The 22nd World Soaring Championships

Uvalde, Texas

by Chuck O'Mahony

THE CHAMPIONSHIPS

Two of the longest highways in this country are U.S. 90, running east-west, and U.S. 83, running north-south from Canada to Mexico. It seems appropriate that they cross each other in Uvalde, Texas, right in the heart of town. People from the Far East, Down Under, South America, Europe, Canada and all around the U.S. have been rolling into Uvalde on these highways since early June. They have come in motor homes, vans, and in cars pulling long, slender trailers. Most of the vehicles have two foot high letters and numbers pasted on the windows. Over 1,000 people have invaded Uvalde, a substantial number for a city that has just 14,178 souls on a permanent basis.

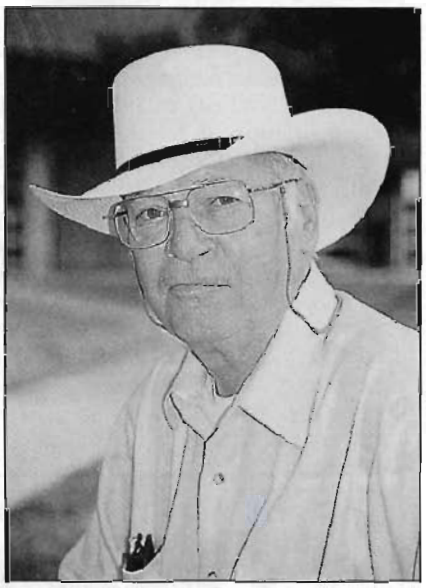
Texas hospitality flourished at all of the businesses in Uvalde.

Texans take justifiable pride in their history. They have lived under the flags of five different nations, and for a while were an independent nation under their own Lone Star flag. Now, at the Rexall Drug Store, the flags of 23 countries are snapping in the breeze, including—saints preserve us—the flag of the U.S.S.R.! The Twenty Second World Soaring Championships, with 114 pilots from 23 different nations has just about taken over Uvalde, Texas.

Main Street, AKA Route 90, is a spacious five lanes wide, and where it crosses the (bone dry) Leona River a sign stretches clear across the street, with big bold letters proclaiming "WORLD SOARING CHAMPIONSHIPS - COME WATCH US FLY." Every shop, gas station and restaurant in town has rolled out the welcome mat for the visitors. In R.J.'s, there is a great gaggle of balsa wood gliders thermalling over the salad bar. One wall in the dining room has dozens of pictures taped to it, practically everybody connected with the contest who has eaten there. One Polaroid of Father Wieslaw, the pastor of Sacred Heart Catholic Church, is captioned "Vatican Gliding Club." Pilots and team members from Poland and New Zealand are living in private homes during the contest. With hotels booked to capacity, President Billy Word of Southwest Texas Junior College rearranged the summer class schedule so that dormitories, cafeteria, and swimming pool would be available to contest personnel. Bill Dillard, a sixth generation Uvaldian, summed up the situation nicely in just four words. "This town has Glidermania!"

Dillard is also chairman of "Team Uvalde," the all-volunteer group organized in response to Mark Huffstutler's bid to host the World Championships. One of the workers was Kim Laning, Executive Director of the Chamber of Commerce. "We received word that our bid to host the competition was being considered, and the site selection committee called and said they would be in to meet with us in three days," Laning said. "This was back in November, 1990. We worked around the clock, and when they got here we had a lunch at the college attended by 75 people—political people, people in the state's tourist bureaus, and a cross section of business people from town. We had printed up T Shirts and bandanas, even had a Team Uvalde logo."

The site selection committee included Bernald Smith, Hannes Linke and Judge Hal Lattimore. "We showed them what



WSC91 Committee member Hal M. Lattimore took time out for a photo during his busy schedule.

we planned to do to publicize the meet, how we would entertain the visitors, handle the crowds, and the facilities we would have for spectators," Laning continued. "Then we asked them what else they needed. The presence of the College was a big plus for us—almost 300 air conditioned rooms, the big gymnasium for pilot briefings, and located right next to the airfield. They already knew about Texas soaring weather, so we tried to show 'em Uvalde hospitality. We WANTED this contest!" And on December 7, they got it.

"A core group took over the planning," Bill Dillard added, "and about 75 Uvaldians volunteered to help. We called them the cheerleading committee." By contest time there were at least 150 local workers, plus dozens of glider afficionados who came in from all parts of the country—at their own expense—

Many spacious buildings for aircraft were scattered around the Uvalde facility.

just to be a part of the excitement.

The airfield which would serve as the contest site had its beginnings as a World War Two facility. Garner Field became operational in 1942 as a Primary training base for the Army Air Corps. Aviation Cadets earning $75 a month got their first taste of flying in low wing, open cockpit PT-19s, built by Fairchild. The original operations office and tower are still there, and during the contest served as headquarters for the retrieve office, weather advisors and the staff of *The Uvalde Express*, the daily newsletter. Garner Field was named for Uvalde's most illustrious son, John Nance "Cactus Jack" Garner, a colorful Vice President under Franklin Roosevelt in the '30s. The airport was turned over to the city in the '50s and became Garner Municipal Airport.

In 1983, Ron Tabery, an avid soaring pilot, approached Mark Huffstutler, the airport manager, and they discussed the possibility of hosting soaring competitions in Uvalde. The first contest was held in 1984, and the combination of Texas thermals and Uvalde hospitality made the field an instant success with soaring pilots from all parts of the country, and before too long, the world.

Garner Field is the hub of a task area 275 miles long and 180 miles wide, and that's considerably larger than the state of Ohio. Even before the WSC began, the competition director had 46 turnpoint photographs available to him, and coordinates and distances were in the computer. There are a large number of airstrips throughout the task area for outlandings and air towed retrieves. Lift is described as homogeneous, and cloud bases above 10,000' are not uncommon.

A matter of concern is the volume of air traffic both in and around the task area. There are 1300 aircraft movements daily in and out of San Antonio. Just 40 miles to the east, at Hondo, a flight screening program for the Air Force sends 55 Cessnas up three times a day for student training. In Del Rio, just 75 miles to the West, is Laughlin Air Force Base, the busiest training field in the Air Force command. Danger of a different sort lurks to the South. Mexico is just 60 miles away, and one of the pilots asked TeamCaptain Jim Payne if it was okay to drift across the Rio Grande to work lift. "If you outland in Mexico," Payne told him, "you are history. It's a long way between telephones, and if you're spotted by drug dealers... Adios, amigo."

Although official practice days did not begin until July 19, the skies in the area were filled with gliders as many teams came early and flew from fields

One look at the sailplane trailers and you suddenly realized this was a major event.

in the area. The French team came June 13. "Becoming familiar with the task area and the local weather is the most important factor," said Team Captain Jackie Clairbaux in a Hollywood French accent. "We meet once a year to discuss strategy, and we have a ten day flying camp. The most important part of team flying is the psychological aspect—getting two highly individualistic pilots to agree while they are flying the task." Team flying allows the two pilots to check different areas of lift and compare notes—particularly helpful in blue sky areas—and to assess weather and decide on a strategy. The French do it as well as any team.

In each class the French fly identical aircraft to facilitate team flying. (Laurent

Aboulin, Jacques cousin, is an exception. He flys a Nimbus 3-D, and at age 23, is the youngest pilot here.)

In the Open Class the French pilots were flying two of the four Nimbus 4s in existence. The price tag on the Nimbus 4 with its 83' wingspan is $166,666, including instruments and trailer. Klaus Holighaus, the designer/builder of the sailplane, and his teammate, Eberhard Laur, piloted the remaining two. Competing in a WSC is an expensive undertaking. Ben Watson, team manager for Great Britain, estimated the total cost of bringing his 7 man team and the support group here to "the colonies" was right at $100,000. In Germany and the Netherlands, some of the funding comes from a national lotto, the rest from sponsors. In France, soaring is underwritten by the government and private sponsors. Our U.S. team is sponsored entirely by member donations.

After a week of practice, flying ended on Friday. There was a great parade on Saturday morning that rolled for a mile down Getty Street to the center of town. Floats that could have been in the Rose Bowl Parade, riders on horseback, lariat twirlers, and even the pilots joined in and marched with their families and crews. Margaret Ann Johnson, a stunning Miss Texas, waved to an appreciative audience from a convertible. As she passed, a young male voice in the crowd said "Now there's a figger that not only won't quit, it won't even take time for a coffee break!" Saturday evening at six o'clock, opening ceremonies were held on the airport in front of the operations building. The flags of 23 countries were raised one by one on a semicircle of poles, and some were flags from countries that not too long ago had been at war with one another.

Team pilots sat on folding chairs in front of their flag and listened to Monsignor Fecher give the invocation, asking the Lord for a safe contest. Sadly, that was not to be. But now the practice, the partying, the pomp and ceremony were over. It was time for the games to begin.

The U.S. would be fielding a strong seven man team. Ray Gimmey was fresh off a win in the Open Class Nationals in Marfa, Texas. A versatile pilot, Ray has won the national championship in each of the three classes, and this would be his sixth consecutive time in the WSC. Tom Knauff, also in Open, would be flying a World Competition for the first time, but he is a National Champion and currently holds the world record of 1022 miles for an out-and-return flight.

THEN..... AND..... NOW
A View of Laughlin Air Force Base By One Who Was There

The piston engine B-26 Marauder pilots flew in Del Rio in 1944.

The T-38 jet trains the "Top Guns" at Del Rio today.

On the western edge of the task area for the World Soaring Championships, next to the town of Del Rio, is Laughlin Air Force Base. To find out where the sailplanes would be flying, and to advise the competition pilots where the military jets would be training, Capt. Brian Ford and Lt. Dan Gillis came to Uvalde and addressed a pre-contest briefing. After the meeting, I asked Lt. Gillis some questions, and then mentioned that I had once been stationed at Laughlin. When he asked if I would like to see what the base looks like today, I jumped at the chance.

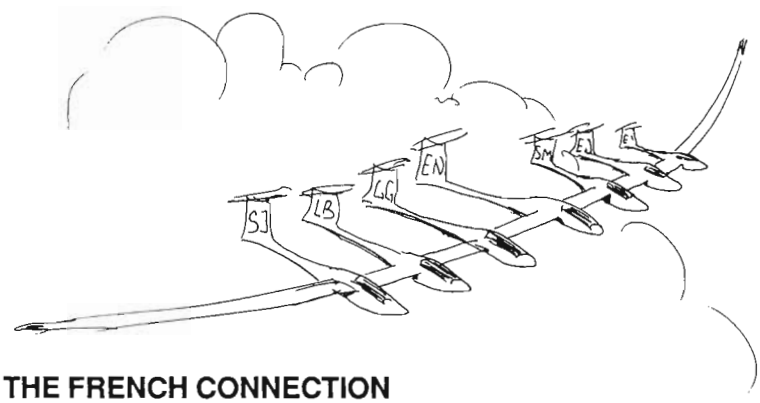
My stint at Laughlin came after I had earned my pilot wings in November of 1943. The Army Air Corps sent me to Del Rio to learn to fly the Martin B-26, a twin engine bomber. Called the "Marauder," the B-26 was just as well known as "The Flying Prostitute," because with its short wings it had no visible means of support. Occasionally, on a training flight out of Laughlin, we would "accidentally" stray across the Rio Grande and give the sleepy little town of Villa Acuna a first rate buzz job. After 9 weeks, I completed my training at Del Rio. It was 18 January, 1944, my 20th birthday. When WWII ended in 1945, this proud airfield was turned into a pasture for sheep and cows.

Today that little town across the border is called Ciudad Acuna- it has grown from a village to a city. And Laughlin A.F.B. has rebounded to become the #1 flight training base for the U.S.A.F. with enough traffic to rank as one of the 10 busiest airports in the world. In 1990, 435,000 sorties were flown from its 3 parallel runways.

Student pilots who pass flight screening at Hondo, Texas, arrive at Del Rio with 20 hours in T-41s, the Air Force version of the Cessna 172. After 3 weeks of ground school they begin flying in the T-37. After 80 hours in the "Tweety-Bird" they advance to the Northrop T-38 "Talon," a jet that cruises at 300 knots and is capable of punching a hole through the ozone at MACH 1.2. With full flaps and near-empty tanks the T-38 comes in on final at 155 knots. It enters a loop at 500 knots, and needs 10,000' to complete the maneuver. In 52 intense weeks the student pilots have logged 200 hours in jets and are awarded their gold bars and silver wings.

Lt. Col. Jim Thomas, Base Safety Officer, took 3 1/2 hours out of his busy schedule to give me a tour of Laughlin, and even let me bring my 9 year old grandson along. Near the end of our visit we stood looking out over the airfield from the catwalk outside the control tower. I listened to the T-37s screaming in for a landing and watched the T-38s kick in their afterburners and thunder off, wing tip to wing tip. It seemed like another lifetime in another world that I had firewalled a pair of throttles in a B-26 here. And yet, the pilot's faces are the same—maybe a little more mature, since they have college degrees and we only had high school diplomas. The excitement of flying is timeless, too. All that's changed is the numbers, the technology and the equipment. And this body that I live in.

Chuck O'Mahony



THE FRENCH CONNECTION
by
ALF INGESSON-THOR - *Sweden*

Ray and Tom would both be flying in the same type glider, Nimbus 3s, an asset for team flying.

John Byrd was back for the third straight time, flying Standard Class along with Eric Mozer and Bruce Dyson. This would be Eric's fifth time in the Worlds—Dyson's first. During the practice days Bruce asked if I had already written the contest story and finish order. "Sure," I said. "I have you down for second place. Okay?" "Nope," he said. He was grinning, but the "nope" was very emphatic. Bruce was here to win.

In the 15-Meter we had Karl Striedieck and Doug Jacobs. Karl has over 16,000 hours logged, including a stint with Pan Am and jet fighter time. This was his fifth WSC. Doug Jacobs made a dramatic entry into international competition by winning his first time out in Italy in 1985. He was third in Australia two years later, and finished near the top in Austria in 1989.

Another plus for the team was having Jim Payne, a Lt. Col. based at the U.S.A.F. Academy, back as Team Captain for the third time. Jim is an excellent competition pilot in his own right, and is able to ferret out bits and pieces of information to help the pilots turn good flights into better ones. During the contest he would provide last minute weather data that

An endless "sea of sailplanes" covered the two runways at the Uvalde Flight Center.

helped the team plan starting times, and he even had crew persons with radios acting as weather watchers at turnpoints. Jim's wife, Jackie, (she was a pilot before she met Jim) is a tireless worker for the team, very knowledgeable, an indispensable "gal Friday."

You would think that adding "home field" advantage to a team this strong would make them virtually unbeatable, but history doesn't bear it out. The first WSC was held in Germany in 1937, then there was a hiatus caused by WWII until 1948. In the 21 previous contests there have been 42 first place winners - the three classes only evolved in 1978- and of these 42 gold medalists only seven were from the host country. It is another example of the skill of these pilots, the ability to quickly learn to read the weather and to navigate in a totally new environment.

Before the pilots meeting opened on Day One, the worker bees had been busy in the old operations office performing a complex daily ritual. Planning for the day began predawn. Dan Gudgel and Walter Rogers from the National Weather Service analyzed data faxed and phoned in from Kansas City. They gave their findings to Hannes Linke, Judge Hal Lattimore and Wally Scott, and this trio decided what kind of distance the weather would allow and which direction would be strongest and safest for soaring. As competition director, Hannes had the final word.

Once distance and direction for all three classes had been determined, the information was given to Judy Lincoln and Dennis Ivans. "We use three computers," Judy said in her soft voice. "Two do graphics with dot matrix printouts, and the third one does laser printing for the required text. Dennis has pre-programmed all the turnpoints, distances and headings into the computer, and Hannes is able to try different combinations until he gets the task he wants." By briefing time, task sheets had been printed up and were ready for distribution to the pilots. There was even a different color for each class, and the sheets had all the info the pilot needed—time schedule from staging to gate close, radio frequencies, a graphic of the course, turnpoints and distances, and detailed weather charts and forecasts. As the contest progressed, daily and cumulative results were added. Each day it was all folded in a four page news letter, *The Uvalde Express*, that summarized contest activities and local events. Marion Barritt, former owner of Soar Minden, was editor for the *Express*, and she and her staff worked 16 hour days. Dennis Ivans even acted as a "paper boy," hand carrying all the data and passing it out prior to the briefing.

The pilots, team captains and managers assembled in the gymnasium of

OSTIV CONGRESS

With the General Conference on August 9th, OSTIV finished its XXII Congress. President Dr. Manfred E. Reinhardt, Vice-President Loek M. M. Boermans and six members of the Board were unanimously re-elected for the period of the next two years. Francois Ragot, French pilot and aeronautical engineer, was elected the seventh member of the Board. The chairmen of the Technical Section, Winfried Feifel, the Scientific Section, Prof. Wallington, the Sailplane Development Panel, Prof. Piero Morelli, the Meteorological Panel, Prof. Wally Wallington, and the Training and Safety Panel, Mr. William Scull remain unchanged.

Dr. Manfred Reinhardt was re-elected as President of the OSTIV group.

During the Congress, thirty-seven papers were presented in the technical sessions on numerous subjects along with an OSTIV day outing, thanks to the very active "Chili Peppers" ladies club of Uvalde. OSTIV members visited ranches, the First Bank of Uvalde with its beautifully displayed collection of furnishings and works of art, the full size replica of Alamo Village, and a cave where bats live. The day ended with dinner and an insight into future development potential of Southwest Texas.

The last three days were devoted to meteorological and medical sessions. Meteorological topics included structure of the convective boundary layer, airflow over mountains and an "icebreeze" phenomenon. Ray Lynskey of New Zealand gave a well illustrated talk on mountain waves and long distance flying utilizing waves. Dan Gudgel and Walter Rogers, WSC '91 weathermen, described their procedures and their system used so effectively to provide up-to-date information. A paper on hyperventilation effects and risks was presented by Jurgen Knuppel.

Throughout the Congress, sessions were well attended and papers were actively discussed.

The closing of the OSTIV Congress was followed by a dinner at the Country Club of Uvalde. Everyone enjoyed the evening. OSTIV shall never forget the charm, the friendship and the overwhelming hospitality of their new found Texan friends.

