



Free Flight

THE NEWS LETTER OF THE SOARING ASSOCIATION OF CANADA

Special issue. (4/70)

July 1970.

1 2 T H W O R L D S O A R I N G C H A M P I O N S H I P S June 21 - July 4, 1970, Presidio County Airport, Marfa, Texas, U.S.A

Congratulations to our team representing Canada at Marfa, Texas, and especially to Wolf Mix of Toronto who finished 4th in the Standard Class. Wolf's placing is the highest ever attained by a Canadian pilot in a World contest. Results of both classes are included in this report and are taken from the Daily Bulletins.

All members of the Ground Teams deserve a special vote of thanks for volunteering to do vital jobs at their own expense.

Ann Welch, editor of the Daily Bulletins, wrote some interesting accounts of the flying during the competition. Undoubtedly these will appear in SOARING and other gliding magazines in detail; the ones included with this report are those in which Canadian pilots are mentioned.

A visiting celebrity, Neil Armstrong of Apollo 11, summed up the appeal of soaring in his address to the briefing on June 27th . . .

"I am here as a representative of the President and it is a privilege to meet the World's finest pilots. I hope to meet more of you individually.

I hope you can appreciate why I like soaring. It has 3 good ingredients:

1. Fine machines.
2. Challenge to head work, and
3. The element of luck. I don't ask for good luck, but for the absence of bad luck.

In Apollo 11 we had these same 3 ingredients, but we had one advantage over you here at Marfa - we could see our turn point all the way.

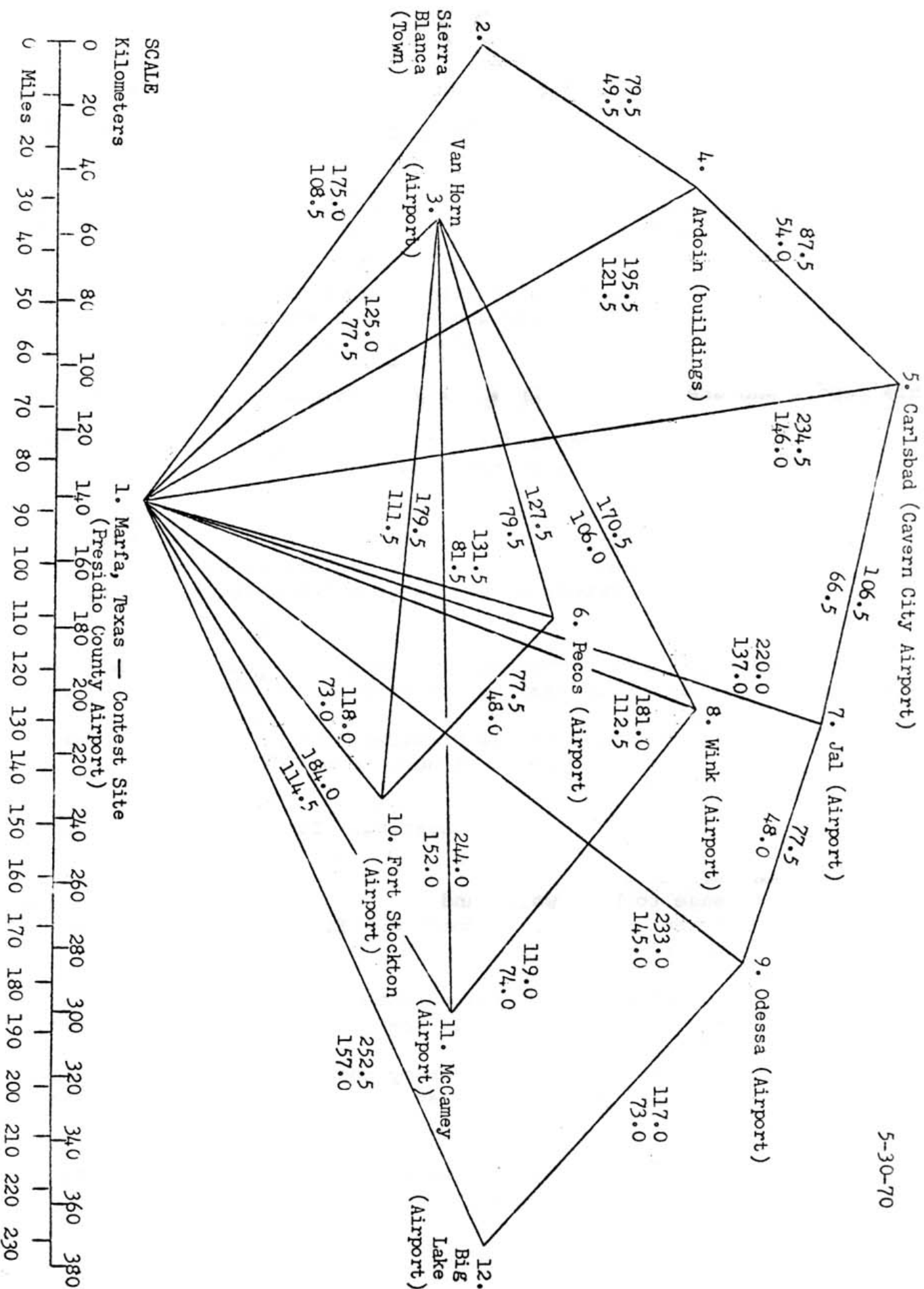
To the winners of this contest, I offer my congratulations, and to the others who will end up down the list, where I do, you have me as a friend.

In my future visits to different countries, I hope to see something of your gliding and meet you on your own ground."

Signed: Neil Armstrong,
APOLLO 11

DIAGRAM OF TURN POINTS — Distances between points are given in kilometers (upper figures) and statute miles (lower figures). Distances not shown are included in table of all point-to-point distances on reverse side.

5-30-70



12TH WORLD SOARING CHAMPIONSHIPS

June 21 - July 4, 1970, Presidio County Airport, Marfa, Texas, U.S.A.

