

# The 19th World Gliding Championships

One World Champion  
and a Great Team Showing  
Against Top Competition,  
Demanding Weather  
and Terrain—  
Even Snakes  
in the Cockpit!

by CHRIS AND ALBERTO NEGRO

Photos by the authors

The 1985 World Gliding Championships began on July 28 with the music of the Grenadiers band marching into the area of the viewing stands, followed by the 26 nations and their pilots: Argentina, Austria, Belgium, Brazil, Czechoslovakia, Chile, Denmark, Great Britain, Japan, Guernsey, Italy, Yugoslavia, Norway, New Zealand, Holland, Poland, Spain, Sweden, Switzerland, Hungary, the United States of America and South Africa. Some of the eastern block nations did not participate this year, thereby allowing each nation to send up to five pilots.

The heat was intense and it was felt by the U.S. team under their uniforms, which were designed for much cooler weather. The Italian crowd gave a spontaneous and warm welcome to the U.S. Team with applause and cheers of "U.S.A., U.S.A., U.S.A.!" The people sensed that this was going to be a winning team.

The dignitaries present at the ceremony covered the entire spectrum of political, civil, military and aviation fields, including a special emissary from the Vatican who brought a mes-

sage of benediction from His Holiness the Pope.

The SSA, with enthusiastic financial support of the American soaring community, sent to Italy the following championship team:

In the 15-Meter Class, Doug Jacobs was flying an LS-6, and John Seaborn was in a *Ventus B*.

For the Standard Class, Eric Mozer and Mike Optiz each flew a *Discus*.

The team was completed in the Open Class by Ray Gimney flying Dick Brandt's *Nimbus 3* sporting newly-designed winglets.

Special crews and friends came to help our pilots in their endeavor to win. Martha Jacobs provided Doug with loving support and encouragement in cooperation with Robert Fitch who drove, ran, cleaned, fetched and even helped his pilot do a spectacular



A formation fly-by of Italian air force jets salutes the opening of the 19th World Gliding Championships above the grass runways of the airport at Rieti.

rain dance to bring the rain clouds down when he was running away with a 665-point lead over the second-place pilot.

John Seaborn's crew were his parents, Peg and Walt, and the only way to describe them is as a great lady and a great gentleman who were always positive, supportive and attentive, throughout the contest.

Patricia Foy teamed up with John Byrd in assisting the smiling, friendly and unflappable Eric Mozer, who can fly beautifully under any flying conditions. This group was joined by Gaby Kuhn and Ann Byrd, who lent competent hands in assisting Eric. John Byrd spend days on top of the Terminillo mountain, overlooking the Rieti valley, providing radio contact and dispatching critical information to assist our pilots.

Mike Opitz was ably assisted by his father Rudolph, his brother Marty and his mother Hanna. When you talk about family and brotherly love it certainly applies to this great group of people. Rudolph backed up his pilot with solid experience coming from many years of soaring and a tremendous background in flight testing. Mike's mother Hanna and brother Marty provided the calm necessary in tense moments.

Ray Gimmey's crew consisted of his wife Shirley and Bee and Dick Brandt, who gave all of us a fine example of perfect crewing. Dick generously lent his knowledge and expertise to the whole team. With Dick the American flag stickers were very much in evidence as he attached them to the crew car, the glider, and also to the umbrella used to shade the pilot.

(Alberto and Chris Negro aided our team in translating the needs of the pilots and crews throughout the three-week stay in Rieti, and team members

told *Soaring* they were responsible for achieving a more relaxed atmosphere for our pilots to fly in.—ED.)

The U.S. Team was headed by Rudy Mozer with his great experience in competition soaring and international participation. For more than a year before the contest Rudy worked on all the necessary things needed for a successful American Team. During this past winter Rudy, with the help of Alberto Negro, worked to provide hotel accommodations, glider insurance, transportation of gliders, bank transactions, automobiles, photo-time cameras, and relief maps which were acquired for the pilots to practice and become familiar with the turnpoints, valley and mountains in and around the Rieti area.

