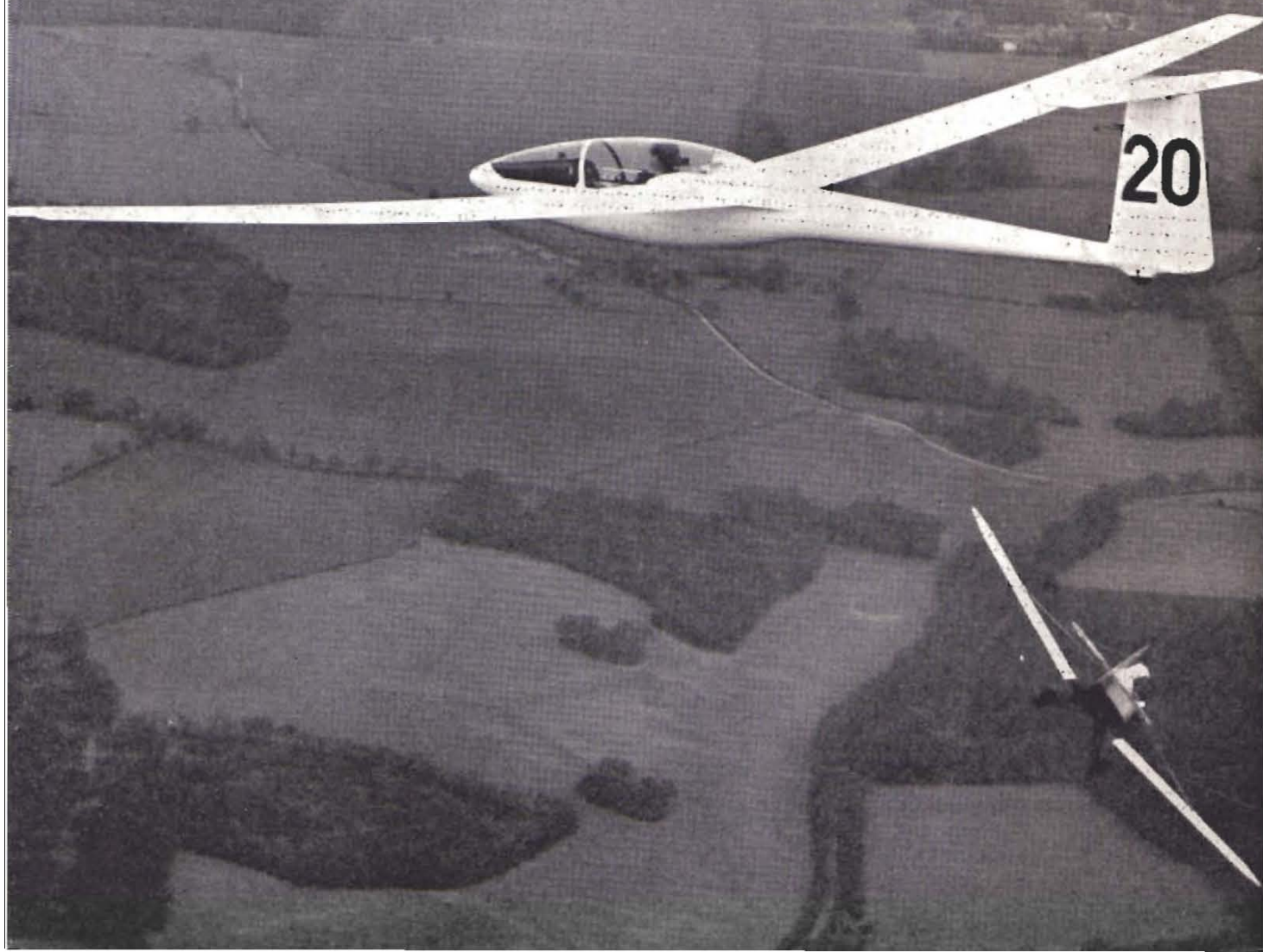


SAILPLANE & GLIDING

October — November 1972

30p



VR SAC, 1972

By RIKA
HARWOOD

INTRODUCTION

THE August issue contained the bare bones of the news from Vrsac. This report will give a better idea of the trials and tribulations of the 1972 World Championships, and should be read in conjunction with the last issue.

The contest was noted for failed races, the majority of which became distance tasks, and there is no doubt that it provided the toughest and most demanding conditions with which pilots have ever had to cope.

There are thunderstorms *and* thunderstorms. Those experienced at Marfa in 1970 were rather different from the Yugoslavian variety. True, they affected the task setting in Texas, but at Vrsac it was clear that the tasks set had been planned in expectation of good weather; no changes were made, however, despite Met forecasts of cu-nims on course or cu-nims actually arriving much earlier than predicted. Moreover, these Yugoslav cu-nims were of a vicious type covering vast areas of sky.

