CHAMPIONSHIPS

BENALLA, JANUARY 1987 OPEN CLASS

	CN	PILOT	CTY.	GLIDER	DAY 1	DAY 2	DAY 3	DAY 4	DAY 5	DAY 6	DAY 7	DAY 8	DAY 9	DAY 10	DAY 11	DAY 12	TOTAL
1	AS	Renner, I	AUS	ASW-22B	999	781	776	705	946	977	934	1000	974	938	1000	989	11019
2	CF	Schroeder, M.	FRA	ASW-22B	962	726	901	742	1000	857	995	810	1000	872	994	1000	10859
3	YY	Gantenbrink, B.	FRG	NIMBUS 3	724	826	1000	651	946	992	1000	825	969	941	962	934	10770
4	KL	Chenevoy, G.	FRA	ASH-25	949	700	894	732	985	827	762	826	923	836	949	949	10332
5	KS	Gavazzi, M.	I	NIMBUS 3	737	705	764	585	959	1000	770	861	835	773	941	940	9870
6	25	Centka, J.	POL	ASH-25	748	680	920	713	824	744	831	845	865	775	899	989	9833
7	XB	Lynskey, R.	NZ	NIMBUS 3T	983	695	871	747	994	797	725	814	727	824	386	878	9441
8	73	Peter, E.	FRG	NIMBUS 3T	706	722	877	655	931	825	685	827	932	760	937	490	9347
9	UP	Lee, G.	HK	ASW-22BE	721	827	934	617	799	654	925	772	810	896	901	422	9278
10	VW	Kurstjens, G.	NL	NIMBUS 3	786	692	907	660	872	769	475	800	579	798	958	951	9247
11	7V	Gimmey, R.	USA	NIMBUS 3	107	884	667	704	946	300	741	831	878	1000	857	488	8403
12	TM	Nurminen, R.	FIN	NIMBUS 3	617	586	761	614	832	941	720	740	663	570	410	894	8348
13	BY	Ax, G.	SWE	ASW-22BE	610	811	685	663	36	735	713	769	625	741	937	954	8279
14	SX	Schuit, G.	NL	NIMBUS 3D	270	628	556	633	881	800	749	818	285	858	898	877	8253
15	YB	Danz, W.	SWI	NIMBUS 3	359	664	806	573	319	968	774	815	656	626	380	845	7785
16	76	Innes, D.	GUR	NIMBUS 3	535	571	321	459	484	576	866	678	708	746	887	796	7627
17	HW	Holland, J.	IRL	ASW-22	495	607	825	587	355	295	695	605	644	670	879	481	7138
18	GB	Bourgard, P.	BEL	NIMBUS 3	392	705	560	456	642	327	764	809	877	666	346	478	7022
19	I	Rossinger, R.	ARG	NIMBUS 3	298	635	615	355	566	539	591	614	766	614	842	365	6800
20	IK	Blatter, F.	SWI	NIMBUS 3	128	325	306	492	659	812	567	711	773	638	380	820	6611
21	KG	Coutts, J.	AUS	ASW-22	313	231	732	365	733	579	463	686	563	603	817	381	6466