Southwest Texas Junior College. (Team managers take care of logistics and money matters. The team captain is the decision maker, the one who plans the strategy.) Crews and spectators were relegated to the balcony where it was probably 10 degrees hotter. Mark Huffstutler, Bernald Smith and Hannes Linke conducted the meeting from the stage. Smith was Director of the Championships, the head honcho. Huffstutler, the airport manager, handled all the logistics and traffic flow. Linke called the shots on the tasks. Exactly as the digital contest clock blinked 9:45, Bernald Smith declared the meeting officially open.

The daily meetings were brief, lasting about 20 minutes. Dan Gudgel updated the weather information, and showed visible and infra-red video loops of the previous 24 hours. A daily lost and found announcement was generally good for a laugh. "Beat up hat, Aussie style, left on a bed post. Owner may claim by calling Luanne at this number."

Team Manager Jim Payne conducts a pilots' meeting for the American contestants.

When the main briefing was over, most teams met with their captains for another short session. For the U.S. team this was an informal, family affair. Pilots, wives, crews and friends gathered in one of the college's classrooms and wedged into too-small desks. The kids played hide and seek in the halls while Jim Payne arranged radio codes to confuse the opposition, and the pilots rehashed their good and bad moves from the day before. Now it was time for the main event. Crews left to get the gliders ready for staging, and the pilots studied their maps and tasks sheets. At long last, the contest was to get underway.

The majestic Opens had a 580 kilometer task on Day One, the 15-Meters were assigned 468 K. and the Standards had a four hour P.O.S.T. task. On the P.O.S.T., pilots use the allotted time to cover as much distance as possible, and photograph up to nine turnpoints. The Texas sky at launch time was post-card quality, popcorn cus building against

GLIDER MAIL!

The big red and white tent at the Airport was more than just a meeting area and mini-mall for most participants of the 22nd World Soaring Championships.

One booth in the tent had an antique "store-front" facade and housed the temporary U.S. Post Office "Garner Field Station." This was set up for the convenience of the championship participants and was open every day selling stamps to mail greetings back home. During the actual contest, letters and cards were dispatched worldwide on a daily postal schedule and received the special postmark, the logo of the Internationals. Mr. Hardy Hobbs from the Uvalde Post Office and Ms. Kathy Sprott from the Sabinal Post Office were always ready to help. Each piece of mail received the special postmark and was inserted into a plastic wrapper for protection from damage. On the first day, the mail collected at the air field was counted; all remaining days it was measured by the foot!

Simine Short, the glider mail pilots, and the Sabinal Postmistress, before flight.

A souvenir glider mail flight was part of the opening day ceremony. About 500 serial-numbered envelopes and about 300 cards and letters from pilots, crew members, and visitors were flown in a Janus-C by Pilots Jim Crisp and Terry Blankenship, with Postmaster Hobbs looking on. A few of these flown special envelopes are still available for $3.00 plus a self-addressed stamped envelope. Please contact Simine Short, P.O. Box 291, Downers Grove, IL 60515.

Uvalde Postmaster and glider mail pilots Crisp and Blankenship check their cargo.

A post office with its special postmark has been a tradition at most World Soaring Championships, wherever they have been held.

Robin May in his ASH-25 during tow.

an azure sky.

At 12:28 the tow plane engines roared to life and sent up billows of red dust. At 12:30 two towplanes were pulling two gliders through the heat waves shimmering off the main runway and the parallel West taxiway. The Twenty Second World Championships were under way. (The Opens launched from the West taxiway every day—no landing lights to worry about. The higher horsepower tow planes worked that side to get these long-winged birds off the ground before they ran out of runway.) In less than one hour, the 16 tow planes had launched all 114 contestants.

Now came that period when time seemed to be suspended—the pilots out on course, the field empty and silent. Crews went back to the motels and dorms for lunch or a swim, and the spectators migrated to the circus-size red and white tent to eat funnel cake and drink lemonade, at 50 cents a jumbo cup. In a few hours, crews began drifting back, monitoring the radios, glancing at their watches. Then, an almost

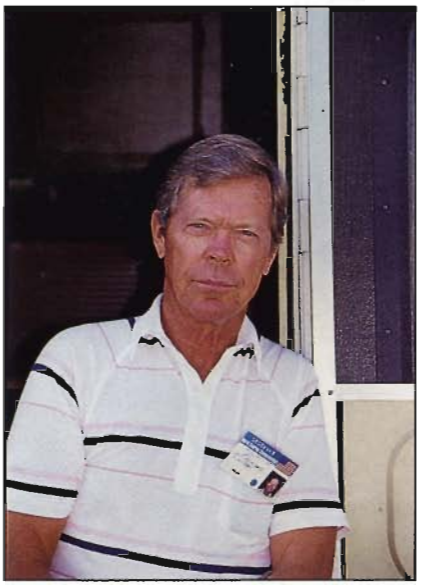
Charlie Spratt did an excellent job clearing multiple groups of sailplanes as they crossed the finish line.

casual transmission—"Seven Victor." Two kilometers from the finish line the first pilot back has radioed in his contest numbers. Charlie Spratt acknowledges from the finish gate, and seconds later the glider comes in from the south, wings bowed, ballast water misting back in a vapor trail. "Mark!" Charlie calls. "Good finish, Seven Victor," and the sailplane pitches up to pattern altitude, slowly circles in a 180 degree turn for a landing. And now they come in bunches, and 12-year-old Emil Tabery is calling identification numbers non-stop to Bob Semans until the last eagle has come home to the nest. Day one is in the record book.

Eric Mozer handled the P.O.S.T. task mental gymnastics and the thermals with equal skill on the first day, covering 548 kilometers at a speed of 135 KPH, to earn the 1000 points. Tom Knauff had pulled off a third place finish in his first World's task, only nine points behind the co-first place winners, and Doug Jacobs was fifth in 15-Meter. Bruce Dyson was 15th, in the top third in Standard. John Byrd was #35, but still had a good score. Ray Gimmey's 14th place was still good for 884 points. Striedieck was #23, but again, scores were bunched and he was in good position.

On Day Two, Open Class had a 3 1/2 hour P.O.S.T. task, and this is where the two-place gliders gained an edge. Michael Bird of England flew back seat for Robin May in an ASH-25. "We're an extra set of eyes for our pilot," Michael said. "We can spot a bird thermalling or a dust devil in a blue hole. With a hand held computer, we can take some of the pressure off by giving him his turnpoint options as time runs out."

Tom Knauff could have used some help. He was making good time and distance, but he painted himself into a corner. When the weather deteriorated



Finishing at 7th place in the Open Class was U.S. Team member Ray Gimmey.

rapidly he ran out of air and had to land out. "When you know the land out is inevitable, it's like standing in front of a firing squad," said a dejected Tom.

Day Three and Ray Gimmey brought Seven Victor home ahead of the pack. The French pair in the Standard Class, Marc Schroeder and reigning cham-

pion Jacques Aboulin, team-flew to a one-two finish, only 1/10 KPH separating them. Doug Jacobs was flying consistently, and even though he hadn't scored a first, he was second place in cumulative score.

July 31 was Day Four, and disaster struck—two gliders in Standard Class working the same thermal had a mid-air collision. The accident occurred while the two gliders were out on course, about 75 miles northeast of Uvalde, in clear skies at 2:50 in the afternoon. Atsushi Kodama from Japan was able to bail out of his Discus and sustained only minor injuries, but Anssi Passila of Finland was fatally injured on impact in his Polish built SZD-55-1.

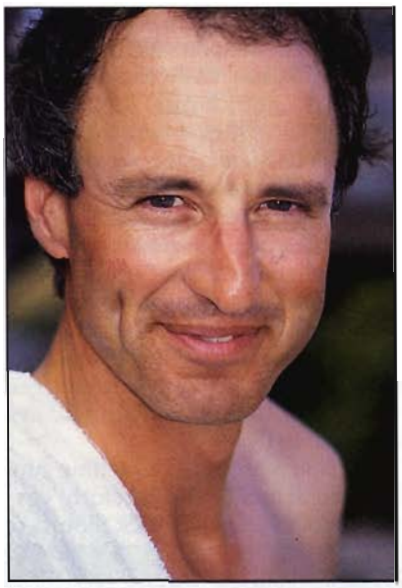
Just 26, Passila was an aeronautical engineering student at the Helsinki University of Technology. He came from a flying family, and his father often towed him aloft for his glider flights. Anssi's sister, Tuula, was with him at the contest.

A candle light memorial service was held for Anssi Passila on the evening of the accident. The next day was a stand down for the pilots, and they all met in the gymnasium briefing room to pay tribute, and to hear Mark Huffstutler and Bernald Smith deliver prayers and a eulogy in Anssi's memory. The *Uvalde Express* carried Anssi's picture on the front page, and a copy of the poem HIGH FLIGHT.

How many, I wondered, knew that HIGH FLIGHT was written by John Gillespie Magee, a young American flying with the Royal Canadian Air Force. Magee was killed in 1941 at the age of 19, just weeks after he had written what has become the best known poem about flying. Magee was returning from a patrol over the English Channel in his Spitfire when he, too, had a mid-air.

Magee and Passila, two fine young men, lost not just to the world of aviation, but to the world.

Contest flying resumed on August 2. The Finnish team elected to continue and the decision was well received. It was marred by the tragedy, but Day Four had been a good one for most of the U.S. team. Bruce Dyson showed 'em how in his Discus B with a first place in Standard. John Byrd, The Quiet One, finished fifth, only 18 points off the winner's score. Gimmey and Knauff were second and fifth in the Open Class. Justin Wills of Great Britain led the 15-Meter Class for the second straight day to become the first double winner. But Mon Dieu! Regardez those cumulative scores! The French are one-two in 15-Meter, one-two in Standard, and three-four in Open.



Justin Wills led 15-Meter Class for second straight day.

Day Five the temperature hit 104 degrees, F. "You get used to it after a while," one of the crewman said. Turns out those were his last words. Noel Coward wrote a song MAD DOGS AND ENGLISHMEN GO OUT IN THE NOONDAY SUN. Noel must not have known any glider types or he would have included them. Pilots were required to carry two liters of water aboard, and Doug Jacobs said he usually carried between six and seven. "I drink most of it," he said. "If you don't drink lots of water, funny things happen to your mind, especially if you are low most of the day. When the cockpit starts getting warm, it's like a temperature altimeter. You know you are low." Jackie Payne had alerted the team to the perils of drinking coffee, iced tea, or soft drinks for their liquids, stating "They are diuretics and will cause you to lose more fluids then you take in."

Ignoring the heat, Doug and Tom Knauff both had strong wins in their class, the first time any team had taken two firsts. But the Swiss shared the spotlight with a win-place and show finish in the Standard Class. This was the day a group of 22 gliders came across the finish line in 120 seconds looking like someone had flushed a covey of quail. Everybody kept their cool, the pilots picked their landing spots carefully during the mass landing, and there were no dings.

Marco Boro of France creates his own shade.

U.S. Team member Doug Jacobs soars across the finish line in his LS-6B.

Saturday was a strong day and Hannes Linke gave the pilots a strong challenge. The Open Class had a 679 K task, the 15-meters 617 K, and the Standard gliders were given a 5 hour P.O.S.T. task. Incredibly, there was only ONE landout out of 112 sailplanes. Think about this: on Day Six, ALL 44 PILOTS in the Standard Class would have earned a five hour duration badge, diamond distance, and silver altitude.

Then came Day Seven, and Mother Nature decided things were going too well for the lads. The sea breeze which invaded the task area in the southeast

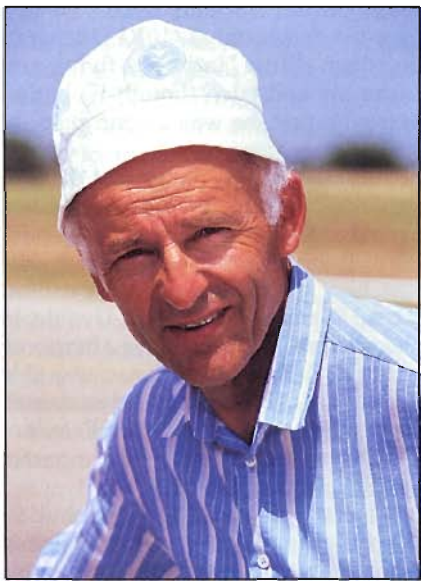
Competition Director Hannes Linke at the finish gate. Photo by Larry Sanderson.

This LS-6B, flown by Jari Julin of Finland, is captured in flight high in the Texas sky.

on a daily basis came in earlier and stronger than anticipated. It became a deep sea breeze front, and the smaller cus developed into thunderstorms. By 1730 it had begun sealing off the paths to Garner Field. Before it was over, 75 gliders had landed out, including all of the Open Class. Only three ships in Standard got home, and Igor Gapanovitch of Russia won for the first time. The 15-Meter pilots were flying a P.O.S.T. task and were better able to elude the weather, and ONLY 10 of them landed out. Laszlo Horvath and Klaus Holighaus picked up big point advantages in the Open Class by squeaking out of the pocket in the southeast and flying an extra 200 and 150 kilometers respectively. Klaus leap-frogged from fifth to first place in cumulative standings.

Day Seven provided a lifetime supply of excitement. A dust storm covered the field just as Patrick Stouffs of Belgium was finishing. "I could not even see where I was to land. I came in downwind in very strong winds, and when my glider slowed down in the tailwind, I soon became not a pilot but a passenger."

Wally Scott with wife Boots. Valuable WSC91 volunteers.



Sailplane designer and soaring pilot Klaus Holighaus of Germany competed in Open Class.

"Two of our boys landed in the same paddock," Ruth Pryde of Auckland,

New Zealand reported. "We found them that night with our torches but it was so muddy the four wheeler wouldn't even pull the empty trailers. One of the pilots said he was indicating 100 knots on final and still undershooting." Winds gusting over 40 knots were recorded at Garner. Ake Petterson of Sweden landed out in his Nimbus 3-D. Unable to contact his crew, he called out on 121.5, the emergency frequency, and got a reply from Lufthansa Flight 459. He gave them his coordinates and the phone number of the retrieve office in Uvalde. Flight 459 radioed the data to Houston Center, and Houston called Uvalde.

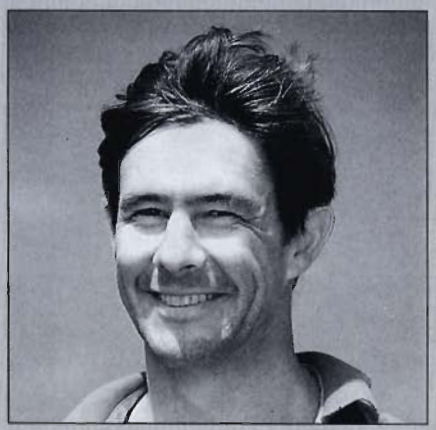
The prize story of the day, though, came from Stig Oye of Finland. With a wall of water from the thunderstorm between him and the airport, Stig looked for a field. "I had no option to search, I had to go straight ahead. I landed on some grass and continued into a pond, almost making it across. My glider stopped about 10 meters short of the bank, and I crawled over the side. I could not touch the bottom, so I held onto the glider and paddled it to shore. I managed to get the nose out of the water, but the tail was submerged." Stig's crew did not locate him until 10 the next morning, then only with the help of a flare he had fired. And now, as Paul Harvey says, for the rest of the story. Stig flew that glider on Day Eight to a fifth place finish. Oye Vey!

After the "flying circus" of Day Seven,

Oye Vey! Stig Oye's Discus B shown in stock pond. Outlanding of Sunday, August 4th, 1991. A memorable landing, with a happy ending. Both pilot and plane in good shape. Photo by Stig Oye.

A TWO GRAND FLIGHT

Ray Lynskey flew Sierra Lima, a Nimbus Three, in the Open Class for New Zealand. Only 36, Uvalde is Ray's 4th consecutive Worlds. In the three previous, he finished well up in the pack, 7th in Australia in '87, 5th in Italy in '85 and also in Austria in '89.



Ray Lynskey, record-setting pilot.

On December 14, 1990, Ray became the first glider pilot ever to fly 2000 KM. His start point was Woodbourne Air Force Base, a field at the north end of New Zealand's south island.

Lynskey's flight took him through severe clear air turbulence on his way to the southern tip of the island and then he had to overfly his turnpoint because of cloud cover. He barely managed to get a picture through a hole in the overcast. Heading north he picked up a tailwind and flew to his northern turnpoint. It was 1720 by then, only four hours of daylight remaining. Getting back to Woodbourne was a sweat job all the way. Ray re-crossed Cook Strait and at 2100 he touched down again at the start point with just 20 minutes of daylight remaining. He had flown 2026 kilometers in 15 hours, flying at levels ranging from 2000' to FL285, almost all of it in wave.

Let's give Lynskey's flight a frame of reference. You ease into a seat that is wedged into a 22" wide cocoon, strap on a seat belt and shoulder harness, and take a non-stop, 1258 mile trip, roughly from Duluth, Minnesota to Uvalde, Texas. The only consolation is you are going to average about 84 m.p.h. so your journey will take ONLY fifteen hours.

Wally Scott, the official contest "sniffer pilot" and Dean of Cross Country Soaring gave his opinion of the Lynskey flight. "A remarkable feat. A display of will, endurance, flying skill and determination. And accomplished on a less than ideal day!"

the pilot's were given their second rest day, but on August 6, it was business as usual. Hannes Linke may have been a little gun shy and he called a three hour P.O.S.T. task in all classes. It was a good call, and there were only three landouts. Igor Gapanovitch called in for a rolling finish, came in hot on final and really had to plant his Discus on the runway. He bounced, the wheel went back in the well, and when he touched again he was on the fiberglass fuselage. Luckily he was close enough to be able to toboggan through the finish line. Hey! In his country there would have been some snow on that runway. With a maximum of four contest days remaining, our team had a pilot in contention in each class. Ray Gimmey was sixth, Mozer was in seventh place, and Doug Jacobs was third place in the cumulative scoring.