Bearing these conditions in mind it must be said that the officials were much to blame for their failure to conform to the Code Sportif recommendation respecting collision risks for, despite a reminder, it was only on two days that the classes had different tasks. It is obvious that the organisers were not aware of the precautions needful to minimise the risks of competitive cloud flying. On the other hand, it is more than likely that had cloud-flying been banned then the world championships would have resulted in a "no contest"!

During the contest, including the practice week, a total of 172,651kms and 7,733 hours were flown. Many days were very chancy, but in spite of this both Göran Ax, (Nimbus 2) the 30-year old Swedish airline pilot, and Jan Wroblewski (32) of Poland (Orion) managed to be consistent enough to keep them at or near the top throughout the contest. Both pilots have been on the podium before: Wroblewski in 1965 when he became Open Class Champion at South Cerney, and Ax in 1968 when he was runner-up in the Open at Leszno.

Wroblewski has thus the distinction of being World Champion Standard Class and past World Champion Open Class. He is only the second pilot to have won a world title twice. Heinz Huth of Germany was the first, having won the Standard Class in 1960 and 1963. For the newcomers, however, it was probably the worst possible occasion to make their debut. It was therefore good to see a first-timer in the Open Class on the podium as well as four newcomers in the first 10 in the Standard Class.

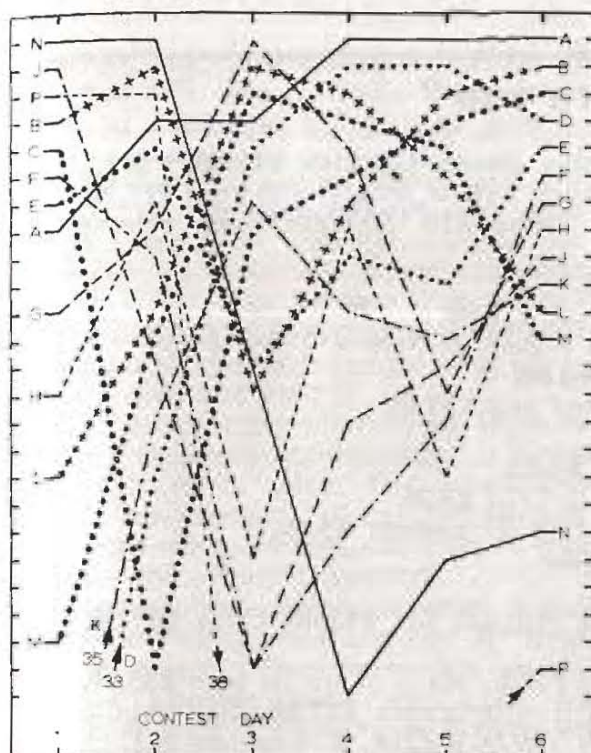
As for the sailplanes—because of the lack of speed days it is difficult to draw distinctions between the leading machines. The pilots were all delighted with their mounts but, owing to the weather, racing techniques could seldom be employed. In general the water ballast (a total of about 5 tons of it were launched each day) was often discharged on the first leg.

The Poles can be especially proud of their men and machines; not only did they win the Standard Class and 19 metre Cup, but also Kluk and Kepka came third in their respective Classes with the Jantar and Orion gliders, both of which had been finished only just before the contest started.

Russia deserves special mention. Rudensky with the ASW-15 achieved second place in the Standard Class, the highest position this country has ever reached. Kuznetsov, also with an ASW-15, finished in 8th place. Two months previously he had been in great danger when, carried up unexpectedly (shirtless and without oxygen) in an ASW-15 to a height of more than 22,000ft, and with heavy icing he lost control and the brakes sprang open ripping away the under-surface of the wing. Fortunately the spar held firm and he landed safely.