To compensate for the lack of knowledge of the particular geographical and meteorological conditions, the U.S. Team had the coaching of Walter Neubert, the German Champion who had won, in the past, many contests at Rieti. Walter had graciously accepted the invitation of Rudy Mozer to be our Team Coach. This man's gentle and competent assistance and suggestions proved to be of tremendous help to our pilots. Throughout the contest, after the pilot meetings, Walter met with our pilots, "flying" the course on the ground under the shade of the pine trees at the south end of the airfield with the help of the relief maps of the region. At the end of the day our pilots expressed admiration for the exactness of his predictions for each day's flight.

On July 21, the entire team converged on Rieti and settled down at the Hotel Villa Tizzi, a quiet and friendly hotel run by Mr. Valentino Previati and his family. The food was fantastic and everyone was made to feel right at home. The entire second floor was occupied by the U.S. team, the remainder of the hotel filled by the French team.

The contest was held at the Rieti Airport, a military airfield utilized by the Italian Air Force for training glider pilots, and also shared by the Italian soaring community.

For the 101 pilots participating in this contest, it was very reassuring to have the Air Force providing a rescue helicopter, a mobile medical facility with staff, and a meteorological station on the field. The field had ample space

for four parallel runways, a staging area, glider tie downs and great camping facilities.

The contest headquarters and related services, telex and telephones were housed in modern temporary structures and two large hangers containing bank information services, telephones, daily information leaflets for pilots, and numerous small shops for purchasing gift items.

The contest was well organized and ran smoothly, and not one official complaint was filed by a contestant. The firm but friendly authority of Professor Piero Morelli, the championship's director, and his colleagues, assured a safe and orderly contest.

Each morning before grid time the gliders were individually weighed to assure compliance with the posted maximum weight. 15-Meter and Standard Classes were not allowed to exceed 500 kg and the Open Class maximum was established at 650 kg.

The towing was provided by a fleet of 12 airplanes under the direction of Mr. Egidio Galli, head of flight operations. The planes moved with coordinated precision and all 101 gliders were launched in just over one hour.

The town of Rieti lies at a meeting of several valleys in the heart of a cultivated basin, and is at the geographical center of Italy, 50 miles northwest of Rome in the middle of the rugged Apennine Mountains. The Adriatic and Tyrrhenian sea shorelines on the East and West are only a hundred miles away. Thermal conditions are affected by sea breezes, and the wind direction plays unpredictable roles through the valleys as well as on the ridge lift.

The tasks were set mainly in a north/south direction along the mountain ranges which run between Florence and Naples. The terrain demanded complete knowledge and use of thermal, ridge, and—on occasion—wave lift. The extremely rugged terrain with its very limited landing space in some areas took its toll in damaged sailplanes. Fortunately there were no physical injuries. Although 10 gliders were damaged, only six were forced to withdraw, thanks to the many factory repair crews present at the contest.

At the end of the 11 contest days the results for the U.S. team were remarkable. Doug Jacobs won the World Championship in the 15-Meter Class, outdistancing his nearest competitor by an incredible margin of 665 points. Also in 15-Meter Class John Seaborn placed 33rd. In Standard Class, third place was taken by Eric Mozer and Mike Opitz placed fifth. Ray Gimmey took seventh place in Open Class.

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From left, U.S. team pilots Mike Opitz (Standard), Ray Gimmey (Open), John Seaborn (15-Meter), World Champion Doug Jacobs (15-Meter), Eric Mozer (Standard). The team had four top-ten finishers.



The weather conditions during the practice days of July 22 to July 27 were exceptionally strong and lasted well into the evening hours. During this period Klaus Holighaus and Bruno Gantenbrink flew an 870 km task, setting a theme for the contest (it could be done!).

#### July 29, 1985 – Day 1

The weather forecast was good and a long task was called. The thermals were weaker than expected and more than half the Open Class did not complete the 574-km course. Ray Gimmy was fifth for the day. In the other classes the U.S. performance was outstanding. Jacobs was first in the 15-Meter and Seaborn finished third. The Standard Class was won by Opitz with Mozer fifth. It was a good beginning.

#### July 30, 1985 – Day 2

This was a difficult day with weak weather. In the Standard Class Leutenegger won followed closely by Mozer. Doug Jacobs was again first repeating the previous day's excellent performance. Klaus Holighaus prevailed over Ray Lynskey of New Zealand and took the lead in the Open Class cumulative standing.