The weather stayed hot, and the crews, huddled in the stingy shade of a glider wing, could definitely empathize with a remark credited to General Sherman. "If I owned Hell and Texas," the General said, "I would rent out Texas, and live in Hell." But they hung in there, helping their pilots into orange vests

CONTEST PHOTOS

Each contestant's final score relies on two small canisters of black and white film. Only the film from his two cameras can verify where and when the pilot flew. And like everything else associated with a competition at this level, the camera routine is precise.

After the briefing, the pilots synchronize the clocks in their two cameras with the official clock in the briefing room. Most teams are using minute resolution cameras, providing an LED readout on the film that does not include seconds. Next, the pilot has his camera officially sealed. For proof that the camera clocks are coordinated, the pilot returns to the official clock and shoots the first frame of each camera while the digital clock is reading between 55 seconds and 00. Frame two on each roll is another shot of the official clock, to show that the camera is advancing at the same rate.

Later, out on the grid, a girl comes by the pilot's sailplane with the start board, and the pilot takes one more picture with each camera. Along with the day's date and the glider's contest numbers, the start board also has a synchronized clock, one more verification for the judges.

The next thing the pilot is required to photograph is one of five departure points when he is ready to start on course. Once the pilot is on his way, he must take pictures of his assigned turnpoints in sequence.

The pilot/photographer has one more step to perform after he lands. He removes the cameras from his sailplane, repeats the clock synchronization procedure back in the briefing room, and turns in his sealed cameras to the folks in photo evaluation. Now then, if he has managed to outwit and out fly every other pilot in his class, and if he hasn't screwed up on ANYTHING with his cameras, he will be awarded 1000 points for the day. It's as simple as that!

At the contest in Uvalde, the photo evaluation team headed by John Lincoln worked through the night. John Lincoln had about a dozen volunteers, and they set themselves apart from the crowd by wearing T shirts that had a lupe with a yellow lightning bolt through it, and the words PHOTO EVAL TEAM. Their job was to develop the two rolls of film submitted by each pilot and verify the turnpoints he claimed. On Day Eight, a P.O.S.T. Task for all three classes, this meant evaluating 5376 frames of film of every one of the 46 turnpoints. Judy Lincoln often helped John, and their 7 year old son, Joseph, had to tag along. Small wonder that at the closing ceremonies Judy paid tribute to Joseph "for knowing a lot more about photo evaluation than your average seven year old."

packed with ice, and holding the umbrellas over them while they waited for hookup. It was Day Nine. Lherm and Lopitaux of France flew their Nimbus 4s virtually in formation in a 5 1/2 hour P.O.S.T. task for a distance of 699.1 kilometers. They were two and three behind Klaus Holighaus in the standings. In the 15 Meter, Prat and Gerbaud were one-two, but Jacobs was hot on their heels in third. Only 13 points separated the three spots. Our man in the Standard Class, Eric Mozer was 11th for the day and dropped to eighth in cumulative score.

The incredible soaring weather continued, and the long tasks were beginning to take their toll. New challengers were coming out of the pack. On the tenth day of flying, Igor Gapanovitch won first in Standard for the third time, and Ghiorzo of Italy did the same in the 15-Meter Class. Three first place finishes in this group of world class pilots was outstanding.

Holighaus still led the Open Class, but Centka's win moved him into second. Jacobs moved to fourth in the 15-Meter, and Mozer's fifth place finish for the day moved him into sixth place overall. Two more days.

Day Eleven. *The Uvalde Express* continued a popular educational feature, helpful phrases to know from the languages of the competing countries. Today's lesson, how to say "I love you." In French, "Je t'aime." In Italian, "Ti amo." In Australian, "Are you awake, Dear?"

Anything that would lighten things up was welcome. The pilots had been flying at a record setting pace, and although conditions weren't as booming as in the first few days, the weather was still dictating long tasks. Hannes had assigned the Open Class a four turnpoint, 580 K task. Standard Class was almost as long at 571 K, with both groups having to cover considerable ground in the northern sector, in the hostile Texas hill country. The 15-Meter pilots were given a 5 hour P.O.S.T. task.

Going into the day, the cumulative sheet had Gimmey sixth in Open, with only 173 points from the first to seventh place. In Standard, Mozer was sixth and faced an uphill struggle for a medal. Baer Selen of the Netherlands had the most commanding lead in any class, but there was still only a 186 point spread separating the first seven contenders. In 15-Meter, Jacobs was fourth, but only 71 points out of first. It had reached a point where their teammates were trying to help these three top prospects fly a better task and improve their chances for a win.

It was a tough day for the pilots. Mozer and Byrd came in together, eleventh and twelfth, but Eric earned enough points to stay in sixth place. "There were times today that I had to head out into blue holes over country that was just plain unlandable," Eric said after his flight. "But it's now or never, I've gotta go for broke." The hill country north of Uvalde is scenic, but not to a glider pilot at 1500' in sink. Rolling hills, and mesquite trees separated only by small patches of rocky ground. Even the turkey vultures stay close to a road up there. How tough was it on Day Eleven? Markku Kuittinen, 1987 World Champion, landed out.

Doug Jacobs, with some help from Karl Striedieck, finished fourth, and moved up to second place. Ray Gimmey finished eighth, and dropped back to seventh overall.

The homestretch! Although it was the twelfth and final contest day, the pilots were filing into the briefing room for the fourteenth consecutive morning. There had been two down days, but on both there had been meetings. The first time a memorial for Anssi Passila, the second was a late cancellation of flying after the big landout on Day Seven.

Bernald Smith congratulated the pilots on their performance and urged them to fly "safely, safely, safely." Each of the classes was given an assigned course speed task, not as long as usual, but still challenging— Open 422K, 15-Meter 429K, and Standard 422K. The weather forecast predicted no problems from the sea breeze in the southeast, but possible local thunderstorms. In the rugged hill country thunder-

storms were also expected. Hannes took some of the pressure off by having the tasks almost entirely to the south of Uvalde.

At the team pilots meeting, Byrd and Dyson offered to leave ahead of Mozer and give him Pireps on the course line. Striedieck dead panned an offer to get out ahead of Doug's competition and thermal in sink.

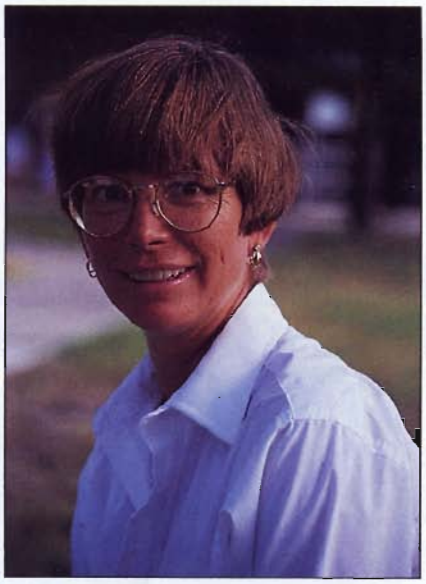
The launch went flawlessly, all gliders airborne in under an hour. The early birds headed out on course before 1400 hours, and gliders were coming back in before 1700. Spectators filled the area by the red and white tent, and hundreds more watched from the road on the north side of the airport. Terry Delore of New Zealand gave the crowd a spectacular high speed pass in his Nimbus, and at 17:52 Torbjorn Hagnander of Sweden in Charlie Juliet, an LS-6B, crossed the finish line. Charlie Juliet officially ended the contest flying.

Fast forward to the operations office, 0230 Sunday morning. Bernald Smith says "Okay, guys, I'm going for it. I'm having the medallions engraved." And Larry Sanderson hollered "Go for it, Bernald, the fat lady is singing." The results were official. May I have the envelopes, please.

Baer Selen of the Netherlands won the Standard Class. It was his second win in a WSC—the first in 1978 in a borrowed ASW-19. He was 23 then, the youngest pilot in the meet. Janus

Story cont. on Pg. 24

Ingo Renner of Australia finished 6th place in the Open Class.



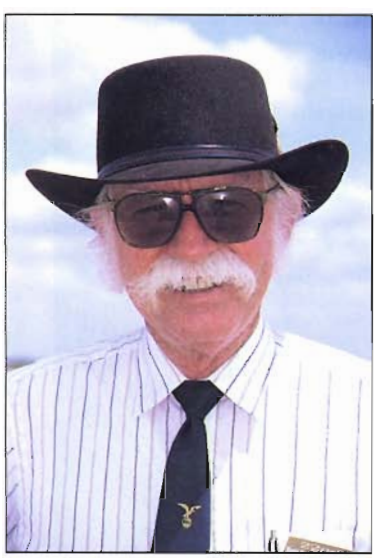
Judy Lincoln, SSA President and WSC91 volunteer.

Dan Gudgel, WSC91 weatherman, takes a break to photograph some of the action.

The WSC91 Photo Album

The U.S. Team, led by Team Manager Jim Payne, proudly marches in the Uvalde Parade.

A traditional rodeo provided foreign pilots with an inside look at South Texas culture.



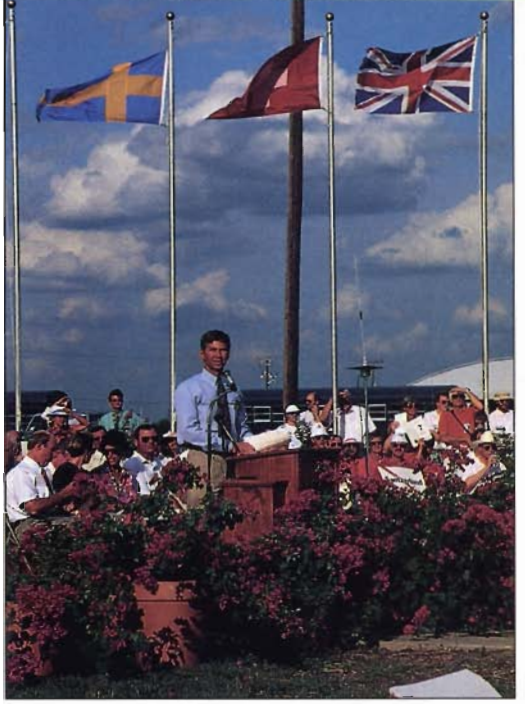
Bernald Smith devoted countless hours as Director of the Championships.

Robin May glides overhead in his ASH-25 Open Class ship.

Mark Huffstutler with Hannes Linke.

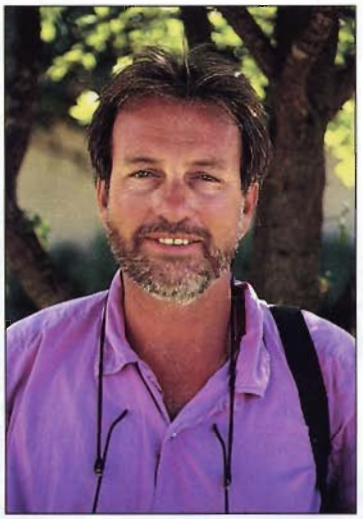
Food, fun and excitement was everywhere.

The Japanese Team were among the many foreign contestants that participated in the Uvalde Parade.



Mark Huffstutler, Contest Manager of WSC91, is shown giving a speech during the opening ceremonies.

SSA President Judy Lincoln makes a speech at the Closing Ceremonies.



Eric Mozer of the U.S. Team finished 3rd place in the Standard Class.

Charlie Spratt and his hard working crew at the Finish Gate.

Baer Selen (center) Janusz Treziak (left) and Eric Mozer (right) on winner's stand for Standard Class medal presentation.

Martyn Wells of Great Britan silently glides overhead in his LS-6B.

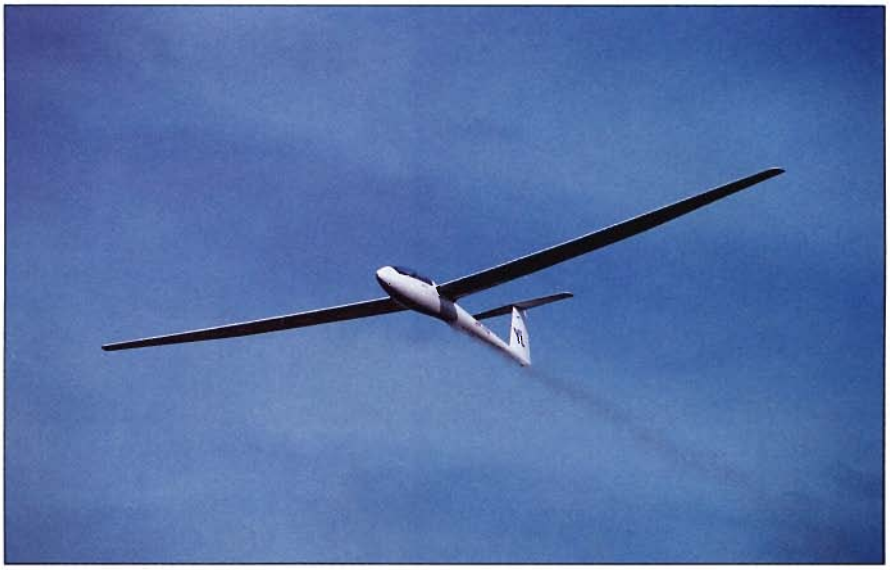
Always helpful...always cheerful. Merrily Hunter (left) and Lenise Glasscock (right) were part of the WSC91 "Glider Girls" Team.

Thank You Uvalde....
We <u>All</u> Had A
Wonderful Time!

Treziak of Poland was second in a Polish built SZD-55-1. And Eric Mozer, with his second place finish for the day and 995 points, took third. It was Eric's second medal, the first in Rieti in 1985. The Russian, Igor Gapanovitch, won the day three times during the contest. If it had not been for a 440 point loss on Day Three because of a camera problem, he would have been the second place finisher. His continued effort with little hope of winning exemplified the spirit of the contest.

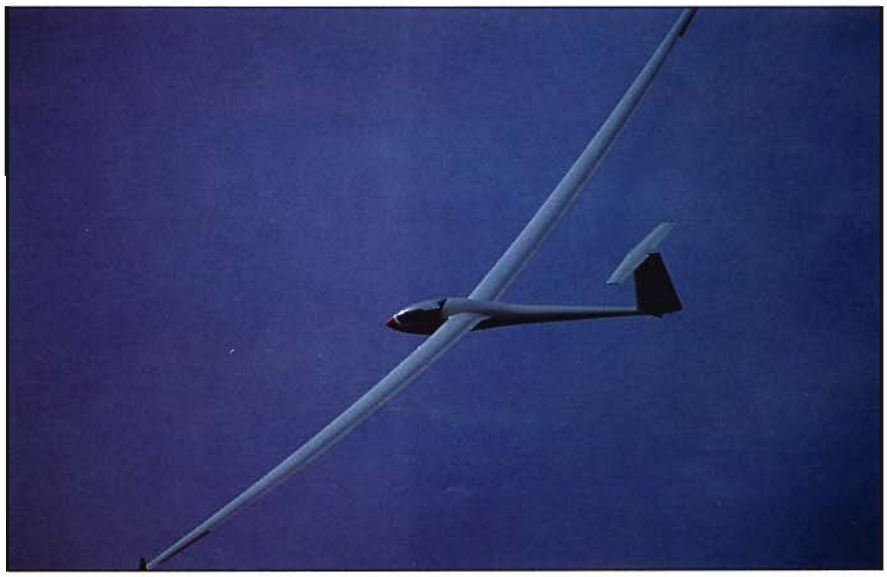
Three different countries also split the honors in the 15-Meter Class. Brad Edwards of Australia goes back down under with the gold. Gilbert Gerbaud of France was 40 points behind in second. Doug Jacobs won third place, and he has been in the winner's circle in three of his four Worlds, undeniably a champion. Justin Wills showed his character by winning on the final day, his third daily victory. On Day Nine Wills was in fourth place, and on Day Ten landed out less than 20 kilometers from the finish. And let's not forget Alfonso Jurado, a familiar figure on the contest circuit. Flying as an Individual Entry, Jurado finished 23rd in the 15-Meter Class.

The Open Class was the closest race. Janusz Centka, a 767 Captain from Warsaw, won by just 10 points, the first Pole in 19 years to win the gold. Holger Back went for broke on the last day and earned 1000 points, but couldn't overtake Centka. Gerhard Lherm of France,

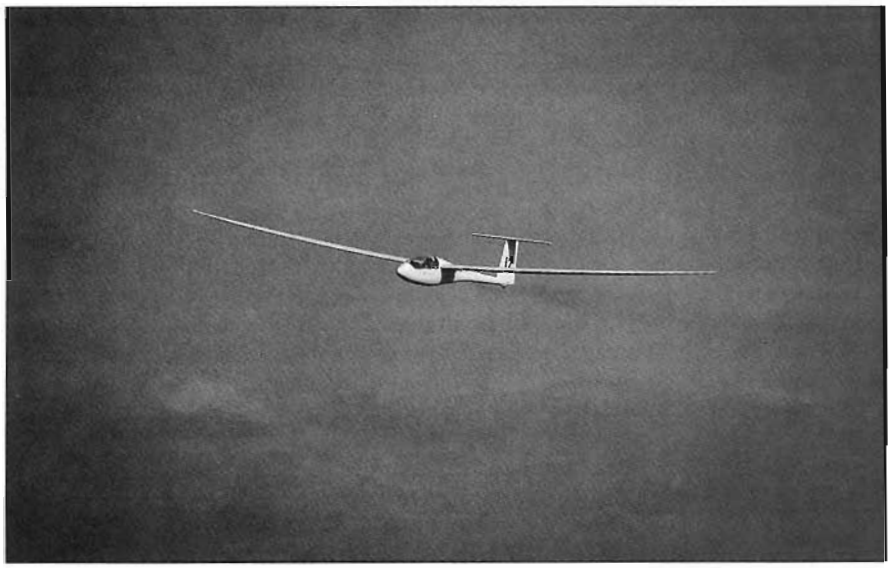


Brad Edwards, 15-Meter Champion from Australia in his LS-6B.