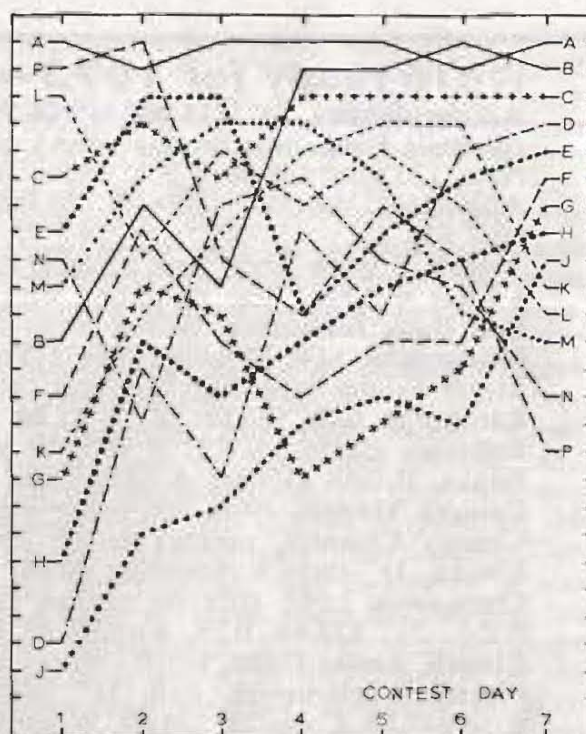
It is unfortunate that there were so many faults in the bedrock of the organisation. This was perhaps not surprising as no member of the organising committee had been at a recent world championships to take note of the requirements for running such an event.

Briefings were on the whole very dis-



Leading pilots day to day progress chart.

Standard Class Key:		Points
A	Wroblewski (Poland) Orion	5529
B	Rudensky (USSR) ASW-15	5219
C	Kepka (Poland) Orion	5107
D	Teuling (Holland) LS-1	5094
E	Cartry (France) Std Libelle	4959
F	Renner (Australia) Std Cirrus	4787
G	Ragot (France) LS-1	4734
H	Kuznetsov (USSR) ASW-15	4687
J	Greene (USA) Std Cirrus	4590
K	Webb (Canada) Std Cirrus	4478
L	Nolte (East Germany) Cobra 15	4476
M	Innes (Guernsey) LS-1	4475
N	Moffat (USA) Std Cirrus (19)	4229
P	Reichmann (West Germany) LS-1 (24)	3912



Open Class Key:		Points
A	Ax (Sweden) Nimbus 2	5816
B	Wiitanen (Finland) ASW-17	5779
C	Kluk (Poland) Jantar	5760
D	Goodhart (GB) Kestrel 19	5609
E	Johnson (USA) ASW-17	5451
F	Burton (GB) Kestrel 19	5284
G	Holighaus (West Germany) Nimbus 2	5219
H	Muszczyński (Poland) Jantar	5153
J	Schubert (Austria) Kestrel 604	5130
K	Neubert (West Germany) Kestrel 604	5077
L	Mercier (France) Nimbus 2	5046
M	Satny (Czechosl) Kestrel 19	4944
N	Jinks (Australia) Kestrel 19	4846
P	Smith (USA) Nimbus 2	4829

organised. None of the interpreters had, for instance, any knowledge of gliding or its terminology. The Met interpretation was almost unintelligible, especially as the acoustics in the briefing hangar were bad. In the circumstances the principal girl interpreter, Vera, coped very well. (One of my notes reads: "If English is an 'official' language does CIVV check that organisers can translate into English? If not, they should in future".)

It was also necessary for several team managers to get together to produce a list of important points to which the organisers were asked to give immediate attention. Most of them were accepted and brought in after the third contest day. They included having start and finish times on display; turning point photos available for inspection, more retrieve telephones and interpreters,

landing reports to be made out and put on display, etc. It was also a serious omission that provisional results were not promptly issued; the bulletins published were the only way of discovering the cumulative scores, and these were always several days behind. The scoring itself left much to be desired. Had it not been for some team managers and Press people getting together to work out the provisional scores I doubt if we would have had any idea of what was happening day by day.

A matter for which the organisers cannot be blamed but was nevertheless most upsetting to the people involved was that at least three pilots had their cameras stolen when they left their gliders to telephone, and with no photos of the turning points they could not be given a score!

The tugging, with Citabria Champions and Utva 66's, was first class, and observation at start and finish lines superb. There was excellent accommodation for the pilots in the airport hotel, and for the crews in the local schools. The food provided was good, although perhaps not to everyone's taste, and some said that the packed lunches became monotonous after a time. And it required some skill for a pilot to open a tin of sardines while crossing the start line!

There were plenty of open air terraces affording excellent opportunities for meeting people or to relax. The music and singing was enjoyed by many—although there were some complaints that it was too near the sleeping quarters.

Everyone of the organisers, officials and helpers at Vrsac was anxious to help and to please. They were the nicest bunch of people one could hope to meet and their hospitality will ever be remembered.

PRELIMINARY

The organisers were put on a spot on Wednesday, June 28, when the main part of the British team arrived totally unannounced three days before they were due. (Nick Goodhart and his crew came out separately several days later.)

It had been our intention to get some extra practice in at a site nearby, and we were led to believe that Pancevo was the place to go to. Letters to that effect had been sent ages before we left and although no answer had been received we assumed that it would be all right when we turned up.

