

**Disclaimer:** This article was scanned from the original issue of Soaring Magazine and captured into the Adobe PDF format. This process can result in subtle differences between the original and electronic formats. In almost all cases misspellings, odd punctuation are a result of the scanning process not the original author or publisher. Copyright 2001 Soaring Society of America. Use without permission is prohibited.

# soaring

The Journal of The Soaring Society of America

50 cents October 1968



**HELP ME, PLEASE! Please read attentively:**

**AT THE LANDING PLACE**

1. I am the glider pilot taking part in the 11th World Gliding Championships which are being held at Leszno near Poznan from 2 to 23 of June, 1968.

2. I ask two persons present here to certify my landing on the Flight Control Card. Please write in the proper blank places of this card: name of locality where I have landed, commune, district, as well as enter in a readable manner full names and addresses of both persons.

3. I must report my landing in this locality as soon as possible—by telephone—to the Direction of the Championships at Leszno. Please, take me then to the nearest telephone. If it is far away from here, please give me a ride in a vehicle or lend to me a bicycle and offer the assistance of a guide on bicycle.

5. During my absence please take care of the glider, and if it is possible would you let the post of militia know about my landing and ask the post to guard the glider? My glider is costly and precise

equipment and therefore do not allow anybody to touch it or smoke in the vicinity of it.

6. After the telephone settlement I shall return to my glider and shall wait for a motor car to take me and my glider back to Leszno.

**BY TELEPHONE**

7. Please order the telephone call with Leszno near Poznan, using the catchword and telephone number as given below. (I shall pay for the call at once, please inform me of the cost after the call. Catchword Lot-Zaw, Leszno Nr. (one of the following): 641, 643, 662,684, 857, 891.

8. When the call comes, I shall speak myself. If I have some troubles in understanding, please convey through the phone the data specified in the Landing Certificate (on reverse side of the Flight Control Card).

I thank you all for your assistance in my own name as well as in the name of the Direction of the World Gliding Championships.

This information card (in Polish, of course) was carried and used by every foreign competing pilot. Although the official languages were English and Polish, amazingly few could speak both well. With the usual American naivete I expected more Poles to speak English, although John Novak of Toledo, Ohio, the translator of the U. S. team, was the only American who could speak Polish. But those who spoke German with any degree of fluency fared well and didn't face the challenge of sign language.

We all picked up a small vocabulary beginning with "uvaga, uvaga!" (attention, attention!), which preceded each announcement over the P.A. system. This remarkable sound system was activated early in the morning and penetrated the entire field with startling clarity.

Three Polish dictionaries soon had me sending my Polish friends into gales of laughter. Either way many found themselves eating and drinking things they hadn't originally considered. All crews soon knew *lewo*, *pravo*, and *prosto* to get them left, right, or straight ahead when searching for their pilots.

Leszno is an agricultural town of 32,000, located on the nearly flat plains of western Poland. In June the countryside is lush with grain and potatoes. A Westerner is initially surprised at the lack of crop

irrigating equipment. Six solid rainy days later as jungle rot sets in, the lack of rice paddies is surprising.

The airfield (*lotnisko*) is located 2.5 kilometers west of town (a kilometer being a shade over six tenths of a mile) and also beyond the railroad tracks. The tracks and their candy-striped protective barriers soon made the retrieves similar to a large-scale Monopoly game—don't pass GO, return to\_\_\_\_\_

Welcome signs and pennants marked the entrance to the most impressive glider field in the world. The vast grass field was blocked from view by a series of hangars. On arrival I entered the first one to register. After picking up the required identification, I decided to locate the press facilities upstairs.

In addition to numerous official offices, this hangar housed repair shops for instruments and gliders. Most of the ground floor served as an enormous coffee, tea (*herbata*), or beer (*pivo*) hall. To the west was a new building, housing four 85-foot-long repair stalls that could accommodate eight gliders. These stalls were especially good as they freed hangars for other use and could be used for glider storage later.

Further on were twin 85-foot x 105-foot hangars. The first was set up for pilot briefings with the usual long rows of tables and chairs. The east wall featured numerous en-

larged photographs of villages and airfields that would soon become familiar turn-points. The tongue twister names such as Sulmierzyce, Przylep, and Piotrkow never did roll off the tip of our tongues, but radio coding gave them new names or numbers anyway. Overhead, parachutes were pinioned under the rafters to protect the briefing assemblage from the local bird colony.

Various non-competing Polish gliders, including the delightful two-place Bocian and the new standard-class Pirat, were languishing in the third hangar.

Seeing no familiar faces in the apron area, I headed north past newly planted lawns bordered by long rows of scarlet roses toward the newest permanent building. A cantilevered control tower dominated the two-story rock and concrete administration and residence building. The second floor housed most of the pilots in two-to-a-room accommodations with bath; while the main floor featured a lounge, meeting hall, doctor's office, and small restaurant. Next were some bungalow units where the remaining pilots lived. The last permanent structure was the dining hall/kitchen which was also used at the '58 Internationals.

A row of red poppies and a Polish-speaking guard marked the entrance to the huge tent city for crews. To the left was a large concrete swimming pool—logically unoccupied since it was cold and windy. Once past the pool, several people were observed lunging along my anticipated route through the crew tents. The reason soon became apparent. Large concrete stepping stones were awkwardly spaced through the tent streets so that with every stride one foot landed between the blocks. The U.S. team's crew (male section) was housed in the last row north (closest to the parking lot and take-off area) adjacent to the Russian crew. A drawing Texan "Well, I'll be" told me that Fritz Kahl of Marfa was a third the way around the world also. Marshall Claybourn, team captain, offered me coffee that could straighten eyelashes and a French roll of questionable age. A look around the tent indicated the Internationals was a duration event also. Comfortable cots, bedding, adequate

clothes poles, and tables were provided by the hosts. Electrical outlets and lights were in each tent. The tent floor was heavy rubber and several pop-out plastic port-holes provided adequate ventilation. Most teams brought coffee pots or soon purchased them. The laundry hanging on the tent ropes completed that lived-in look.

After confirming my suspicions about the leaden skies of Leszno, I hastened to set up my newly purchased tent. George and Suzanne Moffat innocently ambled by and soon we were guessing what the German tent directions meant.

Dinner time produced the remainder of the team. A. J. Smith's crew included Bob Klemmedson of Orinda, California, and Harold Drew of Surrey, England; Ralph Boehm of Sinsbury, Connecticut, crewed with Suzanne for George Moffat; Dick Johnson's crew included his wife Alice and Steve Baird of Richardson, Texas; Angie Schreder crewed for her Dick, backed up by Jim Rhine of Tulsa, Oklahoma. Fritz Kahl of Marfa pitched in where needed and observed the scene with the awareness of a man who will host the next Internationals in 1970.

The majority of teams arrived at the beginning of the practice week, June 2nd through the 8th. Although three practice tasks were anticipated, only one (on June 5th) was possible due to inhospitable weather. A total of 15 pilots completed a 106-kilometer (66-mile) triangle between Leszno, Wasosz, Gola, and home. For many, local flying was sufficient challenge.

George Moffat and A. J. Smith had just recently participated in the Hahnweide contest near Kirchheim Tech, West Germany, in May and were therefore already accustomed to their Swiss Elfe's (standard-class S-3's), as well as unseasonable weather.

In the open class Dick Johnson was intimately familiar with his HP-13; however, Dick Schreder would be competing in a new, T-tailed version of the HP-14 which had first flown the month before.

On June 8th the official roll call of each team was made, the longest in Internationals history — 105 pilots from 32 nations. An announcement revealed that the International OSTIV Jury had decided the two Czechoslovakian M-35s could



compete in the standard class despite flaps which would be sealed.

The launching procedure, using ten sailplanes in each row, was described. Each day the order to take-off would progress by ten. No take-off selection time by the pilot would be permitted. If a relight was necessary, the pilot would follow his class, and if the other class' launching was in progress, he would be launched alongside that class. Twenty-five towplanes, manned by Polish Gold-badge pilots, were expected to launch both classes within 90 minutes.

The British team manager, Ann Welch, asked whether team flying was prohibited. This procedure entails pilots exploring a task route independently, but pooling their findings by radio, thus providing more choices of action for each pilot involved. This question was especially provocative as in the past the Polish pilots have used this tactic to produce high standings—the best example being at the '65 Internationals at South Cerney, England, where all Polish pilots finished within the top four in both classes. It was anticipated that they would have a field day over their own country, utilizing their secret code—Polish.

The management responded that cooperation between competing pilots was not forbidden. Admittedly it sounds unnatural to help a competitor if you think of the championships as an individual effort (where there is no official team championship). But if the pilot is flying for national glory, team flying makes a lot of sense. However, it does require a high degree of unselfishness and trust.