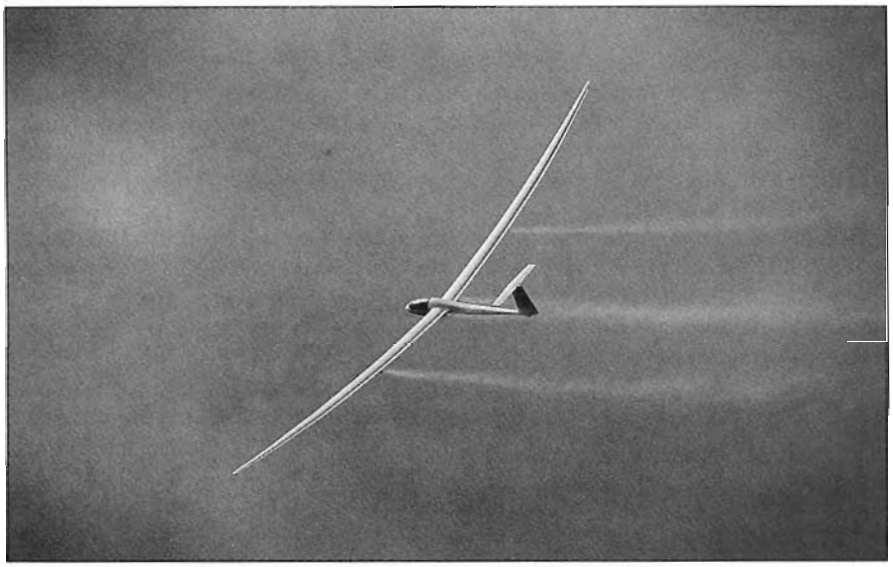
Bruce Dyson, U.S.A. Standard Class pilot finishes in his Discus B.



Ray Lynskey an Open Class pilot from New Zealand in a high speed Nimbus 3 finish.



Eric Mozer, 3rd place finisher in 15-Meter Class in his Discus A.



Our own Laszlo Horvath flew his Nimbus 3 for Hungary.

Terry Delore of New Zealand brings his Nimbus 3D home for the day.

flying a Nimbus 4, was third. Ray Gimmey was seventh—unfortunately, for him, just 50 more points would have put him in third. But it just wasn't meant to be this time around. Tom Knauff, holder of one of the world's out-and return distance records, didn't come away empty handed in his first Worlds. For his 766.9 K flight he won the Robert Kronfeld award and a Lilienthal Plaque.

Even by Texas standards, this contest was BIG. In 12 days of flying, the pilots flew 422,699 miles, equivalent to 17 orbits around the earth. There were over 1300 launches, choreographed by Gene Hammond and his staff... without an incident. The two printers used for the *Uvalde Express* and task and weather forms racked up 300,000 copies, copies that sometimes got too hot to touch. Even before the contest started, Jim Payne called the shot. "With this weather they will get 12 days of long tasks. They will find the true champions." Just about the only glitch in an almost flawless contest came during the awards ceremony. The nine winners standing on the platforms under their country flags began to admire the winning medallions that had been draped around their necks... and discovered they almost all had the wrong ones. To the delight of the crowd, they came down from their pedestals and reenacted the awards ceremonies among themselves until the right medals were around the right necks.

Recollections? The tireless volunteers, whose known numbers are approaching 300, who performed in such a professional manner. Karl Striedieck's short but classy thank you speech at a team meeting. "We have never been better served as a team than by Jim and Jackie." Everyone's amazement upon learning there is no gliding club in Uvalde. With this kind of soaring? Surely they're kidding! The efforts of S.C.U.M., the Sailplane Crew Union Members, epitomized by Bob Fitch. "For most of this contest, we have seen to it that Doug's presence has been required only at briefings and in the cockpit." The farmers in the vicinity of the airport who shredded their fields so they could be used for landouts—and on Day Seven, they were used. Carrie Baum, a teenage volunteer. When two friends of Klaus Holighaus arrived at a Holiday Inn that had no vacancies, Carrie took them home and put them up in her parent's house.

The three most lasting memories? Uvalde Hospitality, Texas thermals, and Uvalde hospitality. ■

THOSE MAGNIFICENT VOLUNTEERS

Two days before the completion of the 22nd World Soaring Championships, Bernald Smith began the process of developing the list of names of individuals who had volunteered their time and efforts to help make the contest a success. Within a matter of hours the initial list had grown to over 211 names. And the list is still growing.

Big jobs. Little jobs. Day jobs. Night jobs. "Glamorous" jobs. Jobs in the trenches. Putting on a contest involving 114 pilots from 23 countries requires support from people willing to work at all levels.

The Soaring Society has a long tradition of volunteer activities. In addition, the Society has long committed itself to the principle that contest activities are not to be a drain on the financial resources of the organization. Consequently, from the very beginning, the 22nd World Soaring Championships was an event that depended totally on volunteer leaders and workers.

While the success of the event depended on the efforts of the many, there is no doubt that a few individuals and organizations played critical roles. The story begins in 1984 when then SSA President Carl Herold led efforts to develop the SSA bid to the International Gliding Committee for right to host the event.

IGC acceptance of the SSA bid was merely the beginning of almost seven years of work that culminated on Sunday morning, August 11th, in Uvalde.

The guiding group for the contest has been the WSC '91 Committee composed of Bernald Smith, Mark Huffstutler, Hannes Linke, Gene Hammond, Sterling Starr and Hal Lattimore. These individuals have spent countless hours of effort over the past year in preparation for the event.

In addition to their planning efforts on the committee, five of the WSC '91 Committee took on daily line responsibilities at the contest. Smith became Director of the Championships, Huffstutler served as the Contest Manager, Linke worked as the Competition Director, Hammond toiled as Operations Manager and Lattimore served as Deputy Director of the Championships.

How do you thank an entire community? Uvalde, Texas rolled out the red carpet for the WSC '91 participants. The effort began with creation of TEAM UVALDE, a community group composed of dozens of volunteers who took on responsibilities ranging from providing housing for participants, to organizing social activities including a parade, to coordination of all ceremonial functions.

The key TEAM UVALDE group leaders included Chairman Bill Dillard, Margaret Rambie (Media Liaison), Jim Link (Sponsorships Coordination and Tent Activities), Terri Link (Housing), Kim Laning (Community Support), Lana Tolleson (Publicity), Diana Ridgeway (Ceremonies), Elizabeth Davis and Annell Dorris (Entertainment), Bob Price (Security), Walt Reid (Facilities), Carolyn Durr (OSTIV), Doris Morriss (Administration), Jane Huffstutler (Identification), Gerald Underwood (Southwest Texas Junior College), Tom Huffstutler (On-Site Housing), Dedra Mitchell, Jane Dimmitt and Carolyn Graves (Parade and festival), Jackie Kirk (Volunteers) and Marie Gilleland (Transportation). Obviously, each of these group leaders was supported by a wide variety of volunteers too numerous to name in these pages.

The contest organization was well served through the leadership efforts of Oran Nicks (OSTIV), Mike Strang (Scoring), Bob Semans (Timekeeper), John Lincoln (Photo Evaluation), Bo Farr and Sherman Griffith (Tow planes), Charlie Spratt (Gate), Steve Drane (Compliance), Hal Lattimore and Wally Scott (Task Advisors), Diane Strang (Office), Marion Barritt (*Uvalde Express*) and Boots Scott (Retrieve).

Special acknowledgment must be given to the outstanding support offered to the contest by the National Weather Service and WSI, Inc. These two organizations combined to provide an on-site forecasting office equipped with state of the art technology including satellite feeds of current data. Longtime soaring enthusiasts and NWS employees Dan Gudgel and Walt Rogers worked closely with San Antonio NWS troops to provide accurate, timely weather briefings for all involved. The organizers express their appreciation to Maria Pirone of WSI, Inc. and Mike Tomlinson of the NWS for their work in coordinating the support services.

Regrettably, it is impossible to identify each and every volunteer in these pages. The list is growing as the folks are identified and a special thanks will be sent to each one. However, it is important to acknowledge the special efforts of some.

And we can end with tribute to...THE DYNAMIC DUOS...several husband and wife teams dedicated countless hours and tested the bonds of their relationships in their efforts to put on the best possible contest. Specifically:

—Mark and Kerry Huffstutler. This husband and wife team is just that, a team. Mark and Kerry began their efforts last December when the Uvalde location was announced. Anyone who has flown at Uvalde knows that Mark and Kerry have worked hard to make the events at Uvalde memorable and enjoyable for both pilots and crews.

—Marilyn and Bernald Smith. While Bernald worked as Director of the Championships, Marilyn reported for work in the office every day and every night of the contest. Many marvelled that she seemed to be one of the few who could keep up with Bernald's almost frantic pace.

— Mike and Diane Strang. Diane worked daily as Office Manager as Mike served as Scorer. They found time for lunch together each day even though their work hours rarely coincided.

—John and Judy Lincoln. SSA President Judy Lincoln worked in the Tasking Office in the mornings, communicated daily airspace briefings to fourteen separate military and civilian authorities and worked each evening with the Photo Evaluation group. Husband John headed the "Photo Eval" team that quickly became known as the group that created the sportiest t-shirts of the contest.

Again, there were more but the Editor is calling for this copy.

WE THANK YOU ALL!

THE 22nd WORLD CHAMPIONSHIPS FINAL OFFICIAL STANDINGS SCORESHEETS

Uvalde, Texas
July 28-August 10, 1991

A more detailed daily composite scoresheet will follow in Soaring magazine.

22nd World Soaring Championships - Uvalde, Texas
July 28-August 10, 1991
Open Class
Official Final Cumulative Results

	CN	Name	Nat	Sailplane	Total Points
1	AC	Centka, Janusz	PL	ASW-22B	11111
2	71	Back, Holger	D	Nimbus 3	11101
3	GG	Lherm, Gerard	F	Nimbus 4	10987
4	XX	Holighaus, Klaus	D	Nimbus 4	10965
5	LB	Lopitaux, Jean-Claude	F	Nimbus 4	10959
6	GJ	Renner, Ingo	AUS	Nimbus 3	10938
7	7V	Gimmey, Ray	USA	Nimbus 3	10937
8	FC	Kurstjens, Gerard	NL	Nimbus 3	10829
9	JB	Buchanall, E. John	AUS	Nimbus 3	10710
10	LOT	Wujczak, Stanislaw	PL	ASH-25	10637
11	SL	Lynsky, Raymond William	NZ	Nimbus 3	10543
12	48	Horvath, Laszlo	H	Nimbus 3	10439
13	IB	Pettersson, Ake	S	Nimbus 3D	10369
14	XL	Laur, Eberhard	D	Nimbus 4T	10318
15	SS	Forssten, Jarmo	SF	Nimbus 3	10250
16	13	May, Robin	GB	ASH-25	10206
17	GB	Bourgard, Paul	B	Nimbus 3	10120
18	JOY	Knauff, Thomas	USA	Nimbus 3	10014
19	HA	Haggenmuller, Reinhard	A	Nimbus 3D	9728
20	IK	Blatter, Federico	CH	Nimbus 3T	9535
21	EN	Aboulin, Laurent	F	Nimbus 3D	9465
22	73	Binder, Hans	CH	Nimbus 3T	9431
23	7L	Delore, Terry	NZ	Nimbus 3D	9249
24	G3	Sada Salinas, Roberto	MX	Nimbus 3D	7055

22nd World Soaring Championships - Uvalde, Texas
July 28-August 10, 1991
15 Meter Class
Official Final Cumulative Results

	CN	Name	Nat	Sailplane	Total Points
1	YL	Edwards, Brad	AUS	LS-6B	11041
2	EI	Gerbaud, Gilbert	F	LS-6C	11001
3	DJ	Jacobs, Doug	USA	LS-6B	10950
4	EJ	Prat, Robert	F	LS-6C	10939
5	OF	Ghiorzo, Stefano	I	Ventus C	10919
6	YY	Gantenbrink, Bruno	D	Ventus C	10809
7	PD	Kuusisto, Simo	SF	Ventus C	10632
8	1	Wills, Justin	GB	LS-6	10602
9	RI	Andersen, Jan	DK	Ventus	10540
10	ISM	Goudriaan, Laurens Jan	IE	ASW-20B	10464
11	CJ	Hagnander, Torbjorn	S	LS-6B	10358
12	JJ	Julin, Jari	SF	LS-6B	10354
13	9A	Obermayer, Hans	D	LS-6C	10313
14	BB	Bulukin, Birger	N	LS-6	10298
15	IYY	Hajek, Hermann	D	Ventus C	10283
16	31	Garton, Christopher	GB	LS-6C	10269
17	KO	Galetto, Giorgio	I	LS-6	10241
18	29	Striedieck, Karl	USA	ASW-20B	10237
19	321	Wells, Martyn	GB	LS-6C	10211
20	EU	Rubaj, Tomasz	PL	Ventus	10112
21	P4	Pozniak, Mariusz	PL	SZD-56	10107
22	66	Ax, Goran	S	LS-6B	10036
23	E8	Jurado, Alfonso	IE	Ventus C	9962
24	UZ	Stephens, Lindsey	NZ	LS-6B	9892
25	78	Stouffs, Patrick	B	LS-6A	9878
26	KM	Masak, Peter	CDN	Ventus A	9861
27	HDM	Jansen, David Graham	AUS	LS-6B	9827
28	VT	Cerny, Pavol	CS	Ventus B	9820
29	CC	Vermeer, Sikko	NL	Ventus B	9688
30	BH	Kristiansen, Svein Erik	N	LS-6A	9566
31	3B	Halasi, Gabor	H	ASW-20B	9477
32	JD	Anderson, Graham	IE	Ventus A	9459
33	FM	Sahlberg, Juhani	SF	Ventus A	9382
34	RB	Driessen, Patrick	NZ	ASW-20C	9263
35	4	Ichikawa, Hirokazu	J	LS-6A	9031
36	XI	Bennett, Kevin	CDN	Ventus B	8980
37	MS	Brockhoff, Bruce	AUS	LS-6B	8867
38	8L	Kassai, Bela	H	ASW-20XV	8819
39	51	Wienberg, Ib	DK	Ventus C	8742
40	AHA	Endrerud, Jan Olav	N	Ventus B	8679
41	YB	Pare, Daniel M.	NL	Ventus A	8561
42	KC	Polzl, Heribert	CDN	LS-6B	6903
43	HI	Inamori, Hideaki	J	LS-6B	6703
44	W8	Kun, Michel	MX	Ventus	6330

22nd World Soaring Championships - Uvalde, Texas
July 28-August 10, 1991
Standard Class
Official Final Cumulative Results

	CN	Name	Nat	Sailplane	Total Points
1	3R	Selen, Baer	NL	Discus	11216
2	T	Trzeciak, Janusz	PL	SZD-55-1	11040
3	12	Mozer, Eric	USA	Discus A	11034
4	SJ	Aboulin, Jacques	F	ASW-24	11018
5	CH	Badum, Thomas	CH	ASW-24	10995
6	SM	Schroeder, Marc	F	ASW-24	10904
7	EP	Fischer, Peter	D	Discus B	10881
8	OL	Oye, Stig	DK	Discus B	10861
9	80	Davis, Andrew	GB	Discus	10847
10	SP	Triebel, Claus	D	LS-7	10755
11	II	Kepka, Franciszek	PL	SZD-55	10743
12	5E	Ottosson, Curt-Olle	S	ASW-24	10733
13	XJA	Pybus, Andy	AUS	Discus A	10660
14	ZL	Hammerle, Heinz	A	LS-7	10633
14	2XX	Hansson, Urban	S	Discus A	10633
16	WGH	Gapanovitch, Igor	SU	Discus	10621
17	949	Watt, David	GB	ASW-24	10587
18	IQ	Sorri, Juha	SF	Discus A	10576
19	BE	Obrist, Basil	CH	LS-7	10542
20	FV	Bloch, Norm	AUS	Discus	10508
21	GS	Dedera, Milos	CS	Discus B	10337
22	MK	Kuittinen, Markku	SF	Discus A	10264
23	KG	Brigliadori,Riccardo	I	Discus	10259
24	3A	Avanzini, Luciano	I	Discus	10221
25	T5	Leutenegger, Simon	CH	DG-300	10164
26	EM	Hansen, Kristian	DK	Discus B	10159
27	30	Byrd, John	USA	Discus A	10064
28	FW	Falkensammer, Wolfgang	A	LS-7	10011
29	39	Goudriaan, Oscar	IE	LS-4A	9992
30	CP	Van Dyk, Tony	NZ	Discus B	9858
31	IR	Reimers, Jan	N	LS-7	9828
32	TS	Silvanovich, Alexander	SU	ASW-24	9799
33	Y5	Dyson, Bruce	USA	Discus B	9736
34	CD	Davison, Christopher	MC	LS-7	9396
35	38	Bradley, Richard	IE	Discus B	9370
36	DG	Webb, David	CDN	DG-300	9353
37	JS	Stieber, Joerg	CDN	LS-4	9142
38	IM	Horie, Nobuyuki	J	Discus B	9035
39	8M	Barwick, Johannes	D	DG-300	8898
40	IN	Aske, Ole John	N	LS-7	8828
41	AI	Hollestelle, Ed	CDN	Discus B	8773
42	KS	Shirtliff, Errol	NZ	ASW-24	8536
43	XN	Stevens, Maxwell	NZ	Discus B	8279
44	VI	Katinszky, Sandor	H	Jantar	7077
45	AW	Passila, Anssi	SF	SZD-55-1	2562
46	AK	Kodama, Atsushi	J	Discus	1976

1991 WORLD

Uvalde, Texas (U.S.A.)