XX WORLD GLIDING CHAMPIONSHIPS

BENALLA, JANUARY 1987 STANDARD CLASS

	CN	PILOT	CTY.	GLIDER	DAY 1	DAY 2	DAY 3	DAY 4	DAY 5	DAY 6	DAY 7	DAY 8	DAY 9	DAY 10	DAY 11	DAY 12	TOTAL
1	XX	Kuittinen, M.	FIN	DISCUSA	931	947	934	343	881	1000	887	954	827	978	979	925	10556
2	RD	Opitz, M.	USA	DISCUSB	995	693	977	255	823	944	891	1000	902	972	974	967	10998
3	SJ	Aboulin, J.	FRA	DISCUS	892	819	924	363	898	942	621	927	1000	945	974	976	10281
4	3D	Delylle, A.	FRA	DISCUS	981	607	888	352	981	928	708	901	997	922	965	983	10163
5	FV	Pybus, A.	AUS	DISCUSB	992	965	931	385	818	660	951	848	835	973	965	590	9863
6	BG	Ottosson, C.	SWE	DISCUSB	913	683	921	173	669	845	950	915	854	932	1000	972	9827
7	SB	Sellen, B.	NL	06-300	940	698	924	334	730	616	965	884	832	950	965	904	9740
8	GI	Anderson, J.	DEN	DG-300	959	579	939	290	741	860	863	976	918	914	878	514	9431
9	87	Wills, J.	GB	DISCUS	967	944	840	230	746	491	829	948	844	979	987	550	9355
10	KA	Widmer, J.	BRZ	LS-4A	954	703	879	279	865	894	621	957	894	383	994	929	9352
11	30	Byrd, J.	USA	DISCUSA	930	579	983	326	825	270	649	978	883	999	976	961	9349
12	Y4	Schramme, R.	FRG	DISCUSA	994	834	905	324	718	781	176	896	785	896	976	979	9264
13	80	Davis, A.	GB	DISCUS	217	978	843	331	736	854	661	831	841	941	987	987	9207
14	LB	Brigliadori, L.	I	DISCUSA	1000	835	979	299	1000	933	815	162	879	305	965	1000	9172
15	XN	Stevens, M.	NZ	DISCUSB	906	739	984	225	687	472	673	879	843	942	965	855	9170
16	LS	Sommer, E.	FRG	LS-4A	931	825	1000	270	734	526	382	888	786	899	974	908	9123
17	SO	Witek, S.	POL	DISCUSA	789	641	842	270	528	871	720	817	828	890	966	881	9043
18	T5	Leutenegger, S.	SWI	DG-300	892	840	817	221	575	744	841	737	851	938	1000	570	9026
19	A9	Simenc, I.	YUG	DG-300	938	284	883	290	751	607	544	942	835	935	976	581	8566
20	NZ	Binder, H.	SWI	DISCUSB	905	693	860	199	355	841	604	617	672	975	882	940	8543
21	OK	Cubley, T.	AUS	DG-300	891	471	845	248	552	594	729	853	817	946	976	501	8423
22	34	Garton, C.	GB	DISCUS	930	1000	785	271	550	833	1000	0	599	949	970	514	8401
23	A	Pankka, A.	FIN	DISCUSB	810	698	856	379	640	880	807	591	239	993	984	524	8401
24	G2	Oye, S.	DEN	DG-300	940	554	979	329	729	875	516	962	191	925	889	497	8386
25	OD	Apps, M.	CAN	LS-4	824	531	890	227	861	802	372	796	700	335	976	987	8301
26	ZE	Hammerle, H.	AUT	LS-4	851	557	461	257	636	800	696	703	850	981	968	523	8283
27	8Q	Zientek, S.	POL	DG-300	211	0	842	293	653	875	860	924	879	915	965	865	8282
28	J1	Oda, M.	JPN	DISCUS	927	462	873	173	281	861	390	560	845	921	979	917	8189
29	PW	Kolaric, I.	YUG	DG-300	905	570	537	216	672	560	605	797	821	917	976	589	8165
30	NM	Curtis, P.	SIN	LS-4	901	701	842	211	498	571	492	739	774	937	976	501	8143
31	XD	Rizzi, D.	ARG	DISCUSA	950	607	612	203	772	488	694	724	833	285	958	864	7990
32	MM	Reynoso, M.	ARG	DISCUSB	478	677	557	133	352	868	667	906	824	958	973	523	7916
33	JA	Trzeciak, J.	POL	DG-300	459	524	591	296	688	690	671	888	832	355	965	845	7784
34	CE	Peperko, F.	YUG	DG-300	262	454	859	176	329	828	656	843	749	938	976	560	7630
35	AI	Hollestelle, E.	CAN	DISCUS	743	642	816	172	668	274	631	443	793	285	979	875	7321
36	53	Stogner, G.	AUT	LS-4	217	826	809	254	694	553	256	538	859	305	965	903	7219
37	QO	Soares, R.	BRZ	LS-4A	829	575	835	220	335	383	540	550	734	405	889	822	7117
38	BL	Blumer, E.	SWI	LS-4	32	1134	823	286	377	320	764	535	844	927	962	559	6563
39	VI	Korie, N.	JPN	DISCUSB	113	668	608	215	700	606	390	25	731	960	979	532	6527
40	EF	Karlsson, G.	SWE	DISCUS	227	705	213	182	644	619	770	592	689	357	942	470	6410
41	UD	Darocy, E.	HUN	JANTAR	857	320	386	195	636	320	370	460	433	678	623	468	5736
42	HE	Wang, L.	CHI	LS-4	0	602	498	83	23	520	539	617	596	370	962	523	5333
43	HD	Weston, J.	IRL	PEGASE	259	390	484	113	355	439	383	194	504	288	776	523	4708
44	SS	Rix, M.	NZ	DG-300	905	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC	905

PROBLEMS ON THE LINE...

The SSA Recorded News Service (505-392-4940) operated throughout the World Soaring Championships in Benalla. Unfortunately, we did not always have the information you wanted to hear.

Team Manager Jim Payne did an incredible job of telexing information each day. But he was handicapped by the scoring problems. Jim gave us as much information as possible but

was unable to secure cumulative scoresheets for days at a time. Consequently, callers to the SSA Service received only sketchy details about US pilots and standings.

We apologize. In the future, we will do a better job of at least explaining the problems on the service so that you won't be left with the question, "What's going on?"