Soaring

1960 U.S. NATIONAL SOARING CHAMPIONSHIPS

1960 WORLD SOARING CHAMPIONSHIPS

SSA MEMBERSHIP FLOW CHART

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THE 1960 WORLD SOARING CHAMPIONSHIPS

by PAUL A. SCHWEIZER

The World Soaring Championships for 1960 were held at Butzweiler Field, Cologne, Germany. The Championships were divided into two classes — the Open and the Standard Class, with each country permitted three entrants — two in one class and one in the other.

The USA Team was chosen last fall by the same pilot selection method as was used for the last three Championships, and Richard Johnson, Richard Schreder and Paul Bikle were selected as the pilots, in that order. Planning and organization of the team, as well as efforts to get transportation for the team, started about the same time. Working through Miss Jacqueline Cochran, President of the National Aeronautic Association and the FAI, transportation was arranged for the three sailplanes and a team of 16. A, fund drive was conducted by John Graves and through the support of the NAA, soaring clubs, individuals and the aircraft industry, approximately $8,500 was raised. So, with transportation provided, a reasonably good fund, and an early start on planning, the 1960 Team was off to a good start.

Dick Johnson and Dick Schreder chose to fly Open Class which meant that Paul Bikle would fly Standard Class. Both Johnson and Schreder were building new ships which they expected to have completed and tested in ample time for the Internationals. Bikle decided to fly the new 1-23H-15 Standard Class version of the Schweizer 1-23 series. As the time for departure drew closer, it began to appear that neither Dick would have his ship ready as early as originally figured. Schreder felt that if he could not finish his new HP-9, designed for the lighter European conditions, he could fall back on the HP-8. Preliminary arrangements for renting European ships were made for Dick Johnson in the event that his was not ready to take.

Dick Johnson finally flew his ship the early part of April and although there was not much time to test it thoroughly, he decided to take the "Adastra" in view of its indicated performance. Schreder was not able to finish the HP-9 and so took the HP-8.

The transportation of team personnel and sailplanes was by air to Frankfurt, Germany. There, Lt. Col. Floyd J. Sweet had procured two used station wagons, a Ford and a Pontiac. An advance Team Group equipped these two cars plus John Ryan's new Mercedes with radios and trailer hitches so they would be ready when the team arrived. The trip from Frankfurt to Cologne was made in convoy using the Autobahn which runs directly between these two cities. The USA and Finnish Teams were about the first to arrive and over a friendly glass of beer, soaring in each eountry was discussed. When the Finnish Captain was asked whether they ever flew into Russia, he said, with a big smile, "No, they did not have any U-2's." This type of good-natured ribbing was typical of the friendly relations between the teams that existed during the Internationals.

This year's Championships were like previous Internationals with respect to the number of countries and pilots present, the high level of competition, the usual number of new and interesting sailplanes, the unlimited number of towplanes available, the impressiveness of the opening and closing ceremonies, etc. However, they were different in some ways, which had considerable effect on the results. There was a full spectrum of weather from good to bad that featured fast changing conditions, local thunderstorms and frequent overcast and dead areas that made starting time and position on tasks very important; a large and strong entry in the Standard Class that almost out-numbered the Open two to one; greater use of team flying; and "gnats"!

The contest started out with a six-day practice period which is important both to the teams (in order to get the pilots accustomed to the conditions, ships, equipment and crew) and the sponsors (to give them an opportunity to perfect their organization). The practice period also affords everyone a chance to size up the competition and it was evident that the superbly equipped Polish Team with their SZD-Zefirs and SZD -Foka were the ones to watch. There were other new ships, including the Phoenix, two new Standard Class Austrias and some rather interesting new Italian sailplanes. Most of the other ships had previously flown in Internationals and the ship in the greatest quantity was the Standard Class Ka-6.

The U.S. Team was not at all impressed with the weather experienced during the practice period. It was varied with a fair amount of rain

The U.S. soaring team at Cologne: L to R in front, Team Captain Paul Schweizer, Dave McNay, Angie Schreder and Alice Johnson; L to R standing Irv Prue, A. J. Smith, John Ryan, John Graves, John Boone, Bill Coverdale, pilot Paul Bikle, pilot Dick Schreder, Herman Stiglmeier, pilot Dick Johnson, meteorologist Barney Wiggin and Alex Dawydoff.

Photo: Walter 8. Hausler

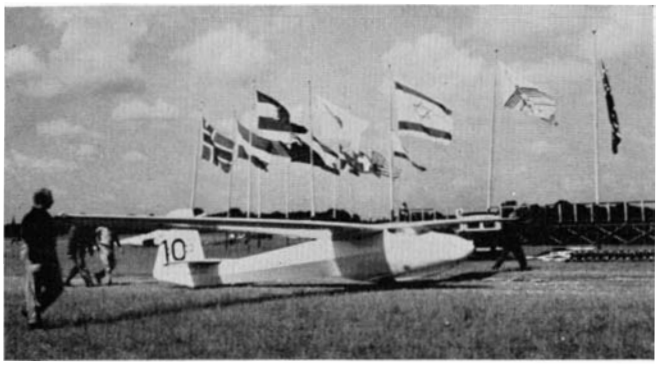


Photo: Leni P. Schmielau

The German Zugvogel 3 flown by Menahem Bar of Israel in the open class is walked past the flags of all' competing nations.