'S' = Miles per hour
'D' = Miles.
DNC = Did not compete

S T A N D A R D C L A S S				Distance within a prescribed area. Turn points: Marfa/ Sierra Blanca/Ardoin/Cars- bad/Wink/Odessa/Big Lake				Speed, Out and Return to Van Horn, Texas 155.0 miles 250.0 Km				Speed triangle, Van Horn to Sierra Blanca to Marfa. 221.0 miles. 355.5 Km				Speed triangle, Van Horn to Sierra Blanca to Marfa. 221.0 miles 355.5 Km			
				1ST DAY				2ND DAY				3RD DAY				4TH DAY			
				(Monday, 22nd June, 1970).				(Tuesday, 23rd June, 1970).				(Wednesday 24th June 1970)				(Thursday 25th June 1970)			
STG-	PILOT	COUNTRY	SAILPLANE	SPEED OR DIST.	DAILY POINTS (STG.)	CUMU- LATIVE POINTS	STG	SPEED OR DIST.	DAILY POINTS (STG.)	CUMU- LATIVE POINTS	STG	SPEED OR DIST.	DAILY POINTS (STG.)	CUMU- LATIVE POINTS	STG	SPEED OR DIST.	DAILY POINTS (STG.)	CUMU- LATIVE POINTS	STG
1	H. REICHMANN	Germany W.	LS-1	251.0 D	823(6)	823	6	64.8 S	1000(1)	1823	2	58.3 S	969(5)	2792	1	73.7 S	1000(1)	3792	1
2	J. WROBLEWSKI	Poland	Kobra 15	305.0 D	1000(1)	1000	1	56.7 S	875(14)	1875	1	53.1 S	882(22)	2757	2	61.0 S	828(30)	3585	2
3	F. KEPKA	Poland	Kobra 15	304.5 D	998(2)	998	2	51.6 S	795(20)	1793	3	53.0 S	881(23)	2674	4	60.9 S	826(31)	3500	4
4	W. MIX	Canada	Std. Cirrus	187.5 D	615(15)	615	15	63.3 S	976(2)	1591	8	55.1 S	915(10)	2506	6	67.6 S	917(4)	3423	5
5	A. CAMERON	N. Zealand	Std. Libelle	255.0 D	836(5)	836	5	60.3 S	931(5)	1767	4	55.8 S	927(7)	2694	3	64.1 S	870(14)	3564	3
6	G. WALBEL	Germany W.	AS-W 15	210.5 D	689(7)	689	7	48.9 S	755(29)	1444	18	60.2 S	1000(1)	2444	9	68.9 S	935(2)	3379	7
7	A.J. SMITH	U.S.A.	LS-1	126.0 D	413(32)	413	32	51.8 S	799(19)	1212	31	58.8 S	977(3)	2189	21	66.0 S	896(9)	3085	19
8	T. JOHANNESSEN	Norway	Std. Cirrus	278.5 D	913(3)	913	3	49.1 S	758(27)	1671	5	54.7 S	909(14)	2580	5	60.6 S	822(32)	3402	6
9	G. PETROCZY	Hungary	SH-1	206.5 D	678(8)	678	8	59.8 S	923(6)	1599	7	64.4 S	904(16)	2503	17	61.7 S	837(25)	3340	8
10	D. REPARON	Netherlands	AS-W 15	164.0 D	538(25)	538	25	50.0 S	771(26)	1309	24	55.6 S	924(8)	2233	9	61.9 S	840(22)	3073	20
11	R. CLIFFORD	So. Africa	AS-W 15	174.0 D	570(22)	570	22	62.2 S	960(4)	1530	10	54.4 S	903(17)	2433	10	62.8 S	852(16)	3285	9
12	H. NIETLISBACH	Switzerland	Std. Libelle	164.0 D	538(25)	538	25	53.9 S	831(18)	1369	22	58.5 S	972(4)	2241	15	62.0 S	841(21)	3182	15
13	B. ZEGELS	Belgium	Std. Libelle	127.0 D	415(30)	415	30	50.2 S	774(24)	1189	32	54.2 S	900(18)	2089	26	65.5 S	889(10)	2978	25
14	K. TURV	Hungary	Phoebus B	182.5 D	598(20)	598	20	58.4 S	901(7)	1499	13	54.5 S	906(15)	2405	12	61.8 S	839(24)	3244	11
15	E. VAN BREE	Netherlands	AS-W 15	124.0 D	406(33)	406	33	54.3 S	837(15)	1243	28	54.9 S	913(12)	2156	23	67.1 S	910(5)	3066	22
16	L. URBANCIC	Argentina	Std. Libelle	187.5 D	598(20)	598	20	50.8 S	783(22)	1398	17	54.9 S	913(12)	2311	17	67.0 S	909(6)	3170	12
17	A. GOUGH	Gr. Britain	Std. Cirrus	170.5 D	559(24)	559	24	58.3 S	900(18)	1459	17	53.2 S	884(21)	2343	14	61.1 S	829(29)	3172	16
18	O. FAHRAEFLINER	Austria	LS-1C	191.5 D	628(12)	628	12	54.0 S	834(17)	1462	16	52.9 S	878(24)	2340	16	64.2 S	871(13)	3211	13
19	J. LYON	Chile	Phoebus A	192.5 D	630(11)	630	11	58.0 S	896(9)	1526	11	54.2 S	900(18)	2426	11	61.7 S	837(25)	3263	10
20	J.C. GOMBERG	France	WA-26	158.0 D	517(28)	517	28	50.7 S	782(23)	1299	26	42.1 S	699(30)	1998	29	61.4 S	833(27)	2929	26
21	R. ALLEMANN	U.S.A.	Std. Libelle	97.0 D	318(35)	318	35	44.2 S	682(36)	1000	37	50.9 S	846(27)	1846	32	66.3 S	900(8)	2746	31
22	E. SCHUBERT	Brazil	Urupema	164.0 D	538(25)	538	25	57.3 S	884(12)	1422	19	52.8 S	878(24)	2300	18	62.7 S	851(17)	3151	17
23	H. LINDHARDT	Denmark	Std. Cirrus	171.5 D	562(23)	562	23	47.8 S	738(33)	1300	25	55.2 S	917(9)	2217	20	63.1 S	856(15)	3073	20
24	C. GREAVES	Gr. Britain	Std. Libelle	264.0 D	865(4)	865	4	50.2 S	774(24)	1639	6	50.9 D	361(33)	2000	28	59.2 S	804(34)	2804	28
25	URS BLOCH	Switzerland	AS-W 15	115.5 D	379(34)	379	34	48.0 S	741(31)	1120	35	53.7 S	892(20)	2012	27	50.7 S	687(39)	2699	32
26	F. PILUDU	Italy	Std. Libelle	181.5 D	595(21)	595	21	62.4 S	962(3)	1557	9	50.0 S	830(28)	2387	13	59.7 S	810(34)	3197	14
27	E. SCHRAEFL	Austria	LS-1C	94.0 D	308(37)	308	37	48.0 S	741(31)	1049	36	52.5 S	873(25)	1922	30	61.4 S	833(27)	2755	29
28	J. MATTERN	France	LS-1C	187.5 D	615(15)	615	15	45.9 S	708(34)	1933	23	52.5 D	931(35)	1654	34	62.7 S	850(18)	2504	30
29	N. SEISTRUP	Denmark	AS-W15	77.5 D	255(39)	255	39	45.9 S	708(34)	963	38	55.0 S	914(11)	1877	31	64.4 S	874(12)	2751	34
30	C. JUNQUEIRA	Brazil	Urupema	195.0 D	638(9)	638	9	38.1 S	588(38)	1226	30	52.2 S	867(26)	2093	25	60.5 S	820(33)	2913	27
31	W. HANSSON	Sweden	Std. Libelle	184.0 D	604(19)	604	19	57.5 S	888(11)	1492	14	187.0 D	339(34)	1831	33	57.2 S	776(37)	2607	33
32	R. REID	N. Zealand	AS-W 15	126.5 D	414(31)	414	31	48.7 S	751(30)	1165	33	57.4 S	954(6)	2119	24	64.5 S	875(11)	2994	24
33	S. RODLING	Sweden	Std. Libelle	145.0 D	475(29)	475	29	51.5 S	794(21)	1269	27	205.5 D	374(32)	1643	35	62.5 S	848(19)	2491	35
34	R. MARTIN	Australia	Phoebus A	187.5 D	614(18)	614	18	49.1 S	758(27)	1372	21	47.4 S	788(29)	2160	22	61.9 S	840(22)	3000	23
35	E. MOUNT-BIGGS	So. Africa	Std. Cirrus	96.0 D	316(36)	316	36	110.9 D	286(39)	602	39	216.0 D	392(31)	994	39	67.0 S	909(6)	1903	39
36	G. PEROTTI	Italy	Std. Libelle	188.0 D	616(14)	616	14	58.0 S	896(9)	1512	12	0.0	0(39)	1512	36	68.0 S	923(3)	2435	36
37	H. STOFFS	Belgium	LS-1G	194.0 D	635(10)	735	10	54.2 S	837(15)	1472	15	60.1 S	998(2)	2470	8	49.6 S	793(40)	3143	18
38	M. HOWLAND	Australia	Std. Libelle	189.0 D	619(13)	619	13	40.5 S	624(37)	1243	28	10.5 D	19(36)	1262	37	58.3 S	671(36)	2053	37
39	A. ARAOZ	Argentina	Phoebus B	77.5 D	255(39)	255	39	57.0 S	879(13)	1134	34	10.5 D	19(36)	1153	38	62.3 S	843(20)	1998	38
40	W. DELEURANT	Canada	Std. Libelle	89.0 D	292(38)	292	38	DNC		292	40								