July 28, 1991 — August 10, 1991

OFFICIAL CUMULATIVE SCORES

15 Meter Class

	Contest Number	Pilot	Country	Sailplane	Day 1 - 28 July Assigned Course Spd Task 468.2 km Speed (kph)	Daily Score	Day 2 - 29 July Pilot Selected Course Speed Task 3.5 hrs Speed (kph)	Distance (km)	Daily Score	Cum. Score	Day 3 - 30 July Assigned Course Speed Task 432.8 km Speed (kph)	Daily Score	Cum. Score
1	YL	Edwards, Brad	Australia	LS-6B	p116.1	800 (32)	136.5	437.6	892 (13)	1692 (18)	137.9	942 (20)	2634 (1
2	EI	Gerbaud, Gilbert	France	LS-6C	124.2	932 (10)	151.8	493.3	999 (2)	1931 (3)	141.9	998 (3)	2929 (
3	DJ	Jacobs, Doug	USA	LS-6B	126.0	960 (5)	146.1	510.1	996 (3)	1956 (1)	135.0	901 (26)	2857 (
4	EJ	Prat, Robert	France	LS-6C	124.2	932 (10)	147.7	520.7	1000 (1)	1932 (2)	141.9	998 (2)	2930 (
5	OF	Ghiorzo, Stefano	Italy	Ventus C	128.7	1000 (1)	137.1	482.4	930 (6)	1930 (4)	136.5	923 (22)	2853 (
6	YY	Gantenbrink, Bruno	Germany	Ventus C	126.2	962 (4)	129.4	497.8	782 (31)	1744 (14)	139.3	961 (9)	2705 (
7	PD	Kuusisto, Simo	Finland	Ventus C	120.6	877 (18)	138.7	451.4	913 (9)	1790 (8)	139.6	966 (7)	2756 (
8	1	Wills, Justin	United Kingdom	LS-6	120.2	871 (19)	128.7	411.8	840 (17)	1711 (17)	142.0	1000 (1)	2711 (
9	R1	Andersen, Jan	Denmark	Ventus	124.3	934 (8)	135.7	529.0	805 (29)	1739 (15)	125.6	768 (40)	2507 (2
10	ISM	Goudriaan, Laurens Jan	Individual Entry	ASW-20B	110.8	729 (39)	138.9	469.0	931 (5)	1660 (23)	138.3	948 (16)	2608 (1
11	CJ	Hagnander, Torbjorn	Sweden	LS-6B	118.3	843 (27)	105.8	408.3	636 (33)	1479 (32)	139.4	963 (8)	2442 (2
12	JJ	Julin, Jari	Finland	LS-6B	119.6	862 (22)	138.3	451.4	912 (10)	1774 (9)	138.9	955 (12)	2729 (
13	9A	Obermayer, Hans	Germany	LS-6C	123.6	923 (12)	landout	478.2	474 (35)	1397 (35)	136.9	928 (21)	2325 (3
14	BB	Bulukin, Birger	Norway	LS-6	106.7	666 (41)	131.1	426.6	863 (16)	1529 (29)	p139.0	950 (14)	2479 (2
15	IYY	Hajek, Hermann	Germany	Ventus C	125.1	946 (7)	landout	478.2	474 (35)	1420 (34)	139.1	959 (10)	2379 (3
16	31	Garton, Christopher	United Kingdom	LS-6C	118.5	845 (25)	123.2	415.3	825 (23)	1670 (21)	138.4	948 (16)	2618 (1
17	KO	Galetto, Giorgio	Italy	LS-6	123.0	914 (13)	133.2	448.5	892 (13)	1806 (6)	133.8	884 (31)	2690 (1
18	29	Striedieck, Karl	USA	ASW-20B	118.7	849 (23)	129.6	481.5	820 (25)	1669 (22)	139.1	959 (10)	2628 (1
19	321	Wells, Martyn	United Kingdom	LS-6C	118.3	843 (27)	137.5	470.9	928 (7)	1771 (10)	135.6	910 (23)	2681 (1
20	EU	Rubaj, Tomasz	Poland	Ventus	112.2	750 (35)	141.1	471.4	941 (4)	1691 (19)	129.5	824 (38)	2515 (2
21	P4	Pozniak, Mariusz	Poland	SZD-56	113.1	763 (33)	131.7	440.2	879 (15)	1642 (24)	138.0	944 (19)	2586 (2
22	66	Ax, Goran	Sweden	LS-6B	126.5	967 (3)	134.5	463.3	911 (12)	1878 (5)	139.8	969 (6)	2847 (
23	E8	Jurado, Alfonso	Individual Entry	Ventus C	p127.4	970 (2)	122.1	421.1	828 (21)	1798 (7)	134.2	890 (29)	2688 (1
24	UZ	Stephens, Lindsey	New Zealand	LS-6B	111.2	734 (37)	123.3	438.2	826 (22)	1560 (26)	135.4	907 (24)	2467 (2
25	78	Stouffs, Patrick	Belgium	LS-6A	119.6	863 (21)	p103.7	418.7	581 (34)	1444 (33)	138.4	949 (15)	2393 (3
26	KM	Masak, Peter	Canada	Ventus A	115.8	805 (30)	127.8	463.6	834 (19)	1639 (25)	132.2	862 (33)	2501 (2
27	HDM	Jansen, David Graham	Australia	LS-6B	124.3	933 (9)	123.7	408.0	820 (25)	1753 (13)	123.7	742 (42)	2495 (2
28	VT	Cerny, Pavol	Czechoslovakia	Ventus B	125.3	949 (6)	landout	416.0	412 (39)	1361 (36)	140.4	978 (5)	2339 (3
29	CC	Vermeer, Sikko	Netherlands	Ventus B	121.2	886 (17)	landout	431.2	427 (38)	1313 (37)	138.1	945 (18)	2258 (3
30	BH	Kristiansen, Svein Erik	Norway	LS-6A	111.1	733 (38)	121.3	407.0	811 (27)	1544 (28)	141.7	996 (4)	2540 (2
31	3B	Halasi, Gabor	Hungary	ASW-20B	118.6	847 (24)	136.6	460.0	915 (8)	1762 (11)	131.0	845 (37)	2607 (1
32	JD	Anderson, Graham	Individual Entry	Ventus A	124.3	907 (14)	landout	404.9	401 (40)	1308 (39)	135.1	903 (25)	2211 (3
33	FM	Sahlberg, Juhani	Finland	Ventus A	119.9	866 (20)	125.4	391.4	809 (28)	1675 (20)	138.8	955 (12)	2630 (1
34	RB	Driessen, Patrick	New Zealand	ASW-20C	122.3	904 (15)	p124.6	434.0	824 (24)	1728 (16)	126.7	784 (39)	2512 (2
35	4	Ichikawa, Hirokazu	Japan	LS-6A	111.9	745 (36)	114.6	408.4	765 (32)	1510 (31)	134.2	890 (29)	2400 (3
36	X1	Bennett, Kevin	Canada	Ventus B	112.8	759 (34)	119.8	428.7	796 (30)	1555 (27)	125.3	765 (41)	2320 (3
37	MS	Brockhoff, Bruce	Australia	LS-6B	121.7	894 (16)	landout	296.0	293 (42)	1187 (40)	133.1	874 (32)	2061 (4
38	8L	Kassai, Bela	Hungary	ASW-20XV	118.4	844 (26)	135.9	460.0	912 (10)	1756 (12)	131.5	852 (36)	2608 (1
39	51	Wienberg, Ib	Denmark	Ventus C	118.1	840 (29)	landout	474.3	470 (37)	1310 (38)	134.5	895 (28)	2205 (3
40	AHA	Endrerud, Jan Olav	Norway	Ventus B	107.5	679 (40)	126.6	417.9	839 (18)	1518 (30)	131.8	856 (35)	2374 (3
41	YB	Pare, Daniel M.	Netherlands	Ventus A	*462.1	344 (44)	125.2	416.5	833 (20)	1177 (41)	134.7	897 (27)	2074 (4
42	KC	Polzl, Heribert	Canada	LS-6B	115.8	805 (30)	landout	375.7	372 (41)	1177 (41)	131.9	858 (34)	2035 (4
43	HI	Inamori, Hideaki	Japan	LS-6B	98.2	538 (42)	landout	267.5	265 (43)	803 (43)	111.5	571 (43)	1374 (4
44	W8	Kun, Michel	Mexico	Ventus	97.0	519 (43)	landout	180.7	179 (44)	698 (44)	99.1	395 (44)	1093 (4

SOARING CHAMP

IEETS

Day 4 - 31 July
Pilot Selected Course Speed Task
4 hrs

Speed (kph)	Distance (km)	Daily Score		Cum. Score	
145.0	558.3	953	(9)	3587	(13)
144.6	537.5	934	(16)	3863	(2)
135.4	544.1	901	(23)	3758	(5)
150.2	565.6	976	(5)	**3906**	**(1)**
137.9	542.1	916	(20)	3769	(4)
148.1	599.5	978	(4)	3683	(8)
146.8	552.4	954	(8)	3710	(7)
149.6	595.9	**1000**	**(1)**	3711	(6)
140.4	539.9	922	(19)	3429	(24)
146.1	548.9	949	(11)	3557	(15)
147.7	548.2	953	(10)	3395	(26)
140.8	549.1	931	(17)	3660	(9)
149.2	595.8	998	(2)	3323	(30)
140.1	559.6	938	(15)	3417	(25)
141.1	565.9	942	(13)	3321	(31)
148.3	595.9	988	(3)	3606	(12)
134.7	542.1	895	(24)	3585	(14)
134.5	482.7	854	(34)	3482	(18)
141.5	555.7	939	(14)	3620	(10)
143.7	555.1	946	(12)	3461	(20)
135.2	555.6	876	(28)	3462	(19)
146.2	575.4	971	(6)	3818	(3)
141.8	544.0	930	(18)	3618	(11)
132.3	535.9	872	(30)	3339	(29)
129.4	489.8	843	(35)	3236	(33)
133.4	500.2	865	(31)	3366	(27)
148.0	549.8	956	(7)	3451	(21)
landout	440.1	370	(43)	2709	(41)
132.3	515.0	874	(29)	3132	(36)
139.3	511.0	894	(26)	3434	(22)
137.0	555.0	902	(22)	3509	(16)
135.1	521.5	889	(27)	3100	(37)
122.8	467.0	802	(39)	3432	(23)
128.0	487.3	837	(36)	3349	(28)
139.1	534.5	913	(21)	3313	(32)
130.9	502.6	859	(32)	3179	(35)
landout	275.1	231	(44)	2292	(42)
136.4	555.0	895	(24)	3503	(17)
138.9	607.5	828	(37)	3033	(38)
122.2	493.1	810	(38)	3184	(34)
117.3	428.7	752	(41)	2826	(40)
128.6	511.8	859	(32)	2894	(39)
114.7	460.5	765	(40)	2139	(43)
114.9	295.2	632	(42)	1725	(44)

Day 5 - 2 August
Assigned Course Speed Task
617.6 km

Speed (kph)	Daily Score		Cum. Score	
139.6	968	(2)	4555	(9)
138.1	946	(4)	4809	(2)
141.9	**1000**	**(1)**	4758	(3)
138.1	945	(6)	**4851**	**(1)**
131.5	852	(28)	4621	(5)
138.1	946	(4)	4629	(4)
133.9	886	(18)	4596	(7)
134.9	901	(13)	4612	(6)
122.7	729	(42)	4158	(29)
134.1	890	(17)	4447	(15)
132.9	873	(22)	4268	(22)
133.9	886	(18)	4546	(10)
136.4	923	(7)	4246	(24)
136.3	920	(8)	4337	(18)
130.0	831	(30)	4152	(30)
135.1	904	(12)	4510	(12)
134.3	892	(16)	4477	(13)
139.6	967	(3)	4449	(14)
134.7	898	(15)	4518	(11)
132.3	864	(23)	4325	(19)
126.7	785	(34)	4247	(23)
125.7	772	(37)	4590	(8)
127.8	800	(33)	4418	(16)
133.5	881	(20)	4220	(26)
125.5	768	(38)	4004	(34)
133.0	874	(21)	4240	(25)
135.8	913	(9)	4364	(17)
135.2	905	(11)	3614	(41)
134.9	901	(13)	4033	(33)
131.8	857	(25)	4291	(20)
120.8	702	(43)	4211	(27)
131.6	855	(26)	3955	(37)
132.0	859	(24)	4291	(20)
125.1	763	(39)	4112	(32)
129.9	830	(31)	4143	(31)
126.1	777	(35)	3956	(36)
131.6	854	(27)	3146	(42)
120.4	696	(44)	4199	(28)
130.6	840	(29)	3873	(38)
125.9	774	(36)	3958	(35)
135.3	906	(10)	3732	(39)
p129.5	814	(32)	3708	(40)
124.5	754	(40)	2893	(43)
124.3	751	(41)	2476	(44)

Day 6 - 3 August
Assigned Course Speed Task
616.8 km

Speed (kph)	Daily Score		Cum. Score	
142.2	820	(34)	5375	(11)
150.7	926	(6)	5735	(2)
147.7	888	(17)	5646	(3)
150.1	918	(10)	**5769**	**(1)**
152.3	945	(4)	5566	(4)
151.3	933	(5)	5562	(5)
148.4	897	(15)	5493	(7)
149.0	905	(13)	5517	(6)
156.6	**1000**	**(1)**	5158	(21)
146.9	879	(20)	5326	(15)
144.6	849	(31)	5117	(24)
145.0	855	(29)	5401	(9)
143.2	832	(33)	5078	(26)
141.8	815	(35)	5152	(23)
147.1	881	(18)	5033	(27)
149.0	905	(13)	5415	(8)
145.8	864	(23)	5341	(14)
150.7	926	(6)	5375	(11)
145.2	857	(28)	5375	(11)
150.3	921	(8)	5246	(17)
149.8	914	(11)	5161	(20)
139.9	792	(38)	5382	(10)
145.8	864	(23)	5282	(16)
135.4	735	(41)	4955	(31)
148.0	892	(16)	4896	(33)
145.3	859	(26)	5099	(25)
146.3	871	(21)	5235	(18)
150.3	921	(8)	4535	(41)
154.7	975	(2)	5008	(28)
147.1	881	(18)	5172	(19)
139.6	788	(39)	4999	(29)
141.4	810	(36)	4765	(37)
145.6	862	(25)	5153	(22)
129.3	659	(42)	4771	(35)
144.9	853	(30)	4996	(30)
141.4	810	(36)	4766	(36)
149.7	913	(12)	4059	(42)
136.9	753	(40)	4952	(32)
145.3	858	(27)	4731	(38)
144.2	845	(32)	4803	(34)
152.9	953	(3)	4685	(39)
146.1	869	(22)	4577	(40)
*398.6	225	(44)	3118	(43)
114.4	473	(43)	2949	(44)

Day 7 - 4 August
Pilot Selected Course Speed Task
5.5 hrs

Speed (kph)	Distance (km)	Daily Score		Cum. Score	
137.7	686.2	939	(3)	6314	(8)
p134.6	668.6	907	(9)	6642	(2)
134.7	702.7	941	(2)	6587	(3)
134.5	668.6	916	(7)	**6685**	**(1)**
133.9	602.0	869	(17)	6435	(4)
130.0	574.4	836	(23)	6398	(6)
132.1	605.3	865	(18)	6358	(7)
138.9	635.0	908	(8)	6425	(5)
143.7	651.3	936	(4)	6094	(15)
132.8	621.4	878	(13)	6204	(13)
127.1	517.1	787	(29)	5904	(21)
133.5	609.1	872	(15)	6273	(10)
130.1	574.4	836	(23)	5914	(19)
138.8	649.3	918	(6)	6070	(16)
135.5	566.0	849	(19)	5882	(23)
134.8	635.5	895	(11)	6310	(9)
129.0	574.4	833	(25)	6174	(14)
landout	622.9	429	(42)	5804	(26)
127.8	586.7	837	(22)	6212	(12)
147.4	726.5	**1000**	**(1)**	6246	(11)
128.8	630.3	871	(16)	6032	(17)
landout	683.8	471	(35)	5853	(25)
landout	625.9	431	(41)	5713	(29)
137.9	639.0	907	(9)	5862	(24)
136.1	601.4	876	(14)	5772	(28)
135.5	670.7	921	(5)	6020	(18)
landout	660.7	455	(36)	5690	(31)
140.2	539.3	847	(21)	5382	(37)
130.2	637.2	880	(12)	5888	(22)
landout	656.2	452	(37)	5624	(33)
113.6	467.0	707	(32)	5706	(30)
115.0	551.7	770	(30)	5535	(34)
115.0	527.5	753	(31)	5906	(20)
landout	607.7	418	(43)	5189	(40)
118.4	584.5	804	(27)	5800	(27)
landout	634.8	437	(39)	5203	(39)
125.5	539.8	797	(28)	4856	(42)
113.6	467.0	707	(32)	5659	(32)
landout	649.1	447	(38)	5178	(41)
landout	628.3	432	(40)	5235	(38)
116.0	651.6	810	(26)	5495	(35)
135.1	567.7	849	(19)	5426	(36)
landout	519.7	358	(44)	3476	(44)
117.1	389.2	665	(34)	3614	(43)

Day 8 - 6 August
Pilot Selected Course Speed Task
3 hrs

Speed (kph)	Distance (km)	Daily Score		Cum. Score	
105.3	311.8	881	(12)	7195	(7)
87.5	251.4	721	(35)	7363	(2)
99.1	322.2	753	(28)	7340	(3)
82.8	245.4	693	(39)	7378	(1)
89.0	262.2	743	(29)	7178	(8)
115.1	364.2	907	(6)	7305	(5)
110.6	310.5	901	(8)	7259	(6)
107.0	320.6	901	(8)	7326	(4)
108.7	351.6	832	(19)	6926	(14)
87.1	254.7	724	(33)	6928	(13)
113.7	333.5	947	(2)	6851	(17)
110.6	310.5	901	(8)	7174	(10)
111.0	314.2	908	(5)	6822	(19)
89.2	270.6	740	(30)	6810	(20)
114.8	364.2	902	(7)	6784	(21)
104.3	303.2	865	(13)	7175	(9)
82.2	234.5	675	(41)	6849	(18)
p110.2	321.4	890	(11)	6694	(23)
100.7	283.5	822	(20)	7034	(12)
105.3	331.0	835	(17)	7081	(11)
105.2	331.0	835	(17)	6867	(16)
110.4	333.5	922	(3)	6775	(22)
92.3	274.3	774	(24)	6487	(29)
97.4	301.0	790	(22)	6652	(24)
94.3	271.1	777	(23)	6549	(27)
107.5	338.5	852	(15)	6872	(15)
84.7	257.9	700	(38)	6390	(32)
117.2	342.8	**975**	**(1)**	6357	(34)
77.5	213.0	625	(43)	6513	(28)
100.6	304.4	839	(16)	6463	(30)
87.3	260.9	734	(31)	6440	(31)
87.8	246.8	716	(36)	6251	(35)
90.0	244.4	722	(34)	6628	(25)
109.1	327.8	917	(4)	6106	(38)
92.0	270.9	768	(25)	6568	(26)
101.4	322.2	794	(21)	5997	(40)
91.4	270.3	764	(27)	5620	(42)
p87.1	260.9	709	(37)	6368	(33)
80.9	226.2	658	(42)	5836	(41)
103.1	304.7	862	(14)	6097	(39)
87.7	265.0	733	(32)	6228	(36)
92.4	269.3	767	(26)	6193	(37)
83.8	239.3	689	(40)	4165	(44)
69.1	198.7	570	(44)	4184	(43)

