

TWENTY-THIRD WORLD GLIDING CHAMPIONSHIPS

BORLÄNGE, SWEDEN

by Chuck O'Mahony

Anyone traveling to Borlänge, Sweden for the Twenty-Third World Gliding Championships would have been wise to look at a map rather than a calendar before packing. Okay, so the contest was in June, but Borlänge is at the same latitude as Anchorage, Alaska. The thermometer dipped to near freezing at night and often didn't reach 60°F during the day. Fodor's travel guide promised topless beaches, but the nearest one was probably the French Riviera.

Borlänge is a modern, litter-free city with all the amenities, 135 miles northwest of Stockholm. The drive there is on good highways through gently rolling countryside, and this first impression of Sweden is a good one. Everything looks old-country clean and well tended, and the road winds past meandering lakes, lush green fields, and endless stands of pine and white-trunked birch. There is no air pollution, and the pleasant view is from horizon to horizon.

Dala Airport, the site of the contest, is a municipal field just south of Borlänge. It has a paved runway long enough to make it a weather alternate for international jet flights coming into Stockholm. Parallel to the main runway is a grass strip, 14/32, 3,000' long, and angled off from these two is a second grass strip, 12/30, 2,400' long. Gliders were able to grid six abreast on both strips. The Twenty-Third WGC drew a large field of competitors, 116 pilots from 25 different countries so the spacious grass runways and tie down areas were put to full use. The new freedom in Europe added some new countries to the contest - Estonia, Lithuania, and my favorites, Czechia and Slovakia. Just getting there was an adventure for most. Angela Sheard lives in Oxford, England, and her linguistic skills landed her a job as interpreter for the Polish team. She was looking forward to a leisurely ferry trip across the Baltic Sea from Gdansk to Sweden but the itinerary suddenly got



THE U.S. TEAM / WSC'93

Front row (left to right): Karl Striedieck, Doug Jacobs, Richard Hall, and Rick Walters. Back row (left to right): Eric Mozer, Ray Gimmey, Ken Sorenson and Team Manager Jim Payne. Photography by Chuck O'Mahony.

complicated when pilot Janusz Centka was offered the use of an ASW-22B for the contest. The ASW had to be picked up in Germany by Andrea and Andrzej Makotyn, Centka's crewman. Andrea



Angela Sheard, of Oxford, England, served as interpreter for the Polish Team. Photography by Chuck O'Mahony.

admits to mixing up the directions as to where she would be waiting in the town of Poznan, so it wasn't a total surprise when Makotyn, the van, and the trailer drove right past her. She gave pursuit on foot, then commandeered a taxi, shouting in Polish to the startled cabbie, "Follow that trailer!" They eventually caught up with Makotyn, but he didn't speak to her much during the three-and-a-half day trip, even when the fire extinguisher blew up in the van.

The Lithuanian team brought their LAK-12 sailplane and their competition LAK-17 to Borlänge in grand style. They made a nonstop, 4.5 hour, dual aero tow across the Baltic Sea behind an Antonov AN-2, a formidable looking single-engine biplane with seats for ten passengers - but no seatbelts.

Gordon Hookings and Ruth Pryde flew from Auckland as team captain and crew for New Zealand's only entry, Patrick Driessen. It was Ruth's 10th trip to the Worlds, and her toughest by far. With weather and mechanical delays - including out-of-service showers in the steamy Singapore airport - the trip took 45 hours. "I had corns on m' bottom!" Ruth grumbled.

And the trip ain't over 'til it's over... just ask Doug Jacob's crewman, Bob Fitch. Doug decided to fly his LS-6 the 90 miles from the practice field at Eskilstuna to the contest site. Bob would close up shop and follow with the trailer. When he asked Doug's daughter, Charlotte, for the car keys, she said, "Daddy has them." Daddy was at 3,000 feet.

"Uniform Zulu, do you have the car keys?"

"Oops!" Dump water, land and start all over? Nahh! Doug would wrap the key ring in a glove, tape it snugly but leave an easily-seen streamer, and drop the keys from 1000 feet.

"... three, two, one. Keys away! See them, Bob?"

Fitch was still gazing intently at the



The Antonov AN-2. Photography by Chuck O'Mahony.

sailplane. "No joy," he announced lamely. Luckily, a young Swede who had been listening to the proceedings watched the keys fall and pedaled out onto the grass for a retrieve.

The U.S. was represented by a seven man team that mixed first-timers and veterans. Doug Jacobs was in the 15-Meter Class flying for the fifth consecutive time in a WGC, with a gold medal and two bronzes since his debut in Italy in 1985. The avuncular Ray Gimney, in his seventh Worlds, was flying in the Open Class in one of the magnificent Nimbus 4's, a graceful craft with a 26.4 meter wingspan. Flying in the class with Gimney was Eric Mozer, also piloting a Nimbus 4.

Mozer was flying in his sixth Worlds and had previously earned two medals. The competition at Borlänge included 11 pilots who had previously won a combined total of 16 gold medals in a WGC. Five of these gold medal winners were flying in the field of 27 entered in Open Class. The legendary Karl Striedieck, flying in his sixth Worlds, rounded out the veterans. Karl's ASW-24 was one of 49 entries in the Standard Class.

Our team had three first-time pilots in the competition, but none of them strangers to U.S. Nationals. Ken Sorenson, a bespectacled, easy-going pilot heads up his own consulting engineering firm in Houston. He was flying his Discus, "the glider of choice" he noted, in the Standards. Richard Hall - long, lean and newly married - makes a living as a 737 First Officer for Continental Airlines. Hall teamed with Jacobs in the 15-Meter Class, flying a Ventus in the field of 40. Rick Walters, a tall, laid-back type with

the gait and manner of a young Robert Mitchum was flying Standard Class in his Discus - contest letters FG, nickname "Fast Guy."

Team Captain for the fourth time was Colonel Jim Payne, a U.S. Air Force test pilot whose office at Edwards Air Force Base is the cockpit of an F-16. Jim's wife, Jackie, was also there to take care of the endless detail. There were also kids, crews, parents (even grandparents) and wives, enough to tilt the U.S./Sweden balance of trade heavily in Sweden's favor.



U.S. Team member Doug Jacobs. Photography by Chuck O'Mahony.

Competitors had been practice flying their gliders from half-a-dozen satellite fields until June 7, when Dala Airport was officially opened to them. Pilots trailered or flew in and spent the final week fine tuning their sailplanes and memorizing the topography of the contest area. The airport bustled with the last minute activity, and it wasn't until long shadows stretched across the field late Friday evening that an expectant hush drifted over the field. Opening ceremonies and an exciting airshow were scheduled for Saturday morning, June 12, and a mini carnival had been set up for the expected weekend crowd.

Then came the rain... a cold, steady downpour. The only thing there was more of than rain was people. These



"Fast Guy" Rick Walters. Photography by Chuck O'Mahony.

Swedes had marked their calendars for a trip to the airport on Saturday morning and, "by yiminy," they were going if they had to go by boat. Parking was a half mile from the airport in a field that rapidly turned to gumbo, but the crowd streamed in. Kids wearing yellow slickers and big smiles rode the little amusement rides, and their folks

huddled under umbrellas while they pitched rings to win kewpie dolls.

At the opening ceremonies, a bedraggled parade of teams, crews and families marched past the hardy souls



Göran Ax, 2nd Place Winner in the Open Class. Photography by Chuck O'Mahony.

who filled the bleachers. After a few short speeches, Argentina led the soggy teams back through the quagmire. There was a low ceiling and a lot of gray scud, but the Swedish Air Force pilots did what they could to thrill the crowd. They flew low-level formation in their Viggens, and executed a close-counter, head-on pass. One solo pilot

did a loop in his Viggan that was one-third VFR, and two-thirds IFR. Another jet pilot pushed his Viggan to the brink of Mach 1, and with the high humidity the air compression was actually visible.