Although the practice task that day was canceled, the official meteorologist, Wiktor Gorczynski, delivered his scientific explanation for the precipitation. At breakfast that morning Marshall had remarked that the radishes and onions we were served were the Polish Dristan and could clear up anything. All except the rain.

The following day, June 9th, it was well worth the 80-some steps up the control tower to watch as the opening ceremonies began. Not only are 15,000 people at a glider meet rather unique, but there was a knowledgeable excitement among the spectators. Gliding is to the Poles much as baseball is to many Americans.

The solemnities began with welcoming speeches by the Deputy Prime Minister of Poland and the

Chairman of the Polish Aero Club. The teams then paraded past the officials' stand and grouped under the national flags. Following a greeting by the chairman of the local government, the President of FAI, Adolf Gehringer, thanked the Polish Aero Club for sponsoring the meet, concluding his comments with a "long live Leszno and Poland in Polish. Then while the Polish national anthem was played, the three Polish pilots who have been world champions—Adam Witek, Edward Makula, and Jan Wroblewski—raised the flags of the Polish Aero Club, the FAI, and Poland. And, finally, Per-Axel Persson of Sweden solemnly lit the Championship torch, an honor accorded him for his 20 years of International competition, which began with his victory in Samedan, Switzerland, in 1948.

Just as the crowds attention turned toward the flying field, two storks saluted the festivities with a slow majestic fly-by. The pace quickened as nature's air show was followed by a man-made one featuring parachutists, aerobatic displays, and demonstrations of new Polish aircraft. A most unusual show-stopper occurred when Jerzy Adamek, a three-Diamond pilot, was towed aloft in a Mucha 100 by a helicopter. The Mucha was initially towed in a nearly normal manner, but this was followed by a slow vertical climb by the chopper, eventually leaving the glider dangling in a completely upright position! At this point Adamek released and went about his aerobatic business. But probably the most memorable event was Tadzysz Sluvok's performance in a Jastrzab aerobatic sailplane redlined for more than 200 mph. Sluvok wound up his act by buzzing the airfield *inverted* (at less than 30 feet!), skimming along the entire length of the crowd before rolling right-side up to a smooth landing. (John Roake, the editor of *The Gliding Kiwi* in New Zealand, reported that while he was in Czechoslovakia he took a tow in a Blanik; at about 1500 feet the towplane rolled over on its back and continued to tow him up to 3000 feet inverted—with the odd roll thrown in for good measure.)

The Poles fly like there is no tomorrow, but seem motivated because there is.

The air show ended in a heavy mist that sent a good many of the crowd, as well as the teams, into the over-taxed refreshment areas.

Later in the day Marshall conducted a U.S. team meeting, where rules and procedures were discussed. The remainder of the day was spent in hangar flying, fueled by scalding tea or coffee. Many enjoyed a beautiful program presented by the Poznan Symphony at the Dome of Culture (in Leszno).

June 10th was supposed to be the first contest day. A quick dash to the restaurant yielded the essential weather situation. A cold wind tore through summer clothing, while endless, low, gray clouds lowered any hopes of a good day. The met man claimed that somewhere in northwest Poland there was good weather. He optimistically stated that by afternoon the clouds would break up.

The briefing was re-set for noon, at which time it was confirmed that the task for the day would have to be scrubbed. The emphatic rain beating on the hangar seconded the announcement.

The eleventh of June was also rained out. The field was now boggy with waters, many side-walks were submerged, and the tent area was checkered with rapidly filling ditches. The scene began to take on the appearance of an Ark, with nearly two of every kind.

The lunch sacks provided a big conversation item, the daily lemon was missing, replaced by an orange. Steve Baird surmised, "Better eat it quick before it turns into a lemon." Some pilots, desperate for some action, resorted to paper glider contests, interrupted by a short futile briefing. Ralph Boehm went eel fishing and jubilantly returned with his catch, which he had smoked in Leszno.

The contest management frequently announced events in the Leszno area which might interest the visitors, as well as while away the long drizzly days. Many went to the Poznan Trade Fair, 78 kilometers to the north. There if you hadn't seen Wondrous Wilga, the nine-cylinder, nearly VTO towplane, you could. She buzzed the fairgrounds treetops with distracting frequency, despite the low, leaky cloud base. Mr. John Scanlon, the American vice consul at

Poznan, graciously invited the entire American team to a preview reception at the U.S. exhibit. Most attended and later enjoyed a delightful buffet supper at the consulate's home.

The only thing that went up on June 12th was umbrellas. As a rather lethargic group of pilots quieted for the briefing to begin, a strange slapping sound interrupted proceedings. Ann Welch and Frank Irving flipped their way to the British team table in complete scuba gear—wet suits, masks, snorkels, and fins. The meeting broke up—no need for translation.

Later, Charles Lindsay, our man from environmental sciences, remarked, "The Leszno area is under the influence of low pressure at the surface and aloft, producing lousy, rainy weather."

The OSTIV Congress was opened later in the morning by L. A. deLange, President. He presented OSTIV diplomas to Charles V. Lindsay of Alexandria, Virginia, for a meteorological paper delivered in 1965 at South Cerney and to H. J. Merklein of West Germany. Following several speeches in German and Polish, the delegates viewed historic films of early gliding at the German Wasserkuppe in 1921-22, with emphasis on the late Dr. Wolfgang Klemperer's Blau Maus flights. A copy of the film will be given to the SSA film library. The Klemperer Award, administered by SSA, was awarded to Dipl. Ing. Hans Zacher, West Germany, for "noteworthy technical contribution to soaring; flight." President Lange described the memorial award (plaque) and check) and invited those present to support the fund.

## **FIRST CONTEST DAY**

Finally on Thursday, June 13th, the exasperatingly early dawn (latitude 51 degrees) revealed high clouds under clear blue skies.

An anticipatory mood was evident in hurried breakfasts, whistling, and crew cars being dug or skidded out of the parking lot. Pilots were actually looking forward to the inevitable over convection.

The briefing opened with, "For those of you who haven't noticed—the rain has stopped." When the cheers died down, both classes of pilots prepared for the task, a 224-

kilometer (150-mile) triangle. The turn-points were Miloslaw, 81 kilometers to the east, followed by a 70-kilometer leg to the south, and then back to Leszno on a 297-degree heading. The weatherman promised dry thermals (which brought up many incredulous faces), with lift from 1000 to 1500 meters, topping off at 2400 meters (a meter being a slightly stretched yard—3 feet 3.37 inches). Thermal activity was expected from 1200 to 1700 hours, with lift between 1.5 and 2.5 meters a second,

The parade of sailplanes from the confines of tie-downs, wing covers, and trailers to the take-off area revealed a wide assortment of sailplanes. The standard class, however, was dominated numerically by 22 Foka 4's made available by the Polish Aero Club for countries unable to bring their own sailplanes.

Each crew readily found its plane's allotted space as the 25 towplanes roared into position. Most of the tow pilots had at least a Gold badge, and the sole woman tow pilot, pretty curly-haired Lydia Pazio, was entitled to wear a three-Diamond badge.

The standard class led the way, with the first tows beginning at 1100. Sixty-five minutes later 105 sailplanes had been launched to 700 meters and the last towplane had peeled off earthward. Some crews headed for their cars and trailers, while others waited at the start-line posting board for evidence that their pilot had started. This soon proved a slow and nearly useless task. It sometimes took 15 to 20 minutes before a start, observed through binoculars, would be confirmed. The Poles refused to confirm to the pilot via radio whether or not he had a good (legal) start. Most pilots went through the gate, heading on course. A few landed back and were dispatched again.

David Webb of Canada was one of the first back by trailer. (He resumed the task again at 1443 and made 76 kilometers before he had to land his BS-1.

The numerous spectators in the take-off area soon faded away, leaving captains and contest personnel clustered around ground stations.

Gaggles of 30 sailplanes soon became common, with each cloud

base on course becoming renewed by successive flocks of gliders.

At 1330, a terse "Mid-air!" crackled over the radio. Soon another witness repeated the message, elaborating that two Fokas had collided but that only one parachute had been observed. Subsequent reports, repeated over the P.A. system, reported that Udo Elke, '67 East German champion, and A. Ziya Aydogan of Turkey had collided 26 kilometers from Leszno. The second parachute was delayed in opening, as the pilot, an experienced parachutist, had elected to free fall in order to clear some threatening debris.

Shortly after 1500, several pairs of binoculars picked up the first finisher. As Dick Johnson swept by in his HP-13, the Americans' joy was doubled as Dick Schreder followed close behind. Johnson reported the conditions had been better than expected—"almost as good as forecast." There had been a 25-mph headwind on the first leg, which slowed progress. After rounding Miloslaw under 1000 meters (as required), he headed slightly east of course on the second leg south. Schreder had veered on a westerly tack, only to find weak conditions. Johnson recalled the lift was 2 to 2.5 meters a second, once in a while reaching the 3.5 mark. What about the final leg? "Just ran out of people," he grinned.