Photo: Leni P. Schmielau

Germany's only entry in the open class, the Phoenix T flown by 1958 World Champion Ernst-Gunter Haase. Field radio masts were numerous.

and a great deal of haze set up by the smoke and fumes from the Ruhr Valley, north of Cologne. Two of our ships, Johnson's Adastra and Schreder's HP-8 were on the heavy side for such light conditions. Another thing that bothered the team was the organizer's reluctance to establish a definite policy with regard to blind flying. The nearness of a number of airways and air bases and the normal reluctance of the German Civil Aviation Traffic Control, made it difficult to get approval for blind flying. However, the organizers hoped to be able to include blind flying on at least specific days in specified areas. With, the type of weather expected, it made a considerable difference whether clouds could be used or not.

Butzweiler Field has a single-strip runway with a concrete center section and steel landing mats for each end. This, together with the short tow ropes and strong propwash from the 270 H.P. Dornier towplanes, presented considerable problems to the pilots when cross winds existed. Ground down wing tips and aborted take-offs were quite numerous and our Open ships resorted to using two towlines tied together.

The fact that the various contest operations were spread all along the field created some problems, but the Team's walkie-talkies handled this problem nicely. The barracks were about ¾ of a mile from the starting line which further tended to spread out the activity.

The competitions were officially opened Saturday morning, June 4th, with 23 participating nations and 55 sailplanes lined up, providing an impressive sight. After the usual official ceremonies, a show was put on which featured an aerobatic display by two LO-100's with smoke trails. Because of the opening formalities, a late starting time was necessary which dictated a short task in spite of the rather good weather. This was to be an out-and-return flight to Coblenz to the south, a round-trip distance of 107 miles.

The USA Team base radio with direction antenna was able to follow the complete flight of our two Open sailplanes (Standard Class ships were not permitted radio). The two Dicks, Johnson and Schreder, kept in touch with each other and with the base by radio and were about the first to make the turn. More than halfway along the return trip, Johnson and Schreder were working different sides of the Rhine Valley and making good time. Johnson found going a little more difficult and suddenly found himself getting lower and lower with no trace of thermals and soon was forced to land. Schreder helped Johnson's crew to locate him, and continued on and was one of the first to cross the finish line. Bikle followed soon after.

The Poles, Makula and Popiel in the Zefirs, who had taken off later, soon came in within a few seconds of each other, to put up the best time of the day for the first two positions in the Open; Schreder was third; and a relatively unknown pilot, Hossinger of Argentina, flying a Skylark III, was fourth. Johnson, as the result of his tough break was 19th out of 20.

In the Standard Class, Fritz of Austria flying one of the new Standard Austrias was first, Witek, 1958 Standard Class Winner, flying the new Foka, was second and Juez of Spain in a Ka-6, was third. Resch, also flying an Austria, was 4th, Huth of Germany in a Ka-6 was 5th and Bikle 6th.

After this it appeared more than ever that the Poles were the ones to watch and everyone was giving the Standard Austrias another looking over. Familiar names that appeared in the top ten of the Open Class included : Goodhart, Deane-Drummond and Haase, while the Standard Class included Persson and Sejstrup.

Sunday, June 5th, brought back some of the "soft" weather that was experienced during the practice period with considerable cloud cover developing. However, a 100 km triangle to Droverheide, Morenhoven and return was chosen. The poor conditions made starting difficult and many pilots made good use of the thermals over the numerous smoke stacks of the various industries around Cologne. Most of the pilots got away in this fashion, but all were stopped around the first turning point by a big, dead area which was the result of a large thunderstorm. Since no one went 50 km, the day was not an official contest day.

The smoke stack soaring was to play an important part in this meet for when all else failed, there were usually thermals there. The Contest Organizers recommended that the pilots use oxygen when flying in the smoke so as not to repeat the situation that developed when one of the local club members, after getting his five hours in such lift, had to be taken to the hospital for smoke poisoning.