IONSHIPS

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Day 9 - 7 August ssigned Course Speed Task 531.1 km					Day 10 - 8 August Assigned Course Speed Task 586.3 km				Day 11 - 9 August Pilot Selected Course Speed Task 5 hrs				Day 12 - 10 August Assigned Course Speed Task 428.8 km			
d	Daily Score		Cum. Score		Speed (kph)	Daily Score		Cum. Score	Speed (kph)	Distance (km)	Daily Score	Cum. Score	Speed (kph)	Daily Score		Cum. Score
9	997	(2)	8192	(6)	122.5	999	(2)	**9191**	(1)	127.2	621.2	942 (5)	**10133**	(1)	131.1	908 (9)	**11041**	1
1	907	(9)	8270	(2)	111.1	842	(12)	9112	(6)	127.3	593.7	921 (7)	10033	(5)	135.2	968 (2)	11001	2
2	924	(6)	8264	(3)	112.2	856	(10)	9120	(4)	126.7	626.2	944 (4)	10064	(2)	129.6	886 (14)	10950	3
6	899	(14)	**8277**	(1)	110.9	839	(14)	9116	(5)	127.2	593.7	921 (7)	10037	(4)	130.7	902 (12)	10939	4
1	**1000**	(1)	8178	(7)	122.6	**1000**	(1)	9178	(2)	112.5	533.8	821 (32)	9999	(6)	131.9	920 (7)	10919	5
7	901	(13)	8206	(5)	118.9	950	(3)	9156	(3)	119.6	582.6	884 (13)	10040	(3)	121.6	769 (29)	10809	6
8	917	(8)	8176	(8)	94.9	620	(34)	8796	(7)	128.0	637.6	958 (2)	9754	(7)	129.0	878 (15)	10632	7
3	924	(6)	8250	(4)	*566.4	424	(39)	8674	(12)	125.2	612.6	928 (6)	9602	(11)	137.4	**1000** (1)	10602	8
8	840	(23)	7766	(15)	111.0	840	(13)	8606	(15)	136.4	652.9	**1000** (1)	9606	(10)	132.9	934 (6)	10540	9
2	939	(5)	7867	(11)	116.0	909	(5)	8776	(8)	124.2	588.5	906 (9)	9682	(8)	122.5	782 (28)	10464	10
4	855	(20)	7706	(18)	112.1	856	(10)	8562	(16)	119.0	541.6	851 (23)	9413	(15)	133.6	945 (4)	10358	11
5	896	(15)	8070	(9)	94.9	620	(34)	8690	(11)	128.1	637.6	958 (2)	9648	(9)	117.2	706 (35)	10354	12
7	882	(17)	7704	(19)	117.8	933	(4)	8637	(13)	106.8	530.3	798 (36)	9435	(14)	129.0	878 (15)	10313	13
2	907	(9)	7717	(17)	110.6	836	(15)	8553	(17)	116.9	606.3	837 (26)	9390	(16)	131.1	908 (9)	10298	14
3	995	(3)	7779	(14)	105.6	766	(28)	8545	(18)	112.9	556.1	840 (24)	9385	(17)	130.4	898 (13)	10283	15
4	817	(25)	7992	(10)	102.0	717	(31)	8709	(10)	108.3	523.8	798 (36)	9507	(13)	121.0	762 (30)	10269	16
7	993	(4)	7842	(12)	116.0	909	(5)	8751	(9)	109.1	511.8	792 (38)	9543	(12)	116.7	698 (36)	10241	17
4	864	(19)	7558	(21)	109.5	820	(18)	8378	(21)	123.2	628.5	901 (11)	9279	(19)	134.5	958 (3)	10237	18
9	795	(27)	7829	(13)	107.1	787	(24)	8616	(14)	99.0	496.2	740 (40)	9356	(18)	127.5	855 (21)	10211	19
7	637	(39)	7718	(16)	99.1	677	(33)	8395	(19)	119.8	580.7	884 (13)	9279	(19)	125.9	833 (24)	10112	20
5	680	(37)	7547	(22)	106.0	772	(26)	8319	(22)	119.7	580.7	883 (15)	9202	(22)	130.9	905 (11)	10107	21
1	844	(21)	7619	(20)	106.3	776	(25)	8395	(19)	115.9	564.9	857 (19)	9252	(21)	122.6	784 (27)	10036	22
8	887	(16)	7374	(26)	114.8	893	(7)	8267	(24)	121.7	599.7	905 (10)	9172	(23)	123.0	790 (26)	9962	23
9	732	(33)	7384	(24)	102.6	725	(30)	8109	(27)	115.5	541.1	838 (25)	8947	(28)	133.6	945 (4)	9892	24
7	822	(24)	7371	(27)	109.4	818	(20)	8189	(26)	114.8	524.5	822 (31)	9011	(26)	128.3	867 (18)	9878	25
3	583	(41)	7455	(23)	110.0	827	(17)	8282	(23)	112.9	527.4	818 (34)	9100	(24)	121.0	761 (31)	9861	26
9	903	(12)	7293	(28)	p108.9	801	(21)	8094	(28)	112.1	572.1	820 (33)	8914	(29)	131.4	913 (8)	9827	27
0	905	(11)	7262	(31)	107.7	795	(23)	8057	(29)	122.4	580.7	893 (12)	8950	(27)	128.5	870 (17)	9820	28
6	868	(18)	7381	(25)	109.5	819	(19)	8200	(25)	116.4	558.9	855 (20)	9055	(25)	112.2	633 (38)	9688	29
3	816	(26)	7270	(30)	p95.1	611	(36)	7890	(31)	111.6	561.3	830 (28)	8720	(31)	126.8	846 (22)	9566	30
0	734	(32)	7174	(32)	110.4	833	(16)	8007	(30)	117.0	554.0	853 (21)	8860	(30)	111.1	617 (39)	9477	31
0	780	(29)	7031	(34)	105.7	768	(27)	7799	(32)	110.5	517.0	801 (35)	8600	(32)	127.7	859 (20)	9459	32
2	350	(42)	6978	(35)	101.5	710	(32)	7688	(34)	111.5	546.3	827 (29)	8515	(35)	128.3	867 (18)	9382	33
1	844	(21)	6950	(36)	104.9	757	(29)	7707	(33)	114.9	535.9	832 (27)	8539	(34)	118.4	724 (33)	9263	34
9	718	(35)	7286	(29)	*508.6	381	(41)	7667	(35)	117.4	582.2	876 (16)	8543	(33)	102.2	488 (43)	9031	35
5	788	(28)	6785	(38)	108.1	801	(21)	7586	(36)	97.1	414.9	674 (43)	8260	(36)	118.2	720 (34)	8980	36
8	715	(36)	6335	(42)	112.4	860	(9)	7195	(39)	125.3	543.6	875 (17)	8070	(38)	123.5	797 (25)	8867	37
0	726	(34)	7094	(33)	*369.3	277	(42)	7371	(37)	116.8	554.0	852 (22)	8223	(37)	109.7	596 (41)	8819	38
4	771	(30)	6607	(39)	*586.3	439	(38)	7046	(40)	117.2	562.8	860 (18)	7906	(40)	126.1	836 (23)	8742	39
6	314	(43)	6411	(41)	113.8	879	(8)	7290	(38)	97.7	484.7	729 (41)	8019	(39)	114.1	660 (37)	8679	40
8	653	(38)	6881	(37)	*206.0	154	(43)	7035	(41)	105.2	511.4	777 (39)	7812	(41)	120.1	749 (32)	8561	41
7	314	(43)	6507	(40)	*528.3	396	(40)	6903	(42)	DNC	0.0	0 (44)	6903	(42)	DNC	0 (44)	6903	42
8	746	(31)	4911	(43)	90.0	553	(37)	5464	(43)	102.2	461.1	728 (42)	6192	(43)	103.8	511 (42)	6703	43
4	615	(40)	4799	(44)	*143.2	107	(44)	4906	(44)	115.1	523.2	823 (30)	5729	(44)	110.0	601 (40)	6330	44

0 July peed Task km		
	Cum. Score	
2634	(13)	
2929	(2	
2857	(3)	
2930	(1)	
2853	(4)	
2705	(9	
2756	(6	
2711	(8	
2507	(24)	
2608	(17)	
2442	(29)	
2729	(7)	
2325	(35	
2479	(27	
2379	(32	
2618	(16	
2690	(10	
2628	(15	
2681	(12	
2515	(22	
2586	(20	
2847	(5	
2688	(11	
2467	(28	
2393	(31	
2501	(25	
2495	(26	
2339	(34	
2258	(37	
2540	(21	
2607	(19	
2211	(38	
2630	(14	
2512	(23	
2400	(30	
2320	(36	
2061	(41	
2608	(17	
2205	(39	
2374	(33	
2074	(40	
2035	(42	
1374	(43	
1093	(44	

1991 WORLD SOARING CHAMPIONSHIPS SCORESHEET (continued)

Open Class

	Contest Number	Pilot	Country	Sailplane	Day 1 - 28 July Assigned Course Speed Task 502.9 km Speed (kph)	Daily Score	Day 2 - 29 July Pilot Selected Course Speed Task 3.5 hrs Speed (kph)	Distance (km)	Daily Score	Cum. Score	Day 3 - 30 July Assigned Course Speed Task 476.4 km Speed (kph)	Daily Score	Cum. Score
1	AC	Centka, Janusz	Poland	ASW-22B	124.1	959 (6)	138.3	452.2	875 (15)	1834 (7)	138.8	963 (7)	2797 (8)
2	71	Back, Holger	Germany	Nimbus 3	122.9	941 (10)	156.4	522.0	**1000** (1)	1941 (2)	139.8	977 (5)	**2918** (1)
3	GG	Lherm, Gerard	France	Nimbus 4	124.4	964 (5)	152.6	522.4	988 (2)	**1952** (1)	137.3	941 (13)	2893 (3)
4	XX	Holighaus, Klaus	Germany	Nimbus 4	120.0	896 (12)	144.2	527.1	894 (10)	1790 (10)	140.5	988 (3)	2778 (9)
5	LB	Lopitaux, Jean-Claude	France	Nimbus 4	123.7	952 (8)	151.6	522.4	985 (3)	1937 (3)	137.0	937 (14)	2874 (4)
6	GJ	Renner, Ingo	Australia	Nimbus 3	126.8	**1000** (1)	133.8	444.8	854 (19)	1854 (6)	138.6	961 (8)	2815 (6)
7	7V	Gimmey, Ray	USA	Nimbus 3	119.2	884 (14)	145.5	488.9	934 (5)	1818 (9)	141.4	**1000** (1)	2818 (5)
8	FC	Kurstjens, Gerard	Netherlands	Nimbus 3	126.8	**1000** (1)	140.6	483.4	913 (9)	1913 (4)	140.8	991 (2)	2904 (2)
9	JB	Buchanan, E. John	Australia	Nimbus 3	117.6	860 (16)	141.4	483.4	915 (8)	1775 (12)	137.9	951 (10)	2726 (12)
10	LOT	Wujczak, Stanislaw	Poland	ASH-25	123.8	954 (7)	138.2	452.2	875 (15)	1829 (8)	134.7	906 (20)	2735 (10)
11	SL	Lynsky, Raymond William	New Zealand	Nimbus 3	124.9	971 (4)	141.9	494.4	927 (6)	1898 (5)	135.3	914 (18)	2812 (7)
12	48	Horvath, Laszlo	Hungary	Nimbus 3	119.2	885 (13)	142.4	445.8	882 (14)	1767 (13)	136.0	924 (17)	2691 (13)
13	IB	Pettersson, Ake	Sweden	Nimbus 3D	118.2	870 (15)	144.8	474.1	917 (7)	1787 (11)	137.6	946 (11)	2733 (11)
14	XL	Laur, Eberhard	Germany	Nimbus 4T	123.2	945 (9)	landout	532.1	500 (21)	1445 (22)	133.9	894 (22)	2339 (22)
15	SS	Forssten, Jarmo	Finland	Nimbus 3T	116.8	849 (17)	134.0	459.4	868 (17)	1717 (15)	139.3	970 (6)	2687 (15)
16	13	May, Robin	United Kingdom	ASH-25	109.1	732 (21)	137.0	467.4	886 (13)	1618 (17)	124.4	760 (23)	2378 (20)
17	GB	Bourgard, Paul	Belgium	Nimbus 3	113.5	798 (18)	143.7	496.9	935 (4)	1733 (14)	138.4	957 (9)	2690 (14)
18	JOY	Knauff, Thomas	USA	Nimbus 3	126.2	991 (3)	landout	475.5	455 (22)	1446 (21)	136.1	925 (16)	2371 (21)
19	HA	Haggenmuller, Reinhard	Austria	Nimbus 3D	107.7	710 (22)	139.8	464.8	892 (11)	1602 (19)	134.8	906 (20)	2508 (19)
20	IK	Blatter, Federico	Switzerland	Nimbus 3T	111.3	765 (20)	130.0	449.3	846 (20)	1611 (18)	140.1	982 (4)	2593 (16)
21	EN	Aboulin, Laurent	France	Nimbus 3D	120.9	911 (11)	landout	376.3	360 (24)	1271 (23)	136.3	928 (15)	2199 (23)
22	73	Binder, Hans	Switzerland	Nimbus 3T	106.2	688 (23)	138.0	489.2	890 (12)	1578 (20)	137.3	942 (12)	2520 (18)
23	7L	Delore, Terry	New Zealand	Nimbus 3D	112.7	786 (19)	131.7	458.8	861 (18)	1647 (16)	135.0	910 (19)	2557 (17)
24	G3	Sada Salinas, Roberto	Mexico	Nimbus 3D	*p271.9	195 (24)	96.4	468.8	386 (23)	581 (24)	118.7	679 (24)	1260 (24)