4TH DAY

(Thursday 25th June 1970)

SPEED OR DIST.

DAILY POINTS (STG.)

CUMULATIVE POINTS

STG

73.7 S 1000(1) | 3792 | 1 |

61.0 S 828(30) | 3585 | 2 |

60.9 S 826(31) | 3500 | 4 |

67.6 S 917(4) | 3423 | 5 |

64.1 S 870(14) | 3564 | 3 |

68.9 S 935(2) | 3379 | 7 |

66.0 S 896(9) | 3085 | 19 |

60.6 S 822(32) | 3402 | 6 |

61.7 S 837(25) | 3340 | 8 |

61.9 S 840(22) | 3073 | 20 |

62.8 S 852(16) | 3285 | 9 |

62.0 S 841(21) | 3182 | 15 |

65.5 S 889(10) | 2978 | 25 |

61.8 S 839(24) | 3244 | 11 |

67.1 S 910(5) | 3066 | 22 |

67.0 S 909(6) | 3220 | 12 |

67.5 S 829(29) | 3172 | 16 |

64.1 S 871(13) | 3211 | 13 |

61.7 S 837(25) | 3263 | 10 |

61.4 S 833(27) | 2979 | 26 |

66.3 S 900(8) | 2746 | 31 |

62.7 S 851(17) | 3151 | 17 |

63.1 S 856(15) | 3073 | 20 |

59.2 S 804(34) | 2804 | 28 |

50.7 S 687(39) | 2699 | 32 |

59.7 S 810(34) | 3197 | 14 |

61.4 S 833(27) | 2755 | 29 |

62.7 S 850(19) | 2504 | 34 |

64.4 S 874(12) | 2751 | 30 |

60.5 S 820(33) | 2913 | 27 |

57.2 S 776(37) | 2607 | 33 |

64.5 S 875(11) | 2994 | 24 |

62.5 S 848(19) | 2471 | 35 |

61.9 S 840(22) | 3000 | 23 |

67.0 S 909(6) | 1903 | 39 |

68.0 S 923(3) | 2435 | 36 |

49.6 S 791(36) | 2053 | 37 |

62.3 S 845(20) | 1998 | 38 |

12TH WORLD SOARING CHAMPIONSHIPS
June 21 - July 4, 1970, Presidio County Airport, Marfa, Texas, U.S.A.

'S' = Miles per hour
 'D' = Miles.
 DNC = Did not compete

S T A N D A R D C.T.A.S.S		Speed, Out and Return to Pecos 163.0 miles. 263.0 Km	Distance within a prescribed area. Turn points: Marfa/Sierra Blanca/Ardoyn/Carlsbad/Wink/Odessa/Big Lake	Speed, Out and Return to Pecos 163.0 miles. 263.0 Km	Speed, Out and Return to Odessa 290.0 miles. 466.0 Km	Speed triangle, Van Horn to Pecos to Marfa. 238.5 miles. 384.0 Km			
		5TH DAY	5TH DAY	7TH DAY	8TH DAY	9TH DAY (FINAL)			
		(Friday, 26th June, 1970)	(Saturday, 27th June, 1970)	(Wednesday, July 1st, 1970)	(Thursday, July 2nd, 1970)	(Friday, July 3rd, 1970)			
S	P I L O T	SPEED OR DIST.	DAILY POINTS (STG.)	CUMU-LATIVE POINTS	SPEED OR DIST.	DAILY POINTS (STG.)	CUMU-LATIVE POINTS	FINIAL STG	
1	H. REICHMANN	70.85	1000(1)	4792	1	60.45	1000(1)	7723	1
2	J. WROBLEWSKI	68.85	972(4)	4557	2	51.95	859(26)	7234	2
3	F. KEPPA	63.15	892(18)	4392	4	59.45	984(4)	7086	3
4	W. MIX	63.65	898(13)	4321	5	54.65	904(12)	6946	5
5	A. CAMERON	66.65	941(7)	4505	3	47.05	779(33)	6985	4
6	G. WAIBEL	61.45	867(23)	4246	7	53.85	891(18)	6861	7
7	A.J. SMITH	69.55	982(3)	4067	16	59.85	991(3)	6889	6
8	T. JOHANNESSEN	63.15	892(18)	4294	6	52.85	919(24)	7808	7
9	G. PETROCZY	59.05	834(28)	4174	9	57.45	1000(1)	7768	8
10	D. REPARON	63.35	895(16)	3968	19	54.55	949(13)	7729	9
11	R. CLIFFORD	63.35	895(16)	4180	19	54.15	912(9)	6748	10
12	H. NIETLSPACH	64.85	916(10)	4098	8	48.35	801(32)	6713	12
13	B. ZEGELIS	65.95	932(9)	3910	15	59.95	993(2)	6738	11
14	K. TURK	60.85	860(25)	4104	16	55.95	926(7)	6692	13
15	E. VAN BREE	66.35	937(8)	4003	13	53.35	882(20)	6660	14
16	L. URBANCIC	60.05	848(27)	4068	16	52.95	876(22)	6604	16
17	A. GOUGH	61.25	865(24)	4037	17	54.15	896(15)	6517	17
18	O. FAHRAPPELLNER	61.55	868(22)	4080	18	57.55	952(6)	6490	18
19	J. LYON	59.05	834(28)	4097	20	54.65	904(12)	6476	19
20	J. C. GOMBERG	58.95	833(30)	3762	12	50.05	828(27)	6638	15
21	R. ALLEMAN	67.45	952(5)	3698	25	57.75	955(5)	6405	20
22	E. SCHUBERT	50.25	709(38)	3860	23	54.85	908(11)	6308	23
23	H. LINDHARDT	58.15	821(31)	3894	24	54.15	895(16)	6390	22
24	O. GREAVES	57.55	812(33)	3616	19	45.75	757(34)	6314	21
25	URS BLOCH	64.85	915(11)	3614	27	55.15	912(9)	6155	24
26	F. PILUDU	67.15	948(6)	4145	26	53.05	877(21)	6152	25
27	E. SCHRAFL	62.25	879(21)	3634	28	53.55	886(19)	6109	26
28	J. MATTERN	60.75	857(26)	3361	32	54.35	899(14)	6037	28
29	N. SEISTRUP	63.55	898(13)	3649	33	52.85	875(23)	6019	30
30	C. JUNQUEIRA	49.25	696(39)	3609	29	49.95	827(28)	6047	27
31	W. HANSSON	57.75	816(32)	3423	30	49.15	813(31)	6032	29
32	ROSS REID	50.65	715(37)	3709	26	49.15	813(31)	6032	29
33	S. ROOLING	62.95	889(20)	3380	34	52.55	869(25)	5941	31
34	R. MARTIN	56.95	804(35)	3804	31	43.75	725(25)	5878	32
35	E. MOUNT-BIGGS	64.55	912(12)	2815	36	52.85	874(24)	5835	33
36	G. PEROTI	70.55	996(2)	3431	25	57.55	838(37)	5738	35
37	H. STOUFFS	55.95	790(36)	3933	37	55.45	918(8)	5456	36
38	M. HOWLAND	63.45	896(15)	2949	37	203.50	381(38)	5359	37
39	A. ARAOZ	57.35	810(34)	2808	20	145.00	200(39)	5744	34
40	W. DELEURANT	48.45	685(40)	1691	39	49.45	818(30)	4672	38
					98.00	248.50	338(38)	4672	39
							133(40)	3238	40
									40