Little did we know that the site in question was military. This was made abundantly clear when, by mistake, our three trailers drove onto the airfield through a back entrance leaving Gerry Burgess and me to find the main gate to report our arrival.

Soldiers barred the way and made us realise we were most unwelcome and that having got in we were certainly not to be allowed out. After some considerable time the CO arrived and he made it very clear that we should get the hell out of it, and so we found ourselves somewhat shaken and back on the road.

What to do now? The thing was to go

on to Vrsac with many apologies for our untimely arrival. The Director was most helpful and within minutes two very competent people from the Inex Tourist Bureau turned up and booked us into the Hotel Serbia at Vrsac which was undergoing extensive refurbishing, the place being full of scaffolding. Steve and Vukki, the two helpers, had been delighted to solve their very first problem. Although the rooms were primitive everyone was happy to be able to have a wash and clean up.

Meanwhile, our fully laden Range Rovers and trailers were outside and suffered the attentions of local souvenir hunters who had already stripped all the Union Jacks off cars and trailers. This was not too bad, but obviously it was not safe to leave them unattended, so we drove back to the airfield where they were put under armed guard for the night, and we took a couple of taxis back to the hotel where we had dinner in the garden room before retiring to bed.

This morning, Thursday, we are back on the airfield, waiting patiently for a gliding official to come. He tells us that we can't fly. The pilots are disappointed as it is a nice day and the Yugoslav team are practising. They have already amassed about 120 hours each and 6,000 cross-country kilometres over the last two months. Nobody was allowed to fly until the official practice week, during which the Yugoslavs did not fly.

We have another problem—what to do with all our spares, etc. Arrangements at the airfield are not complete—but with the help of the Yugoslav team manager a lockable room is put at our disposal.

Friday, June 30. We are allowed to move to the airfield hotel—brand new, well-furnished, showers, loo, the lot. The water has been turned on, as George and Kathie Burton find. They are being literally flooded out of their room after all their luggage had been moved in.

Several other teams roll in on Saturday, and the organisers, though nowhere near ready, are coping very well in the circumstances. We British are beginning to feel it a blessing in disguise to have had the two extra days to sort ourselves out. There is still much to be done and patience is an obvious virtue.

Sunday, July 2. Today is the start of the official practice week. There is a

briefing at 10am and, for those who want to fly, a 100km triangle is set. Teams are rolling in fast. The narrow road is full of trailers with traffic jams everywhere.

We hear that Zoli's trailer with the Calif A-15 overturned on the way here and had to be taken back to Italy. It has taken 20 people 36 hours' hard work to repair both glider and trailer. Zoli is flying in from Milan and will be here tomorrow, and the trailer the day after.

Our three pilots all flew the task and are happy to be airborne. The rest of our team have arrived at Belgrade airport and are coming by bus to Vrsac—we are busy sorting out their sleeping quarters in a local school.

Early on Monday morning Chris Simpson brings news that two of our Range Rovers have been broken into during the night. Quarter lights broken, cameras, binoculars, light meters, etc, have all disappeared; something will have to be done about security. The Austrians also have had their car broken into. Luckily on the same day the culprits were found and everything has been returned.

The Poles have also arrived and their team manager is happy to have the Jantars on time. They are only just finished and the pilots are anxious to get some practice in.