Alice Johnson and Steve Baird meanwhile "held with 16 other crews in Gostyn, a town noted for its basilican cathedral. This structure is also reputed by Polish pilots to produce dependable nonspiritual-type lift, enabling the church on occasion to "save" something more tangible than one's soul.

Soon group finishes were underway, with roll-outs occurring in every direction. George Moffat and A. J. Smith reported good speeds; although calculations were very rough, especially since the pilots were never certain of their start times, particularly if they went through the gate more than once.

As it turned out Schreder claimed fourth place with 76.0 kph. The best open-class effort was by Walter Vergani of Italy, flying a Cirrus. The initial headwinds hadn't bothered him, and he found 2 to 2.5-meter lift to the first turn. There he joined Harro Wodl,

Charles Yeates, and Allen Cameron, all four of them flying Cirrus sailplanes—an exotic yet confusing sight for any turn-point observer.

A couple of thermals later, he headed just west of course into sink and down to 500 meters. This unhealthy situation was remedied by going eastward, where he regained 500 meters. Once around Sulmierzyce, he headed home beginning his final glide from 900 meters, 40 kilometers out.

The score sheets revealed that the standard-class pilots had outflown the other brand. Although they took off sooner than the open competitors, waiting for conditions to peak proved worthwhile. Amiable Henri Stouffs of Belgium, flying a hot-out-of-the-mold Standard Libelle, claimed his first 1000-pointer day.

OPEN CLASS	KPH	POINTS
1. Vergani	77.1	1000
2. Wroblewski	76.8	991
3. Yeates	76.7	988
4. Schreder	76.0	968
5. Schubert	75.8	962
5. Burton	75.8	962
7. Wodl	75.7	959
8. Ax	74.1	912
9. Johnson	74.0	909
10. Frene	73.5	895

STD. CLASS	KPH	POINTS
1. Stouffs	78.0	1000
2. Lindner	77.9	997
3. Smith	76.9	974
4. Nietlispach	74.0	905
5. Muszynski	72.0	858
6. Bloch	71.1	837
7. Reparon	70.0	811
8. Grosse	69.5	799
8. Makula	69.5	799
10. Wutanen	69.1	789
12. Moffat	66.6	730

## SECOND CONTEST DAY

June 14th—a bright, sunny day—greeted the pilots and crews as they hurried to the briefing originally set for 1000 but changed to 0930 due to "special weather conditions."

The top three pilots in each class were introduced and presented with key chain compasses.

The day's announcements included the warning that dangerous trailer driving was occurring, that it was linen-change day in the tent community, and that neither Elke

or Aydogan would compete because no responsibility for the collision could be fixed on either pilot.

A 313-kilometer triangle was announced. The weatherman reported conditions similar to the previous day's, with a higher cloud base and stronger winds to the south and southeast.

The planes were readily positioned to no avail. The launch time of 1030 passed with no activity from towplanes. Pilots and crews sprawled in the clover and tall grass near their planes as if awaiting a giant catalyst to activate the inner elements.

A meeting was called at the field operations mobile unit. The director stated, "We tried it once (the task) in a power plane and it can't be done!" With this assumption the task was shortened to Borkow and back (for 226 kilometers). The situation seemed foolish, as one class of contestants would be returning as the second class headed out. If a head-on did occur, it would have the combined effect of 200 to 250 kph.

Adam Witek, first standard-class champion (1958) and Polish team captain, appeared discouraged. He indicated the thermals were small and conditions turbulent. If the

temperature didn't rise to 23 degrees or 24 degrees Centigrade, thermal activity wouldn't be good enough; besides, there was a 20 to 30-kph headwind on course. This fact alone had generated a good deal of comment on why Competition Director Dankowski didn't choose a crosswind course instead of an upwind heading.

At 1300 hours, Dankowski took a tow in a Foka 4 to ascertain whether the conditions were soarable. This flight, the first of many similar ones, rankled old hands such as Schreder. Not only was take-off time selection denied the competitors, but on a clear day someone might decide the weather just wasn't good enough. The next question was, "Good enough for what?" Many believed the Poles only wanted to use days that could support their heavy Zefirs. Regardless, at 1330 Dankowski let the towing begin. Forty minutes later the 47 standard-class ships were airborne. A quick count revealed half the class in one thermal. At 1425, the open class was informed by megaphone that it was a no-contest day for them.

The scene quickly took on the appearance of the day after a party. Friendly bantering between crews

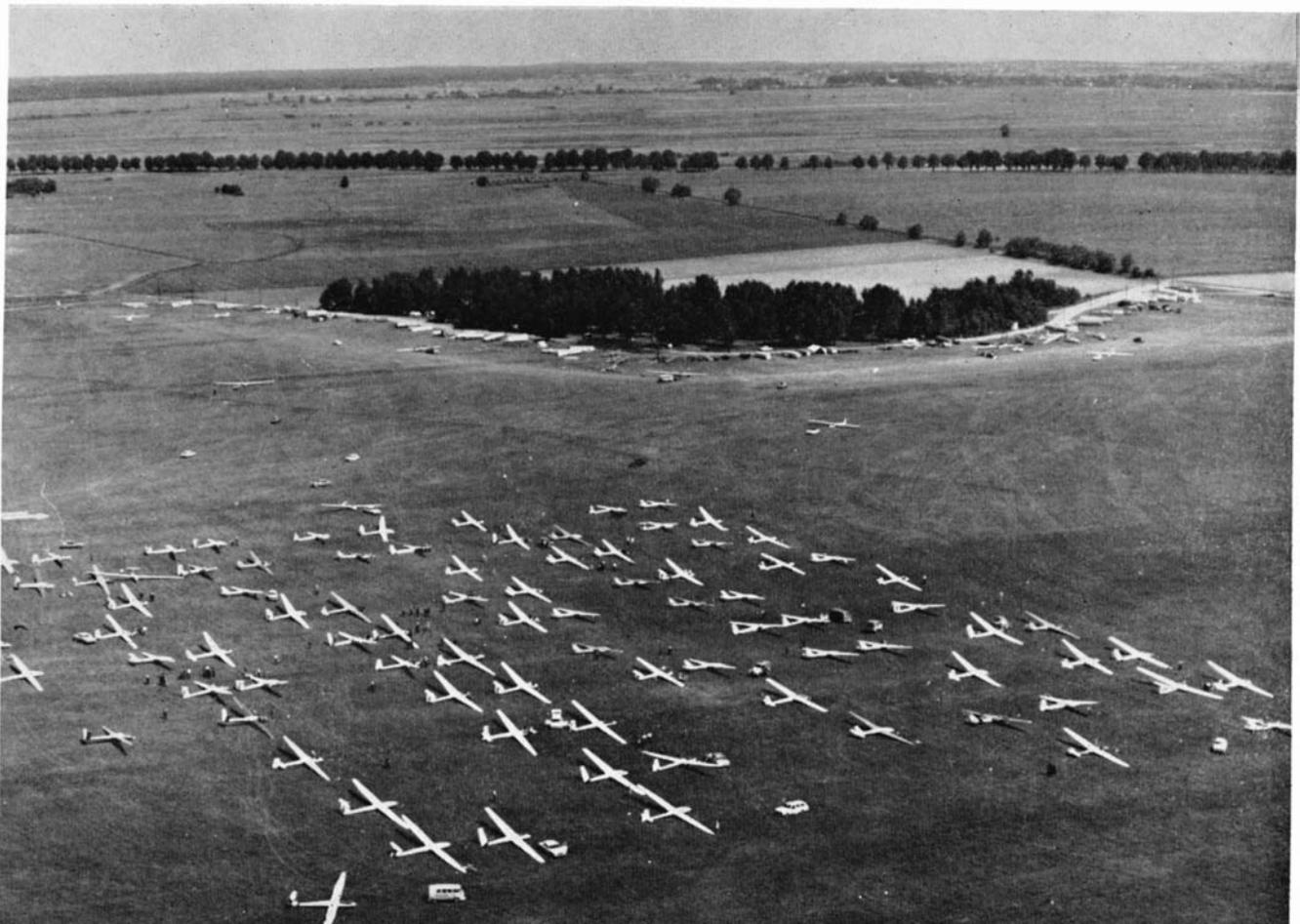
quieted as they walked the planes back to their tie-downs. Gradually the take-off area emptied leaving remnants of lunch sacks as the only evidence of three warm windy hours waiting to fly.

Schreder was disconsolate. "I came here to fly, and here we are sitting during the best weather we've had in two weeks."