Members of the local sky diving club didn't even chute up, and the vintage gliders and tow planes stayed tethered to the ground, covers snapped tight on their open cockpits so they wouldn't fill up like bath tubs.

Skies were still overcast on Sunday and there was even a light rain. At the 10:30 briefing most pilots felt they would assemble gliders and move them to the grid, but there would be no flying. A second briefing at 12:30 called for a 13:30 launch, and right on schedule Eric Mozer was towed off runway 30 into a very "iffy" looking sky. The 23rd WGC was underway. In just 61 minutes all the gliders were airborne, and the pilots wasted little time before heading out on course.

The Opens had a 347 kilometer task, the 15-Meter ships 332, and the Standards 287. Throughout the contest, the tasks were not the traditional triangular shapes, but tended to be zig-zag courses with more turnpoints. There were six for each class on Day One, and the goal was to keep the gliders within the bounds of a flyable air mass. The plan worked for this day, and with the short tasks the Sunday crowd didn't have long to wait for the gliders to get home.

Göran Ax, two-time World Champion and a local favorite, flew at 124 km/h and swept across the finish line in less than three hours. Ax made what proved to be a crucial decision when he "tanked up" at a thermal just before the last turnpoint.

"I climbed to 1400 meters and made sure I had enough altitude to get home. My teammate left too soon, and it proved not a good thing to do. The last leg is only 24 kilometers, and I didn't have to



Many interesting ships could be found at the competition, including the LAK 17. Photography by Yasuhiro Yama.

thermal again." Asked if he thought he had won, Ax said "I felt I had flown well. I didn't make any serious mistakes." Not making serious mistakes – and luck – would be key factors for the contest. Mozer was off to a good start with a strong fourth place finish, and Gimmey was well up in the pack in 12th place. There were no landouts in the Open Class.

In the Standard Class, 54-year-old Leonardo Briigliadori, a gold medal winner in Australia, won the day. Two of our first-timers, Sorenson and Walters finished 23 and 24. Striedieck was going it alone when he ran out of air and had to land out after 168 km. The four new Crystal gliders, built in France and flying for the first time in a world competition, all finished in the top ten. Two were flown by French pilots, two by Swedish pilots.

David Jansen of Australia came home first in the 15-Meter Class. Richard Hall did the U.S. proud by taking fourth place in his debut in a world comp, and Jacobs was a fast fifth. Another new

glider type was getting its baptism in world competition, the Lithuanian built LAK-17. It is an extremely light ship, with an empty weight of less than 400 pounds, and the L/D is calculated at 45/1. Five ships landed out in the class, making a total of ten for the day. Not bad on a gloomy looking day when most of us ordinary mortals wouldn't have taken the glider out of the trailer. After all the scores had been posted a magnifi-

cent rainbow arched across the horizon and everyone hoped it was a good omen.



Jan Andersen of Denmark. Photography by Chuck O'Mahony.

From the start, Day Two was a race against time. The 10 o'clock briefing was brisk, grid time was set for 10:30, launch at 11:00. The tow fleet was a squadron of freshly painted Pawnees, most with four-bladed props, able to haul even the Opens in a fast climb at 125 km/h. Today the Pawnees tugged the 15-Meter gliders from runway 30 directly towards sinister looking black clouds with dark veils of rain hanging

underneath. A 180 degree turn off tow gave the pilots a more promising view to the southeast, some sunshine and cumulus. The met men had predicted deteriorating conditions, so the gliders made a stampede start.

On course rain blanketed some of the turnpoints, and at cloud base the sailplanes were flying in snow! Contest Director Alf Ingesson-Thoor flew a small plane out on the course and witnessed 58 off-field landings, 19 in one field. The final count was 69 landouts versus 56 pilots with happy crews.

Two time World Champion Baer Selen won the Standard Class. Ken Sorenson was one of only 11 in Standard to make it home, finishing in 7th


place and moving into the top 10. Walters and Striedieck were among the 38 landouts. "I left a thermal at a cloud base of 3,000 feet," Walters said, "and two minutes later I was on the ground." Hardly time to choose the appropriate expletive. Day One's "top ten" Crystals all landed out, three of them in the same field. And for Leonardo Briigliadori it was that short journey from the penthouse to the outhouse. After winning the first

day he landed out on the second, but he was still in first place overall! It would be that kind of a contest. Walters said later he thought the task was a "world class call. The guys who made it around flew 400 km to complete a 200 km task."

Even the Opens with their 60 to 1 glide ratios didn't fare well. Thirteen made it home, 14 landed out. Jan Andersen, a Dane with red hair but an easy going manner came in first. Göran Ax was second, only two points behind, and he held onto his lead. At the end of the day's task, the total number in the Open Class changed from 27 to 26. One pilot was caught cheating and was immediately expelled from the contest. A very unsavory situation, but a tribute to the alertness of the contest officials.

In 15-Meter, Martin Theisinger of Germany got his LS-6 around the course in the fastest time. David Jansen, another first day winner, landed out. A frustrated Doug Jacobs managed 276 km of the 295 km task and Hall did 252, but then gravity took over.

Martyn Wells and Justin Wills, both of Great Britain, had a second and third photo finish. Wills commented on the effects of the precipitation. "The snow wasn't bad, but the rain made it difficult, especially on waxed gliders. On a waxed wing the droplets bead up and distort the airflow even more. I left the last turnpoint and computed I would



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have 900 feet at the finish after derating my glider's performance by 15% for the rain. I got to the finish 50 feet off the ground." A tough, humbling Day Two was in the record book.

On Tuesday the pilots walked to the 10:00 briefing in a light drizzle while their crews moved the gliders to the grid. There was a second briefing later, and then a third. It wasn't until 15:00 that the task was finally scrubbed. Only the long daylight hours here allowed for such long delays. The sun rose at 03:30 and set after 22:30, and it never really got dark. On some days relights were permitted until 16:30, and the start gate didn't close until 17:00. (To eliminate decision making in these strange light conditions, it is mandatory in Sweden to drive with your car headlights on at all times.)

The weather didn't seem much improved on Wednesday, but the Competition Director launched the Day Three task, feeling a bit pressured perhaps for the previous day's triple briefing. The results were less than spectacular. Each day Marion Barritt, Robert Axelsson and a staff of hard working press people published a bulletin titled Soar Sweden. On page one, the morning after Day Three, Deputy Director Robert Danewid noted, "There were many outlandings yesterday." Right, Bob. If asked to describe Lizzie Borden, Danewid probably would have said she wasn't nice to her parents. Of the 115 gliders launched on Day Three, 14 crossed the finish line and 101 landed out.

Only Pavol Cerny of Slovakia and Eric Napoleon made it around the course in the 15-Meter Class, and Cerny's winning speed was 61 km/h. After finishing 12th on Days One and Two, Napoleon's second place finish moved him into first place in the class! His teammate, Gilbert Gerbaud, is nicknamed "Speedy Gonzalez," and Doug Jacobs calls him "The Rocket." Gerbaud was a victim of the capricious Swedish weather and landed out. He was in a dismal 15th place overall...but don't go away! Hall and Jacobs were also among the 38 landouts in the class.

In Open, Stanislaw Wujczak nursed his ASW-22 home to a first place finish, and Janusz Centka was right behind, giving Poland win and place for the day. Jan Andersen, Day Two's winner, was a landout. Gimney and Mozer both landed out. Winning speed was 71 km/h, which meant it took over five hours to complete the 366 km task. Pilots who made it were "parking" in zero sink, waiting for a shower to pass a turnpoint or for the lift to recycle. There were times to be the hare, times to be the tortoise.