At the pilots' meeting Monday morning, better weather was promised and the task for the day was distance along a fixed course of 37° through Kiel in NE Germany. Thermals started out very light and a number of pilots, including Schreder, were forced to land and had to make a fast retrieve for another try. Conditions were featured by several phases of "down" conditions that had to be flown through. Cloud flying would have helped this problem. but it was not permitted. The pilots

were roughly divided into two groups: those that were able to get through these two areas, ended up in the 180-to-225 mile distance zone; and those that were unable to, averaged 60-to-125 miles. Dick Johnson did the best of our pilots, going 112 miles for the 14th place of the day, while Schreder was unable to exceed the minimum distance on his second try and so got zero points. No points were given for flights under 20% of the maximum distance. Bikle tried to avoid a large down area, but was forced down after about 65 miles trying to get around it and finished 32nd for the day. Tony Goodhart advised the Contest Officials that he had gone to over 20,000' in a cloud and asked that his points be disallowed. The Contest Officials said they would check all barographs for any obvious evidence of cloud flying and a few days later announced that there weren't any additional ones.

This day hurt all our pilots' chances considerably and the standings at the end of the second day were: In the Open: Makula and Popiel, 1st and 2nd, Hossinger 3rd, Schreder 15th and Johnson 19th. In the Standard Class: Witek lst, Fritz 2nd, Resch 3rd and Bikle 25th. Since some pilots had gone further than 300 km, Tuesday was a rest day.

Wednesday, June 8th, proved to be the outstanding day of the meet, from the point of view of outstanding flights, as well as international publicity. The day looked good as the pilots gathered together for the pilots' meeting at 9. Dr. Kant, the chief meteorologist, predicted good conditions with a fairly strong SW wind. Free distance was chosen as the task, which, with a fairly strong wind, meant that flights would be going to the NE corner of Germany. It was announced that if landings were made out of Germany, points would stop at the border. A quick check showed that the farthest northeastern point was the German-Danish border, except if one hopped three or four km of water and landed at the extreme end of the Island of Fehmarn, a total of 305 miles could be made. No cloud flying was permitted.

Take-off started at 10 a.m. and by around 11 almost everyone was gone. The take-off schedule was set at ½ minute intervals and the contest organizers were beginning to meet this severe schedule.

The control room was fairly silent during the early afternoon for very few had trouble on the way. It appeared like a real good day and around 4 o'clock Nick Goodhart reported landing on the Island of Fehmarn and soon many others also reported landing there; as well as many landing near the Danish border.

By 6 PM, everyone had reported in except Schreder. Johnson along with 18 others made the Island of Fehmarn. Paul Bikle and Tony Deane-Drummond had landed at the extreme tip of Germany, at the Danish Border. As time went on and still no report from Schreder, a telephone conversation with Dick Johnson and Harold Jensen disclosed that Johnson had last seen Schreder approximately 30 miles from the Isle heading to the SE, toward some rows of clouds. Shortly thereafter Johnson received a call from Schreder, advising that he was over water and did not know whether he could make it back to land. Johnson tried to help Schreder orient himself and after a period of silence, Schreder called that he thought he could make it; and then complete silence. When those on the Island did not receive a further call and learned that Schreder had not reported in, they thought he might have ditched in the sea, and Gunter-Haase, the 1958 World Champion, requested the Germany Navy to start searching the coast, and the general alarm went out to look for a ditched sailplane.

As the evening wore on, everyone became more convinced that Schreder was lost in the water. About midnight a call came through the Kiel Radio which had a report from an East Germany Radio Station, that a sailplane had landed in East Germany, but no mention made as to

Photo: Leonard A. Trautman

The cockpit of the Polish Zefir 2. Pilot position is reclined, instruments are between shins. Stirrups on rudder pedals keep feet from contact with canopy in rough air. Canopy has a flat spot in front for better visibility. Mike on flexible boom in foreground, transmit by stick trigger switch.

One of the two U.S. entries in the open class, Dick Schreder's all-metal HP-8 sailplane. High wing loading was a disadvantage in weak conditions.

Photo: Leonard A. Traufman

The two Polish Zefir 2's entered in the open class. Wing tip booms on #14 supposedly carried thermal sensing devices. Retractable wheel, no skid.

Photo: Leni P. Schmielau

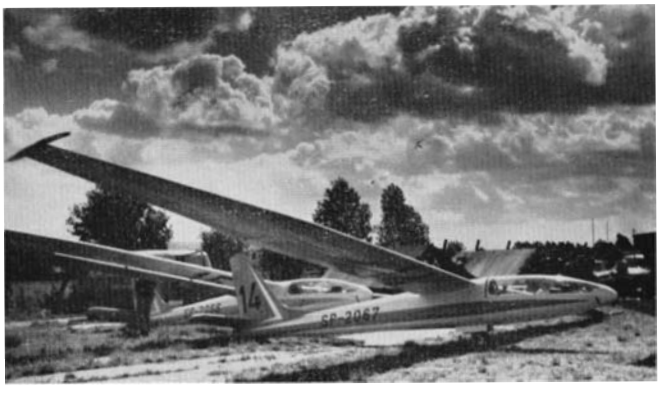


Photo: Leonard A. Trautman

The cockpit of the all-metal Yugoslav Meteor 57. Wheel on control column reduces space requirement since column moves only fore and aft.