As the warm weather wore on, the waiting became nerve-wracking. The very effective P.A. system punctured the thick air with curt announcements like, "Attention, Mr. Reparon of Holland has landed at\_\_\_\_\_." You couldn't land 110 kilometers out and just slink away anonymously through the potato patch.

After seemingly endless squinting in the haze, a sailplane finally materialized at 1730. It was George Moffat and he had just wrung a 42:1 glide ratio out of the Elfe for the last 32 miles. When had he begun his final glide? "Oh, maybe the last two chimneys." How was A. J. doing? "Real well." He had seen him at the turn-point.

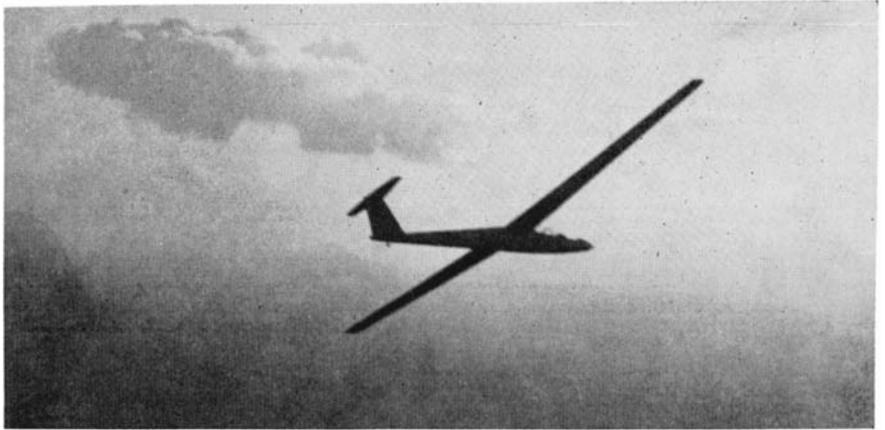
Moffat turned in his landing card just as the P.A. system droned, "I repeat, George Moffat, Jr. from the United States was the first pilot to fulfill today's task."



George returned to the field to watch the others finish. But—though every bird between the field and Leszno was identified as someone on a final glide—it turned out that George Moffat of the United States was to be the first and only pilot to fulfill the day's task. The other two finishers necessary to score the day as a speed task were signing autographs for dozens of Polish children within 14 kilometers of the finish. As a result, Moffat received only 588 points for winning the day.

Moffat described the initial part of the flight as "booming" with lift of 3 to 3.5 meters per second. He emphatically stated, "There was no excuse for not launching the open class an hour or two earlier."

George had to go five to ten miles south of course, where he picked up some cloud streets. Flying 500 feet under the cloud base he got 2.5 to 3 meters per second. Twenty miles from the turn he joined Hans Nietlispach (Phoebus A) and discovered three or four thermals that didn't require circling. He then decided it would be



Dick Schreder's HP-14T.

Photo by Robert Winklmeier

best to lose Nietlispach or: "I'd have a gaggle with me and have to drag them along." He was alone at Borkow. Getting his last thermal at 1700, he had to count on the Elfe for the rest.

Soon after, the word came that Smith and Perotti of Italy were down 23 kilometers out. The Italian team's ground station clicked off, and the stillness emphasized the facts.

Moffat's excellent effort was

scored on distance. It only happened once in the 15 class events.

STD.	CLASS	KM.	POINTS
1.	Moffat	226	588
2.	Fritz	214	549
3.	Reid	212	543
3.	Bloch	212	543
3.	Nietlispach	212	543
6.	Williamson	205	520
7.	Smith	203	513
7.	Perotti	203	513
9.	Persson	198	497
10.	Gombert	196	491

## THIRD CONTEST DAY

On June 15th, a 224-kilometer triangle was announced, a replay of the first day's task. This time Sulmierzyce was the first turn, then Miloslaw. There would be no postponement of the task later than 1300 hours. One of the Norwegian pilots asked if the foot-high grass on the take-off area would be cut. After the usual series of translations a hopeful reply was given. The meteorologist said Leszno was on the edge of a high pressure area. Thermals would reach 1200 meters while eastward they could be expected to 1800 meters. Some cumulus activity was expected.

Dankowski had a flight at noon and, soon after, the open class took to the air. A Polish observer shook his head though, "Conditions are hopeless; it's like a ladder without a rung." His prophecy was correct, especially for the standard class, who didn't get underway until 1300. Once through the gate, many only had two or three hours before the thermals quit. For most, this was somewhere on the second leg.

Hans Grosse, the winner in the exciting new Schleicher AS-W 15, made it just past the second turn, logging 157 kilometers. Edward Makula and Henryk Muszczyński of Poland apparently team flew right down to roll-out, as they both got 118 kilometers and a tie for second and third places.

When the thermals quit, sailplanes plopped down in the nearest potato field—sometimes eight to a field.

A. J. Smith was in a voluble mood despite finishing on the flip side of the score sheet. The highest he got was 3800 feet. The last thermal popped over a "great big forest" and then it was a glide to a potato patch past Koroszyn. A. J. added that he "let" the Polish kinds, including the girls, help carry the Elfe out of the patch.

So far Smith had finished the standard-class tasks in third, seventh, and 32nd place, but cumulatively it added up to first place and a 54-point lead over Nietlispach's Phoebus. Moffat was in fourth place overall, two points behind Urs Block of Switzerland in yet another Elfe S-3 and just one

point ahead of Rudi Lindner's Phoebus. And, by winning the day, Grosse had moved up to sixth place behind Lindner, his West German teammate, so that the top half-dozen positions were entirely the property of German, Swiss, and American pilots.

Harro Wodl, of Austria, claimed first place for the day in the open class with a 206-kilometer flight in his Cirrus. Schreder, Johnson, and Ruedi Seiler were close behind with 201, 199, and 198 kilometers.

Seven pilots gathered 40 kilometers from the finish line cresting a bulky tie for ninth through fifteenth place. Dankowski obviously had enjoyed the best take-off time.

Wodl was now leading the cumulative standings for the open class, but Schreder was only 11 points behind him in second, and Johnson was well-placed in sixth, as the Americans were making their presence felt in both classes. And, furthermore, Charles Yeates of Canada was fourth (behind Austria's Alf Schubert in a Diamant 18).

OPEN CLASS	KM.	POINTS
1. Wodl	206	640
2. Schreder	201	620
3. Johnson	199	612
4. Seiler	198	609
5. Schubert	197	605
5. Cameron	197	605
5. Dekkers	197	605
8. Mercier	186	562
9. Webb	184	554
9. Zegels	184	554
9. Spanig	184	554
9. Horma	184	554
9. Burton	184	554
9. Yeates	184	554
9. Huth	184	554

STD. CLASS	KM.	POINTS
1. Grosse	157	380
2. Makula	118	262
2. Muszczyński	118	262
4. Matousek	116	256
5. Reparón	111	240
6. Stouffs	110	237
6. Perotti	110	237
6. Johannessen	110	237
6. Rodling	110	237
10. Reid	106	225
21. Moffat	97	198
32. Smith	88	171

## **FOURTH CONTEST DAY**

The task for both classes on June 16th was a 313-kilometer triangle with turns at Wroclaw and Borkow. It was announced that if take-off wasn't possible by 1100, the task would automatically change to a goal-and-return.

The high pressure area was still poised in eastern Poland. Surface winds were light, and the maximum temperature was predicted to reach 30 degrees Centigrade (92 degrees Fahrenheit).

Thunderstorms were anticipated in the vicinity of Wroclaw, so the pilots didn't waste a lot of time with restarts, but hurried to clear the first turn before the storm.

The predicted temperature was reached early in the afternoon, driving the team captains and tow pilots to the swimming pool, where ground stations were set up.

Soon garbled messages reported another mid-air collision. The only thing that was certain was that a large portion of a V-tailed plane was falling down through a gaggle. When the splinters cleared, so to speak, the planes were identified as the open-class Elfe AN-66 piloted by Emil Ehrat of Switzer-

land and the Urepema flown by Ekkehard Schubert of Brazil. Schubert landed uninjured with the Urepema nose crushed. Ehrat continued on course for 100 kilometers before his uneventful landing.

The day was eventful for the Americans, too. Schreder thought conditions had been good on the first half of the initial leg. Once around the Wroclaw turn, conditions became weak so he veered north. This proved to be a mistake, and he landed 73 kilometers out on the second leg (total distance, 199 kilometers)—for a 41st-place finish. Second in the overall standings at the start of the day, he spiraled down to 13th.

Meanwhile his crew got lost, passed his landing place without knowing it, and eventually inquired at a large building for directions. They quickly discovered they'd stopped at a mental hospital, but got the help they needed and moved on.