In Standard Class, the popular Brit, Andrew Davis, took the day, and Borgmann of the Netherlands was second. Both had landed out on Day Two. All three of our U.S. pilots landed out, and it gave Striedieck three for three, a very unwanted "hat trick." Charlie Spratt, crewing for Karl, asked if he should put in a call to Dr. Kevorkian. Karl's temperament seemed ill-suited to this low-ceilinged, wait-and-see Swedish weather. Striedieck's style is more like the grim-faced vulture perched on the dead tree limb who says, "Patience my ass! I wanna kill something."

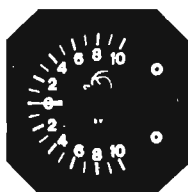
A major innovation at the 23rd WGC was the use of GPS, an acronym for Global Positioning System. The on-board unit accepts signals from four or more of 24 satellites orbiting Earth and determines the glider's position to within a few meters. According to a survey done by Bernald Smith, 97 gliders in the contest were equipped with GPS. Ken Sorenson carried a Garmin 55

in his Discus, a unit which strapped to his leg and looked like a handheld calculator.

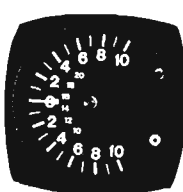
"With GPS you can't get lost," Ken explained. "With my Garmin 55 (cost about \$850) I can program 240 waypoints into the memory. I have all the turnpoints entered, and on a task I punch in the next stop and the GPS tells me the bearing, the distance, and my groundspeed. Some of the areas we are flying over are not very landable, so we are also entering off-field landing sites. If I get low, I can ask the GPS for help and it will give me the bearing and distance to the nine nearest landing sites. There is even a 'man overboard' feature. If I'm flying over a spot I want to remember later, I can punch a couple of buttons, give the location a name, and the GPS will store the exact latitude and longitude for me."

One effect of GPS will be to lessen the "home field" advantage of local glider pilots who know the area. Jim Payne feels the biggest contribution of GPS is safety, and this was proved out during

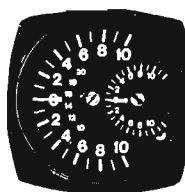
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Runway workers readying "Potato International." Photography by Chuck O'Mahony.

the contest by quick pin pointing of downed gliders in potentially hazardous situations. Like swamps. GPS was used in this contest for navigation only, but in the future it is expected to replace the camera for recording turnpoints.

Our team had its best showing on Day Four. Ray Gimney finished second behind four-time World Champion Ingo Renner, and Mozer came in eighth. In 15-Meter, Hall had another good run for a fifth place. Doug Jacobs flew aggressively, choosing to race rather than retreat, and it cost him.

"If you are out on course and you're thermaling," says Jim Payne, "you are going the wrong direction half the time."

Doug was going in the right direction, but he landed in the same potato field he had landed in on Day Two.

There were six other gliders in the field, and the farmer's delighted wife said to the pilots, "Oh! But if I knew you were coming, I would have cooked!" Her farm was officially christened "Potato International."

Rick Walters hit his stride and garnered a fourth in Standards, and Striedieck was fifth. Fifth, that is, until they hit him with a 100 point penalty for his start photo. Ken Sorenson flew the course at 101 km/h and was 12th in a tightly bunched group.

John Byrd, a three-time contestant in the Worlds, crewed for Sorenson. Byrd began to perceive success in this contest hinging more on survival than



John Byrd talks with U.S. Team member Ken Sorenson. Photography by Chuck O'Mahony.

speed, and suggested Ken carry less water ballast.

"Full water doesn't really add that much to your speed capability," Byrd noted. "Staying up in weak lift is a more critical factor here."

Friday, June 18, brought better weather, and the CD called for longer tasks. The Open and 15-Meter Classes flew north in the heavily forested area, a sector to be used only under ideal conditions.

"There were long stretches up there with absolutely nowhere to land," Gimney said.

At one point, Mozer got low and was sizing up prospects of a lake landing. Gimney flew home ninth and Mozer was 19th. Jan Andersen won his second day, with Brian and Gillian Spreckley of Great Britain close behind. Gillian, a short-haired, gamine type and a first rate competition pilot, rode the back seat of the ASH-25. (Between contests the Spreckleys host glider safaris to the French Alps and the Pyrenees. Sure beats working at MacDonalds.)

Flying in the same area as the Opens proved tougher for the 15-Meter pilots, and there were 13 landouts. Kuusisto of Finland and Theisinger of Germany, first and second in the standings, landed out and dropped back into the crowd. Jacobs got 960 points for a seventh place finish, and in spite of three landouts moved into 14th place. Hall was 21st, 17th overall. Australian Brad Edwards, a gold medalist at Uvalde in '91, got a hard earned 1000 points with his first win.

Lopitiaux of France won in his Crystal, but the handsome young Dutchman, Eric Borgmann, took over the lead in the class. And could we have a drum roll for Karl Striedieck? He blasted home a strong tenth – with no penalties – and his crew – brother Walter and Charlie Spratt – had a pleasant dinner, on time.

Ken Sorenson and Rick Walters were

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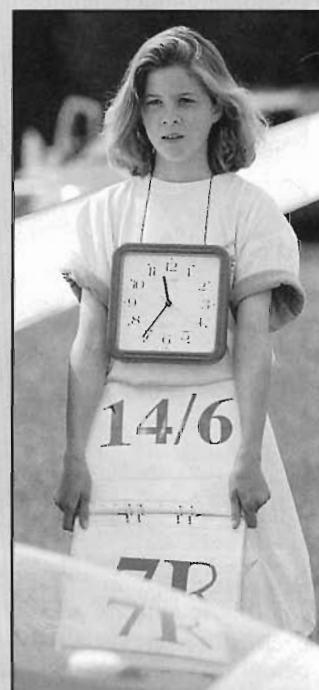
In Pictures!



Opening Day Ceremony. Photography by Chuck O'Mahony.



Eric Mozer and Klaus Holighaus. Photography by Chuck O'Mahony.



Girl with photo board. Photography by Yasuhiro Yama.



P.A. Persson of Sweden won WGC in 1948 in Switzerland, flying a Weihe. Photography by Chuck O'Mahony.

BORLÄNGE SWEDEN

93



Cathy & Richard Hall talk with Doug Jacobs. Photography by Chuck O'Mahony.



Midsummer festival. Photography by Chuck O'Mahony.



Bernald Smith and Tom Zealley (I.G.C. Rep. from England.) Photography by Chuck O'Mahony.



Eric Napoleon (France) 1st in 15-Meter. Photography by Chuck O'Mahony.



Preparing the ships for launch. Photography by Yasuhiro Yama.



Hana Zejdova from Czechia. Photography by Chuck O'Mahony.

back in the pack. Walters found himself below the working band of lift after releasing from tow and wound up making an unintentional late start. He was the last starter and didn't see another



U.S. Team member Eric Mozer patiently waits in the cockpit of his Schempp-Hirth Nimbus 4. Photography by Yasuhiro Yama.

glider the entire task. Release altitude for the gliders was 700 or 800 meters, and there were days when this altitude was barely in an area of lift. There were numerous instances of pilots having trouble just getting out of the gate. It was difficult, too, trying to find lift un-

der a thermaling glider on course.

"He might be 500 feet above you and going to the moon, and you've got zip," said Mozer.

Already four pilots had led the 15-Meter Class and three the Standard Class. Only Göran Ax in Open had been



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the front runner from Day One. Martyn Wells, a seasoned Worlds contest veteran, flew an LS-6 for Great Britain.

"I've never seen a contest like this one. Usually after three or four days a contest settles into a pattern, but not this one. A chap wins one day, lands out the next. You get a seven knot thermal and bore ahead expecting another one, and it's not there," he remarked.