#### July 31, 1985 – Day 3

The weather was uncertain and a shorter alternate task was called in consideration of the late takeoff hour.

The story of the day was the blue hole near Perugia that downed the

majority of the 15-Meter Class. Jacobs landed back at Rieti retaining his first overall position.

In the Open, Federico Blatter was first followed by Renner, Lynskey and Gimmy. The battle for leadership in the long-wings class was becoming very fierce.

In the Standard Leutenegger wins again and in the cumulative standing Mozer and Opitz share fifth place.

#### August 1, 1985 – Day 4

Luigi Briigliadori gave Italy its first victory in Standard Class. In the 15-Meter Class Jacobs reaffirmed his supremacy in a classic battle with Meuser, Pettersson and Wells. Gimmy is fourth in Open after Blatter, Gantenbrink and Renner. It was a day of lively competition, conducted without outlanding.

#### August 2, 1985 – Day 5

Finally, a beautiful day arrived. In Open Class, Bruno Gantenbrink completes a 474-km course at 142 km/h followed by Gimmy and Lynskey. Blatter delayed his departure too much and lost the first place standing to Lynskey.

In the 15-Meter Class, Goudriaan, Wells and Dederer finished in that order with a fast speed of over 120 km/h but Jacobs, arriving tenth, maintained his lead of more than 250 points over Kuusisto and Musters.

Mike Opitz had a good day and, finishing fifth, climbed into third place

in the Standard Class cumulative scores followed by Briigliadori. The distance between these two pilots and the leaders, Leutenegger and Lackner, was very small and the race was warming up.

#### August 3, 1985 – Day 6

Another splendid day, but an over-optimistic forecast convinced the task setter to call a super task of 750 km for the Open Class. The 15-Meter Class got 575 km and the Standard 430. At mid-afternoon there was fear that the competitors could not complete the course. The weather was not as good as predicted.

Ingo Renner won the Open Class followed by Lynskey, Gantenbrink and Holighaus; Blatter and Gimmy landed just before darkness. Jacobs finished third behind Goudriaan and Wells in 15-Meter, but his lead over the direct competitors built up to almost 400 points.

In Standard Class, the day's winners were Back, Kjällström and Kuitinen. At dusk many pilots were still flying. Many landed with the aid of cars illuminating the runway. At 9:40 p.m. and in total darkness Alvaro De Orleans finally made his final approach after a unique night wave soaring flight.



Coach Walter Neubert, back to camera, briefs U.S. team at left. Above, Doug and Martha Jacobs celebrate the win. Below, John Seaborn avoids the heat.



### August 4, 1985 – Day 7

A great day for Mozer; he was second after Kjallstrom. Opitz was fifth in front of Brigliadori, who took the lead in Standard Class. The wind made the day very tricky but favored ridge soaring.

Jacobs won again over Pettersen, Delore, Buchanan and De Orleans, increasing further his lead in the 15-Meter Class. In the Open Class the order of finish was Holighaus, Blatter, Lynskey and Gimme. Gimme raised his overall standing to second place, adding excitement to our team effort.

### August 5 and August 6

The rest day called for August 5th continued through the following day. Strong showers and thunderstorms drenched Rieti on August 6.

### August 8 – Day 8

The weather again was marginal and only the 15-Meter Class was launched. In the second part of a 381-km task the pilots were forced to use very weak thermals and ridge lift. It was a hard day and only six gliders completed the task. Jacobs won with the respectable speed of 109 km/h in front of Wells, Oda and De Orleans. His final approach was straight in without air

brakes. The long and strenuous flight was done at low altitude over unlandable terrain. There were no more doubts that Doug deserved to be the new World Champion.

### August 8, 1985 – Day 9

It was another difficult day with a lot of outlandings in the Standard Class and only 12 pilots completed the task. Nurminen was the winner. De Orleans won the 15-Meter in which Doug Jacobs had only to avoid big mistakes and check the competitors.

Blatter, Lynskey, Renner and Gimme were the first finishers in the Open Class. Two hundred points divided Lynskey from Gimme for the lead.