whether the pilot or his ship was all right. Request was made to Kiel Radio for clarification and immediate steps were started to get Schreder out. The American Embassy at Bonn, the Air Force at Wiesbaden and the organizers of the meet, were contacted and asked to investigate all possible ways of getting the pilot and sailplane from E. Germany. The Embassy was most distressed about the problem because a few weeks earlier a C-47 had come down in almost the same spot. They suggested that since they have no direct diplomatic contact and that their efforts might take *a* week or ten days, a direct approach be made by having the crew appear on the border and ask to retrieve their pilot and sailplane. Next morning Jim Smith and John Ryan appeared at the border at Lubeck and approximately 24 hours after landing, Schreder was back in West Germany. Dick had gotten confused as to his position because of the similarity of several bays and when he got out over water looking for Fehmarn he headed for the nearest land which turned out to be East Germany. He was under control of Russians almost the complete time and spent the night in jail. He was treated well and even given a shave. John Ryan's Mercedes attracted more interest than the HP-8 or Schreder. Fortunately, there was no flying on Thursday during his retrieve because flights over 300 km had been made on Wednesday.

Friday, June loth, was cancelled out by rain and low clouds, and poor weather again greeted the pilots on Saturday, June 11th, with low cloud base, rather strong wind and the possibility of occasional showers. However, the weathermen expected the conditions to improve to the south and the pilots were advised that the task for the day would be a flight along a fixed course of 155° thru Karlsruhe. On this flight too, they were to stop counting points at the border of Germany, except that it was permissible to fly into Switzerland. The local conditions got worse instead of better and Schreder and some others who took off early had to return to the field.

Bikle and Johnson got away on their first try, but found the winds to be much stronger than predicted and the direction was almost directly across the course. The weather was soarable, but with the weak thermals it was very difficult to make any progress along the course and most of the sailplanes landed 15 to 20 miles out. Bikle landed at Bonn Hangerlar Airport. Before he could get out of the cockpit, the local glider club was ready with a towplane and tow line to give him a tow back, which, of course, he had to refuse. Bikle's distance was approximately 20 miles and Johnson landed in the same area. Both returned with the hope for a second try, but the weather had deteriorated even more and from the landing reports given, it was fairly certain that this would not be a contest day. Nick Goodhart soared on a ridge in the Rhine Valley for a long period until a thermal developed so he could proceed and he made the best flight of the day, approximately 93 miles. Huth made the best flight of the day for the Standard Class, over 50 km. Since he was the only one who made 50 km it was a no contest day for the Standard Class. However, in the Open Class, Jensen had made approximately 100 km from Cologne, which, if measured along the course, was less than 50 km. However, the organizers interpreted the rules to say that this flight was over 50 km and so called it a contest day.

Sunday, June 12th, started again as an overcast day with low ceiling and at the 9 o'clock briefing no decision was made on the task and another meeting was called for 12:30. At that meeting, it was reported that the weather was not improving and so it was declared a no contest day. In the afternoon, an unofficial meeting of the gliding committee, "CVSM" was held to go over the organizers' ruling of the previous day concerning whether the day was an official one for the Open Competition. The organizers felt that the way the rules read that it did not specify that the distance, in order to make it a contest day, had to be measured along the task. However, a good number of the countries, including the USA, did not feel that this was the intention of the rule. A four hour meeting of the captains was held in the evening with no definite results.

On Monday, June 13th, the same overcast conditions as existed on Saturday and Sunday were evident and at the 10 o'clock pilots' meeting, it was again postponed to 12 o'clock so more detailed weather information could be received. At the later meeting, it was decided that this would not be a contest day. In the evening another lengthy captains' meeting was held and after many hours of discussion which was very much like the United Nations, it was voted that Saturday should not be counted a contest day. This was a blow to Nick Goodhart and the British for Nick would have had an almost impossible-to-beat lead.

Tuesday, June 14th: the task for the day was a speed run to Oerlinghausen, one of the large soaring centers in Germany, 161.9 km to the northeast. Conditions looked somewhat like "Texas" and to our pilots' liking. Two starts over the starting line were permitted for each tow and many pilots took both. Johnson and Schreder soared locally waiting for the best weather and were with the last to leave, except for the three Poles. The Poles had made one start, then came back and got away with a dramatic formation pass, the two Zefirs leading and Witek close behind.

It was not long before landing reports started to come in and the officials and onlookers were quickly calculating the average speed. Then reports came in that both Schreder and Johnson had landed and a big uproar resulted when it was learned that they averaged 114 km per hour, much higher than any previously reported. However, in less than a half hour, the Poles reported in with Witek making the fastest time, 128.7 km per hour with Makula and Popiel right behind at 126.4 and 125.9. This put them in the one-two position for the day with Schreder 3rd and

Johnson 4th. Huth was second to Witek in the Standard Class and Andreae of Holland was third. Bikle had a rather early start and did not seem to hit the good weather, averaging only 83.8 km, which ordinarily would be a good speed, a good indication of the type of competition existing at this meet.