The quick changes of fortune would be the trademark of this contest.

Richard Hall adjusted his strategy to fit the weather.

"Leave a little later and try to catch up with the pack. Then fly with the fast guys and try to be at the top of the last gaggle. The only trouble is, there's not much room at the top," Hall said.

All the pilots were surprised at how rapidly the weather cycled, ten minutes often being the difference between strong lift or a rain shower at a turnpoint. The numerous large lakes in the task area factored in another variable. The lakes were still considerably colder than the land, and the shoreline cu's sometimes yielded good lift, sometimes nothing. Much of this was unreadable and unpredictable. It was generally agreed among all the pilots that luck was playing a larger role than usual.

Threatening weather from the southeast called for an early launch and shorter tasks on Saturday, the fourth straight day of flying. Most pilots started early, the foul weather held off, and the highest speeds of the contest were logged. Birger Bulukin of Norway blistered the course at 133.77 km/h in 15-Meter for his second first-place finish. Eric Napoleon trailed most of the field, finishing 32nd, but hung on to first place. Hana Zejdova from Czechia, the only woman PIC in the contest, completed the course in her Ventus at 119 km/h. Hall and Jacobs both finished in the top ten at sixth and eighth. Overall, Jacobs was 13th—still an outside shot for a medal—and Hall was 15th.

In Standards, Andrew Davis of Great Britain won the day and moved into first place, the fifth different leader in six days of racing. Rick Walters had another good day, bringing "Fast Guy" in ninth. Striedieck and

Sorenson were in the middle of the finishers.

Gimmey and Mozer both flew well, finishing sixth and seventh and giving the U.S. team its best showing, five pilots in the top ten. The multi-talented Klaus Holighaus was a commanding first in the Open Class in his own Nimbus 4. Janusz Centka of Poland would have moved into first place, but both he and his teammate, Stanislaw Wujczak, were assessed a 100 point penalty for "dangerous flying in clouds near the departure area." Despite a 16th place finish, Göran Ax remained in first place.

The Swedes measure cloud cover in

eighths, octas, and on Sunday, June 20, eight octas cancelled any chance for a flying day. There was more of the same on Monday, and now 11 days was the maximum number for contest flying.

The met men expected rain showers by afternoon on Tuesday, so on Day Seven shorter tasks were called. Our team had another hot day with Eric Mozer second, and Sorenson and Walters fifth and ninth. Hall was 14th and Jacobs 19th, but both moved up in the standings, Doug to 12th and Richard to 13th. Gimmey was 15th for the day and 11th overall. Striedieck chose an alternate landing field approximately

26 kilometers short of the finish line. It might have been worse. Georg Schuster of Austria in Oscar Nine flew 256.8 km before landing, and this put him into a lake. Fortunately, his ASW-24 has a front hinged canopy and the instruments raise up with it. This put them above the water line, and the only thing dampened was Georg's spirits. It was status quo in the cumulative leads, with Göran Ax, Eric Napoleon and Andy Davis retaining their #1 positions.

At noon on Day Eight the 15-Meter Class was launched and many of the pilots had difficulty finding lift immediately off tow in an overdeveloping sky. Swiss pilot Richard Hächler took the maximum three tows, and then landed 7.8 kilometers from the airfield. Hächler's problems may have influenced the competition director's decision to delay the Open launch and scrub the Standard Class altogether.

Pilots in Standard were perturbed at the call.

"Our L/D is the same as the 15-Meters," said Ken Sorenson. "We're giving up a day we're going to be sorry we lost."

(Given my flying skills, I would have hot footed it back to the hotel and penned a thank you note to the CD.) But time was running out and Andy Davis had a 155 point lead.

In the 15-Meter race, Italy's Giorzo Stefano was first, just one point ahead of England's Martyn Wells. The leaders were closely bunched and Jacobs got 975 points for his

IT'S HOW MUCH ???



Advance notice was that prices in Sweden would be high, even by European standards, and they didn't disappoint us. Actually, the \$4.00 a gallon gasoline didn't bother me as much as it should have. I had been warned that it was \$5.00 a gallon, so I felt like I was getting a 20% discount. Still, putting 3/4 of a tank of gas into a little stick-shift Peugeot and shelling out \$45 made me feel like a skin graft donor. The Swedes are aggressive drivers, and maybe the price of fuel has something to do with it.

At MacDonalds, a Big Mac, large fries and a coke cost \$7.70. A bottle of beer is ONLY \$4.25 at a restaurant, but a half liter at a disco can set you back \$6.50. A trip to the barber shop for a haircut lightened my wallet by \$25 U.S. dollars... plus tip. For a few heady moments I felt like President Clinton.

Swedes don't always think the best things in life should be free. Water with dinner at the Chinese (Chinese!) restaurant in Börlänge puts an 85 cent charge for "isvatten" on the check. And it costs 70 cents for a routine urination at the men's room in the Central train station in Stockholm. They get you coming and going.

The unit of currency in Sweden is the krona, plural kronor. A 100 kronor note is the same size as a dollar bill, but it has Danny Kaye's picture on it, so it's easy to forget it's worth \$14. Before departing the Stockholm airport I wanted to unload my few remaining kronor, all 200 of them, so I went into the duty free shop and bought candy. On the plane it dawned on me. My stars! I just bought \$28 worth of chocolate bars.

It's nice to be home.

seventh place finish. Doug had fought his way up to ninth place, a world class display of true grit. Newcomer Hall was ignoring the pressure and riding in 13th place. France's Napoleon continued his steady if unspectacular flying, finishing 12th but still leading the class by 195 points.

Denmark's Jan Andersen earned a pair of 1's on the scoresheet. He won the day for an incredible fourth time and moved ahead of Göran Ax, the local crowd's favorite who had been leading since the first day. On page one of the daily contest bulletin there would be no more, "Heja, Göran! Way to go!" Germany's Holger Back, a medalist in Uvalde, was second, and Ray Gimmey finished in the money in third. Janusz Centka was in dogged pursuit, and his fourth place for the day moved him into third in the cumulative standings. Only



Åke Pettersson of Sweden landed in a small lake in the Dala Jarna area. Photography by Chuck O'Mahony.

47 points separated the first three places in Open Class. Eric Mozer landed 16th, alongside Ingo Renner and Klaus Holighaus.

Day Nine of flying (Day Eight for the Standard Class) brought strange weather and strange results. The gliders were launched in light rain but aimed at some good looking cloud streets, and the weather was just as changeable on course. On the first leg, to the northwest, Federico Blatter of Switzerland in his Nimbus 3 faced a 420 meter hill with 370 meters of altitude. He had to put India Kilo down in a swamp. Mozer watched the drama unfold from above and used his GPS to pinpoint the location for the rescue team and a military helicopter got there promptly. Centka won the day and moved Andersen to second place, Ax to third. Only 19 points separated the three leaders, and the Spreckley team was 318 points back in fourth, seemingly out of contention. Ray Gimmey stayed in the top ten with a 16th place finish, and Mozer finished ninth for the day, 13th overall.

There were some anxious moments during the 15-Meter race. Sweden's Åke Pettersson went off the radar scope and wasn't heard from until 19:45. He had ditched in a small lake in the Dala Jarna area west of Borlänge and couldn't get to a phone. Determined to continue flying – and he did – Pettersson even salvaged the pieces of his broken canopy. His land out dropped him from second to 15th place. There were only four landouts in 15-Meters, and one of the others was gold medal winner Brad Edwards, also winner of Day Five. The pilots say if the lift is marginal, the first guy out on course is like a pig in a mine field. The "loners" in this contest were proving it every day.

Ray Gimmey pondered why Pettersson ditched.

"The weather is not uniform through the task here. You go like gangbusters for a while, then you have to creep. Åke

got to pushing hard and the clouds were phonies. A lot of them look great but just don't produce any lift."