12TH WORLD SOARING CHAMPIONS HIPS

June 21 - July 4, 1970, Presidio County Airport, Marfa, Texas, U.S.A.

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'D' - Miles.
DNC - Did not compete.

O P E N C L A S S										Distance within a prescribed area. Turn points: Marfa/Sierra Blanca/Ardoyn/Carlsbad/Wink/Odessa/Big Lake										Speed, Out and Return to Pecos. 163.0 miles. 263.0 Km										Speed Triangle, Van Horn to Sierra Blanca to Marfa 221.0 miles. 355.5 Km										Speed triangle, Van Horn to Sierra Blanca to Marfa 221.0 miles. 355.5 Km									
										1ST DAY										2ND DAY										3RD DAY										4TH DAY									
(Monday, 22nd June, 1970).										(Tuesday, 23rd June, 1970)										(Wednesday, 24th June, 1970)										(Thursday, 25th June, 1970)																			
STG.	PILOT	COUNTRY	SAIPLANE	SPEED OR DIST.	DAILY POINTS (STG)	CUMU-LATIVE POINTS	STG.	SPEED OR DIST.	DAILY POINTS (STG)	CUMU-LATIVE POINTS	STG.	SPEED OR DIST.	DAILY POINTS (STG)	CUMU-LATIVE POINTS	STG.	SPEED OR DIST.	DAILY POINTS (STG)	CUMU-LATIVE POINTS	STG.	SPEED OR DIST.	DAILY POINTS (STG)	CUMU-LATIVE POINTS	STG.	SPEED OR DIST.	DAILY POINTS (STG)	CUMU-LATIVE POINTS	STG.	SPEED OR DIST.	DAILY POINTS (STG)	CUMU-LATIVE POINTS	STG.																		
1	G. MOPFAT	U.S.A.	Keestrel 22	178.5D	566(21)	566	21	43.7S	890(8)	1456	10	66.1S	1000(1)	2456	5	79.4S	1000(1)	3456	3	74.4S	936(5)	3547	1	74.4S	936(5)	3547	1	74.4S	936(5)	3547	1																		
2	H. W-GROSSE	Germany W	AS-W 12	290.0D	919(5)	919	5	38.5S	783(15)	1702	4	60.1S	909(6)	2611	1	74.4S	909(6)	3347	4	74.4S	936(5)	3347	4	74.4S	936(5)	3347	4	74.4S	936(5)	3347	4																		
3	M. MERCIER	France	AS-W 12	251.5D	797(8)	797	8	44.3S	913(7)	1710	3	49.0S	741(13)	2451	6	74.4S	741(13)	3458	2	74.4S	941(4)	3458	2	74.4S	941(4)	3458	2	74.4S	941(4)	3458	2																		
4	G. BURTON	Gr. Britain	Keestrel 19	193.0D	612(15)	612	15	47.4S	964(4)	1576	6	62.2S	941(4)	2517	3	74.7S	941(4)	3347	4	74.7S	941(4)	3347	4	74.7S	941(4)	3347	4	74.7S	941(4)	3347	4																		
5	E. MAKULA	Poland	Kobra 17	315.5D	1000(1)	1000	1	48.2S	982(2)	1982	1	219.0D	555(18)	2537	2	65.6S	825(26)	3342	6	65.6S	825(26)	3342	6	65.6S	825(26)	3342	6	65.6S	825(26)	3342	6																		
6	W. NEUBERT	Germany W	Keestrel 22	300.5D	954(3)	954	3	3.5D	14(36)	968	29	65.8S	995(12)	1963	16	74.8S	942(3)	2905	14	74.8S	942(3)	2905	14	74.8S	942(3)	2905	14	74.8S	942(3)	2905	14																		
7	J. DELAFIELD	Gr. Britain	AS-W 12	198.5D	630(11)	630	11	46.6S	948(6)	1578	5	58.6S	887(8)	2465	4	72.2S	909(7)	3374	5	72.2S	909(7)	3374	5	72.2S	909(7)	3374	5	72.2S	909(7)	3374	5																		
8	C. LABAR	France	AS-W 12	291.5D	924(4)	924	4	48.2S	982(2)	1906	2	175.0D	444(29)	2350	7	67.1S	845(21)	3195	7	67.1S	845(21)	3195	7	67.1S	845(21)	3195	7	67.1S	845(21)	3195	7																		
9	W. SCOTT	U.S.A.	AS-W 12	188.0D	596(17)	596	17	46.7S	951(5)	1547	8	10.5D	27(30)	1574	24	76.4S	962(2)	2536	23	76.4S	962(2)	2536	23	76.4S	962(2)	2536	23	76.4S	962(2)	2536	23																		
10	M. WITTANEN	Finland	Phoebus C	179.5D	569(20)	569	20	49.1S	1000(1)	1569	7	47.3S	640(16)	2209	10	68.7S	865(16)	3074	10	68.7S	865(16)	3074	10	68.7S	865(16)	3074	10	68.7S	865(16)	3074	10																		
11	R. HOSSINGER	Argentina	Citrus	306.5D	972(2)	972	2	135.0D	496(26)	1468	9	53.2S	805(12)	2273	9	67.0S	843(22)	3116	9	67.0S	843(22)	3116	9	67.0S	843(22)	3116	9	67.0S	843(22)	3116	9																		
12	A. ZOLI	Italy	Keestrel 18	269.0D	853(6)	853	6	104.0D	382(32)	1235	15	61.2S	926(5)	2161	11	70.7S	890(10)	3051	11	70.7S	890(10)	3051	11	70.7S	890(10)	3051	11	70.7S	890(10)	3051	11																		
13	A. PETERSSON	Sweden	Keestrel 18	188.5D	598(16)	598	16	41.4S	843(13)	1441	11	57.5S	870(10)	2311	8	67.6S	851(19)	3152	8	67.6S	851(19)	3152	8	67.6S	851(19)	3152	8	67.6S	851(19)	3152	8																		
14	E. EHRT	Switzerland	AN-66	242.5D	768(10)	768	10	148.0D	544(18)	1312	14	55.6S	841(11)	2153	12	62.8S	790(29)	2943	13	62.8S	790(29)	2943	13	62.8S	790(29)	2943	13	62.8S	790(29)	2943	13																		
15	GOREN AX	Sweden	Phoebus C	196.5D	624(12)	624	12	94.5S	347(33)	971	28	58.4S	883(9)	1854	18	71.3S	897(9)	2751	18	71.3S	897(9)	2751	18	71.3S	897(9)	2751	18	71.3S	897(9)	2751	18																		