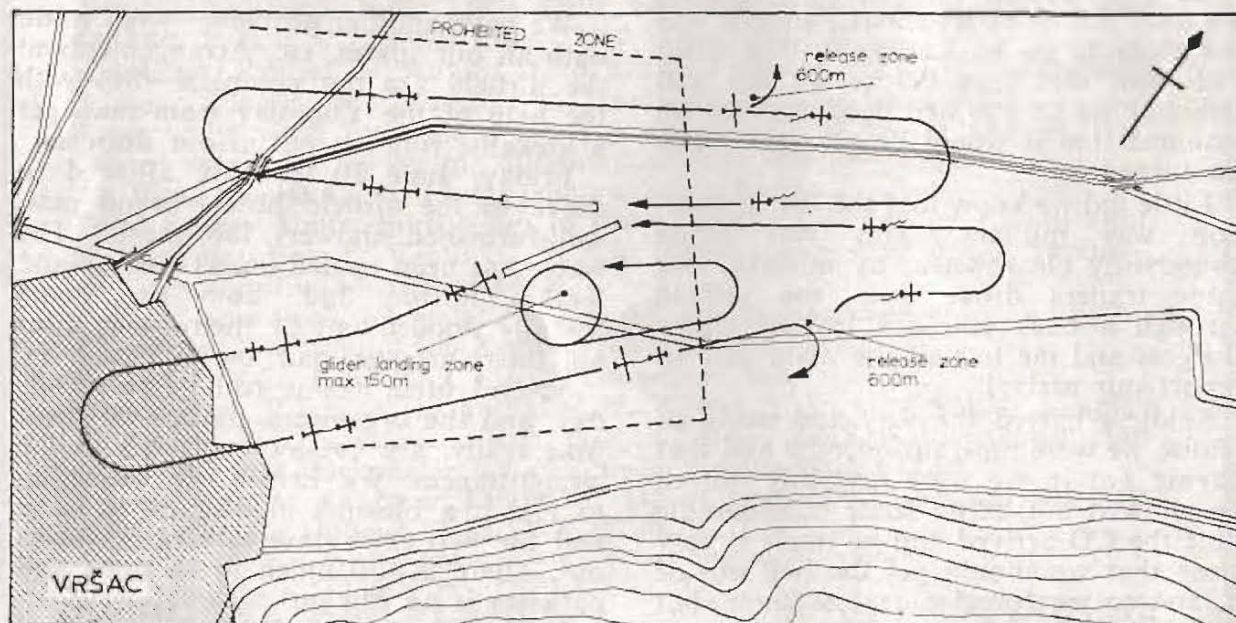
At today's briefing the same task as yesterday is given and launches are avail-

able from 11.30. There are only two launch directions and yesterday's had a strong crosswind component. A question regarding this was answered with: "If you don't like crosswinds you do not have to fly!" There is high cover at 13,000ft and low pressure to the west. Isolated thunderstorms are expected after 1600hrs. No startline will be operated until the 5th.

Tuesday, July 4. A short out-and return for today. Our pilots all complete in good times, many go round twice or practice cloud-flying. I still can't find out anything about Press facilities and the "ziggurat" styled control tower is still a shell. There will be a team managers' meeting at 1900hrs.

The fish restaurant near the pilots' hotel, and referred to as the "pivo" bar, is the international meeting place. There is music, dancing and singing and a happy atmosphere until late at night. No doubt team managers will object to the lateness of it all; the pilots sleep only a stone's throw away and will want to go to bed early once the competition has started. For the present they all seem to enjoy it and everyone is relaxed.

At the team managers' meeting it is announced that the music will stop at 11pm as from tomorrow, the first official practice task day. All briefings during the contest will be at 8am with breakfast from 5.30-7.30am. There will be divergent



Launching patterns, etc, at Vrsac

take-off lanes, one for the Open and one for the Standard and they will be launched simultaneously. As there have been complaints about slow aerotows the tug pilots will fly faster.

The maps issued, of 1958 vintage, cannot be replaced! This is rather serious as many reservoirs, canals and roads are not shown. Frantic calls to various embassies, etc, go out to try and obtain more up-to-date maps. (We British have brought our own, thank goodness.)

Very sad news reached us that during the afternoon the four-year old daughter of Fritz Seyffert, the Dutch team manager, was drowned in a swimming pool accident. Our sympathy goes to Fritz, his wife Minke, and all the members of the Dutch team.

Wednesday, July 5. Plenio Rovesti, the well-known Italian meteorologist, is ill with pneumonia but slowly improving. David Innes had gone deaf from high altitude flying. He has had his ear syringed and now tells everyone to stop shouting at him! Unfortunately he has driven over his canopy and it is beyond repair. (He flew to Darmstadt [Germany] in his Cessna and two days later turned up with a new canopy, hoping that his luck had changed and his problems were over!)

A 308km triangle with startline procedure was the official task for today. Most of the pilots took part, but launching was still on a first come, first served basis. My own time has been spent trying to organise a Press conference to get some answers to the many queries piling up. I was at the Press luncheon given by the Mayor of Vrsac, at which I was told that the costs of the championships so far are in the region of 4,000,000 Dinar, equivalent to approximately £100,000. There is no Government subsidy as such but a large credit is at the disposal of the organisers. Also eight local firms donated large sums of money and there is every indication that they can keep within their budget.

The Inex Tourist Board employs 20,000 people plus another 2,000 abroad. They are in full charge of all tourism and are state-owned. They did a tremendously efficient job throughout the period and were one of the most competent bodies we came across.

Thursday, July 6. Although briefing

was scheduled for 8am it finally began at about 8.45. We later learned that the Director had been taken ill with heart trouble during the night. If only they had told us he was taken ill everyone would have understood; instead, chaos resulted.