Eric Mozer agreed.

"Sometimes good looking clouds have nothing, while the ugliest looking cloud has 10 knots. And you can get out of phase here. ... be at the right place at the wrong time. You may fly well, but you may not score well."

Hans Obermayer of Germany moved into the lead of 15-Meters, with Patrick Driessen, New Zealand's lone entry, second, and Kuusisto of Finland third. Seventy points separated the trio. Eric Napoleon came down in the standings while his teammate Gerbaud struggled up, and the two were now in a dead heat for fifth. Jacobs and Hall hung in there at 9th and 13th. The two Englishmen, Martyn Wells and Justin Wills earned first and second place in the daily scores.

Andrew Davis increased his lead over Eric Borgmann to a fat 281 points in the Standard Class, and Tomasz Rubaj tightened his hold on third place. Striedieck had a good run and finished ninth, Sorenson was 17th and Walters came in 24th.

Cold, stable air from a slow moving shower virtually eliminated thermal activity at the airport on Day Ten. Only the Open Class launched, although the other two classes weren't cancelled until mid-afternoon. The 402 km task proved to be the most difficult of the contest, and not a single one of the long-winged gliders was able to make it back to Dala Airport. But what a gallant effort they made!

Janusz Centka, the day's winner, was actually headed into a field for an outlanding at one point when he found weak lift, worked it patiently, then pressed on. It was after 20:00 hours when he finally did land, less than 20 km from the finish line. For a while Brian and Gillian Spreckley were with Centka, just slightly lower, near Ludvika. Centka detoured west to

what looked like lift, and after an in-cockpit discussion the Spreckley's decided not to risk following. They steered for the airport at Ludvika instead. Trusting their GPS totally they approached a field they had never seen before and it popped into view when they were at 300 feet, totally committed. (One other option had been rejected earlier... Brian's



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A view of the ground control building for the U.S. Team. Photography by Chuck O'Mahony.

suggestion that Gillian bail out to lighten the glider.) Eric Mozer scratched for 270 km and still called it his most enjoyable and rewarding flight of the contest. Ray Gimmey attempted three starts from 700 meter tows that took him right to cloud base but no lift. He never really got out of the gate and wound up with a dismal score that killed his standing.

Centka's valiant effort just about iced the gold medal. He flew 70 more km than the second place glider (the Spreckley's ASH-25) and put 293 points between himself and Göran Ax. Centka's odyssey was later lauded as "the greatest flight of the contest," and at the next day's briefing he was given a long ovation from his peers. First and second place now seemed decided, but the Spreckley's had pulled within two points of Jan Andersen.

Saturday, June 26, was Midsummer Festival, Sweden's biggest holiday. How big a celebration is Midsummer Festival? Well, in Borlänge even MacDonalds closed down. Only Christmas is bigger, and not by much. Everyone dresses up in traditional costumes, and there is much drinking and folk dancing. Everything is decorated with birch branches—homes, boats, cars, and even motorcycles. There are picnics, boat parades and maypole dances, and even the young men wear halos of flowers. All of Sweden becomes one big party.

No celebrations yet for the contestants. The pilots in Open Class were given a 415 km task and Janusz Centka didn't play it safe. A true champion, he battled to the finish and actually increased his lead. While Ray Gimmey, Stanislaw Wujczak of Poland and Gérard Lherm of France came home in a three way tie for first, Centka was only 7 points behind in fifth place. This gave him 372 points more than Göran Ax. It was a far cry from his 10 point win in Uvalde in 1991. Centka proved he can fly the booming Texas cloud streets or Sweden's park-and-wait weather with world class skill.

For the first time in a WGC, a two-place ship took a medal. Brian and Gillian Spreckley in their ASH-25 took the bronze. Who could have predicted that two medal winners would end up kissing on the podium?

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Australian Ingo Renner in the cockpit of his ASW-22 BEL sailplane. Renner's position was ranked at 14th for the Final Results in the Open Class category. Photography by Yasuhiro Yama.

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SCORESHEETS AND FINAL STANDINGS