### August 9, 1985 – Day 10

Mozer finally had a big day and won the Standard Class in a spirited finish that saw fifteen ships crossing the line in nine minutes. The race in Standard was still open with seven pilots, including Mozer and Opitz, within 400 points of leader Brigliadori.

Two Frenchmen, Gerbaud and Hersen, were first and second in the 15-Meter Class. John Seaborn had a good day, finishing 16th only 10 minutes after the winner. Jacobs continued the

very smart strategy of avoiding unreasonable risks and checking his direct competitors.

In the Open Class the battle was intense and Renner prevailed over Blatter. Lynskey still lead but Blatter, Renner and Gimme were all very close in the overall standings.

### August 10 – Day 11

Near Spoleto 24 gliders landed out in the same field. The weather was not following the optimistic forecast, and half of the 15-Meter Class failed to make it home. Jacobs returned safely to Rieti and the day was won by Karlsson.

John Seaborn flew the course with a snake on board. We, at the field, were concerned and readied ourselves with syringes and other antivenom weapons kindly provided by the Italian Air Force Medical Team. John landed at Spoleto and the snake, which probably was a non-poisonous species, fled from the glider.

Anderson won in Standard followed by Leutenegger. Brigliadori maintained his leading position over Leutenegger, Lackner, Back, Gavazzi and Mozer and the stage was set for the next and last day of the contest.

*(Continued on next page)*



*Hal Lattimore and Bernald Smith congratulate Doug Jacobs, left. Below, Ray Gimme gets a hug from Shirley as he finishes the task.*



*Below, Standard Class contestants Eric Mozer and Mike Opitz await takeoff. In contention all the way, they finished third and fifth respectively. At right, U.S. team enters the lists sans jackets in summer heat.*