Wednesday, June 15th. At the briefing, the task for the day was announced as a 300 km triangle to Hamm, Hirzenhain and return. For the first time, limited blind flying was to be permitted, on the back leg of the task with unlimited height in the first portion of it and a ceiling of 2,500 meters on the second portion of the leg. The weather briefing indicated a fairly good day with cumulus clouds which would gradually disappear as the air became drier. Actually, it was not long before clouds started building up and there were thunderstorms reported in various areas of Germany. Most of the pilots ran into rain on the way up the first leg. Big thunderstorms with resulting dead areas developing around the first turning point with the result that almost 75% of the pilots, including the three Poles, Schreder and Johnson got caught and had to land. Those who continued on got into steadily improving conditions, particularly on the first portion of the last leg home. However, a large thunderstorm had developed west of Cologne and created a very large dead area which extended over Cologne and well into the final leg. Everyone at Butzweiler was watching to the east wondering whether any one could come in through the very stable and smooth air that existed. It was late in the afternoon when a speck appeared in the distance and it turned out to be Huth on a long glide with 100' to spare. Sejstrup soon followed with 3 to 400' and then another long wait. Then, way in the distance appeared Nick Goodhart in the Olympia 419. No one gave him any possibility of making it, but on he came. Disappearing behind buildings and scattering spectators as he approached the field, and holding off his final glide, he managed to cross the line with about zero inches altitude. Bikle could not quite bridge the gap and landed a couple of km short, for the 4th best flight of the day. Hossinger, Ortner and a few others were stretched out along the last portion of the course. This good flight of Bikle's jumped him up to the 13th position and Nick Goodhart took the lead from the Poles in the Open while Huth took the lead from Witek in the Standard Class.

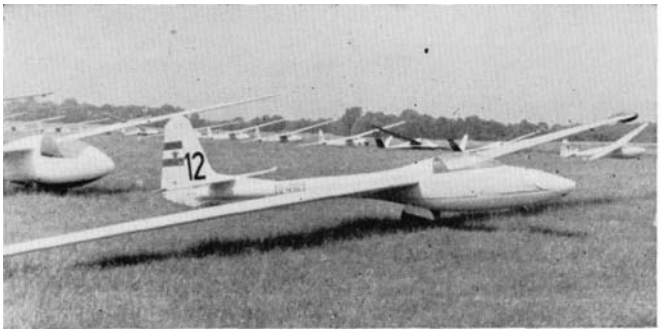
Thursday, June 16th. The weather did not hold much promise, since a high overcast was predicted to move in. The task for the day was a 200 km triangle to the south, Dahlemer. Binz to Hummerich and return. With the overcast approaching, all pilots scrambled for a take-off. Although all did not get off before it came, most everyone got away. However, rain and weak conditions along the first leg and start of the second caused most to land. In spite of this, some were able to hang on or circle around these areas only to be met by the overcast dead area on the way back; No Open ships completed the course. The Swiss pilot Meuller, flying an old Weihe, made the best flight approximately 192 km ; Makula and Popiel were second and third with about 165 km and Hossinger was 4th which put him in first place. Three Standard Class pilots made the task: Witek, Munch and Huth, in that order. Bikle finished 12th in the Standard Class for the day with 75 km. Johnson and Schreder didn't make the first turn and ended up 17th and 20th for the day. This again was one of those difficult days when the combination of weak conditions, overrunning cloud cover and local rainstorms made it important to be in the right place at the right time and favored the ships with low sinking speeds.

Friday, June 17th. The last day of the meet again brought overcast skies with little promise of improvement. However, the organizers, since it was the last day, were anxious to give the pilots a last chance to win or improve positions, so the Contest Committee set a task of twice around the 100 km course to Droverheide, Holtzweiler and return. The overcast was slow to break up and low visibility delayed take-offs several times. Most pilots took their three turns with everyone coming back to the field. This ended the 1960 Internationals and the previous day's standings became the final scores with Hossinger lst,, Makula 2nd and Popiel 3rd in the Open Class. Huth, Munch and Witek finished one, two and three in the Standard Class. Bikle did the best of the USA Team with 12th out of 35, while Johnson and Schreder finished 15th and 16th.

On Saturday, the closing ceremonies were held with an afternoon affair at the field and an evening party and prize-giving at the beautiful Gurzenich Civic Center in Cologne. On Sunday, all the teams officials and friends went on an eight hour boat trip on the Rhine. This afforded everyone an opportunity to get to know each other better and was an excellent way to end the meet.