23rd WORLD GLIDING CHAMPIONSHIPS

Borlänge, Sweden – June 13 – June 26, 1993

FINAL RESULTS FOR STANDARD CLASS

FINAL POSITION	N#	PILOT	NAT	SAILPLANE TYPE	DAY 1	DAY 2	DAY 3	DAY 4	DAY 5	DAY 6	DAY 7	DAY 8	DAY 9	FINAL SCORE
1	80	DAVIS, ANDREW	GBR	Discus B	(9) 716	(20) 650	(1) 1000	(13) 624	(16) 896	(1) 783	(1) 892	(8) 932	(15) 792	7285
2	A1	BORGMANN, ERIC	NET	Discus bT	(2) 798	(27) 607	(2) 985	(18) 590	(9) 916	(6) 722	(17) 788	(28) 806	(4) 847	7059
3	BD	RUBAJ, TOMASZ	POL	SZD-55-1	(36) 513	(4) 748	(3) 984	(6) 636	(11) 911	(30) 632	(6) 840	(4) 938	(14) 800	7002
4	L3	STEPANEK, JIRL	TCH	Discus B	(13) 684	(19) 654	(7) 969	(25) 569	(26) 822	(11) 696	(23) 769	(10) 926	(29) 724	6813
5	IU	SORRI, JUHA	FIN	LS-7	(4) 36	(9) 734	(6) 976	(2) 659	(37) 773	(13) 693	(35) 626	(35) 774	(8) 831	6802
6	EL	LOPITAUX, J.C.	FRA	Crystal	(3) 769	(27) 607	(13) 572	(15) 618	(1) 1000	(24) 657	(19) 787	(11) 919	(13) 810	6739
7	N11	FISCHER, PETER	GER	Discus	(14) 681	(27) 607	(22) 564	(16) 614	(21) 872	(10) 700	(2) 877	(30) 801	(2) 978	6694
8	EZ	ZIEGLER, ERWIN	GER	Discus	(11) 701	(4) 748	(42) 392	(24) 577	(19) 884	(17) 684	(10) 819	(26) 808	(1) 1000	6613
9	SB	SELEN, BAER	NET	ASW-24	(28) 590	(1) 781	(13) 572	(35) 537	(23) 864	(4) 729	(19) 787	(22) 852	(6) 844	6556
10	L7	KOZAR, JOSEF	SLK	Discus	(15) 678	(16) 659	(13) 572	(22) 581	(18) 812	(18) 680	(11) 805	(1) 976	(20) 771	6534
11	RB	BRIGLIADORI, L.	ITA	Discus	(1) 823	(12) 664	(25) 59	(37) 529	(24) 861	(12) 695	(32) 668	(2) 961	(21) 768	6528
12	CO	HANSSON, URBAN	SWE	Crystal	(8) 728	(27) 607	(11) 586	(13) 624	(3) 936	(25) 651	(15) 796	(31) 793	(19) 776	6497
13	EM	FLAMENT, DENIS	FRA	Crystal	(10) 710	(27) 607	(21) 565	(20) 588	(4) 931	(31) 625	(22) 783	(21) 853	(10) 816	6478
14	ZT	GAÜMANN, MARKUS	SUI	Discus B	(16) 666	(18) 658	(24) 560	(29) 714	(10) 630	(33) 790	(5) 723	(18) 885	(12) 814	6440
15	OB	JAIME, JOSÉ	BEL	Discus B	(22) 628	(35) 604	(10) 744	(17) 601	(28) 814	(39) 555	(7) 835	(11) 919	(31) 719	6419
16	AX	VERMEER, SIKKO	NET	Discus B	(4) 736	(35) 604	(13) 572	(5) 643	(13) 904	(7) 720	(21) 784	(45) 599	(7) 835	6397
17	AC	KRASNODEBSKI, A.	POL	SZD-55-a	(38) 501	(12) 664	(8) 800	(7) 635	(6) 922	(28) 635	(17) 788	(7) 933	(35) 514	6392
18	4P	POZNIAK, MARIUSZ	POL	SZD-55-1	(46) 210	(3) 749	(8) 800	(8) 634	(2) 944	(28) 635	(4) 854	(28) 806	(26) 742	6374
19	10	ICHIKAWA, MAKOTO	JPN	SZD-55	(37) 511	(47) 579	(4) 980	(31) 545	(14) 901	(15) 687	(28) 723	(39) 733	(34) 696	6355
20	Y4	SORENSEN, KEN	USA	Discus A	(23) 617	(7) 742	(31) 532	(12) 628	(41) 729	(32) 595	(5) 844	(17) 891	(22) 766	6344
21	SC	LAINIO, RAINER	SWE	Crystal	(6) 729	(26) 615	(11) 586	(46) 479	(8) 919	(19) 676	(14) 798	(40) 698	(18) 777	6277
22	949	WATT, DAVID	GBR	ASW-24	(31) 569	(38) 593	(25) 559	(11) 629	(27) 817	(2) 779	(3) 858	(15) 896	(38) 482	6182
23	OL	ÖYE, STIG	DEN	Discus B	(18) 639	(11) 728	(13) 572	(1) 698	(15) 900	(15) 667	(36) 607	(4) 938	(42) 325	6094
24	BE	OBRIST, BASIL	SUI	LS-7WL	(34) 560	(2) 767	(28) 557	(9) 632	(33) 790	(8) 717	(25) 751	(6) 936	(41) 366	6076
25	BM	GULYÁS, GYÖRGY	HUN	Discus CS	(29) 583	(27) 607	(36) 449	(39) 506	(25) 833	(3) 751	(13) 801	(23) 820	(30) 721	6071
26	KB	KASSAI, BÉLA	HUN	Discus CS	(21) 631	(10) 733	(41) 409	(36) 534	(36) 776	(21) 666	(12) 804	(32) 792	(32) 714	6059
27	33	OTTOSSON, CURT	SWE	LS-7WL	(41) 425	(12) 664	(35) 480	(29) 559	(12) 907	(34) 588	(33) 645	(14) 900	(17) 783	5951
28	TA	PAJUNEN, VESA	FIN	SZD-55	(19) 634	(27) 607	(4) 980	(34) 539	(18) 891	(40) 81	(31) 685	(42) 681	(11) 815	5913
29	SO	STÖGNER, GREGOR	AUT	Discus	(32) 563	(23) 617	(40) 414	(21) 582	(5) 928	(41) 511	(40) 550	(13) 912	(27) 740	5817
30	ZL	HÄMMERLE, HEINZ	AUT	LS-7	(19) 634	(42) 591	(36) 449	(23) 579	(21) 872	(13) 693	(43) 356	(16) 894	(25) 744	5812
31	12	SILVANOVITCH, A.	RUS	Discus	(27) 594	(38) 593	(22) 564	(41) 503	(20) 874	(35) 572	(30) 712	(33) 786	(38) 482	5680
32	AT	TAIMIOJA, ANTI	FIN	Discus A	(6) 729	(38) 593	(19) 566	(3) 656	(30) 806	(36) 571	(8) 830	(47) 114	(23) 763	5628
33	FC	WALTERS, RICK	USA	Discus B	(24) 611	(35) 604	(13) 572	(4) 652	(45) 659	(9) 715	(9) 715	(24) 816	(46) 159	5616
34	PE	SÖRBYE, ERLEND	NOR	LS-7WL	(42) 400	(12) 664	(28) 557	(43) 496	(35) 782	(20) 674	(39) 570	(44) 662	(24) 761	5566
35	Z9	ODA, MOTOHARU	JPN	Discus B	(43) 353	(46) 583	(39) 421	(19) 589	(44) 678	(42) 468	(16) 793	(3) 939	(33) 701	5525
36	3A	AVANZINI, LUCIANO	ITA	Discus	(17) 654	(38) 593	(33) 527	(33) 543	(31) 802	(23) 661	(27) 724	(19) 872	(48) 117	5493
37	ET	HEIRISS, DIETRICH	RSA	Discus	(30) 576	(27) 607	(36) 449	(44) 492	(40) 747	(22) 663	(44) 352	(37) 767	(9) 817	5470
38	VW	STRIEDIECK, KARL	USA	ASW-24	(47) 206	(21) 624	(46) 287	(31) 545	(10) 912	(26) 647	(45) 349	(9) 928	(4) 847	5345
39	JO	GORE-BROWN, MILES	AUS	Discus A	(40) 483	(23) 617	(34) 515	(42) 497	(39) 750	(38) 556	(34) 641	(41) 697	(40) 435	5191
40	559	ROLLINGS, CHRIS	GBR	SZD-55	(25) 596	(6) 744	(44) 310	(48) 451	(46) 535	(44) 442	(24) 761	(38) 738	(37) 483	5060
41	IF	LAIRD, MARK	AUS	SZD-55	(45) 212	(48) 517	(19) 566	(28) 560	(7) 920	(33) 590	(38) 587	(47) 114	(3) 848	4914
42	IC	MACIULIS, VYTAUTAS	LIT	Discus	(35) 558	(44) 587	(25) 559	(38) 525	(42) 728	(46) 430	(41) 473	(36) 769	(44) 270	4899
43	O9	SCHUSTER, GEORG	AUT	ASW-24	(40) 125	(23) 617	(47) 259	(27) 565	(38) 765	(27) 641	(46) 324	(27) 807	(28) 727	4830
44	D1	SCHMELTZ P. J.	DEN	ASW-24	(25) 596	(21) 624	(43) 333	(45) 491	(32) 795	(37) 558	(42) 434	(20) 854	(48) 117	4802
45	A2	JONUSAS, A.	LIT	LS-7	(48) 166	(44) 587	(30) 534	(26) 566	(43) 727	(46) 430	(37) 591	(34) 783	(44) 270	4654
46	MA	TAYLOR, BRUCE	AUS	ASW-24	(33) 561	(16) 659	(49) 92	(30) 554	(17) 892	(40) 552	(26) 749	(47) 114	(43) 299	4472
47	IN	ASKE, OLE JOHN	NOR	LS-7WL	(44) 332	(7) 742	(48) 146	(47) 473	(47) 516	(45) 436	(49) 150	(43) 664	(16) 787	4246
48	K	REPICKY, FERNANDO	ARG	Discus B	(12) 688	(49) 507	(45) 289	(40) 504	(48) 427	(43) 462	(48) 236	(24) 816	(47) 151	4080
49	SP	FRANK, ØJVIND	DEN	LS-7	(39) 485	(43) 588	(32) 530	(49) 0	(49) 49	(48) 369	(47) 321	(46) 294	(36) 508	3144