**XIX WORLD GLIDING CHAMPIONSHIPS**  
**RIETI, 28 JULY-12 AUGUST 1985**  
**15 METER CLASS**

CL	CN	PILOT	NAT.	DAY 1	DAY 2	DAY 3	DAY 4	DAY 5	DAY 6	DAY 7	DAY 8	DAY 9	DAY 10	DAY 11	DAY 12	GLIDER	TOT.
01	1M	Jacobs D.	USA	1000	1000	840	1000	893	969	940	833	763	847	954	863	LS 6	10902
02	TU	Kuusisto S	SF	960	824	926	876	906	847	567	701	844	938	939	909	LS 6	10237
03	KG	Goudriaan L.	IE	726	957	887	686	1000	1000	696	708	704	922	955	874	ASW 20 BL	10115
04	MS	Musters K.	NL	867	905	956	770	876	884	561	635	815	921	961	923	Ventus	10074
05	BS	Dunbar G.	IE	874	898	546	900	951	863	688	663	884	949	961	669	Ventus A	9846
06	O6	Haggenmueller R.	A	904	864	741	773	831	853	640	622	959	938	958	742	LS 6	9825
07	YB	Petterson A.	S	939	871	504	983	919	966	865	656	384	780	973	974	LS 6	9814
08	321	Wells M.	GB	392	878	729	981	977	973	670	809	940	914	607	902	LS 6	9772
09	BO	Karisson G.	S	900	642	417	715	942	896	667	701	996	946	1000	914	Ventus	9736
10	AJ	De Orleans A.	E	735	802	905	708	873	517	748	771	1000	957	793	882	ASW 20 C	9691
11	1	Wills J.	GB	932	852	707	783	926	961	522	581	988	968	992	334	LS 6	9546
12	UZ	Delore T.	NZ	245	898	559	848	709	914	817	680	868	837	995	890	ASW 20CL	9260
13	RC	Hersen F.	F	890	961	520	719	516	875	411	698	811	995	964	863	Ventus A	9223
14	7F	Dedera M.	CS	690	790	507	756	953	792	547	632	784	848	964	887	Ventus B	9150
15	VS	Ghorzo S.	I	814	798	669	737	853	863	183	667	911	937	805	883	LS 6	9120
16	AS	Schubert A.	A	770	720	748	802	782	949	614	580	821	970	607	697	Ventus B	9060
17	MM	Buchanan J.	AUS	921	891	895	648	860	836	760	76	813	839	607	873	Ventus B	9019
18	WM	Meuser W.	D	953	946	543	993	463	843	183	759	819	991	607	905	Ventus	9005
19	CD	Anderson G.	IE	824	833	296	821	886	851	655	680	841	841	607	836	Ventus B	8971
20	BH	Kristiansen S.	N	880	913	507	845	737	839	729	637	168	866	958	798	LS 6	8877
21	C3	Moreira A.	BRA	867	572	335	830	791	760	692	705	705	864	607	827	ASW 20 F	8555
22	MC	Widmer J.	BRA	883	943	304	952	535	829	503	608	699	934	607	684	ASW 20 C	8481
23	ML	Pare D.	NL	754	813	669	788	868	863	563	109	679	848	607	845	Ventus B	8406
24	AU	Asikainen M.	SF	697	855	908	685	891	446	549	610	702	731	515	778	ASW 20	8367
25	72	Gerbaud G.	F	835	973	508	724	367	962	406	108	846	1000	607	1000	Ventus B	8336
26	BB	Bulukin B.	N	737	104	842	843	570	782	710	637	753	858	861	610	LS 6	8307
27	ZV	Stepanek J.	CS	414	826	841	675	713	485	595	602	598	801	853	798	Ventus B	8201
28	VB	Pankka A.	SF	933	883	507	619	914	415	655	75	770	902	607	782	LS 6	8062
29	Y	Galetto G.	I	806	868	908	705	800	437	183	648	884	768	607	882	ASW 20	7996
30	BJ	Kuijper B.	NL	788	326	834	669	862	482	429	680	303	559	607	920	MiniNimb	7959
31	LM	Dossing E.	DK	848	944	938	530	814	446	688	67	740	507	607	638	ASW 20	7767
32	RZ	Drake B.L.	NZ	353	820	507	687	776	831	615	0	795	865	607	750	ASW 20 CL	7606
33	AB	Seaborn J.	USA	955	864	222	726	861	361	115	637	382	906	607	847	Ventus B	7483
34	78	Stouffs H.	B	838	857	531	0	594	850	138	69	938	675	988	926	LS 6	7404
35	MX	Wienberg I.	DK	656	600	447	833	282	878	656	0	610	745	912	576	Ventus B	7195
36	HK	Rønnestad E.	N	792	915	911	549	648	0	0	87	783	760	607	871	LS 6	6923
37	LL	Thomsen J.	DK	409	227	671	625	724	428	479	761	384	722	569	533	ASW 20 FP	6532
38	W1	Horie N.	J	735	823	543	267	784	767	587	87	42	499	604	787	ASW 20	6525
39	JC	Wujczak S.	PL	770	332	527	131	792	368	540	665	382	527	607	190	Krokus	5831
40	CC	Sander G.	B	690	260	296	723	700	335	576	103	280	514	607	618	Ventus BT	5702
41	MS	Gatolin M.	YU	392	321	507	650	282	446	660	0	621	519	762	452	DG 300	5612
42	FN	Frank R.	RA	683	851	296	0	274	398	235	47	812	833	607	501	ASW 20 C	5537
43	J1	Oda M.	J	414	224	569	0	251	833	163	784	168	522	607	0	ASW 20	4535
44	C1	Urbina R.	RCH	268	677	296	409	282	239	411	97	0	0	0	0	ASW 20	2679
45	ES	Martinez-Moneo	E.	227	0	0	0	274	64	0	0	168	522	515	0	ASW 20 C	1770