Dick waited for three and a half hours. "I didn't dare leave as 300 or 400 people were around the ship." When the crew arrived, Angie gave the eager villagers a Sears Roebuck catalogue (tradition with the Schreders) and the HP-14 was derigged.

Johnson did better and moved from sixth to third place overall with a 261-kilometer flight. He and Moffat, who wasn't far behind at 248 kilometers, lodged a protest at four pilots who persisted in circling in the wrong direction. Thirty or so pilots in one gaggle was challenging enough without coping with individualists.

A. J. Smith landed with 262 kilometers, a fourth-place tie with Stouffs and a more secure hold on the cumulative lead.

At midnight a colony of crews and workers still perspired over damaged craft. Heat lamps were slowly drying a bonding on the AN-66 tail. In the next room, a man was carefully cutting out great, splintered sections of Jan Wroblewski's Zefir, damaged in a hard landing. Still others were removing and replacing the gear. The Urepema was repaired, as were the usual array of broken gear doors on various other ships.

Meanwhile the computer, located in another city, digested the day's statistics and came up with the winners.

OPEN CLASS	KM.	POINTS
1. Seiler	276	706
2. Wodl	272	693
3. Ax	269	683
4. Schubert	266	674
4. Huth	266	674
6. Cameron	265	671
7. Dekkers	263	664
8. Hossinger	262	661
9. Johnson	261	658
10. Burton	258	648
41. Schreder	188	424

STD. CLASS	KM.	POINTS
1. Persson	270	683
2. Reparón	265	668
2. Balukin	265	668
4. Stouffs	262	658
4. Smith	262	658
6. Lindner	258	645
6. Muszczyński	258	645
8. Wutanen	257	642
8. Grosse	257	642
10. Bree	255	636
16. Moffat	248	614

## **FIFTH CONTEST DAY**

June 17th found the temperature in the mid 90's, provoking two distinct responses. Some improvised paper hats, nose shades, and other cover-ups to prevent sunburn, while several crewing wives worked in bikinis.

The task for both classes was another triangle. This time the crews could lumber through a different area. The first 76-kilometer leg was on a 282-degree heading to Przylep. Then the course swung southeast 82 kilometers to Lubin, then back 57 kilometers to Leszno, a total of 215 kilometers.

Launching began at 1130, and most were on their way within an hour. The matter-of-fact direction of their crews, monitored by the team captains, indicated that the majority of pilots were doing well. The finish line crowd swelled as it became evident that this was a task that would be completed. Ben Jansson, Swedish team captain and a member of SSA, heard his pilot Goran Ax move his crew home as he began his final glide. Minutes later his 17-meter Phoebus flashed by, completing the task in two hours and 33 minutes. Wroblewski, the defending world champion, produced an identical time, tying Ax for third place, and moving himself into the overall lead in the open class. First and second for the

task were the potent BS-1's of David Webb and Rolf Spanig at 85.2 and 84.6 kph.

Schreder again had difficulty and turned in a speed of 71.1 kph (29th place). Johnson earned 12th spot with 77.6 kph and dropped from third back to sixth again in the overall score.

The pilot who had been steadily climbing through the ranks was the aforementioned Goran Ax of Sweden. His background presents an interesting contrast for Americans to consider. Though a pilot by profession, when it comes to soaring, the 25-year-old Ax is strictly a club pilot (425 hours of motorless time). He doesn't and hasn't ever owned a glider, nor had he ever



Goran Ax

seen or competed in an Internationals. Yet he remained poised and unrattled; and if he did get anxious, he could and did sing and play the guitar—well. Only twice during the meet did he slip out of the top ten for the day, and then not very far. He was to very nearly win a world championship on his first try.

The standard class was led by George Moffat, who finally got a 1000-point day. His speed, 82.2 kph, bettered A. J. Smiths by 1 kph (or one minute and 55 seconds), leaving the two Yanks one-two for the day and two-one for the meet.

Moffat smiled broadly as he recalled his PZL reading 1800 fpm. Later he found a smooth thermal under a cu-nim which took him along the entire second leg.

Ninety pilots completed the assignment, making it a long but thrilling afternoon.

Back at the field, the dining hall and refreshment hangar seemed especially noisy with that chatter typical of a successful task day. No one complained.

At the end of four contest days in the open class, the overall order was Wroblewski, Ax, Burton, Wodl, Schubert, Johnson, Hossinger, Spanig, Dekkers, and Seiler.

The order in the standard class after five contest days was Smith, Moffat, Nietlispach, Stouffs, Persson, Lindner, Grosse, Pronzati, and Bloch.

OPEN CLASS	KPH	POINTS
1. Webb	85.2	1000
2. Spanig	84.6	983
3. Wroblewski	83.9	964
3. Ax	83.9	964
5. Burton	81.9	909
6. Hossinger	81.1	887
7. Krolikowski	79.7	849
8. Kunsagi	79.5	843
9. Dekkers	79.1	832
10. Manzoni	78.9	827
12. Johnson	77.6	791
29. Schreder	71.1	613

STD. CLASS	KPH	POINTS
1. Moffat	82.2	1000
2. Smith	81.2	974
3. Stouffs	80.4	953
4. Persson	80.1	945
5. Nietlispach	80.0	942
6. Muszczyński	79.0	916
7. Defosse	78.5	903
8. Rodling	77.6	880
9. Innis	76.9	862
10. Nolte	75.8	833

## SIXTH CONTEST DAY

It must be said Poland has emphatic weather. June 18th was expected to be "unseasonably hot"—96 degrees to be exact. The concession stands in the Pivo Hangar couldn't chill anything before it was sold out. Crews used tap water to cool cans of tomato, apricot, and orange juice, not to mention Polish beer. And Americans, addicted to ice cubes and chilled fluids, began calculating how many Zlotys they'd give for an ice cube.

The pilots' briefing opened with another admonition to the pilots to avoid "violent maneuvers." Some of the culprits' contest numbers were reported.

The weatherman declared there would be lift from 1200 meters through the top of the clouds at 2200 meters. Alto-cu's were anticipated along with thunderstorms in western Poland.

Dankowski sent the open class to Dabrowa and back, for a 182-kilometer exercise. Familiar Maly

Gadow and back—170 kilometers—was the standard class' assignment.

Most crews headed out on the road and held halfway to the turn-points. That day it seemed a cool idea to go crewing rather than wait for the finishes on the sweltering field. Hospitable Team Ax (with its canvas-covered trailer decorated with a map depicting the team's trek to Leszno from Sweden) seemed an interesting choice. As it turned out, Goran finished the task, but his position for the day (12th) was his second worst of the entire contest, which speaks volumes for his consistency.

Schreder and Johnson duplicated their first day's feat of being first to cross the finish line, putting them back in the top ten for the day with a Woolworth five and ten placing. At this point Johnson was fourth overall.

Harro Wodl's Cirrus tied Heinz Huth's AS-W 12 for the day's honors (at 89.2 kph). It was Wodl's second victorious task, and in three of the past four days the Austrian had not finished worse than second. As a result he was now perched atop the cumulative standings, with a narrow 18-point lead over George Burton (SHK) of Great Britain. Ax reposed in third, followed by Johnson, Wroblewski, Spanig, Schubert, Hossinger, Seiler, and Huth.

All but Aart Dekkers of Holland finished the task in the open class, while 16 standard-class pilots trailed back—none of whom fortunately were George Moffat or A. J. Smith.

Moffat, who finished eighth with a rather lethargic 64.8 kph, found a cloud street oriented on the open-class course line, several miles off course. He utilized it, then broke away for the turn-point "with no expectation of staying in the air." This situation "helped eliminate the timid," and George went around the turn at less than 300 meters. Finding one thermal at the turn, he got up to 1800 meters—good for half the return trip. One last "boomer" let him start his final glide from 2500 meters.

Smith, taciturn and seemingly restless, mentioned he used a cloud street to the south. His speed was one tenth of a kilometer better than Moffat's, allowing him to place one notch higher than his teammate.

Henri Stouffs of Belgium won the task (his second of the contest) at

69.1 kph. This moved Stouffs and his Standard Libelle into second place overall, 149 points behind leader Smith. More and more, Henri was beginning to look like A.J.'s most serious threat; however, Nietlispach was only seven points back of Stouffs, and Moffat in turn was only six points shy of Nietlispach. Then, following a gap of 223 points, the order was Pronzati, Lindner, Grosse, Block, Persson, and Muszczyński.