Standard Class

	Contest Number	Pilot	Country	Sailplane	Day 1 - 28 July Pilot Selected Crs Spd Task 4 hrs Speed (kph)	Distance (km)	Daily Score	Day 2 - 29 July Assigned Course Speed Task 431.0 km Speed (kph)	Daily Score	Cum. Score	Day 3 - 30 July Pilot Selected Course Speed Task 3.5 hrs Speed (kph)	Distance (km)	Daily Score	Cum. Score
1	3R	Selen, Baer	Netherlands	Discus	126.9	499.6	943 (2)	131.8	908 (12)	1851 (5)	125.0	422.4	877 (28)	2728 (10)
2	T	Trzeciak, Janusz	Poland	SZD-55-1	124.2	530.0	855 (23)	134.9	950 (6)	1805 (10)	134.3	452.3	941 (14)	2746 (7)
3	12	Mozer, Eric	USA	Discus A	135.5	548.6	**1000** (1)	127.7	851 (21)	1851 (5)	132.2	469.0	929 (17)	2780 (6)
4	SJ	Aboulin, Jacques	France	ASW-24	126.5	494.3	937 (4)	136.8	976 (2)	1913 (2)	142.8	479.7	999 (2)	2912 (2)
5	CH	Badum, Thomas	Switzerland	ASW-24	123.1	487.8	918 (9)	130.0	882 (18)	1800 (11)	135.4	489.6	929 (17)	2729 (9)
6	SM	Schroeder, Marc	France	ASW-24	128.1	494.3	943 (2)	136.8	976 (2)	1919 (1)	142.9	479.7	**1000** (1)	**2919** (1)
7	EP	Fischer, Peter	Germany	Discus B	117.7	483.9	851 (25)	130.5	890 (16)	1741 (18)	137.3	459.2	959 (11)	2700 (14)
8	OL	Oye, Stig	Denmark	Discus B	115.7	473.3	843 (27)	132.7	920 (10)	1763 (14)	135.7	466.0	961 (9)	2724 (12)
9	80	Davis, Andrew	United Kingdom	Discus	108.0	425.8	804 (35)	135.8	962 (5)	1766 (13)	138.2	459.4	962 (8)	2728 (10)
10	SP	Triebel, Claus	Germany	LS-7	110.2	466.4	768 (40)	130.8	893 (15)	1661 (29)	137.9	459.2	961 (9)	2622 (22)
11	II	Kepka, Franciszek	Poland	SZD-55	114.0	461.1	843 (27)	127.5	847 (23)	1690 (23)	134.3	452.3	941 (14)	2631 (21)
12	5E	Ottosson, Curt-Olle	Sweden	ASW-24	126.2	479.3	922 (7)	132.0	910 (11)	1832 (8)	140.0	499.2	978 (4)	2810 (4)
13	XJA	Pybus, Andy	Australia	Discus A	115.9	454.8	860 (21)	138.5	**1000** (1)	1860 (4)	130.7	461.6	923 (19)	2783 (5)
14	2XX	Hansson, Urban	Sweden	Discus A	126.0	479.3	921 (8)	133.0	924 (9)	1845 (7)	139.4	499.2	968 (6)	2813 (3)
14	ZL	Hammerle, Heinz	Austria	LS-7	123.8	457.1	892 (13)	123.8	797 (31)	1689 (24)	13.6	459.4	964 (7)	2653 (18)
16	WGH	Gapanovitch, Igor	USSR	Discus	116.9	452.1	861 (20)	131.0	896 (14)	1757 (15)	93.0	421.9	458 (46)	2215 (41)
17	949	Watt, David	United Kingdom	ASW-24	120.4	468.4	889 (14)	124.8	811 (26)	1700 (22)	136.7	459.4	957 (12)	2657 (16)
18	IQ	Sorri, Juha	Finland	Discus A	127.1	486.8	932 (5)	125.8	824 (24)	1756 (16)	133.2	473.7	933 (16)	2689 (15)
19	BE	Obrist, Basil	Switzerland	LS-7	115.4	466.6	853 (24)	124.9	811 (26)	1664 (28)	134.4	426.2	914 (20)	2578 (25)
20	FV	Bloch, Norm	Australia	Discus	116.5	454.8	862 (19)	129.4	875 (19)	1737 (19)	125.7	445.2	885 (27)	2622 (22)
21	GS	Dedera, Milos	Czechoslovakia	Discus B	117.3	514.0	781 (39)	133.1	925 (8)	1706 (21)	110.3	378.4	780 (40)	2486 (32)
22	MK	Kuittinen, Markku	Finland	Discus A	121.6	458.5	885 (17)	130.3	887 (17)	1772 (12)	136.6	473.7	971 (5)	2743 (8)
23	KG	Brigliadori,Riccardo	Italy	Discus	123.4	481.9	913 (10)	136.8	976 (2)	1889 (3)	p110.7	372.1	750 (44)	2639 (19)
24	3A	Avanzini, Luciano	Italy	Discus	122.8	481.9	911 (11)	124.1	801 (30)	1712 (20)	124.4	416.9	870 (32)	2582 (24)
25	T5	Leutenegger, Simon	Switzerland	DG-300	118.9	466.6	882 (18)	128.6	863 (20)	1745 (17)	126.1	447.0	888 (26)	2633 (20)
26	EM	Hansen, Kristian	Denmark	Discus B	125.3	504.2	932 (5)	119.9	743 (36)	1675 (25)	125.8	407.9	865 (33)	2540 (28)
27	30	Byrd, John	USA	Discus A	108.4	425.2	804 (35)	124.9	812 (25)	1616 (31)	128.7	430.9	899 (23)	2515 (29)
28	FW	Falkensammer, Wolfgang	Austria	LS-7	122.6	457.1	887 (16)	123.0	785 (33)	1672 (26)	127.4	438.2	902 (22)	2574 (26)
29	39	Goudriaan, Oscar	Individual Entry	LS-4A	110.6	426.3	814 (31)	123.8	797 (31)	1611 (32)	125.7	433.0	891 (24)	2502 (30)
30	CP	Van Dyk, Tony	New Zealand	Discus B	95.2	382.9	708 (42)	131.1	898 (13)	1606 (33)	122.9	433.0	871 (31)	2477 (33)
31	IR	Reimers, Jan	Norway	LS-7	114.1	416.9	818 (30)	118.0	717 (40)	1535 (38)	107.6	369.0	761 (42)	2296 (39)
32	TS	Silvanovich, Alexander	USSR	ASW-24	110.5	452.1	805 (33)	120.8	755 (35)	1560 (36)	119.4	413.3	849 (37)	2409 (36)
33	Y5	Dyson, Bruce	USA	Discus B	119.5	469.9	888 (15)	133.6	932 (7)	1820 (9)	129.2	421.1	891 (24)	2711 (13)
34	CD	Davison, Christopher	Monaco	LS-7	106.6	411.5	785 (38)	124.3	803 (29)	1588 (34)	128.6	434.7	903 (21)	2491 (31)
35	38	Bradley, Richard	Individual Entry	Discus B	106.7	454.1	737 (41)	124.7	808 (28)	1545 (37)	123.2	424.1	873 (30)	2418 (35)
36	DG	Webb, David	Canada	DG-300	109.1	439.2	811 (32)	113.9	660 (41)	1471 (40)	120.7	421.9	862 (34)	2333 (38)
37	JS	Stieber, Joerg	Canada	LS-4	110.3	418.0	805 (33)	121.4	764 (34)	1569 (35)	125.0	421.5	877 (28)	2446 (34)
38	1M	Horie, Nobuyuki	Japan	Discus B	114.6	473.7	823 (29)	127.5	848 (22)	1671 (27)	138.1	479.7	983 (3)	2654 (17)
39	8M	Barwick, Johannes	Germany	DG-300	102.4	445.3	688 (43)	119.0	730 (38)	1418 (41)	119.6	419.0	854 (35)	2272 (40)
40	IN	Aske, Ole John	Norway	LS-7	landout	382.3	356 (46)	110.6	614 (43)	970 (46)	108.7	390.0	753 (43)	1723 (46)
41	A1	Hollestelle, Ed	Canada	Discus B	115.3	454.7	858 (22)	92.0	362 (45)	1220 (44)	117.3	407.2	835 (38)	2055 (43)
42	KS	Shirtliff, Errol	New Zealand	ASW-24	106.8	417.5	791 (37)	119.9	742 (37)	1533 (39)	122.6	406.4	852 (36)	2385 (37)
43	XN	Stevens, Maxwell	New Zealand	Discus B	113.6	456.5	847 (26)	*372.9	313 (46)	1160 (45)	118.3	381.6	812 (39)	1972 (45)
44	V1	Katinszky, Sandor	Hungary	Jantar	94.3	400.5	654 (44)	112.3	637 (42)	1291 (42)	109.7	387.1	776 (41)	2067 (42)
45	AW	Passila, Anssi	Finland	SZD-55-1	121.3	478.0	902 (12)	118.1	718 (39)	1620 (30)	132.8	458.0	942 (13)	2562 (27)
46	AK	Kodama, Atsushi	Japan	Discus	88.9	339.2	651 (45)	108.1	580 (44)	1231 (43)	105.5	361.1	745 (45)	1976 (44)

p - penalty. m - midair. DNC - did not compete. ( ) - daily/cum. standings.
* - km, distance flown instead of speed (kph), as a result of having failed to complete the course.

Score tables prepared for SOARING by Bernald S. Smith.

Day 4 - 31 July
Assigned Course Speed Task
634.3 km

Speed (kph)	Daily Score		Cum. Score	
150.1	953	(5)	3750	(6)
150.1	954	(4)	**3872**	**(1)**
149.4	945	(7)	3838	(2)
151.0	965	(3)	3743	(7)
149.3	944	(8)	3818	(4)
147.1	915	(15)	3730	(8)
151.4	970	(2)	3788	(5)
148.6	934	(11)	3838	(2)
153.6	**1000**	**(1)**	3726	(9)
149.3	919	(14)	3654	(10)
139.6	817	(22)	3629	(11)
147.0	914	(16)	3605	(12)
139.4	814	(23)	3547	(14)
148.0	927	(13)	3266	(22)
145.3	892	(17)	3579	(13)
148.7	935	(10)	3313	(21)
141.8	846	(21)	3536	(15)
150.0	953	(5)	3324	(20)
143.4	866	(19)	3374	(19)
144.7	883	(18)	3476	(17)
142.5	855	(20)	3054	(23)
148.6	934	(11)	3454	(18)
148.8	937	(9)	3494	(16)
134.3	749	(24)	2009	(24)

Day 5 - 2 August
Pilot Selected Course Speed Task
5 hrs

Speed (kph)	Distance (km)	Daily Score		Cum. Score	
147.7	717.4	945	(8)	4695	(7)
150.3	738.0	967	(5)	**4839**	**(1)**
148.4	735.8	960	(7)	4798	(3)
146.1	732.6	945	(8)	4688	(8)
151.7	738.8	972	(2)	4790	(4)
153.1	729.9	971	(3)	4701	(6)
146.2	706.4	933	(10)	4721	(5)
148.5	742.1	964	(6)	4802	(2)
142.2	700.3	916	(12)	4642	(9)
136.7	670.9	880	(20)	4534	(11)
140.8	701.9	913	(13)	4542	(10)
133.6	665.4	866	(21)	4471	(12)
137.3	672.3	882	(19)	4429	(14)
150.4	738.0	968	(4)	4234	(20)
138.7	668.7	885	(18)	4464	(13)
139.2	683.9	896	(14)	4209	(22)
136.2	650.1	864	(22)	4400	(15)
154.6	766.9	**1000**	**(1)**	4324	(19)
134.2	637.5	850	(23)	4224	(21)
139.6	675.9	892	(16)	4368	(17)
142.2	702.2	918	(11)	3972	(23)
138.9	697.9	896	(14)	4350	(18)
138.7	674.6	888	(17)	4382	(16)
125.0	628.1	807	(24)	2816	(24)

Day 6 - 3 August
Assigned Course Speed Task
679.1 km

Speed (kph)	Daily Score		Cum. Score	
149	939	(11)	5634	(9)
148.9	937	(12)	**5776**	**(1)**
148.9	937	(12)	5735	(3)
152.1	979	(3)	5667	(6)
148.7	934	(14)	5724	(4)
150.0	951	(8)	5652	(7)
152.7	986	(2)	5707	(5)
p151.6	963	(5)	5765	(2)
153.7	**1000**	**(1)**	5642	(8)
148.2	929	(15)	5463	(10)
140.9	834	(20)	5376	(12)
151.0	965	(4)	5436	(11)
147.9	925	(16)	5354	(13)
143.3	865	(18)	5099	(21)
142.5	854	(19)	5318	(16)
147.7	921	(17)	5130	(19)
149.7	948	(9)	5348	(14)
149.1	940	(10)	5264	(18)
136.9	781	(22)	5005	(22)
150.4	957	(7)	5325	(15)
138.6	803	(21)	4775	(23)
150.9	963	(5)	5313	(17)
132.0	718	(23)	5100	(20)
126.0	639	(24)	3455	(24)

Day 7 - 4 August
Assigned Course Speed Task
632.8 km

Speed (kph)	Daily Score		Cum. Score	
*427.4	681	(3)	6315	(6)
*361.8	576	(19)	6352	(4)
*364.9	581	(7)	6316	(5)
*574.0	914	(2)	**6581**	**(1)**
*364.9	581	(7)	6305	(7)
*398.9	635	(5)	6287	(9)
*364.9	581	(7)	6288	(8)
*386.1	615	(6)	6380	(3)
*364.9	581	(7)	6223	(10)
*427.4	681	(3)	6144	(11)
*364.9	581	(7)	5957	(12)
*627.8	**1000**	**(1)**	6436	(2)
*313.8	500	(24)	5854	(16)
*339.8	541	(21)	5640	(21)
*364.9	581	(7)	5899	(14)
*364.9	581	(7)	5711	(19)
*319.1	508	(23)	5856	(15)
*344.0	548	(20)	5812	(18)
*364.9	581	(7)	5586	(22)
*364.9	581	(7)	5906	(13)
*364.9	581	(7)	5356	(23)
*338.7	540	(22)	5853	(17)
*364.9	581	(7)	5681	(20)
*364.9	581	(7)	4036	(24)

Day 8 - 6 August
Pilot Selected Course Speed Task
3 hrs

Speed (kph)	Distance (km)	Daily Score		Cum. Score	
113.0	331.2	954	(5)	7269	(5)
113.6	315.5	934	(6)	7286	(4)
117.1	337.9	981	(2)	7297	(2)
107.1	321.1	915	(7)	**7496**	**(1)**
117.5	337.9	**983**	**(1)**	7288	(3)
110.5	289.6	884	(11)	7171	(8)
118.5	369.5	965	(4)	7253	(6)
106.3	289.4	866	(12)	7246	(7)
105.6	289.4	863	(13)	7086	(10)
104.5	292.5	863	(13)	7007	(11)
101.2	315.4	823	(18)	6780	(13)
93.7	301.6	731	(23)	7167	(9)
108.9	316.3	915	(7)	6769	(14)
99.6	305.3	828	(16)	6468	(21)
106.6	315.7	905	(9)	6804	(12)
106.4	315.7	904	(10)	6615	(19)
104.0	289.4	856	(15)	6712	(15)
97.3	299.6	805	(19)	6617	(18)
114.6	335	967	(3)	6553	(20)
90.9	265.7	767	(22)	6673	(16)
97.5	295.2	824	(17)	6180	(23)
104.7	342.2	801	(20)	6654	(17)
99.5	321.7	772	(21)	6453	(22)
landout	260.8	375	(24)	4411	(24)

Day 4 - 31 July
Assigned Course Speed Task
560.4 km

Speed (kph)	Daily Score		Cum. Score	
140.3	967	(7)	3695	(6)
134.6	892	(22)	3638	(11)
137.7	934	(13)	3714	(4)
136.7	920	(16)	3832	(2)
140.1	964	(9)	3693	(7)
137.1	925	(15)	**3844**	**(1)**
140.9	975	(6)	3675	(8)
136.1	912	(17)	3636	(12)
130.7	842	(30)	3570	(17)
141.9	988	(3)	3610	(13)
134.3	888	(23)	3519	(24)
125.3	771	(40)	3581	(15)
132.7	867	(26)	3650	(9)
129.5	826	(32)	3639	(10)
134.1	886	(24)	3539	(20)
142.3	994	(2)	3209	(35)
132.8	870	(25)	3527	(23)
132.5	865	(27)	3554	(19)
135.6	906	(19)	3484	(26)
140.3	967	(7)	3589	(14)
128.0	807	(35)	3293	(31)
141.8	987	(4)	3730	(3)
138.0	938	(12)	3577	(16)
138.7	947	(11)	3529	(22)
135.1	899	(20)	3532	(21)
131.9	857	(29)	3397	(29)
141.4	982	(5)	3497	(25)
134.7	894	(21)	3468	(27)
129.1	821	(33)	3323	(30)
139.6	958	(10)	3435	(28)
119.7	698	(42)	2994	(40)
132.0	859	(28)	3268	(32)
142.8	**1000**	**(1)**	3711	(5)
116.6	657	(43)	3148	(37)
130.2	834	(31)	3252	(33)
125.4	772	(39)	3105	(38)
125.8	777	(38)	3223	(34)
135.7	907	(18)	3561	(18)
128.5	812	(34)	3084	(39)
128.1	807	(35)	2530	(44)
137.3	928	(14)	2983	(41)
126.1	781	(37)	3166	(36)
124.6	761	(41)	2733	(42)
94.2	377	(44)	2444	(45)
m	0	(45)	2562	(43)
m	0	(45)	1976	(46)

Day 5 - 2 August
Assigned Course Speed Task
601.3 km

Speed (kph)	Daily Score		Cum. Score	
142.1	956	(5)	4651	(4)
139.2	919	(12)	4557	(8)
132.4	829	(32)	4543	(10)
143.3	973	(4)	**4805**	**(1)**
145.4	**1000**	**(1)**	4693	(3)
134.5	857	(25)	4701	(2)
141.0	943	(7)	4618	(6)
138.1	904	(16)	4540	(11)
141.1	944	(6)	4514	(12)
131.2	814	(34)	4424	(21)
135.3	867	(23)	4386	(23)
136.0	876	(21)	4457	(20)
139.3	920	(11)	4570	(7)
138.1	905	(14)	4544	(9)
140.0	929	(10)	4468	(15)
133.2	840	(28)	4049	(33)
140.4	934	(9)	4461	(19)
140.8	940	(8)	4494	(14)
144.1	984	(2)	4468	(15)
136.0	877	(20)	4466	(17)
138.0	903	(17)	4196	(29)
139.0	916	(13)	4646	(5)
p133.9	839	(29)	4416	(22)
132.6	831	(30)	4360	(24)
143.8	979	(3)	4511	(13)
138.2	905	(14)	4302	(25)
124.7	728	(38)	4225	(27)
109.5	529	(42)	3997	(35)
136.4	882	(19)	4205	(28)
120.1	669	(41)	4104	(31)
131.7	820	(33)	3814	(39)
137.0	890	(18)	4158	(30)
126.7	754	(36)	4465	(18)
122.3	697	(39)	3845	(37)
132.4	830	(31)	4082	(32)
135.2	866	(24)	3971	(36)
*95.3	58	(44)	3281	(43)
121.0	680	(40)	4241	(26)
126.5	753	(37)	3837	(38)
134.1	852	(26)	3382	(42)
130.2	801	(35)	3784	(40)
135.5	871	(22)	4037	(34)
133.7	847	(27)	3580	(41)
*601.3	364	(43)	2808	(44)
DNC	0	(45)	2562	(45)
DNC	0	(45)	1976	(46)

Day 6 - 3 August
Pilot Selected Course Speed Task
5 hrs

Speed (kph)	Distance (km)	Daily Score		Cum. Score	
143.9	732.9	**1000**	**(1)**	5651	(3)
132.5	657.8	940	(6)	5497	(8)
132.9	642.8	931	(10)	5474	(10)
132.6	643.2	930	(12)	**5735**	**(1)**
136.1	667.0	959	(2)	5652	(2)
133.1	643.2	932	(8)	5633	(4)
128.1	633.2	907	(20)	5525	(6)
130.0	641.8	920	(15)	5460	(12)
136.2	659.2	954	(4)	5468	(11)
131.3	669.1	913	(18)	5337	(20)
129.2	625.1	905	(22)	5291	(23)
132.0	620.8	912	(19)	5369	(17)
135.3	645.6	941	(5)	5511	(7)
133.5	640.9	931	(10)	5475	(9)
133.5	651.4	939	(7)	5407	(14)
135.4	701.0	922	(13)	4971	(31)
131.1	551.2	860	(32)	5321	(22)
127.2	639.4	900	(25)	5394	(16)
135.7	667.0	958	(3)	5426	(13)
131.4	652.5	932	(8)	5398	(15)
131.0	635.6	919	(16)	5115	(27)
127.3	632.8	904	(23)	5550	(5)
129.7	624.1	906	(21)	5322	(21)
130.5	643.2	922	(13)	5282	(24)
127.7	668.9	856	(34)	5367	(18)
130.6	636.2	918	(17)	5220	(25)
126.9	626.8	898	(26)	5123	(26)
128.6	666.0	875	(29)	4872	(34)
125.6	612.8	883	(28)	5088	(29)
120.4	602.8	855	(36)	4959	(32)
117.0	591.5	821	(41)	4635	(38)
127.7	606.9	887	(27)	5045	(30)
127.7	642.8	901	(24)	5366	(19)
111.0	593.6	725	(43)	4570	(40)
122.6	584.3	852	(37)	4934	(33)
120.6	589.4	849	(38)	4820	(36)
120.9	605.8	858	(33)	4139	(43)
122.7	589.3	856	(34)	5097	(28)
117.0	574.3	825	(40)	4662	(37)
123.5	592.5	862	(31)	4244	(42)
120.0	575.2	837	(39)	4621	(39)
113.8	569.5	809	(42)	4846	(35)
123.2	608.1	871	(30)	4451	(41)
99.6	509.1	689	(44)	3497	(44)
DNC		0	(45)	2562	(45)
DNC		0	(45)	1976	(46)