**XIX WORLD GLIDING CHAMPIONSHIPS**  
**RIETI, 28 JULY-12 AUGUST 1985**  
**OPEN CLASS**

CL	CN	PILOT	NAT.	DAY 1	DAY 2	DAY 3	DAY 4	DAY 5	DAY 6	DAY 7	DAY 8	DAY 9	DAY 10	DAY 11	GLIDER	TOT.
01	TT	Renner I.	AUS	856	979	580	954	881	1000	747	975	1000	1000	955	Nimbus 3	9927
02	IK	Blatter F.	CH	1000	947	605	1000	548	954	956	1000	973	717	804	Nimbus 3	9504
03	XX	Holighaus K.	D	990	1000	173	866	881	956	1000	597	780	985	1000	Nimbus 3	9228
04	YY	Gantenbrink B.	D	815	931	543	963	1000	968	370	963	781	941	942	Nimbus 3	9217
05	73	Lynskey R.	NZ	966	994	576	884	909	983	950	983	884	980	42	Nimbus 3	9151
06	GB	Bourgard P.	B	986	917	551	679	824	931	910	942	971	523	780	Nimbus 3	9014
07	7V	Gimney R.	USA	868	910	564	950	927	939	915	967	688	346	874	Nimbus 3	8948
08	YZ	Dugerdl Y.	CH	582	950	538	787	832	923	830	420	855	693	745	Nimbus 3	8155
09	RH	Gies M.	AUS	582	988	478	928	248	581	865	576	918	931	908	ASW 22	8003
10	VW	Kurstjens G.	NL	487	891	481	838	795	921	260	955	831	722	802	Nimbus 3	7983
11	ZT	Mussio R.	I	309	317	469	880	880	603	864	914	754	722	711	Nimbus 3	7423
12	82	Jones R.	GB	244	980	531	872	503	603	822	410	686	715	569	Nimbus 3	6935
13	AY	Matousek F.	CS	619	269	440	713	617	490	761	410	392	693	653	Nimbus 2B	6057
14	77	Innes D.	GBG	294	959	491	593	438	535	176	569	604	661	641	Nimbus 3	5961
15	IV	Papp S.	H	286	358	418	582	563	490	668	552	611	693	590	Jantar 2B	5811
16	3B	Tabart A.	AUS	294	762	93	486	637	431	545	395	771	633	743	Nimbus 3	5790
17	IT	Halasi G.	H	286	270	418	518	566	490	672	552	610	693	595	Jantar 2B	5670

# XIX WORLD GLIDING CHAMPIONSHIPS

RIETI, 28 JULY-12 AUGUST 1985

## STANDARD CLASS

CL	CN	PILOT	NAT.	DAY 1	DAY 2	DAY 3	DAY 4	DAY 5	DAY 6	DAY 7	DAY 8	DAY 9	DAY 10	DAY 11	GLIDER	TOT.
01	LB	Brigliadori L.	I	947	875	661	1000	829	950	864	891	878	939	872	Discus	9706
02	4B	Lackner P.	D	997	978	743	981	708	947	722	694	951	920	869	Discus	9510
03	RB	Mozer E.	USA	973	984	659	853	699	796	986	643	1000	891	913	Discus A	9397
04	71	Back H.	D	700	980	753	961	691	1000	891	695	939	946	833	LS 4	9389
05	RO	Opitz M.	USA	1000	973	643	873	849	685	873	692	909	917	926	Discus	9340
06	BG	Kjallstrom M.	S	719	923	560	871	711	999	1000	653	955	957	983	Discus B	9331
07	IX	Gavazzi M.	I	938	852	553	957	826	900	833	918	915	825	786	Discus	9303
08	A9	Simenc I.	YU	942	941	653	908	860	859	833	566	854	915	839	DG 300	9170
09	30	Kuitinen M.	SF	953	907	557	972	645	995	487	951	863	944	871	Discus	9145
10	E1	Navas G.	F	840	908	653	671	714	888	908	892	713	886	931	Pegase BC	9004
11	AX	Nietispach H.	CH	942	974	738	967	627	907	749	529	714	909	942	Discus	8998
12	T5	Leutenegger S.	CH	984	1000	806	965	693	945	702	664	993	960	265	Discus	8977
13	58B	Selen B.	NL	711	898	636	814	850	807	805	685	862	914	839	DG 300	8821
14	53	Ottosson C.O.	S	922	918	194	971	663	945	805	653	979	917	815	LS 4	8782
15	E9	Fache M.	F	825	720	660	651	722	886	682	888	901	877	965	Pegase BC	8777
16	E5	Lopitiaux C.	F	798	722	686	871	736	905	594	934	931	700	878	Pegase BC	8755
17	BL	Blumer E.	CH	979	912	747	962	644	879	703	323	757	947	881	LS 4	8734
18	ZL	Haemmerle H.	A	833	741	776	881	740	914	706	643	845	860	641	LS 4	8580
19	87	Bradley R.	IE	772	878	552	880	309	824	755	854	830	945	819	Discus	8418
20	80	Davis A.	GB	710	984	314	863	1000	921	689	640	990	376	923	Discus	8410
21	DT	Teuling D.	NL	897	845	668	782	462	804	635	654	867	894	881	Discus	8389
22	UB	Nurminen R.	SF	920	211	383	810	955	768	685	1000	872	888	858	Discus B	8350
23	X9	Oye S.	DK	831	599	500	118	889	839	851	909	889	875	941	Discus B	8241
24	QK	Cubley T.	AUS	751	877	707	783	616	871	822	896	819	380	705	DG 300	8227
25	T6	Andersen J.	DK	846	762	218	706	760	678	780	999	509	1000	917	DG 300	8175
26	BZ	Zientek S.	PL	911	703	556	699	699	712	592	847	691	825	885	Brawo	8120
27	5G	Stoegner G.	A	861	343	675	932	732	830	649	712	746	866	738	LS 4	8084
28	BI	Kepka F.	PL	899	653	653	641	708	694	545	693	683	829	870	Brawo	7868
29	C5	Soares R.	BRA	931	344	421	774	626	659	712	469	822	881	761	LS 4	7400
30	E3	Peperko F.	YU	937	945	131	948	732	899	333	503	637	380	840	DG 300	7285
31	E10	Bradney M.	AUS	866	875	615	732	340	766	249	650	763	857	505	Pegase BC	7218
32	OZ	Lyons P.	NZ	616	802	606	773	624	811	682	692	780	380	264	DG 300	7030
33	Z	Stouffs P.	B	769	843	704	634	199	918	263	540	568	376	789	LS 4	6603
34	CP	Starovic V.	YU	529	855	633	901	704	252	333	553	732	373	560	DG 300	6425
35	C7	Guraly B.	H	791	216	93	842	627	723	497	536	793	361	933	LS 4	6412
36	IS	Maffini S.	BRA	168	172	286	513	755	665	483	536	602	404	886	DG 300	5470
37	BA	Centka J.	PL	893	341	639	637	603	76	0	0	0	0	0	Brawo	3189