OPEN CLASS	KPH	POINTS
1. Wodl	89.2	1000
1. Huth	89.2	1000
3. Spanig	88.2	973
3. Vergani	88.2	973
5. Schreder	88.1	970
6. Burton	87.7	959
7. Webb	87.6	957
8. Goodhart	87.4	951
9. Krolkowski	87.0	941
10. Johnson	86.9	938

STD. CLASS	KPH	POINTS
1. Stouffs	69.1	1000
2. Vavra	67.9	971
3. Williamson	67.7	966
4. Nietlispach	67.4	958
5. Pronzati	67.2	949
6. Fritz	65.6	915
7. Smith	64.9	898
8. Moffat	64.8	896
9. Makula	64.1	879
9. Grosse	64.1	879

June 19th: A briefing was conducted, and distance-on-a-fixed-line tasks were assigned to each class. Cloud flying was prohibited due to possible thunderstorm activity. Still another pilot was reported for improper circling.

The pilots adjourned to the take-off area, where a second meeting was called. The tasks were changed to distance on a fixed course—the standard class aimed on a 273-degree heading and the open class on a 283-degree course.

At 1145, Dankowski climbed into a Foka and towed off in an exclusive search for convection. One knowledgeable competitor said that if the ground temperature remained below 86 degrees, there wouldn't be any.

Ten minutes later, Dankowski canceled both tasks.

On June 20th, a press conference was called by the officials to attempt to explain some of the problems of contest management. The start line was of acute interest as it was undoubtedly the most frustrating area. The method was as

follows: Binoculars spotted and identified the pilot. His height was verified by a measuring device; then the number and time of his start was noted by a third set of people. A fourth group worked behind the start line. Eventually the start was relayed by radio to the start board, where the contest number was noted in random order. No attempt was made to have pilots radio their approach to the gate or to confirm good starts.

Landing cards proved a touchy point, too. The computer couldn't begin scoring until it had been programmed with all the scores, as each score was related to the previous one. Some pilots were late in turning in their cards, and others incorrectly identified their landing sites. Since the computer was fed by Telex routed through a third city, the delays were astounding, especially if an error was detected and the entire tape had to be redone. From the point of view of the press, valid score sheets were posted too late for interviewing purposes; and the complete openness of the field to the public 18 hours a day made it difficult to ascertain who was connected with the meet and who were spectators. The officials on the other hand reminded us that most of the 331 personnel manning the contest were Polish glider pilots on vacation and receiving "no pay."

## SEVENTH CONTEST DAY

The briefing began early to accommodate the 1030 launching time. The open class received distance on a fixed course—first to Konskie, then back to Leszno (for 278 km.), then distance on a 283-degree heading toward Zielona Gora. The standard class would head for Piotrkow Trybunalski and back to Leszno (total, 227 km.), and then on to Zielona Gora on a 284-degree course. The charts revealed the two tasks to head southeast beyond the city of Lodz.

The officials declared the maximum permissible altitude would be 2000 meters (or 6562 feet). Barographs would be sealed at the operations office and the traces checked against calibration charts. Naturally a dozen or so pilots didn't bring along these charts, and these barographs would be calibrated after the flight. Since Dankowski

gave no official explanation for the barograph stipulation, several theories began circulating. One guess was that the restriction was to keep the pilots out of thunderstorms, which were on the weather agenda. The second speculation was that military aircraft commanded that airspace. The third theory was that the task crossed commercial air-planes and that they didn't want any motorless traffic.

Since distance tasks usually are eventful, and this was apparently going to be "the" distance day, I hoped to go on retrieve. I was delighted when Edward Makula of the home team invited me to join his crew. It had been two years since the '66 Reno Nationals, when John Serafin and I chased him across Nevada and Idaho.

Makula took off at 1209, and the crew hooked up the open trailer and left. Twenty-five minutes later we arrived at the first hold in Poniec. A glance out the window revealed a gaggle of 27 sailplanes slowly working one thermal.

At 1525, we were told to head for Kliczkow. The radio was now crackling with static interrupted by sporadic lightning and faint, anxious pilot reports. A huge, gray cloud blocked the course line. Behind, another ominous cloud was unleashing rain. The driver began to press on with more urgency.

The crew began asking villagers directions to Kliczkow. Repeated calls to Ed produced that strange noisy nothingness that only crews understand.

We finally found the right Kliczkow (there were two of them, a big one and a little one) and eventually Ed. He had covered 141 kilometers.

I noticed the tip of the Foka's nose reached a young sapling, one of a row bordering the road. Beyond the T-tail Ed pointed out his final approach. To get down in the potato field, he had to fly his base leg behind a forest and turn final through a cut in the trees. Across the village road, the iron-fenced cemetery blocked a longer roll-out.

As we derigged and trailered the plane, I asked Ed if the very observant children knew who he was. He laughed and replied, "Oh, yes, but they want to know where Wroblewski is!"

On the way back, the car turned sick. By the time we reached the airport at Leszno, the repairs stalls

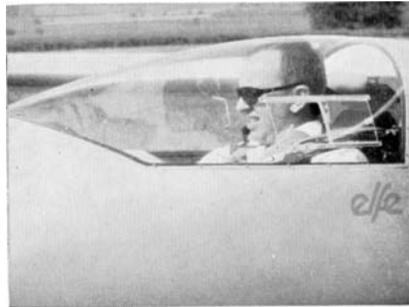


Photo Pio Dalla Valle

There may or may not be other pilots with A. J. Smith's soaring skills, but certainly the 44-year-old Smith has the right combative instincts for competition; he comes to win—and that's precisely what he does. A tiger's tiger, his stripes are real.

were ablaze with light, as the day's landing toll was brought in for mending. Exhausted, discouraged pilots stood in groups recapping their flights, recalling the big cloud that lured them away from the course, and distinctly recalling that last lift that never was renewed.

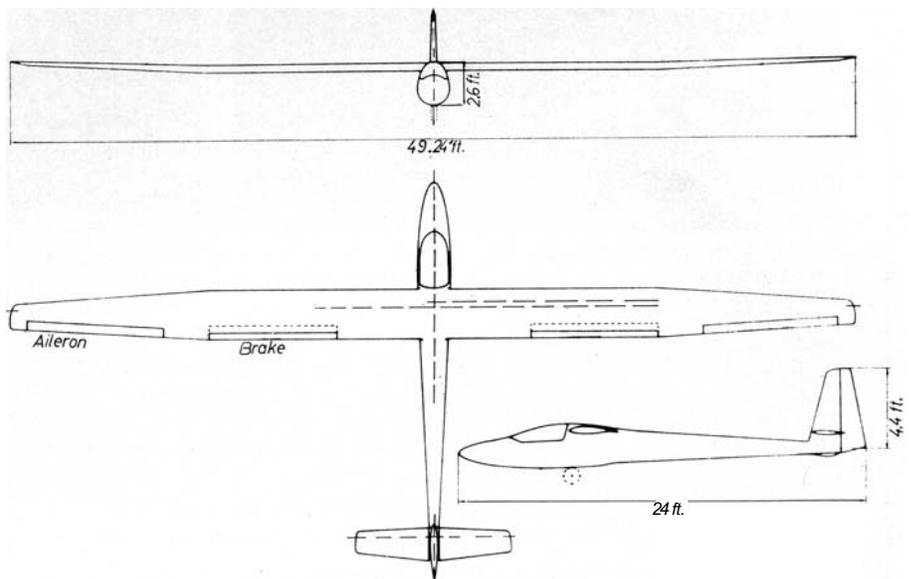
John Williamson of Great Britain had the most severely damaged plane and the most incredible luck. Running out of landing room, he hopped over some trees, only to discover a series of steel telegraph wires beyond. Too low and slow to go over them, he had to go be-

low. "I must have ducked. The wires passed over the canopy, breaking through and arresting on the headrest. Part wrapped around the root end of the left wing; more caught on the tail. The crew had to pull 25 yards of cable through the cockpit to free it." The canopy was shattered, and the left wing needed a new panel near the root.

The rest of the stalls were filled with less serious wing damage (on a Foka) and several gear-door modifications.

Pilots straggled in through the early hours, freezing any scoring until all the landings were recorded. Barographs also had to be examined, which could be expected to prolong the wait.

It was the next morning before it was officially confirmed that Ruedi Seiler had won the day with a flight of 178 kilometers in his 18-meter Diamant, making him a double-task winner and moving him into third place overall (where he eventually finished the contest). It was just one in a string of noteworthy achievements for the 41-year-old glider instructor. But this one was different; this one was the last—for, scarcely two weeks later, Seiler would die on a Swiss mountainside, the victim of a steel cable



Both A. J. Smith and George Moffat of the U.S. team flew the Elfe S-3, a Swiss design that placed first, fourth, and sixth in the standard class. The S-3's main attribute (according to Moffat) is its ability to out-climb almost anything and yet still penetrate well—much like the SHK. Its weak points are perhaps the dive brakes and the effort required to rig. The S-3 is "manufactured" in part of a farmhouse cellar by Albert Neukom and a couple of helpers. It is rumored that these facilities will be upgraded in order to attract the American market and that the basic wooden construction will be changed to all-metal. Moffat feels that the S-3, Std. Libelle, AS-W 15, and Phoebus A have reached a plateau of development under present rules. George has written a full report on the S-3 for the Oct.-Nov. SAILPLANE & GLIDING.

that nearly sliced away the entire top of his T-trail.