In sizing up the results of the Internationals and how well the USA Team did, it is important to remember that this was a World Championship in which approximately 60 of the world's best soaring pilots competed with each one seriously trying to win. Consequently, it is a little presumptuous to expect that victory can come about quite readily. The very nature of soaring competition, where so many variable factors are involved — which incidentally is one

The Yugoslav Meteor, a famous "exotic" design and one of the few all-metal European sailplanes. Max L/D is over 40.
Photo: Leonard A. Trautman



The Swiss Elfe M flown by Rene Compte, another of the ultras with a max L/D of 44. First flew in 1956. Span is 57 ft.
Photo: Leonard A. Trautman

Photo: Don Jacobs

The U.S.'s only entry in the Standard Class, Paul Bikle in the all-metal Schweizer 1-23H-15 on the take-off line at Butzweiler Hof, Koln, Germany.

Photo: Paul F. Bikle

The 1-23H-15 being retrieved from a plowed field near Nonnenbach, Germany, on the last contest day. Stiglmeier, Coverdale and Giblo from American team plus five German helpers.

of the characteristics that makes the sport so appealing — means that it is almost anyone's game. The change of pilot's position in the Internationals from one year to another emphasizes this. The winner cannot make any mistakes and everything must be in his favor. A good pilot with a good ship who aggressively competes and puts himself in the best possible position can win, but usually "Dame Fortune" has to smile on him. This is particularly true when weather variables exist as they did in this International.

At least three of the six contest days were featured by weak conditions and dead areas which made position and timing of vital importance and did not favor the heavier and faster ships. Our two Open Ships usually did quite well on the better days, but were at a disadvantage on the weak days.

This type of weather was a great equalizer and the Standard Class sailplanes turned in the best performances on three days and equaled the Open Class on another. In fact, each of the top three Standard Class sailplanes earned more points than Hossinger. They flew the same courses and in many cases got less points because of the greater number of ships in this Class. Certainly, the Standard Class has proven itself.

The air around Cologne was full of small gnats and soon after take-off they would be plastered against the leading edges of the sailplanes. It is possible that they might have caused a breakdown of the laminar flow and may have been another "equalizer," working against ships with laminar airfoils.

The effective team flying as practiced by the Poles again brings up the question as to its worth. The Poles normally flew together and it seemed to help them on all days except the 300 km triangular flight when all three went down together at the first turn. Schreder and Johnson did some team flying and their comments should provide interesting data on this subject.

The USA radio setup was the best of any Internationals to date and warrants further development, particularly if the current feeling that radios should be permitted for the Standard Class is adopted. With our directional antenna, we could reach 50 to 70 miles depending upon the height of the sailplanes.

Although victory is the main aim and interest, there are many other reasons for having a team compete in international contests. Most important is the experience gained by the pilots and the teams, and the opportunity of seeing how our pilots and ships compare. Also, the exchange of technical and scientific information; as well as the international goodwill that results, all make these contests very desirable and valuable for all the teams that compete. The Team learned a great deal that should be very helpful in future international team efforts.

The official team was composed of 16 members. In order to divide up the work and to be better prepared, various team members were given special projects to work on, before, and/or during the contest. The team roster was as follows:

Paul A. Schweizer - Captain

John D. Graves, Team Manager - Fund Drive

Bernard L. Wiggin, Meteorologist - Gifts, Tokens

Alex Dawydoff, Public Relations - Publicity

Richard H. Johnson, Pilot #1 - Adastra

John C. Boone, Crew Chief RHJ - Wood & Plastic Repair

Alice Johnson, #2 Crew - Adastra

Dave McNay, #3 Crew - Instruments, Barographs

Richard E. Schreder, Pilot #2 - Uniforms

A. J. Smith, Crew Chief RES & Reserve Pilot - Maps

John D. Ryan, #2 Crew - Radio

A. Schreder, #3 Crew - Special Items

Paul F. Bikle, Pilot #3 - Contest Rules

William H. Coverdale, Jr., Crew Chief PFB - Automotive Equipment

Herman Stiglmeier, #2 Crew - Language Aids, Customs

Irving O. Prue, #3 Crew - Metal Repair

In addition to the official team, two other persons that made important contributions to the team effort were Lt. Col. Floyd J. Sweet, who acted as liaison between the Air Force and the German Aero Club, and Lt. Col. Mitchell Giblo who arranged the transportation and acted as liaison with the Air Force on this. We also used, as needed for special projects, US soaring enthusiasts visiting the meet, including Dave Johnson, Dave McNay's brother, the Miller Boys from Washington, Les Clanton, Walt Hausler and others. As with any project of this type, there are many persons behind the scenes that helped make this possible, including those who supported the fund drive. Our thanks go to all these. Our thanks go also to Seff Kunz and Dr. Frowein and their organization and members of the Deutsche Aero Club who helped make the meet a success and a pleasure to attend.