16	M. JINKS	Australia	Diamond 18	182.0D	576(19)	576	19	143.5D	527(20)	1103	23	65.8S	995(12)	2098	13	68.6S	864(17)	2962	12	68.6S	864(17)	2962	12	68.6S	864(17)	2962	12	68.6S	864(17)	2962	12																		
17	R. RIZZI	Argentina	Citrus	249.0D	790(9)	790	9	121.0D	444(28)	1234	16	45.8S	693(14)	1927	17	66.3S	835(24)	2762	17	66.3S	835(24)	2762	17	66.3S	835(24)	2762	17	66.3S	835(24)	2762	17																		
18	A. SCHUBERT	Austria	Keestrel 18	84.0D	266(33)	266	33	42.5S	865(10)	1131	20	10.5D	27(30)	1158	30	69.9S	880(13)	2038	28	69.9S	880(13)	2038	28	69.9S	880(13)	2038	28	69.9S	880(13)	2038	28																		
19	L. DE DORDOLOT	Belgium	AS-W 12	176.0D	559(22)	559	22	137.5D	505(23)	1064	25	59.5S	901(7)	1965	15	63.8S	803(28)	2768	16	63.8S	803(28)	2768	16	63.8S	803(28)	2768	16	63.8S	803(28)	2768	16																		
20	J. STEINPOORN	Netherlands	Diamond 18	100.0D	318(30)	318	30	144.0D	529(19)	847	30	213.0D	540(21)	1387	26	60.7S	764(32)	2151	26	60.7S	764(32)	2151	26	60.7S	764(32)	2151	26	60.7S	764(32)	2151	26																		
21	H. MOUL	Austria	D-36 V-2	Landing information incomplete.	DNC(37)	549	35	208.5D	528(23)	1077	32	66.4S	836(23)	1913	32	66.4S	836(23)	1913	32	66.4S	836(23)	1913	32	66.4S	836(23)	1913	32	66.4S	836(23)	1913	32																		
22	W. VERGANTI	Italy	Keestrel 18	182.0D	577(18)	577	18	124.5D	522(21)	1099	24	42.6S	644(15)	1743	21	68.9S	867(14)	2610	20	68.9S	867(14)	2610	20	68.9S	867(14)	2610	20	68.9S	867(14)	2610	20																		
23	IB BRAS	Denmark	Libelle	176.0D	559(22)	559	22	149.0D	546(17)	1105	22	209.0D	529(22)	1634	23	71.8S	904(8)	2538	22	71.8S	904(8)	2538	22	71.8S	904(8)	2538	22	71.8S	904(8)	2538	22																		
24	G. MURCH	Brazil	HP-13M	253.0D	803(7)	803	7	115.5D	424(29)	1227	17	193.0D	489(25)	1716	22	66.0S	830(25)	2546	21	66.0S	830(25)	2546	21	66.0S	830(25)	2546	21	66.0S	830(25)	2546	21																		
25	D. GEORGESEN	N. Zealand	Citrus	195.5D	620(13)	620	13	136.0D	500(24)	1120	21	10.5D	27(30)	1147	31	56.7S	714(35)	1861	33	56.7S	714(35)	1861	33	56.7S	714(35)	1861	33	56.7S	714(35)	1861	33																		
26	D. INNES	Guernsey	Libelle	109.0D	346(29)	346	29	41.6S	846(12)	1192	19	40.6S	614(17)	1806	20	55.7S	701(37)	2507	24	55.7S	701(37)	2507	24	55.7S	701(37)	2507	24	55.7S	701(37)	2507	24																		
27	I. EVANS	N. Zealand	Citrus	195.5D	620(13)	620	13	156.0D	573(16)	1193	18	64.8S	816(27)	2009	29	64.8S	816(27)	2009	29	64.8S	816(27)	2009	29	64.8S	816(27)	2009	29	64.8S	816(27)	2009	29																		
28	D. WEBB	Canada	Keestrel 18	157.5D	500(26)	500	26	41.8S	850(11)	1358	13	191.0D	484(26)	1842	18	68.3S	860(18)	2702	19	68.3S	860(18)	2702	19	68.3S	860(18)	2702	19	68.3S	860(18)	2702	19																		
29	C. PETERSEN	Chile	Citrus	173.5D	557(24)	557	24	143.0S	880(27)	1487	12	218.0D	555(18)	1992	24	57.3S	847(20)	2839	15	57.3S	847(20)	2839	15	57.3S	847(20)	2839	15	57.3S	847(20)	2839	15																		
30	J. FIRTH	Canada	HP-11A	83.0D	263(35)	263	35	115.0D	424(29)	687	34	214.5D	544(20)	1231	28	57.9S	728(34)	1959	30	57.9S	728(34)	1959	30	57.9S	728(34)	1959	30	57.9S	728(34)	1959	30																		
31	C. BOISSET	Chile	Citrus	77.5D	246(38)	246	38	135.5D	497(25)	743	33	10.5D	27(30)	770	36	58.3S	734(33)	1504	35	58.3S	734(33)	1504	35	58.3S	734(33)	1504	35	58.3S	734(33)	1504	35																		
32	G. DEFOSSÉ	Belgium	BS-1	93.0D	296(31)	296	31	-	DNC(37)	296	38	10.5D	27(30)	323	38	68.9S	867(14)	1190	37	68.9S	867(14)	1190	37	68.9S	867(14)	1190	37	68.9S	867(14)	1190	37																		
33	M. JACKSON	So. Africa	BJ-4A	78.5D	249(37)	249	37	39.7S	809(14)	1058	26	0(37)	0(37)	1058	33	70.0S	881(12)	1939	31	70.0S	881(12)	1939	31	70.0S	881(12)	1939	31	70.0S	881(12)	1939	31																		
34	J. ROWE	Australia	Citrus	122.0D	387(28)	387	28	108.5D	399(31)	786	31	183.5D	465(28)	1251	27	55.8S	703(36)	1133	36	55.8S	703(36)	1133	36	55.8S	703(36)	1133	36	55.8S	703(36)	1133	36																		
35	L. CORDON	Denmark	Phoebus C	126.0D	399(27)	399	27	17.5D	64(35)	463	36	10.5D	27(30)	490	37	55.8S	703(36)	1133	36	55.8S	703(36)	1133	36	55.8S	703(36)	1133	36	55.8S	703(36)	1133	36																		
36</																																																	

12TH WORLD SOARING CHAMPIONSHIPS

June 21 - July 4, 1970, Presidio County Airport, Marfa, Texas, U.S.A.