23rd WORLD GLIDING CHAMPIONSHIPS

FINAL RESULTS FOR 15-METER CLASS

FINAL POSITION	N#	PILOT	NAT	SAILPLANE TYPE	DAY 1	DAY 2	DAY 3	DAY 4	DAY 5	DAY 6	DAY 7	DAY 8	DAY 9	DAY 10	FINAL SCORE
1	72	GERBAUD, GILBERT	FRA	LS-6b	(18) 877	(4) 954	(33) 399	(18) 753	(10) 933	(30) 650	(16) 838	(12) 922	(5) 953	(5) 941	8220
1	CC	NAPOLEON, ERIC	FRA	LS-6b	(12) 884	(12) 869	(2) 996	(21) 735	(15) 919	(32) 638	(16) 838	(12) 922	(35) 478	(5) 941	8220
3	WO	JANOWITSCH, W.	AUT	Ventus b	(25) 840	(26) 614	(7) 840	(11) 817	(3) 969	(36) 591	(26) 772	(11) 931	(3) 957	(13) 685	8216
4	6V	SKALSKIS, STASYS	LIT	LS-6b	(13) 882	(10) 836	(37) 338	(15) 785	(2) 985	(10) 752	(18) 837	(14) 918	(6) 935	(14) 852	8120
5	WT	THEISINGER, M.	GER	LS-6a	(11) 891	(1) 1000	(8) 731	(7) 864	(32) 293	(31) 646	(21) 814	(4) 988	(10) 909	(9) 926	8062
6	1	WILLS, JUSTIN	GBR	LS-6	(15) 881	(3) 980	(19) 487	(30) 524	(23) 628	(7) 773	(6) 962	(24) 836	(2) 978	(1) 1000	8049
7	JT	TRZECIAK, JANUSZ	POL	SZD-56	(7) 915	(15) 855	(15) 639	(14) 795	(27) 567	(25) 657	(8) 949	(27) 801	(14) 896	(4) 950	8024
8	9A	OBERMEYER, HANS	GER	Ventus	(9) 903	(23) 630	(13) 653	(5) 880	(12) 928	(4) 805	(23) 781	(6) 981	(9) 914	(22) 482	7957
9	YY	DRIESSEN, PATRICK	NZL	Ventus	(10) 893	(30) 579	(10) 712	(13) 800	(12) 928	(3) 815	(9) 908	(22) 879	(8) 928	(29) 476	7918
10	PD	KUUSISTO, SIMO	FIN	Ventus C	(20) 861	(5) 948	(5) 924	(3) 900	(32) 293	(5) 793	(11) 894	(18) 887	(11) 905	(22) 482	7887
11	EC	GHLORZO, S.	ITA	LS-6	(24) 851	(16) 848	(3) 940	(32) 426	(9) 936	(13) 726	(39) 424	(1) 1000	(29) 734	(3) 987	7872
12	KK	HÄGNANDER, T.	SWE	LS-6c	(2) 945	(17) 845	(21) 464	(32) 426	(14) 925	(23) 669	(15) 844	(16) 889	(16) 893	(8) 930	7830
13	KT	TERMAAT, R.	NET	DG-800S	(19) 874	(24) 623	(12) 659	(26) 525	(16) 891	(14) 724	(13) 879	(30) 713	(4) 954	(7) 935	7777
14	321	WELLS, MARTYN	GBR	LS-6c	(20) 861	(2) 983	(25) 452	(17) 770	(39) 271	(21) 676	(24) 779	(2) 999	(1) 984	(2) 996	7771
15	UZ	JACOBS, DOUG	USA	LS-6c	(5) 923	(27) 593	(13) 653	(30) 524	(7) 960	(8) 768	(19) 834	(7) 975	(15) 894	(32) 461	7585
16	YB	PETTERSSON, ÅKE	SWE	LS-6	(2) 945	(18) 841	(11) 675	(26) 525	(11) 930	(8) 768	(2) 982	(9) 940	(37) 324	(19) 612	7542
17	MT	MATTHEWS, PAUL	AUS	LS-6a	(26) 837	(21) 825	(18) 500	(26) 525	(5) 963	(17) 711	(27) 770	(5) 984	(12) 903	(22) 482	7500
18	RH	HALL, RICHARD	USA	Ventus B	(4) 936	(35) 542	(28) 440	(5) 880	(21) 797	(6) 776	(14) 877	(15) 902	(22) 867	(22) 482	7499
19	HDM	JANSEN, DAVID	AUS	LS-6b	(1) 968	(24) 623	(17) 601	(4) 886	(4) 965	(22) 671	(30) 693	(32) 584	(25) 831	(20) 589	7411
20	LF	DEDERA, MILOS	TCH	Ventus C	(8) 910	(32) 578	(8) 731	(23) 691	(30) 302	(12) 728	(4) 966	(17) 888	(31) 669	(12) 902	7365
21	BB	BULUKIN, BIRGER	NOR	LS-6	(17) 879	(6) 939	(23) 460	(1) 962	(29) 307	(1) 826	(10) 904	(26) 808	(13) 902	(38) 261	7248
22	Y	GALETTI, GIORGIO	ITA	LS-6a	(23) 858	(11) 883	(34) 397	(10) 835	(26) 331	(16) 716	(1) 991	(3) 993	(30) 732	(34) 394	7130
23	55	HANSEN, KRISTIAN	DEN	Ventus C	(33) 751	(9) 911	(28) 440	(24) 674	(5) 963	(34) 625	(24) 779	(20) 882	(33) 596	(27) 479	7100
24	PV	KEPKA, F.	POL	SZD-56	(6) 918	(13) 861	(15) 639	(12) 809	(37) 272	(29) 652	(7) 952	(23) 845	(23) 863	(38) 261	7072
25	LI	CERNY, PAVOL	SLK	Ventus C	(37) 291	(27) 593	(1) 1000	(20) 737	(30) 302	(11) 729	(29) 710	(20) 882	(16) 893	(11) 915	7052
26	SV	SABECKIS, V.	LIT	LAK-17	(32) 756	(37) 523	(37) 338	(25) 622	(19) 831	(37) 572	(22) 796	(28) 743	(21) 872	(10) 921	6974
27	51	WIENBERG, IB	DEN	Ventus C	(31) 791	(33) 558	(34) 397	(9) 837	(17) 886	(33) 631	(20) 827	(25) 816	(38) 269	(15) 842	6876
28	YL	EDWARDS, BRAD	AUS	LS-6b	(27) 820	(22) 819	(24) 457	(35) 366	(1) 1000	(20) 683	(3) 977	(10) 932	(39) 287	(29) 476	6817
29	Z1	GOUDRIAAN, O.	RSA	Ventus C	(39) 222	(29) 587	(25) 452	(2) 910	(8) 956	(26) 656	(5) 963	(34) 452	(27) 801	(16) 722	6721
30	SM	SMIT, MARTIN	NET	LS-6	(27) 820	(8) 914	(36) 378	(8) 845	(35) 288	(18) 705	(33) 653	(29) 733	(24) 844	(29) 476	6656
31	BH	KRISTIANSEN, S.	NOR	LS-6	(20) 861	(10) 903	(4) 930	(39) 337	(40) 261	(2) 816	(27) 770	(18) 887	(34) 581	(40) 259	6605
32	800	HAGGENMÜLLER, R	AUT	DG-800S	(30) 796	(30) 579	(21) 464	(22) 697	(32) 293	(19) 691	(34) 590	(8) 952	(18) 890	(33) 429	6381
33	M	VAN BREE, MAX	NET	LS-6a	(16) 880	(7) 919	(31) 406	(26) 525	(37) 272	(15) 719	(12) 883	(38) 250	(7) 929	(34) 394	6177
34	7K	ASHMAN, KEITH	RSA	Ventus bT	(34) 744	(36) 541	(25) 452	(40) 248	(18) 858	(24) 668	(31) 687	(35) 408	(19) 881	(22) 482	5969
35	JM	MÄENPÄÄ, JOUKO	FIN	LS-6b	(35) 714	(20) 828	(32) 402	(32) 426	(20) 802	(28) 654	(40) 209	(33) 466	(19) 881	(27) 479	5861
36	ZV	ZEJDOVA, HANA	TCH	Ventus B	(36) 496	(37) 523	(30) 415	(16) 778	(35) 288	(27) 655	(32) 664	(35) 406	(28) 778	(17) 700	5705
37	UP	DANZ, WERNER	SUI	LS-6	(13) 882	(14) 859	(20) 474	(19) 742	(25) 585	(35) 602	(35) 452	(39) 67	(40) 103	(17) 700	5466
38	3L	HÄCHLER, R.	SUI	LS-6b	(29) 808	(34) 552	(5) 924	(36) 358	(26) 582	(39) 479	(38) 441	(40) 9	(26) 829	(36) 387	5369
39	PL	TAMANAKA, H.	JPN	LS-6c	(38) 240	(39) 508	(39) 234	(36) 358	(22) 732	(38) 540	(37) 450	(35) 408	(32) 652	(21) 487	4609
40	A6	SILLAJOE, MATT	EST	Glasflugel	(40) 216	(39) 508	(40) 218	(36) 358	(24) 592	(40) 376	(35) 452	(31) 643	(36) 452	(37) 335	4150