Today's task was a 414km triangle. The Danes elected on the forecast to try instead for 500km national records but although they completed their tasks no records were broken. Dick Johnson (USA) crossed the finish line in grand style after 3hrs 56min making everyone rather worried about such speed. However, Dick owned up quickly that he had flown a shortened course!

The music and late night parties in the pivo bar are still going on well after 11pm. A team manager who shall be nameless has just said, "If only we had left the pilots at home, we could have a jolly good time."

Friday, July 7. Local isolated thunderstorms are expected today after 1600hrs. But the sky this morning does not look at all promising and in fact storms are brewing over the site as early as 14.45. Many pilots practise cloud-flying, Helmut Reichmann reaching 18,700ft in a cu-nim to gain his Diamond height.

Today is a national holiday in this area and communications are more difficult than ever. The storms cause many pilots to land out and retrieves are hard work to say the least.

Wetli (Switzerland) landed 120km from base but it took the retrieve car 404km to get to his landing place across the Danube. John Firth (Canada) landed across the border in Rumania and had a most unusual time, finishing up with a procession of about 50 "militia" to carry his dismantled glider to the frontier about 3km away.

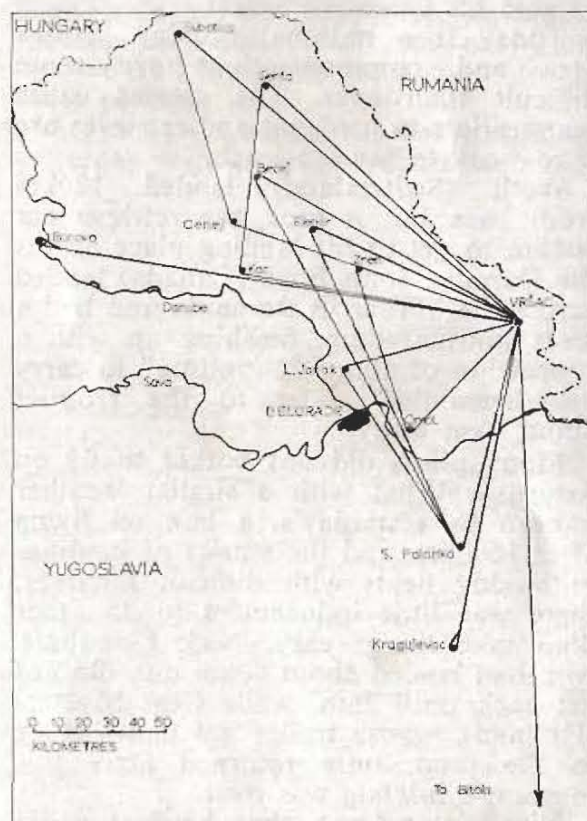
Many pilots did not bother to fly on Saturday. What with a similar weather pattern to yesterday's, a ban on flying after 1600hrs, and the stories of landings in muddy fields with difficult retrieves, there was little inducement to do other than take things easy. Nick Goodhart, who had landed about 40km out, did not get back until 2am, while Cees Musters (Holland), whose trailer got badly stuck in the mud, only returned after this morning's briefing was over.

Nick's story was that he lost radio contact with his crew, the name of the

village near his landing field was not on the map and the field was unsuitable for an aerotow retrieve. After telephoning in he found on his return that the canopy cover had been removed, the cockpit rummaged through and both cameras used, but, luckily, nothing taken.

At last this evening we had the Press conference. My list of questions was as long as my arm, and I got some sort of answer to many; but the trouble was that the interpreter had no gliding knowledge and so could not understand or convey the meaning of the questions. The officials were all most anxious to help and to please, but had no experience of dealing with foreign Press representatives needing accurate and prompt information in order to meet deadlines.

Sunday, July 9. The opening day went by quietly with everyone attending to last minute chores. A very good air display was given after the official opening. Personally I did not like the demonstration of genuine target bombing at the end. Apart from being dangerous to the bystanders it was noisy and too realistic. No doubt it was good propaganda for the locals, however.



(Maps and diagrams by John Glossop)



Participating ex-world champions (R-L):

Persson, Sweden, 1948
 Goodhart, GB, 1956
 Hossinger, Argentina, 1960
 Wroblewski, Poland, 1965
 Wödl, Austria, 1968
 Smith, USA, 1968
 Moffat, USA, 1970
 Reichmann, W. Germany, 1970

I took the opportunity to get what I thought would be exclusive photos of the eight ex-World Champions entered for the contest. This took several hours to organise, to get them together in the same place at the same time. What happened then is quite another story!

FIRST CONTEST DAY

Monday, July 10. Task both classes: 358.2km triangle.