'S' miles per hour
'D' miles.
DNC = Did not compete

STG	PILOT	Speed, Out-and-Return to Ardoín 243.0 miles 391.0 Km				Distance within a prescribed area. Turn points: Marfa/Sierra Blanca/Ardoín/Carril-bad/Wink/Odeessa/Big Lake				Speed, Out and Return to Pecos. 163.0 miles. 263.0 km				Speed triangle, Sierra Blanca to Ft. Stockton to Marfa 327.5 ml. 527.5 km				Speed triangle, Sierra Blanca to Ardoín to Marfa 279.5 miles. 450.0 km			
		5TH DAY (Friday, 26th June, 1970)				6TH DAY (Saturday, 27th June, 1970)				7TH DAY (Wednesday, July 1st, 1970)				8TH DAY (Thursday, July 2nd, 1970)				9TH DAY (FINAL) (Friday, July 3rd, 1970)			
		SPEED OR DIST.	DAILY POINTS (STG.)	CUMULATIVE POINTS	STG.	SPEED OR DIST.	DAILY POINTS (STG.)	CUMULATIVE POINTS	STG.	SPEED OR DIST.	DAILY POINTS (STG.)	CUMULATIVE POINTS	STG.	SPEED OR DIST.	DAILY POINTS (STG.)	CUMULATIVE POINTS	STG.	SPEED OR DIST.	DAILY POINTS (STG.)	CUMULATIVE POINTS	STG.
1	G. MOFFAT	63.7S	1000(1)	4456	1	483.0D	966(5)	5422	1	57.2S	901(8)	6323	1	64.9S	1000(1)	7323	1	67.0S	1000(1)	8,323	1
2	H. W. GROSS	55.9S	877(5)	4424	2	419.0D	838(22)	5262	2	59.3S	934(5)	6196	2	58.3S	899(5)	7095	2	63.0S	941(6)	8,036	2
3	M. MERCIER	54.1S	849(8)	4236	4	424.0D	848(21)	5084	5	59.7S	940(4)	6024	3	64.9S	999(2)	7023	3	52.8S	788(23)	7,811	3
4	G. BURTON	54.2S	850(7)	4308	3	384.5D	769(27)	5077	6	57.6S	907(7)	5984	4	51.9S	800(15)	6784	4	64.5S	962(3)	7,746	4
5	E. MAKULA	53.8S	844(9)	4206	5	473.0D	947(7)	5153	3	52.7S	830(24)	5983	5	51.9S	800(15)	6783	5	60.6S	904(7)	7,687	5
6	W. NEUBERT	56.5S	887(4)	3792	12	500.0D	1000(1)	4792	9	63.5S	1000(1)	5792	8	60.3S	928(4)	6720	7	64.5S	962(3)	7,682	6
7	J. DELAFIELD	53.0S	831(12)	4205	6	441.0D	882(17)	5087	4	56.4S	889(10)	5976	6	51.9S	800(15)	6776	6	60.1S	896(8)	7,672	7
8	C. LABAR	51.1S	802(21)	3997	7	443.0D	886(15)	4883	7	59.2S	932(6)	5815	7	57.3S	848(10)	6663	8	63.8S	953(5)	7,616	8
9	W. SCOTT	60.1S	942(2)	3478	19	482.5D	965(6)	4443	17	59.6S	943(3)	5386	13	64.4S	992(3)	6378	12	65.2S	974(2)	7,352	9
10	M. WITMANEN	54.8S	859(6)	3933	9	446.0D	892(13)	4825	8	52.4S	825(25)	5650	9	54.4S	838(12)	6488	9	56.6S	844(15)	7,332	10
11	R. HOSSINGER	49.8S	781(22)	3897	10	444.0D	888(14)	4785	10	53.2S	837(21)	5622	10	56.1S	865(8)	6487	10	54.6S	815(21)	7,302	11
12	A. ZOLT	49.8S	781(22)	3832	11	452.0D	904(11)	4736	12	53.0S	834(22)	5570	12	55.6S	856(9)	6426	11	52.4S	782(25)	7,208	12
13	A. PETERSSON	52.2S	818(16)	3980	8	398.5D	797(25)	4777	11	53.6S	844(22)	5621	11	47.7S	845(12)	6356	13	50.6S	755(30)	7,111	13
14	E. EHRT	51.2S	804(20)	3747	14	362.0D	724(29)	4471	16	56.2S	886(11)	5357	17	55.0S	847(11)	6204	15	59.1S	881(10)	7,085	14
15	GOREN AX	57.0S	894(3)	3645	16	436.0D	872(19)	4517	14	54.4S	857(15)	5374	15	55.5S	870(7)	6244	14	55.4S	827(18)	7,071	15
16	M. JINKS	51.8S	812(18)	3774	13	376.0D	752(28)	4526	13	54.4S	857(15)	5383	14	51.2S	788(18)	6171	16	58.7S	877(11)	7,048	16
17	R. RIZZI	53.7S	843(10)	3605	17	450.0D	900(12)	4505	15	54.9S	865(13)	5370	16	50.9S	785(19)	6155	17	57.2S	854(13)	7,009	17
18	A. DORBOLOF	53.5S	840(11)	2878	26	496.0D	992(2)	3870	25	62.1S	977(2)	4847	21	57.6S	888(6)	5735	18	59.7S	890(9)	6,625	18
19	L. DE DOROLOF	45.4S	774(24)	3228	18	441.0D	882(17)	4424	18	54.4S	857(15)	5281	18	259.3D	317(33)	5598	19	55.8S	833(16)	6,431	19
20	J. STEINPOORN	51.8S	813(17)	2964	24	456.5D	913(8)	3877	22	54.2S	854(18)	4731	22	53.3S	819(14)	5550	20	52.4S	782(25)	6,332	20
21	H. WOOL	51.5S	809(19)	2722	28	496.0D	992(2)	3714	27	52.7S	831(23)	4545	27	54.3S	837(13)	5382	23	57.1S	852(14)	6,234	21
22	W. VERGANI	52.8S	828(13)	3438	20	442.0D	884(16)	4322	19	56.6S	892(9)	5214	19	156.6D	191(36)	5405	22	54.8S	818(20)	6,223	22
23	I. BRAS	230.0D	379(33)	2917	25	385.0D	770(46)	3687	28	48.4S	762(30)	4449	28	47.2S	727(24)	5176	25	55.7S	831(17)	6,007	23
24	G. MUNCH	43.5S	682(28)	3228	22	352.5D	705(31)	3933	22	49.4S	778(29)	4711	23	279.0D	340(32)	5051	26	51.2S	764(28)	5,815	24
25	D. GEORGESEN	44.2S	693(26)	2554	30	453.0D	906(10)	3460	29	52.2S	822(26)	4282	30	47.4S	730(23)	5012	28	52.7S	787(24)	5,799	25
26	D. INNES	44.0S	690(27)	3197	23	347.5D	695(32)	3892	23	48.3D	761(31)	4653	24	318.5D	389(29)	5042	27	49.5S	739(33)	5,781	26
27	I. EVANS	52.8S	828(13)	2837	27	455.0D	911(3)	3748	26	51.3S	807(27)	4555	26	325.5D	397(28)	4952	29	52.2S	779(27)	5,731	27
28	D. WEBB	39.9S	626(31)	3328	21	496.0D	992(2)	4320	20	148.0D	362(37)	4682	24	48.3S	734(20)	5425	21	209.5D	300(36)	5,725	28
29	C. PEREZ	52.4S	823(15)	3662	15	313.0D	626(35)	4288	21	54.8S	863(14)	5151	20	139.8D	171(37)	5322	24	188.9D	270(37)	5,592	29
30	J. FIRTH	40.9S	642(30)	2601	29	407.0D	814(24)	3415	30	48.3S	878(12)	4293	29	227.5D	278(35)	4571	30	55.2S	824(19)	5,395	30
31	C. BOISSET	42.8S	671(29)	2175	33	358.0D	716(30)	2891	33	44.1S	695(33)	3586	32	44.2S	680(26)	4266	31	51.1S	762(29)	5,028	31
32	G. DECOSSÉ	44.8S	703(26)	1893	35	261.0D	522(37)	2415	36	50.1S	789(28)	3204	35	46.7S	720(25)	3924	34	53.7S	802(22)	4,726	32
33	M. JACKSON	69.0D	114(36)	2053	34	409.0D	819(32)	2872	34	44.8S	706(32)	3578	37	298.0D	364(31)	3942	33	49.2S	734(34)	4,676	33
34	J. ROME	25.0D	41(38)	2177	32	432.5D	865(20)	3042	32	DNC	DNC	3042	37	47.8S	737(21)	3779	36	58.2S	868(12)	4,647	34
35	L. CORYDON	37.1S	582(32)	1775	37	296.0D	592(36)	2367	37	54.1S	853(19)	3219	34	44.0S	678(27)	3897	35	50.1S	748(32)	4,645	35
36	P. MAEKI	148.0D	244(35)	2544	31	341.5D	683(33)	3227	31	42.5S	669(34)	3896	31	38.5D	47(38)	3943	32	42.6S	636(35)	4,579	36
37	M. BAR	190.0D	313(34)	1857	36	321.0D	643(34)	2500	35	41.8S	659(35)	3159	36	306.7D	374(30)	3533	37	50.5S	753(31)	4,286	37
38	S. FUJIKURA	56.0D	92(37)	927	38	250.0D	500(38)	1427	38	38.3S	603(36)	2030	38	229.5D	280(34)	2310	38	188.9D	270(37)	2,580	38
39	P. BEATY	-	DNC	283	39	-	DNC	283	39	DNC	DNC	283	39	0	DNC 0	283	39	-	DNC (0)	283	39