Harro Wodl could do no better than 16th for the day (144 kilometers) and fell from the open-class lead to second place, 33 points behind Ax. Dick Johnson was now fifth overall (back of Alf Schubert), and the order following the American was Hossinger, Burton, Huth, Yeates, and Zegals.

It was a strong day for Per Axel Persson, as he won the standard class by a healthy 15 kilometers and leaped from ninth all the way to third place overall. Several times he had had to open his dive brakes to prevent being carried above the forbidden 2000-meter mark. Staying on course yet avoiding the thunderhead had been a problem for many pilots. Makula said that thunderstorm flying in Poland has been prohibited since 1953, when Richard Bittner was killed in one.

For Moffat and Smith the day was a near disaster—17th and 18th places. A. J. went only 104 kilometers, dropping more than 300 points to Stouffs, who finished fifth for the day and assumed a 156-point margin over previous leader Smith. Following Persson in third place,

the order in the cumulative standings was Lindner, Moffat, Block, Nietlispach, Muszczynski, Perotti, and Makula.

OPEN CLASS	KM.	POINTS
1. Seiler	178	1000
2. Goodhart	168	929
2. Webb	168	929
4. Schubert	165	908
5. Frene	164	901
5. Dekkers	164	901
7. Zegals	160	873
7. Litt	160	873
9. Rakowski	155	838
9. Hossinger	155	838
9. Ax	155	838
19. Johnson	138	719
39. Schreder	94	410

STD. CLASS	KM.	POINTS
1. Persson	164	1000
2. Reid	149	885
3. Lindner	147	870
3. Bloch	147	870
5. Stouffs	144	847
5. Perotti	144	847
7. Rusew	142	832
8. Makula	141	824
9. Nolte	139	809
10. Johannessen	138	801
17. Moffat	108	573
18. Smith	104	542

The crisis of the barographs was the talk of many on the way to the June 21st briefing. After the emphatic declaration at the pilots' briefing, all contestants had been well warned about the necessity, as well as prudence of carrying one or more functioning barographs. Although the wisdom and validity of this requirement was widely questioned, it was an official stipulation. Nevertheless, Hans Grosse, John Williamson, Ian Loughran, Johann Fritz, and Henryk Muszczynski of the standard class and George Burton of the open class produced defective barographs, blank barograms, or—in the cases of Williamson and Burton of England—exceeded the limit (by 120 meters and 60 meters).

The contest organizers, who had supplied many of the barographs, wanted to allow the offending pilots to keep their points for the day in question. After a number of appeals and protests, an international jury composed of the team managers was convened. The jury, which did not know the names of the pilots involved, voted almost two to one not to take anyone's



Here is a view of the revamped Harris Hill Gliderport of Elms, New York, as a contestant might have seen it during the 1968 National Soaring Championships. Working a thermal is Dr. Gordon Wheeler in his Swiss Stangeless Dornier L.E.S. sailplane.

SSA JULY 1969					SSA	
SUN	MON	TUE	WED	THU	FRI	SAT
<small>JUNE</small> <small>1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30</small>	<small>AUGUST</small> <small>1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31</small>	1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

**IT'S HERE!**  
*Early, in plenty of time  
 for year-end gift giving... the*

## 1969 SSA CALENDAR

**MORE SCENIC THAN EVER!**

Featuring 12 full-color photos by the incomparable Alex Aldott. More unique, with an international flavor. Size, 11" x 17". The 1967 edition sold out, as did the first printing of the 1968 edition. To ensure satisfying the full demand for the 1969 edition, they are here now, with plenty of time to reorder more if necessary to satisfy latecomers. Get your order in early.

**\$1.50** postpaid anywhere.

*(Calif. residents please add 5% sales tax)*

**SOARING SOCIETY OF AMERICA**  
 Box 66071 Los Angeles, Calif. 90066

### FINAL STANDINGS — STANDARD CLASS

PLACE	PILOT	SAILPLANE	COUNTRY	POINTS
1.	Andrew Smith	Elfe S-3	U.S.A.	5595
2.	Per Axel Persson	Libelle	Sweden	5459
3.	Rudolph Lindner	Phoebus A	West Germany	5444
4.	George Moffat, Jr.	Elfe S-3	U.S.A.	5437
5.	Henri Stouffs	Libelle	Belgium	5382
6.	Urs Bloch	Elfe S-3	Switzerland	5369
7.	Giovanni Perotti	Phoebus A	Italy	5259
8.	Edward Makula	Foka 5	Poland	5186
9.	Hans Nietlispach	Phoebus A	Switzerland	5156
10.	Hans W. Grosse	AS-W 15	West Germany	4879
11.	Jaroslav Vavra	M-35	Czechoslovakia	4834
12.	Attilio Pronzati	Phoebus A	Italy	4750
13.	Sture Rodling	Libelle	Sweden	4626
14.	Eldick Reparón	Ka-6E	Holland	4613
15.	Johann Fritz	Austria	Austria	4533
16.	Henryk Muszczynski	Foka 4M	Poland	4474
17.	Gyorgy Petroszy	Foka 4	Hungary	4396
18.	Ross Reid	Ka-6E	New Zealand	4387
19.	Jean C. Gombert	Edelweiss	France	4223
20.	Bernd Nolte	Foka 4	East Germany	4184
21.	Tor Johannessen	Vasama	Norway	4172
22.	John Williamson	Dart 15W	Great Britain	4160
23.	Jurii Kuzniecowa	Foka 4	U.S.S.R.	4081
24.	Matias Wutanen	UTU	Finland	4027
25.	Erich Schreibermaier	Ka-6E	Austria	4024
26.	Luis Urbancic	Phoebus	Argentina	4018
27.	Mircea Finescu	Foka 4	Rumania	3983
28.	Frantisek Matousek	M-35	Czechoslovakia	3828
29.	Eduard van Bree	Foka 4	Holland	3785
30.	David Innes	Dart 15W	Great Britain	3770
31.	George Munch	Foka	Brazil	3676
32.	Jean C. Penaud	Edelweiss	France	3672
33.	Anthony Fowke	Ka-6E	New Zealand	3613
34.	Pal Szereday	Foka 4	Hungary	3547
35.	Georges Cefosse	Foka	Belgium	3464
36.	Manfred Blauert	Foka 4	East Germany	3427
37.	Birger Balukin	Austria	Norway	3408
38.	Lauri Liljamo	UTU	Finland	3372
39.	Luis J. Stanley	Phoebus A	Argentina	3292
40.	Aleksandr Rusew	Foka 4	Bulgaria	3128
41.	Wolfram Mix	Foka	Canada	3072
42.	Carlos Perez	Foka	Chile	3031
43.	Ib Braes	Ka-6E	Denmark	2469
44.	Ian Loughran	Foka	India	2433
45.	Emil Iliescu	Foka 4	Rumania	2422
46.	Ekkehard Schubert	Urupema	Brazil	2369
47.	Ole H. Didriksen	Ka-6CR	Denmark	2328
48.	Vasilije Stepanovic	Delfin	Yugoslavia	2309
49.	Anatolij Zajcew	Foka 4	U.S.S.R.	1980
50.	Louis J'uez	Foka 4	Spain	1843
51.	John Blackwell	Foka	Australia	1183
52.	Thorhalur Filippusson	Foka	Iceland	1040
53.	Saburo Fujikura	Foka	Japan	1018
54.	Jorge Sole	Foka 4	Spain	865
55.	Thordur Hafliðason	Foka	Iceland	818
56.	Zeczko Stanczew	M-35	Bulgaria	141
57.	A. Ziya Aydogan	Foka	Turkey	0

points away. The U.S. was one of the countries that voted for the points to stand, while Russia supported the opposing arguments.

Another soggy front produced a no-task day. The weather could be best described as longitudinally unstable, provoking that comment made so frequently by contest directors, "This isn't normal weather for this time of year." In fact some old hands agreed it hadn't been so

intractable since the '58 championships at Leszno.

Henri Stouffs of Belgium, who had dislodged A. J. Smith from first place, was busy working on his graceful-looking new, Standard Libelle and accepting congratulations. Stouffs is a good-looking, easy going, 34 year old. His charming wife Jacqueline crewed for him, one of the few working wives, excepting our team. He's strictly

a glider pilot, no power ratings. If it rained the following day, as most figured it would, he would be the new champ. Yet he was eager to have at it again. "Why not—if it's good weather?"

Better he should have been doing rain dances.