The first take-off at 10.00 was by Dick Réparon (Holland) in the Standard Class. On the whole pilots found the conditions pretty well as forecast with the inversion level at over 7,000ft.

Those who went north round Belgrade did slightly better than those who rounded the city to the south, and an unexpected bonus for many were the stubble fires which produced strong thermals.

Crews had retired to the local hill, about 2,000ft high, and so were able to keep in radio contact throughout the flight. A handful of pilots were back before 1600hrs, including George Moffat (USA), the Standard Class winner.

In the Standard only ex-world champion Wödl (Austria) and Perotti (Italy)

landed out while in the Open Class all got home.

As there were no official start or finish times available many of us were furiously working out who had done what and who were the leaders. Luckily we had done our sums right and we knew the first three in each Class.

In general the favourites were all pretty close together and the difference in points would not be all that great. However, when by next morning the provisional scores were put up many pilots and their team managers had a very nasty shock. No fewer than 11 pilots in the Open and 10 in the Standard had their scores reduced to zero because of faulty TP photographs. For such a large number to fail was unheard of, especially in world championships. A pilot like Neubert (Germany) who had never yet had a TP photo queried to lose his score? It could not be true! Complaints made at once by the team managers kept the scores provisional so that the matter could be sorted out. By the time the official results were published several days later the penalties had been reduced to three instead of the original 21. What food for thought!

Best speeds Open Class and point range

	km/h	&	km/h	Points
7 pilots between	98.94		90.06	1000-868
10 "	89.95		85.81	867-806
11 "	83.66		80.13	774-722
9 "	79.75		72.59	716-610

Best speeds Standard Class and point range

	km/h	&	km/h	Points
14 pilots between	87.79		80.05	1000-878
17 "	78.95		75.63	860-808
12 "	74.60		70.00	792-719
4 "	69.70		60.22	715-565

SECOND CONTEST DAY

Tuesday, July 11. Task both Classes: Goal race to Bitola, 450km.

With a forecast of weak to moderate lift and cu-nim development later in the day in the mountainous region to the south the setting of this task so early in the contest, arduous enough for the pilots but especially so for the crews, was received by some with displeasure at the briefing. But they laughed and clapped when Vera, the interpreter, mistakenly called it an out-and-return race!

First take-off was at 10.30 and few pilots wasted time to get going after the startline was opened as conditions over site did not look too promising. In many cases they set off well below maximum starting height. With crews leaving even before their pilots the base became almost deserted and only team managers were to be seen, trying to solve the problems of yesterday's results.

Dick Johnson after being given a negative start found that his radio was not working properly and could not hear confirmation of a good start. He used his three permitted starts to make absolutely sure, and because of this was one of the last to leave the site at 11.46.

Little did we know at that time that there was no proper system for landing reports to be logged or passed on. It was not until much later, when a few team managers had taken their receivers up the local hill to listen out, that it was realised that some pilots had already landed. They could only hope that the crews had maintained radio contact.

One of the early landings was by Stig Oye of Denmark about 30km away. He telephoned in and then sat back to wait for his crew, meanwhile being entertained by the local burgomaster. They should not be long, or so he thought. The crew, having lost radio contact, phoned back at regular intervals but each time were told—"no news". It was not until 8pm when they had reached the Skopje area that they got the landing report, so they drove 900km for a retrieve of 30km!

During the afternoon some landing pins started to appear on the map, one of them being Ben Greene's (USA). He had obviously managed to get through quickly, and we learned that his Std Cirrus had been damaged and needed urgent repair.

Skopje, about 100km short of the goal, became the haven for at least 28 pilots. Thunderstorms, low cloud over the mountains, the dearth of suitable landing fields, etc, had forced pilots who had already overflown Skopje to return there to make a safe landing. George Burton was one of these. He had 7,500ft over Skopje and flew on along a narrow valley for about 40km, but there was still an 8,000ft peak to be crossed. On failing to find a landing field he reluctantly had to turn back.

Moffat (USA) landed in the Skopje area but in such powdery ground that the whole glider was completely covered and stopped in two lengths. He was convinced he was upside down! Renner (Australia), on realising he was off course (nr Albania), crossed an 8,000ft mountain with only 600ft to spare. This enabled him to get back on course. The crew had a stroke of luck after having been out of contact all night. A local told them next morning that there were two gliders in a field nearby—one of them proved to be their pilot.

By 23.00hrs there were still 25 pilots unaccounted for. We knew that all the British pilots were down and that Nick had landed with the leaders of the day.

In fact his tiny 140 yard field, with power wires and trees on the approach, was shared by Kluk and Muszczynski (Poland) and Link (USSR). The latter damaged his undercarriage, while Muszczynski after a dreadful ground-loop was lucky not to have sustained any damage.