FIRST CONTEST DAY, JUNE 22nd

The Flying:

Launching started at 1152 hours, and the 2 classes, separated by a 5-minute break, were airborne by 1243 hours. Launching went well, and everyone disappeared into a sky full of moist-air cumulus, with no relights. One tow plane also disappeared into the air towing half a rope.

The seemingly obvious direction to go was downwind towards Sierra Blanca or Ardoin, and this is what most pilots did, disappearing into a 6/8 soft-cumulus sky, with bases which never rose more than about 3,000' a.g.l.

The day stayed difficult, diffuse thunderstorms developing in substantially overcast sky. Up north in the mountains near Ardoin, cloud and ground sometimes met. Many pilots landed at Carlsbad Airport with plenty of height in hand rather than risk landing in the uncivilized terrain. Three gliders landed in quite inaccessible country, Wödl (Austria), Deleurant (Canada), who walked out 28 miles, and Neubert (Germany), who was not located until the next morning (23rd). He had landed 20 miles north of Eagle Flat Station, where there was no telephone, and was found by one of the seven search planes sent out. Neubert's Kestrel was reported to have minor landing damage.

There were a number of problems on this first day. Of the several highway landings, John Rowe (Australia), was fined \$100, and Pat Beatty (South Africa) \$150. Pat's BJ-4 had one wing broken by a car while derigging there. John Firth (Canada), damaged a wing on a fence post, but due to help from Fred Jiran, Ken Briegleb and Dick Schreder, who was fetched from bed, the HP-11A was ready to fly the next task.

The best flights in both classes were made by the Poles, Makula in the 17-metre Kobra being the only pilot to crack 500 kms. (386 mi.). Wroblewski and Kepka made 491 and 490 km., respectively, in the Standard Class, landing in the Fort Davis area on their way back to Marfa. Altogether 35 pilots exceeded 300 km. (186 miles) which was a great achievement in the really difficult weather; 18 of these being Standard Class.

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For many of the top-seeded pilots it was a day of disaster. Henri Stouffs, the Belgian pilot who led the Standard Class in Poland until the last day, summed up the first day of this year's Championships by saying, "It was not gliding; it was adventure."

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THE FLIGHT REPORT OF "SIERRA ROMEO" ON JULY 1ST TO PECOS AND BACK

By Willi Deleurant

Ed Butts and the forecast for the weather report at the pilots' meeting mentioned the weather conditions were marginal and the task was the only one that could be chosen. Therefore in preparing for the flight I took out the oxygen bottle to lose a little weight and have better climb in the thermals. To stay airborne was the main factor, according to the weather forecast. When I was launched, the conditions weren't too good. With a late launch I got dropped out in nowhere with sink and headed out to some gliders circling in the vicinity of the airport.

By 1330 I had flown towards the mountains and checked out the weather conditions. Noticing that several gliders were heading back to the airport, probably to make a gate start, I also decided to do this. It was a good start and soon I was at about 8,300 ft. progressing slowly towards the mountains, noticing that the cloud base itself had not risen yet. I proceeded nearer the mountains and in the direction more or less to Ft. Davis trying to stay in the vicinity of a road. With cloud base not higher than 8,500 ft. and only being about 3,000 ft. above ground, I decided to just take it easy and make sure that I made it back. In the mountains I had to keep a little bit to the west of course where the best looking clouds were. The average climb did not go better than approximately one to one and one-half meters.