1960 WORLD SOARING CHAMPIONSHIPS — TABLE OF SCORES

OPEN CLASS

	PILOT	NATION	SAILPLANE	1st Day	2nd Day	3rd Day	4th Day	5th Day	6th Day	Total
1	Hossinger, Rudolfo	Argentina	Skylark 3	899.7	950.5	917.1	636.4	963.5	736.1	5102.9
2	Makula, Edward	Poland	Zefir	1000.0	1000.0	1000.0	926.2	250.7	828.4	5079.1
3	Popiel, Jerzy	Poland	Zefir	1000.0	965.2	1000.0	1000.0	250.7	807.6	5020.7
4	Goodhart, Nicholas	Gt. Britain	Olympia 419	850.5	932.4	1000.0	746.2	1000.0	328.5	4856.5
5	Jonsson, Sven I.	Sweden	Zugvogel 4	734.9	723.6	949.9	771.4	872.2	392.3	4443.6
6	Ortner, Jose	Argentina	Skylark 3	816.2	877.7	917.1	638.2	957.2	193.4	4399.4
7	Jensen, Harald W.	Denmark	Ka-6	777.7	706.9	1000.0	793.0	196.0	673.0	4141.4
8	Muller, Bernhard	Switzerland	Weihe	671.1	630.2	882.7	682.3	150.7	1000.0	4016.5
9	Haase, Ernst-Gunter	Germany	Phoenix T	877.9	895.1	1000.0	857.8	203.1	169.3	4001.9
10	Marchand, Michel	France	Breguet 901	797.9	931.5	1000.0	820.0	84.6	142.0	3774.7
11	Comte, Rene	Switzerland	Elfe	878.5	0	950.6	787.6	150.7	480.6	3238.2
12	Deane-Drummond, A.	Gt. Britain	Skylark 3F	885.8	889.0	953.2	290.1	150.7	15.9	3184.7
13	Bar, Menahem	Israel	Zugvogel 3	780.4	279.5	917.8	754.3	150.7	303.1	3184.0
14	Gaze, Toni	Australia	Skylark 3B	562.5	431.5	847.4	743.5	238.1	251.5	3074.5
15	Johnson, Richard H.	U. S. A.	RHJ-6	402.1	362.7	1000.0	913.6	257.4	58.8	2992.9
16	Schreder, Richard E.	U. S. A.	HP-9	932.9	0	787.3	917.2	255.0	0.9	2891.4
17	Tandefelt, Harald	Finland	Ka-6BR	776.5	919.4	873.8	0	252.3	59.4	2881.4
18	Mrak, Joze	Yugoslavia	Meteor 57	0	320.9	1000.0	803.8	150.7	281.8	2555.9
19	Ferrari, Guido A.	Italy	Skylark 3B	730.6	121.9	0	623.8	319.2	31.5	1825.8
20	van Bree, Eduard	Holland	Skylark 3	—	—	—	700.3	879.7	90.6	1669.3