### EIGHTH CONTEST DAY

June 22nd proved to be flyable, after all. For some inexplicable reason, Dankowski selected a 200-kilometer goal race to Lublinek for both classes as a finale. Not only was this a chancy selection, but it put 99 pilots in a narrow, cozy corridor. Togetherness with a go-for-broke attitude, quite logical for the last contest day, thankfully turned out most uneventfully.

All but four pilots descended like locusts on the Lublinek airfield. A fly-in of 95 sailplanes somewhat staggers the senses, but consider crews for each pilot using the same scenic route.

Aart Dekkers of Holland claimed first in his Diamant 18, with 121.1 kph; while Grosse (107.1 kph) topped the standard class for the second time in Schleicher's new glass bird.

The most devastating result for the Americans was Dick Johnson's flight. He good-naturedly titled it, "How I Slipped from Fifth to Eighth in One Easy Flight." At 1120 he thought it looked good, as there were cu's ahead in a straight line. But once underway, he couldn't get any good cloud climbs. Half-way, at 6500 feet, he encountered icing on his wings. He decided to leave before he lost his L/D. In retrospect—"I should have climbed and taken the ice. Another 2000 feet and I could have glided all the way in." As it was, he detoured south to find more lift—"buy insurance"—which cost him 10 to 15 minutes. His speed was 100.5 kph, placing him 31st. Schreder was one position ahead of him.

Smith and Moffat had both done reasonably well, but we would still have to wait for the official word on just how the meet had finally come out. Following a smashing buffet supper, the OSTIV award for the best standard-class ship was awarded to the Polish Foka 5. Afterwards everyone adjourned to the hangar and lounge to await word of the finishes.

Shortly after midnight the Telex began printing final scores. When the top three names in each class were released, pandemonium broke loose in the hangar as each winning team celebrated. Wodl, still shy but grinning, was immediately surrounded by well-wishers.

For the Americans it was a little disappointing; although we had a winner, A. J. was nowhere in sight. Again and again we as individuals were congratulated, had our hands shook, and backs pounded.

OPEN CLASS	KPH	POINTS
1. Dekkers	121.1	1000
2. Huth	120.0	978
3. Manzoni	119.6	970
4. Seiler	118.9	956
5. Wodl	117.0	919
6. Horma	115.6	891
7. Cameron	113.9	857
8. AX	113.8	855
9. Schubert	113.7	854
10. Kunsagi	111.7	814
30. Schreder	101.3	609
31. Johnson	100.5	593

STD. CLASS	KPH	POINTS
1. Grosse	107.1	1000
2. Rodling	104.0	930
3. Makula	103.4	916
4. Perotti	103.0	907
5. Pronzati	102.0	885
6. Smith	101.1	865
6. Urbancic	101.0	865
8. Reparon	100.6	853
9. Braes	100.5	851
10. Moffat	99.9	838

A. J. Smith, architect and now a world champion, assembled a winning formula that re-established the United States in the winner's column, a feat not achieved since Dr. Paul B. McCready's win at St. Yan, France, in 1956.

A. J. Smith flew his Sisu to 14th place (in the open class) in the '65 Internationals at South Cerney. At Marfa in 1967 Smith was cool, intense, and determined, claiming his second national championship (the first at Wichita, Kansas, 1961, flying an LO-150). At Leszno he seemed to be still climbing the peak—a rather solitary figure, his casual sauntering gait belying his intense, volatile nature.

Smith built his win on a series of fairly consistent flights. He never claimed a first or 1000-point day (in Poland there was a difference). Henri Stouff's incredible

FINAL STANDINGS — OPEN CLASS				
PLACE	PILOT	SAILPLANE	COUNTRY	POINTS
1.	Harro Wodl	Cirrus	Austria	5730
2.	Goran Ax	Phoebus C	Sweden	5699
3.	Ruedi Seiler	Diamant 18	Switzerland	5673
4.	Alf Schubert	Diamant 18	Austria	5525
5.	Heinz Huth	AS-W 12	West Germany	5374
6.	Rodolfo Hossinger	Phoebus C	Argentina	5348
7.	George Burton	SHK	Great Britain	5263
8.	Richard Johnson	HP-13M	U.S.A.	5220
9.	Charles Yeates	Cirrus	Canada	5180
10.	Bert Zegels	SHK	Belgium	4981
11.	Allan Cameron	Cirrus	New Zealand	4959
12.	Juhani Harma	SHK	Finland	4941
13.	David Webb	BS-1	Canada	4887
14.	Jan Wroblewski	Zefir 4	Poland	4811
15.	Rafael Frene	Phoebus C	Argentina	4793
16.	Nicholas Goodhart	HP-14C	Great Britain	4790
17.	Aart Dekkers	Diamant 18	Holland	4743
18.	Rolf Spanig	BS-1	West Germany	4721
19.	Andre Litt	SHK	Belgium	4718
20.	Emil Ehrat	Elfe AN-66"	Switzerland	4668
21.	Richard Schreder	HP-14T	U.S.A.	4614
22.	Wladimir Czuwikow	A-15	U.S.S.R.	4605
23.	Walter Vergani	Cirrus	Italy	4593
24.	Jan Satny	Vega	Czechoslovakia	4569
25.	Roberto Manzoni	Cirrus	Italy	4544
26.	Jewgienij Rudenski	A-15	U.S.S.R.	4316
27.	Miodrag Gatolin	Meteor	Yugoslavia	4264
28.	Miroslaw Krolikowski	Zefir 4	Poland	4223
29.	John Rowe	Libelle	Australia	4201
30.	Janos Cslpan	A-15	Hungary	4184
31.	Istvan Kunsagi	A-15	Hungary	3989
32.	Malcolm Jinks	Diamant 16.5	Australia	3983
33.	Gote Olsson	Phoebus C	Sweden	3879
34.	Horst Rakowski	Foka 4	E. Germany	3831
35.	Michel Mercier	Edelweiss 4	France	3687
36.	Carsten Thomasen	Zugvogel 3	Denmark	3554
37.	Ziva Frenc	Meteor	Yugoslavia	3486
38.	Josephus Jungblut	Phoebus C	Holland	3445
39.	Seppo Hamalainen	Kotka	Finland	3425
40.	Peter Heginbotham	Phoebus C	New Zealand	3388
41.	Claude Gavillet	WA-26	France	3229
42.	Milan Svoboda	Vega	Czechoslovakia	2646
43.	Svein Thorstensen	A-15	Norway	2184
44.	Plinio Junqueira	Foka	Brazil	1846
45.	Miguel Ara	HP-14s	Spain	1722
46.	Poul V. Franzen	SHK	Denmark	839
47.	Angel Anglada	Foka 4	Spain	703
48.	Udo Elke	Foka 4	East Germany	0

\*Damaged; flew Diamant 18 from June 17th on.

spiral out of first place, with a 44th-place finish on the last task, provided the bit of luck that helped A. J. reclaim his lead. But more important, Smith had come through when it counted.

A lot of SSA members contributed thousands of dollars to find out whether A.J. & Co. could beat the worlds best.

A. J. Smith delivered.

Harro Wodl has logged 3000 hours in gliders during his 26 years of soaring and was the Austrian champion in '62 and '64. The new open champion fought his way through a tight pack of evenly matched contenders. His command of the Cirrus was consistent.

Wodl's 31-point winning margin was the most narrow triumph in the history of the Internationals.

The closing ceremonies on June 23rd featured about 230 Poles filming the winners. No press I.D.'s were maintained, so anybody and everybody could and did cross the ropes to film the event. In addition the entire ceremony was in Polish, so most had no idea what was next on the agenda. The champions smiled and posed with their sailplanes, a band played, and the teams exchanged mementos.

And, already, the center of the universe was starting to shift toward Marfa, Texas.



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

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

FAI Classes Eligible for Competing in World Soaring Championships		
Class	Year	Championship
Open	1937	Germany
Two Place*	1952	Spain
Standard	1958	Poland
15-Meter	1978	France
World	1997	Turkey
Junior	1999	Holland
18-Meter	2001	Spain
Club	2001	Australia
Feminine	2001	Lithuania

\* Eliminated 1958

## An urgent need...



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

## Contributions make it happen...

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

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



## A long term strategy?

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



## Now is the time...

Not all competition happens in the air. Often it is what happens on the ground months before World Soaring Championships that makes the difference.



Adequate team funding is where it all starts. Our international competitors are doing what it takes to compete and win and so should we. If our soaring teams are going to compete internationally they need our support. While most of us can't be in the cockpit we can still do our part to make sure our pilots have the opportunity to compete and win.

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

### Robertson Trust Contributions

John Seaborn  
5560 Boulder Hills Dr  
Longmont, CO 80503  
USA

[www.robertsontrust.com](http://www.robertsontrust.com)

### Direct Contributions

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

[www.ssa.org](http://www.ssa.org)