In the Open Class Gimme finished ahead of everyone at a great speed, only to find out that he had photographed the wrong turnpoint, compromising the possibility of climbing to the top position. The day was won by Renner who was now following Lynskey by only 230 points.

### August 11 - Day 12

Today opened with drama. Lynskey landed on the mountain only 40 miles from the start and we feared for his safety. The rescue helicopter was directed to the landing site by that great flier and gentleman Federico Blatter who disregarded his standing and did not hesitate to assist his friend. Also at the cost of compromising his chances at the title. Lynskey was unharmed and the damage suffered by his *Nimbus 3* was minimal.

The day was won by Holighaus, followed by Renner, who thus took the lead and the World Championships in Open Class.

In the 15-Meter Class Gerbaud was the day's winner, while Doug Jacobs prudently arrived 18th for a tremendously round of applause and the World Championship in 15-Meter. His wife Martha greeted him with a kiss and a bottle of champagne. All the members of the American team joined in the welcome home celebration. What a great day!

The second drama of the day happened in the Standard Class. Leutenegger was in the final glide but failed to reach the field. He landed less than one-half mile away, damaging his *Discus*. The victory for the day went to Kjallstrom. Leonardo Brigliadori maintained the lead in the overall standings to become the first Italian World Champion, greeted on landing with incredible enthusiasm by a cheering crowd. Mike Opitz was seventh for the day and Eric Mozer 10th, and each climbed through the field to a very good final standing.

At the end of parades and speeches,

long practices and difficult contest days, the comment most frequently expressed by the pilots in this World Championship was, "I survived." The American flag was being raised now on the central pole. The flagman hesitated a few seconds as Doug Jacobs reached forward, grasping the flag and kissing it. The American dream has really come true.

The Americans were returning home with these outstanding placings: Doug Jacobs was World Champion for the 15-Meter Class, while John Seaborn achieved an honorable 33rd place. In the Standard Class Eric Mozer came in third and Mike Opitz a strong fifth. In the Open Class, Ray Gimme was seventh after the misadventure of the turnpoint photo.

All of these men, along with the entire support team, did a great job in representing the Soaring Society of America and the U.S.A.