Coming over Lake Balmorhea, the area ahead was looking a little better towards the turning point. The gliders ahead were pointing out the thermals and so I made a dash for the turnpoint. Unfortunately for me I had lost quite a bit of height in getting around the turnpoint by which time the clouds were gone, as usual. At the same spot as I had been before I found a nice thermal slowly rising at first at $\frac{1}{2}$ meter and eventually 2 meters, up to 7,000 ft., collecting all the gliders in the vicinity in the thermal. Then there was a big gap before the mountains where the clouds were forming. By searching the area I noticed that a little wisp directly above the road to Lake Balmorhea was just forming. So I made a dash for it, and sure enough it gave me a thermal up to 8,500 ft. which was good enough to enable me to join the others who had turned the turnpoint before me. The area to the west was getting dull. The sunlight was shaded off and you could see in the cloud that it didn't have any belly and it didn't look too well. Therefore I had to turn to the east, joining up, with a little bit of detouring, a cloud street which was pointing towards the Marfa area. When reaching those clouds I rose up to 9,000 ft.

Another glider, I believe it was the Japanese pilot, joined me too and we nicely, and not bothering each other, rose up to cloud base. We continued together up to the hills and towards Marfa. When coming up into the area around Ft. Davis at 8,300 ft., I contacted a cloud which was just forming off the ridges towards Ft. Davis, and in a 500-feet-per-minute thermal was soon up to 8,700 feet. I could now make a straight glide into Marfa, but even after I came out of the mountains I hit some lift at 90 mph. To get rid of my height was quite a problem. I pushed up my speed to 100 mph; then I came into the sink area I expected but still at 5,000 feet I could make the final gate quite high. Anyway, the flight was finished and I was happy that I made it.

Helmut Reichmann, West Germany, LS-1, Tuesday, June 23rd

All you Silver Badge pilots take heart! Helmut Reichmann, second in the Standard Class after two days and winner of today's out-and-return speed race to Van Horn, can be your leader. At age 28, a mere neophyte with only 250 hours in sailplanes and no Gold Badge, Reichmann has won the German Junior Nationals and placed first and fourth in the Standard Class in the German Nationals - all in borrowed sailplanes. Does soaring have a second Dr. MacCready?

In Reichmann's opinion, today's was a real weather task, where timing made all the difference. Crossing the starting gate at 2:30 P.M., he found consistent 700- to 900-fpm lift under the closely spaced clouds above Marfa. With a cloud base of 4,600 feet and this strong lift, Reichmann proceeded rapidly to a large dark cloud over Mt. Livermore. Here he encountered even stronger lift. From cloud base, Helmut detoured north of course to take advantage of lift generated by a grass fire. (This fire was first discovered by the early pilots out on the search for Neubert, and was still seen burning by Marfa Air last night. Ann Welch). Here he skyrocketed to 5,300 feet in lift approaching 1,200 fpm.

After this excellent start, Reichmann found the clouds ahead dissipating rapidly. So he turned the MacCready ring down from 800 fpm to 100 fpm, and was content to take advantage of any lift. Despite his scratching, he sank to 1,200 feet above ground, only 60 miles out from Marfa. At this point he encountered a weak thermal and climbed slowly to cloud base where he met Canadian Wolf Mix (Std. Cirrus), who was later to end up in second place for the day.

Seeing a barrier in the form of a huge, overdeveloped cloud between them and Van Horn, both Reichmann and Mix gained all possible altitude in preparation for their glide over the turnpoint and back to their present source of lift. Their timing proved perfect for the pilots who followed them were unable to gain as much altitude for the run over Van Horn, and some were consequently forced to detour from the turnpoint merely to stay in the air.

Again, both Mix and Reichmann were forced to proceed on cats' feet through the midsection of the course. By this time large thunderstorms were threatening them from every side, requiring the two pilots to zig-zag to avoid the rain and lightning. As they approached the Mt. Livermore area, conditions improved rapidly and Reichmann pushed slightly ahead of Mix. In strong lift, he climbed to 5,900 ft. and began his final glide nearly 45 miles out from Marfa. Despite this, Helmut slightly underestimated his LS-1 and ended up diving across the finish line at over 125 mph, the first to arrive back at Marfa.

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For Helmut Reichmann, arriving at the right place at the proper time enabled him to make a quick start, gain the necessary altitude to make the turn point easily, and avoid most of the major thunderstorms which later blocked the course for others.

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LAST CONTEST DAY, July 3rd

The Flying:

On this last contest day the sun shone and the cumulus developed early. There were no relights except Gombert (France) who returned to deal with instrument problems. Although some thunderstorms developed, they were neither numerous nor extensive. Ax (Sweden) found the early part of the flight straight forward, getting 4-metre lift immediately after the start. He made very good time up to Sierra Blanca, flying with compatriot Pettersson. Near the turn point they caught up with a number of others, and worked NNE over the Sierra Diablo Mountains to Ardoin. Here difficulties started, and Ax rapidly descended in 4-metre sink. When only 1,000 ft. above the ground he saw Wödl using zero lift and joined him. Together they lost 20 minutes having a tourist-eye view of Guadalupe Peak and the dry lakes before getting going again. This was not because they moved out of the area, but more because it started working again. Ax then got good lift which brought him near Valentine. There was a storm here, with some heavy rain, which Ax went round, but which brought down Webb (Canada). After this, towards Marfa, lift was excellent, up to 5 metres. All pilots from the Standard Class task (Van Horn-Pecos) got back, and all but three of the Open Class. Moffat (U.S.A.), like many other pilots today, came in high and safe, even crossing the line with his tail parachute deployed. Another pilot who deployed his parachute prior to crossing the line, had it fail to open properly. At the far end of the ramp he turned and landed going the way he came. Some pilots, having crossed the line, could not bring themselves to land, and thermalled in the sunshine over the field until summoned in. So the last task of the 12th World Championships ended. Moffat, after coming only 21st on the first day, worked himself steadily, and rapidly, to the top. (Grosse (Germany), new holder of the world soaring goal record (1060 km. or 658.6 mi. claimed) obtained shortly before the Championships, was second, and Mercier (France) third. In the Standard Class Reichmann (Germany) is the decisive World Champion, with Wroblewski and Kepka (Poland) in second and third place and Wolf Mix (Canada) fourth.

The flying throughout was of an exceptionally high standard and free of accidents, apart from minor, repairable landing damage. The International Jury had no protests to consider.

Photo by J.C. Fish

Wolf Mix and one of his crewmen, Ulrich Werneberg, shown beneath the tail of the Standard Cirrus that he piloted to fourth place in the Standard Class.

Wolf is wearing one of the flying suits of "Nomex" high temperature nylon that was supplied to our four Canadian Pilots through the courtesy of DuPont of Canada. The squall jacket that Ulrich is wearing is also of "Nomex", and similar models were supplied to the Canadian crew members.

Nomex, was previously confined to exotic applications such as Apollo "moon-walk" suits and Grand Prix racing driver uniforms. At present it is being investigated to determine if it is possible to make arrangements for the flying suits and squall jackets to be made available for purchase by club members, through the Soaring Association of Canada. Details of availability and costs will be presented in the next issue of "Free Flight".