Day 7 - 4 August
Assigned Course Speed Task
580.9 km

Speed (kph)	Daily Score		Cum. Score	
117.4	996	(3)	6647	(2)
*564.9	928	(11)	6425	(7)
*557.6	916	(18)	6390	(9)
*557.2	916	(18)	**6651**	**(1)**
*571.8	939	(7)	6591	(3)
*557.2	916	(18)	6549	(4)
*547.0	899	(30)	6424	(8)
*555.6	913	(25)	6373	(10)
*529.0	869	(38)	6337	(13)
*574.6	944	(5)	6281	(18)
*564.9	928	(11)	6219	(22)
120.1	999	(2)	6368	(11)
*571.8	939	(7)	6450	(6)
*536.1	881	(34)	6356	(12)
*552.6	908	(27)	6315	(16)
120.9	**1000**	**(1)**	5971	(29)
*557.2	916	(18)	6237	(21)
*542.9	892	(31)	6286	(17)
*552.6	908	(27)	6334	(14)
*561.2	922	(16)	6320	(15)
*573.0	942	(6)	6492	(5)
*564.9	928	(11)	6250	(20)
*532.2	874	(37)	6156	(23)
p*350.3	566	(44)	5933	(30)
*536.1	881	(34)	6101	(24)
*557.6	916	(18)	6039	(26)
*558.6	918	(17)	5790	(33)
*564.9	928	(11)	6016	(27)
*532.2	875	(36)	5834	(32)
*557.6	916	(18)	5551	(37)
*349.4	574	(43)	5619	(36)
*553.4	909	(26)	6275	(19)
*522.9	859	(40)	5429	(40)
*557.6	916	(18)	5850	(31)
*552.6	908	(27)	5728	(35)
*577.0	948	(4)	5087	(43)
*540.6	888	(33)	5985	(28)
*529.0	869	(38)	5531	(38)
*521.2	856	(41)	5100	(42)
*542.9	892	(31)	5513	(39)
p*577.6	939	(7)	5785	(34)
*567.6	933	(10)	5384	(41)
*377.0	619	(42)	4116	(44)
DNC	0	(45)	2562	(45)
DNC	0	(45)	1976	(46)

Day 8 - 6 August
Pilot Selected Course Speed Task
3 hrs

Speed (kph)	Distance (km)	Daily Score		Cum. Score	
85.6	245.8	704	(23)	7351	(2)
107.0	322.2	896	(2)	7321	(3)
102.2	314.1	833	(7)	7223	(7)
91.7	275.3	771	(13)	**7422**	**(1)**
83.9	244.7	695	(28)	7286	(6)
91.8	275.3	771	(13)	7320	(4)
p88.3	268.1	722	(19)	7146	(11)
101.8	299.1	847	(5)	7220	(8)
92.9	262.8	759	(15)	7096	(14)
95.5	269.6	779	(12)	7060	(15)
107.2	322.2	**899**	**(1)**	7118	(13)
95.0	277.5	788	(11)	7156	(10)
105.1	303.6	867	(4)	7317	(5)
85.5	291.8	605	(42)	6961	(20)
98.3	300.3	808	(9)	7123	(12)
98.5	294.9	827	(8)	6798	(24)
88.3	235.3	701	(24)	6938	(21)
84.0	245.8	697	(26)	6983	(19)
86.6	266.0	707	(22)	7041	(16)
83.0	250.3	693	(29)	7013	(18)
96.5	292.5	801	(10)	6844	(23)
86.1	266.1	696	(27)	7188	(9)
84.8	222.3	668	(33)	6918	(22)
75.8	230.0	628	(37)	6784	(25)
87.4	250.7	718	(20)	6651	(29)
70.4	207.2	586	(43)	6687	(27)
84.9	243.5	698	(25)	6737	(26)
p85.9	262.0	672	(32)	6462	(33)
81.3	253.8	650	(35)	6666	(28)
87.1	256.6	725	(18)	6559	(31)
105.1	312.7	880	(3)	6431	(34)
91.9	294.7	708	(21)	6327	(36)
88.7	265.2	745	(17)	7020	(17)
78.0	226.3	645	(36)	6074	(41)
79.7	236.2	666	(34)	6516	(32)
75.9	237.0	607	(41)	6335	(35)
100.7	298.4	841	(6)	5928	(42)
74.3	222.8	625	(38)	6610	(30)
86.0	268.1	688	(30)	6219	(37)
73.6	222.8	611	(40)	5711	(43)
76.5	217.0	625	(38)	6138	(40)
p54.7	174.4	415	(44)	6200	(38)
92.7	284.9	757	(16)	6141	(39)
84.7	262.0	685	(31)	4801	(44)
DNC		0	(45)	2562	(45)
DNC		0	(45)	1976	(46)

Day 9 - 7 August
Pilot Selected Course Speed Task
5.5 hrs

Speed (kph)	Distance (km)	Daily Score		Cum. Score	
127.2	667.7	973	(6)	8242	(5)
128.2	682.6	988	(3)	8274	(4)
128.3	699.1	**1000**	(1)	8297	(2)
128.1	680.6	986	(4)	**8482**	(1)
128.1	699.1	999	(2)	8287	(3)
126.7	686.1	985	(5)	8156	(8)
122.3	633.1	929	(14)	8182	(7)
124.1	672.4	965	(7)	8211	(6)
122.6	676.5	957	(9)	8043	(9)
122.2	641.5	935	(13)	7942	(11)
119.7	655.7	936	(12)	7716	(13)
108.4	563.4	825	(24)	7992	(10)
123.1	686.7	946	(10)	7715	(14)
122.8	674.5	961	(8)	7429	(20)
120.0	659.1	939	(11)	7743	(12)
113.9	622.0	889	(17)	7504	(19)
116.6	661.8	877	(19)	7589	(15)
122.0	600.5	905	(16)	7522	(18)
113.3	603.8	874	(20)	7427	(21)
111.9	618.2	872	(21)	7545	(16)
p111.4	602.3	840	(23)	7020	(23)
113.4	618.5	885	(18)	7539	(17)
116.2	640.3	908	(15)	7361	(22)
111.3	600.4	863	(22)	5274	(24)

Day 10 - 8 August
Assigned Course Speed Task
612.3 km

Speed (kph)	Daily Score		Cum. Score	
130.4	**1000**	(1)	9242	(2)
118.6	828	(17)	9102	(7)
124.8	918	(8)	9215	(3)
116.3	793	(18)	**9275**	(1)
124.7	917	(10)	9204	(4)
129.3	984	(2)	9140	(5)
125.7	932	(5)	9114	(6)
113.5	753	(21)	8964	(9)
126.2	938	(4)	8981	(8)
124.9	919	(7)	8861	(11)
124.9	920	(6)	8636	(13)
123.3	896	(14)	8888	(10)
120.8	860	(16)	8575	(14)
124.8	918	(8)	8347	(19)
124.0	906	(13)	8649	(12)
124.4	912	(11)	8416	(17)
124.3	911	(12)	8500	(15)
128.4	971	(3)	8493	(16)
113.4	750	(22)	8177	(20)
121.5	870	(15)	8415	(18)
114.4	765	(20)	7785	(23)
*494.4	292	(24)	7831	(22)
115.9	788	(19)	8149	(21)
110.6	709	(23)	5983	(24)

Day 11 - 9 August
Assigned Course Speed Task
579.2 km

Speed (kph)	Daily Score		Cum. Score	
119.8	986	(3)	**10228**	(1)
120.7	999	(2)	10101	(3)
113.2	890	(11)	10105	(2)
106.6	795	(18)	10070	(6)
111.7	868	(12)	10072	(5)
117.5	952	(7)	10092	(4)
116.9	943	(8)	10057	(7)
119.4	981	(4)	9945	(8)
110.5	851	(13)	9832	(9)
116.0	931	(9)	9792	(10)
118.2	963	(5)	9599	(11)
100.8	710	(21)	9598	(12)
115.6	925	(10)	9500	(13)
120.8	**1000**	(1)	9347	(16)
109.3	834	(15)	9483	(14)
118.2	963	(5)	9379	(15)
103.7	753	(19)	9253	(17)
103.1	744	(20)	9237	(18)
109.1	831	(16)	9008	(19)
*546.5	393	(22)	8808	(20)
110.1	845	(14)	8630	(21)
106.9	798	(17)	8629	(22)
*471.9	339	(23)	8488	(23)
*430.9	310	(24)	6293	(24)

Day 12 - 10 August
Assigned Course Speed Task
487.9 km

Speed (kph)	Daily Score		Cum. Score	
138.3	883	(7)	**11111**	1
146.9	**1000**	(1)	11101	2
138.2	882	(8)	10987	3
139.1	895	(4)	10965	4
138.5	887	(5)	10959	5
135.6	846	(13)	10938	6
138.1	880	(9)	10937	7
138.4	884	(6)	10829	8
137.9	878	(10)	10710	9
135.5	845	(14)	10637	10
142.8	944	(3)	10543	11
135.2	841	(15)	10439	12
137.3	869	(11)	10369	13
144.7	971	(2)	10318	14
129.8	767	(20)	10250	15
134.1	827	(17)	10206	16
137.1	867	(12)	10120	17
130.5	777	(19)	10014	18
126.3	720	(24)	9728	19
126.8	727	(23)	9535	20
134.8	835	(16)	9465	21
132.3	802	(18)	9431	22
129.3	761	(22)	9249	23
129.4	762	(21)	7055	24

Day 9 - 7 August
Assigned Course Speed Task
499.6 km

Speed (kph)	Daily Score		Cum. Score	
119.7	999	(2)	**8350**	(1)
117.1	960	(5)	8281	(3)
116.2	946	(11)	8169	(8)
113.8	910	(16)	8332	(2)
113.9	912	(15)	8198	(6)
113.7	910	(16)	8230	(4)
110.8	866	(24)	8012	(12)
114.4	920	(14)	8140	(9)
116.5	950	(10)	8046	(11)
116.6	952	(9)	8012	(12)
116.6	953	(8)	8071	(10)
109.4	845	(28)	8001	(14)
112.0	884	(22)	8201	(5)
110.8	867	(23)	7828	(21)
108.4	832	(30)	7955	(15)
119.8	**1000**	(1)	7798	(22)
112.8	896	(21)	7834	(19)
117.8	970	(4)	7953	(16)
108.5	833	(29)	7874	(17)
107.5	818	(34)	7831	(20)
110.5	863	(25)	7707	(24)
119.6	997	(3)	8185	(7)
114.6	923	(13)	7841	(18)
115.3	933	(12)	7717	(23)
107.6	819	(33)	7470	(28)
106.3	801	(35)	7488	(27)
98.0	678	(39)	7415	(29)
112.8	897	(20)	7359	(30)
109.5	847	(27)	7513	(26)
116.8	955	(7)	7514	(25)
113.0	899	(19)	7330	(31)
116.9	957	(6)	7284	(32)
*0.0	0	(44)	7020	(34)
110.5	863	(25)	6937	(37)
*439.8	360	(40)	6876	(38)
113.5	907	(18)	7242	(33)
105.1	783	(36)	6711	(39)
*114.1	93	(43)	6703	(40)
105.1	782	(37)	7001	(35)
107.7	821	(32)	6532	(41)
107.9	824	(31)	6962	(36)
*234.9	192	(41)	6392	(42)
*234.9	192	(41)	6333	(43)
99.3	697	(38)	5498	(44)
DNC	0	(44)	2562	(45)
DNC	0	(44)	1976	(46)

Day 10 - 8 August
Pilot Selected Course Speed Task
5 hrs

Speed (kph)	Distance (km)	Daily Score		Cum. Score	
117.7	580.8	938	(2)	**9288**	(1)
107.9	534.8	862	(29)	9143	(3)
119.5	570.4	937	(4)	9106	(6)
111.1	548.9	886	(19)	9218	(2)
114.2	555.8	904	(16)	9102	(7)
110.0	548.9	881	(21)	9111	(4)
115.3	553.5	906	(13)	8918	(11)
114.3	560.3	908	(12)	9048	(8)
117.6	627.2	868	(25)	8914	(13)
115.2	553.5	906	(13)	8918	(11)
107.8	534.2	861	(30)	8932	(10)
114.5	565.5	913	(9)	8914	(13)
99.2	487.5	789	(39)	8990	(9)
113.7	565.5	910	(11)	8738	(20)
112.8	555.8	898	(17)	8853	(15)
126.2	615.7	**1000**	(1)	8798	(17)
110.2	524.5	863	(28)	8697	(22)
112.1	531.8	876	(23)	8829	(16)
114.4	555.8	905	(15)	8779	(18)
117.3	554.8	915	(8)	8746	(19)
110.3	560.4	868	(25)	8575	(23)
116.9	591.8	924	(7)	9109	(5)
112.1	547.2	888	(18)	8729	(21)
102.5	505.0	816	(37)	8533	(24)
117.7	577.1	935	(6)	8405	(26)
118.3	575.1	936	(5)	8424	(25)
116.8	552.2	911	(10)	8326	(28)
109.8	530.3	866	(27)	8225	(30)
106.2	542.0	831	(34)	8344	(27)
95.3	489.5	740	(40)	8254	(29)
110.6	541.2	878	(22)	8208	(31)
p109.2	530.8	854	(32)	8138	(32)
119.3	572.8	938	(2)	7958	(33)
111.3	542.4	882	(20)	7819	(36)
109.2	537.8	869	(24)	7745	(38)
88.4	443.4	706	(42)	7948	(34)
p106.6	535.9	839	(33)	7550	(39)
79.9	386.4	630	(44)	7333	(41)
103.1	514.2	826	(35)	7827	(35)
107.6	541.2	857	(31)	7389	(40)
107.5	491.9	825	(36)	7787	(37)
99.7	530.8	738	(41)	7130	(43)
101.4	492.4	862	(38)	7135	(42)
94.9	527.7	662	(43)	6160	(44)
DNC		0	(45)	2562	(45)
DNC		0	(45)	1976	(46)

Day 11 - 9 August
Assigned Course Speed Task
507.9 km

Speed (kph)	Daily Score		Cum. Score	
113.3	967	(2)	**10255**	(1)
115.4	**1000**	(1)	10143	(3)
111.0	933	(11)	10039	(6)
112.5	956	(5)	10174	(2)
113.0	963	(3)	10065	(4)
112.1	949	(7)	10060	(5)
113.0	963	(3)	9881	(8)
108.8	898	(19)	9946	(7)
111.5	939	(8)	9853	(10)
110.2	919	(15)	9837	(13)
110.0	916	(16)	9848	(12)
111.3	936	(9)	9850	(11)
108.1	888	(22)	9878	(9)
112.6	956	(5)	9694	(17)
108.5	894	(20)	9747	(14)
110.9	930	(13)	9728	(16)
109.4	907	(18)	9604	(20)
109.6	911	(17)	9740	(15)
107.9	885	(23)	9664	(19)
110.7	927	(14)	9673	(18)
111.2	935	(10)	9510	(21)
*545.3	391	(41)	9500	(23)
100.9	777	(39)	9506	(22)
107.4	877	(29)	9410	(24)
107.8	883	(26)	9288	(26)
107.5	878	(27)	9302	(25)
110.9	931	(12)	9257	(27)
107.9	884	(25)	9109	(30)
104.9	838	(31)	9182	(28)
108.3	891	(21)	9145	(29)
104.2	827	(32)	9035	(31)
105.3	845	(30)	8983	(32)
107.5	878	(27)	8836	(33)
102.1	796	(36)	8615	(35)
104.0	824	(33)	8569	(36)
p104.3	781	(38)	8729	(34)
p104.5	822	(34)	8372	(37)
108.0	885	(23)	8218	(38)
*493.7	354	(44)	8181	(40)
103.2	813	(35)	8202	(39)
*511.2	366	(43)	8153	(41)
101.8	791	(37)	7921	(42)
*552.3	396	(40)	7531	(43)
*512.9	367	(42)	6527	(44)
DNC	0	(45)	2562	(45)
DNC	0	(45)	1976	(46)

Day 12 - 10 August
Assigned Course Speed Task
422.0 km

Speed (kph)	Daily Score		Cum. Score	
121.8	961	(5)	**11216**	1
121.8	897	(12)	11040	2
128.1	995	(2)	11034	3
118.4	844	(20)	11018	4
123.9	930	(7)	10995	5
118.4	844	(20)	10904	6
128.4	**1000**	(1)	10881	7
122.9	915	(9)	10861	8
128.0	994	(3)	10847	9
123.1	918	(8)	10755	10
121.7	895	(13)	10743	11
p122.5	883	(16)	10733	12
114.4	782	(32)	10660	13
124.5	939	(6)	10633	14
121.1	886	(15)	10633	14
121.5	893	(14)	10621	16
127.3	983	(4)	10587	17
117.9	836	(22)	10576	18
120.6	878	(17)	10542	19
117.8	835	(23)	10508	20
117.3	827	(24)	10337	21
113.3	764	(35)	10264	22
112.6	753	(36)	10259	23
116.3	811	(27)	10221	24
120.4	876	(18)	10164	25
p120.8	857	(19)	10159	26
116.0	807	(29)	10064	27
122.1	902	(10)	10011	28
116.2	810	(28)	9992	29
109.9	713	(39)	9858	30
115.1	793	(31)	9828	31
116.6	816	(26)	9799	32
121.9	900	(11)	9736	33
114.3	781	(33)	9396	34
115.6	801	(30)	9370	35
104.3	624	(41)	9353	36
113.6	770	(34)	9142	37
116.6	817	(25)	9035	38
110.2	717	(38)	8898	39
104.4	626	(40)	8828	40
104.0	620	(42)	8773	41
103.7	615	(43)	8536	42
112.2	748	(37)	8279	43
99.5	550	(44)	7077	44
DNC	0	(45)	2562	45
DNC	0	(45)	1976	46