STANDARD CLASS

	PILOT	NATION	SAILPLANE	1st Day	2nd Day	3rd Day	4th Day	5th Day	6th Day	Total
1	Huth, Heinz	Germany	Ka-6BR	832.9	945.9	1000.0	857.6	1000.0	965.1	5619.1
2	Munch, George	Brazil	Ka-6B	657.7	982.4	1000.0	742.8	886.5	968.4	5237.8
3	Witek, Adam	Poland	Foka	956.9	1000.0	1000.0	1000.0	245.0	1000.0	5201.9
4	Sejstrup, Niels	Denmark	Ka-6BR	770.4	796.4	984.2	710.6	992.3	747.5	5001.8
5	Juez, Luis V.	Spain	Ka-6	855.0	939.8	937.2	778.5	775.9	557.2	4843.7
6	Toutenhofd, Willem	Holland	Ka-6	763.5	333.3	1000.0	786.0	865.0	726.2	4474.2
7	Resch, Hans	Austria	Std. Austria	853.4	984.9	901.6	844.5	231.7	200.2	3998.1
8	Silva, Giancarlo	Italy	M-100S	683.8	709.5	795.0	716.2	847.4	241.1	3989.3
9	Fritz, Johann	Austria	Std. Austria	1000.0	921.2	1000.0	825.6	160.5	0	3907.6
10	Harrold, E. James	So. Rhodesia	Ka-6	698.5	625.4	888.6	631.4	729.3	296.3	3869.9
11	Rautio, Olavi	Finland	Pik-3C	689.1	275.4	857.8	734.2	898.7	165.9	3787.2
12	Bikle, Paul F.	U. S. A.	1-23 H-15	831.0	92.1	953.2	671.0	947.3	206.7	3701.1
13	Ara, Miguel	Spain	Ka-6	623.3	982.4	950.6	581.4	214.9	347.2	3699.4
14	Andreae, Sipko	Holland	Ka-6	733.2	111.2	1000.0	853.9	796.7	160.5	3655.9
15	Xhaet, Andre	Belgium	Mucha Std.	687.2	759.5	1000.0	664.4	146.4	153.3	3410.6
16	Jalkanen, Jorma	Finland	Pik-3C	683.5	804.6	950.6	730.4	166.4	67.4	3402.5
17	Junqueira, Claudio	Brazil	Ka-6B	744.6	393.8	1000.0	684.1	242.1	331.8	3396.4
18	Johannessen, Tor	Norway	Olympia 401	683.2	853.5	948.4	0	639.0	165.9	3263.0
19	Lacheny, Jacques	France	Breguet 905	677.4	776.5	1000.0	671.0	61.9	67.4	3254.6
20	Rowe, Robert S.	Australia	Ka-6BR	741.6	910.2	892.1	271.5	247.5	165.9	3229.2
21	Brigliadori, Leonardo	Italy	E/C. 39	718.2	0	854.2	573.9	801.2	193.7	3141.3
22	Persson, Per-Axel	Sweden	Zugvogel 4A	803.1	916.3	389.2	707.8	146.4	88.1	3051.3
23	Doutreloup, Michel	Belgium	Ka-6B	660.2	378.6	987.8	595.5	218.0	118.4	2958.8
24	Goodhart, Anthony	Gt. Britain	Skylark 2	755.6	807.0	897.0	782.2	345.7	63.2	2843.6
25	Arber, Daniel	Israel	Ka-6	660.0	330.6	921.4	704.9	201.1	0	2818.0
26	Silesmo, Irve	Sweden	Ka-6BR	608.9	231.8	948.9	771.9	227.6	22.9	2811.8
27	Oda, Isamu	Japan	Ka-6	419.6	371.3	636.7	588.0	701.7	0	2717.2
28	Filipusson, Porhallur	Iceland	Ka-6	527.1	240.5	887.0	861.3	146.4	228.6	2709.1
29	Barbera, Daniel	France	Breguet 905	671.3	771.2	12.3	728.5	295.9	109.4	2588.5
30	Bottcher, Hans	Germany	Ka-6BR	721.9	793.5	0	712.5	245.0	90.4	2562.9
31	Grundisch, Alex	Switzerland	Breguet 905	542.9	315.8	839.7	641.7	121.5	71.5	2532.9
32	Arteman, Julio	Argentina	Breguet 905	715.3	203.3	891.9	633.3	0	0	2444.0
33	Friis, Jorgen A. D.	Denmark	Mucha Std.	664.7	0	486.1	653.1	122.3	0	1926.6
34	Jardeny, Amos	Israel	Skylark 2	624.1	355.9	82.7	610.6	215.7	21.1	1909.8
35	Backe-Mathiesen, E.	Norway	Zugvogel	41.6	98.1	0	591.8	146.4	165.9	1043.7

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

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

FAI Classes Eligible for Competing in World Soaring Championships

Class	Year	Championship
Open	1937	Germany
Two Place*	1952	Spain
Standard	1958	Poland
15-Meter	1978	France
World	1997	Turkey
Junior	1999	Holland
18-Meter	2001	Spain
Club	2001	Australia
Feminine	2001	Lithuania

* Eliminated 1958

An urgent need...

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

Contributions make it happen...

While many competing teams receive government assistance our teams rely on a mix of direct contributions and perpetual trust income to compete internationally.

Direct contributions are immediately available to the team at their full value. Participating in the SSA sweepstakes, buying a raffle ticket at a contest or sending a check to the SSA for team funding are all examples of direct contributions so critical to fielding our soaring teams. Perpetual trust income has become increasingly important to fielding our teams internationally. This type of contribution is perpetual as the funds are invested with the income used to sponsor teams perpetually. Robertson Trust contributions provide a critical, stable, long-term, source of team funding.

A long term strategy?

Since both types of contributions are tax deductible, a long-term contribution strategy to minimize tax burden and maximize support might incorporate comfortable direct contribution every two years and larger, trust contributions with less frequency. How much to contribute is determined by each of our individual circumstances. Every dollar counts.

Now is the time...

Not all competition happens in the air. Often it is what happens on the ground months before World Soaring Championships that makes the difference. Adequate team funding is were it all starts. Our international competitors are doing what it takes to compete and win and so should we. If our soaring teams are going to compete internationally they need our support. While most of us can't be in the cockpit we can still do our part to make sure our pilots have the opportunity to compete and win.

Please make a direct contribution to the U.S. Soaring Teams or a perpetual contribution to the Robertson Trust today!

Robertson Trust Contributions

John Seaborn
5560 Boulder Hills Dr
Longmont, CO 80503
USA

www.robertsontrust.com

Direct Contributions

Larry Sanderson
Soaring Society of America
P.O.Box 2100
Hobbs, NM 88241-2100

www.ssa.org