23rd WORLD GLIDING CHAMPIONSHIPS

FINAL RESULTS FOR OPEN CLASS

FINAL POSITION	N#	PILOT	NAT	SAILPLANE TYPE	DAY 1	DAY 2	DAY 3	DAY 4	DAY 5	DAY 6	DAY 7	DAY 8	DAY 9	DAY 10	DAY 11	FINAL SCORE
1	1E	CENTKA, JANUSZ	POL	ASW-22B	(14) 792	(8) 910	(2) 999	(10) 774	(3) 971	(21) 688	(10) 854	(4) 945	(2) 971	(1) 1000	(5) 993	9897
2	AS	AX, GÖRAN	SWE	ASW-22BL	(1) 926	(2) 971	(4) 978	(13) 755	(15) 847	(16) 749	(7) 868	(10) 876	(7) 915	(8) 707	(14) 933	9525
3	162	SPRECKLEY, BRIAN	GBR	ASH-25	(18) 765	(4) 949	(6) 808	(14) 751	(2) 981	(14) 756	(6) 869	(13) 856	(18) 851	(2) 818	(8) 987	9391
4	GG	LHERM, GÉRARD	FRA	Nimbus 4	(15) 789	(3) 969	(7) 692	(17) 728	(5) 958	(15) 755	(13) 808	(7) 926	(12) 875	(5) 792	(1) 1000	9292
5	A	WUJCZAK, STANISLAW	POL	ASW-22B	(22) 710	(9) 907	(1) 1000	(9) 777	(23) 682	(22) 656	(5) 877	(6) 930	(1) 1000	(14) 511	(1) 1000	9050
6	942	KAY, ALISTER	GBR	ASH-25	(21) 746	(6) 914	(5) 931	(15) 746	(4) 965	(23) 605	(3) 879	(17) 788	(17) 854	(10) 673	(13) 939	9040
7	71	BACK, HOLGER	GER	Nimbus 4	(11) 797	(16) 650	(16) 563	(7) 802	(11) 893	(10) 777	(9) 864	(2) 961	(11) 894	(6) 786	(6) 991	8978
8	IAA	ANDERSEN, JAN	DEN	Nimbus 4	(6) 825	(1) 973	(11) 672	(19) 698	(1) 1000	(4) 878	(1) 934	(1) 1000	(6) 922	(15) 504	(21) 467	8873
9	KS	SCHWENK, ULL	GER	ASW-22BL	(13) 795	(17) 627	(14) 608	(5) 805	(18) 814	(2) 907	(4) 878	(5) 933	(7) 915	(13) 527	(9) 975	8784
10	XX	HOLIGHAUS, KLAUS	GER	Nimbus 4M	(8) 806	(18) 626	(7) 692	(23) 522	(17) 832	(1) 952	(12) 810	(14) 804	(4) 924	(4) 802	(4) 995	8765
11	AA	SCHROEDER, MARC	FRA	ASW-22BL	(15) 789	(21) 609	(20) 507	(18) 712	(6) 957	(12) 770	(16) 775	(8) 925	(12) 875	(3) 817	(7) 989	8725
12	AD	MOZER, ERIC	USA	Nimbus 4	(4) 844	(14) 656	(21) 485	(8) 779	(19) 811	(7) 792	(2) 900	(16) 793	(9) 912	(9) 705	(10) 964	8641
13	N1	THOMSEN, EDWIN	DEN	Nimbus 3	(10) 804	(11) 902	(7) 692	(21) 674	(7) 946	(17) 745	(14) 788	(12) 865	(20) 756	(18) 422	(12) 945	8539
14	KV	RENNER INGO	AUS	ASW-22BEL	(5) 830	(12) 859	(17) 555	(1) 895	(10) 895	(3) 899	(11) 830	(15) 794	(3) 931	(12) 633	(22) 412	8507
15	VV	KURSTJENS, GERRIT	NET	Nimbus 4	(7) 817	(20) 610	(7) 692	(20) 683	(14) 853	(24) 603	(19) 739	(21) 744	(10) 908	(7) 778	(11) 955	8382
16	WN	GIMMEY, RAY	USA	Nimbus 4	(12) 796	(24) 600	(11) 672	(2) 840	(9) 929	(6) 607	(15) 776	(3) 950	(16) 862	(21) 25	(1) 1000	8257
17	X	ANDERSSON, GÖRAN	SWE	Nimbus 3	(19) 764	(26) 510	(18) 531	(6) 804	(13) 857	(11) 774	(21) 688	(9) 908	(22) 699	(11) 670	(20) 864	8069
18	NIL	LAPPALAINEN, KARL	FIN	ASH-25	(25) 678	(7) 913	(3) 993	(15) 746	(24) 621	(9) 779	(23) 659	(22) 665	(24) 682	(21) 25	(18) 895	7656
19	YX	HEGEDÜS, LÁSZLÓ	HUN	Nimbus 4	(24) 688	(13) 817	(21) 485	(4) 820	(12) 874	(13) 761	(18) 761	(20) 760	(23) 697	(24) 0	(15) 930	7593
20	IS	HAUSER, FRIDOLIN	SUI	Nimbus 3	(9) 805	(19) 620	(26) 405	(3) 835	(26) 139	(5) 876	(22) 686	(18) 780	(5) 923	(17) 493	(17) 903	7465
21	GB	BOURGARD, PAUL	BEL	Nimbus 3	(2) 869	(10) 903	(25) 447	(1) 774	(20) 810	(25) 569	(24) 593	(24) 380	(19) 822	(19) 391	(19) 876	7454
22	HL	HÄMMERLE, ANDREAS	AUT	ASW-22B	(17) 787	(22) 606	(15) 577	(22) 607	(21) 707	(8) 783	(25) 586	(19) 767	(21) 755	(20) 139	(16) 925	7239
23	MM	GILES, MICHAEL	AUS	Nimbus 3	(3) 845	(5) 928	(21) 485	(12) 766	(8) 940	(26) 537	(8) 867	(23) 629	(14) 870	(24) 0	(23) 276	7143
24	X3	MONTI, ROBERTO	ITA	ASH-25	(19) 764	(23) 604	(21) 485	(24) 434	(16) 839	(20) 692	(20) 733	(10) 876	(14) 870	(16) 495	(25) 171	6963
25	EP	ÜBLACKER, HANS PETER	AUT	Nimbus 3	(23) 697	(15) 654	(13) 652	(25) 416	(25) 537	(18) 743	(26) 515	(26) 226	(25) 570	(21) 25	(24) 258	5293
26	IK	BLATTER, FEDERICO	SUI	Nimbus 3	(26) 670	(25) 583	(19) 528	(26) 244	(22) 704	(19) 726	(17) 769	(24) 380	(26) 70	(24) 0	(26) 0	4674
27	7R	GURÁLY, BÉLA	HUN	Nimbus 3	(27) 0	(27) 0	(27) 0	(27) 0	(27) 0	(27) 0	(27) 0	(27) 0	(27) 0	(27) 0	(27) 0	0