Dick Johnson (USA), the winner of the day, nearly made the goal but not knowing what lay behind the last range of mountains which he still had to cross, and in view of the deteriorating conditions he decided to call it a day. A. J. Smith (USA) finished up in an extremely narrow valley, in the only landable field. He only found out after his return that his fuselage had buckled.

Hauenstein (Switzerland) probably flew the longest distance of the day but landed about 100km east of the goal in Bulgaria. He was later scored to the border. The two Russians shared a win in the Standard Class with Wödl (Austria) third. Wödl who had landed at 18.00hrs, telephoned four times, but his crew did not get his landing report until 4.30am next morning. He had to remain with his glider for 18 hours! Children, and later cattle, prevented any rest. He returned to Vrsac on the morning of the 14th. No doubt it recalled to his mind his Marfa experience of being un-retrieved for more than a day.

The Swiss, experienced mountain flyers as they are, became exceedingly anxious when caught up in the storms and low cloud in the mountains. I was told that at one stage they had considered jumping out if lift was not found soon.

John Large, crewing for John Cardiff, left base well before his pilot and managed to keep up with him for about 300km. He stopped for a time on high ground and relayed messages for all the British team. Hearing nothing more he assumed John had landed as pre-arranged on the other side of the valley, which involved crossing a fast-flowing stream about 60ft wide.

A recce with the Range Rover without trailer proved the crossing possible so he went back for the trailer, crossed the stream and finally got trailer, glider and all back without mishap. John Firth (Canada) who had landed in the same field was then given similar treatment. No other retrieving vehicle in this contest could have performed such a feat and it was probably one of the best unrehearsed publicity stunts ever achieved. Not surprisingly the Range Rover was on everyone's lips and very much admired.

Not everyone was so lucky with their transport. Stouffs (Belgium) had a wheel bearing seize up and in the end had to have another car, while David Innes (Guernsey) had axle trouble and had to spend much time and money to sort this out. Kathie Burton and Bill Swift had their ingenuity tested when after the trailer had jack-knifed urgent repairs had to be carried out. Despite language difficulties, etc, they were back on the road within a couple of hours—a tremendous effort.

Perhaps the unluckiest crew was Urbancic's. Both Argentinian pilots, Hossinger and Urbancic, had landed at Skopje but Hossinger's car, which had broken down, was miles away and so Urbancic's crew made the trip to Skopje twice, thus covering well over 2,000km. Hossinger was a late reserve entrant, Araoz having withdrawn, and had had to find and hire a Cirrus and car which took him most of the practice week.

As for the pilots, the unluckiest was perhaps Timmermans (NZ). A trailer tyre was damaged by hitting a kerb while driving during the night and caught fire soon afterwards. In trying to put it out Timmermans burned all his finger tips, and they were covered by blisters on his return!

The stories about this day's retrieves are unending and will not be forgotten

by those who partook in them—let me finish them on a happier note:

Perotti (Italy) returned to his glider just in time to stop some youths from walking away with his tail parachute, radio, cameras, maps, etc!

The problem for pilots and crews had been many and it was just as well that the weather prevented flying on the 13th. It gave everyone time to sort themselves out, get repairs done and have some rest.

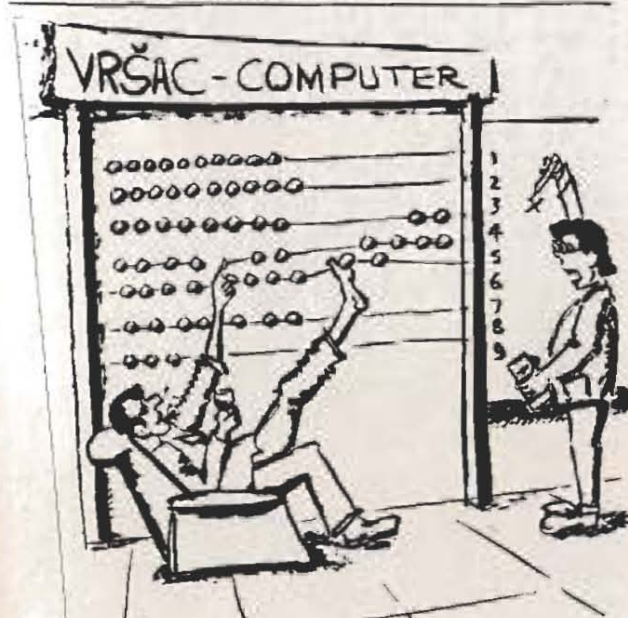
As for the scoring and the results, Paul Bikle, the American team manager, found that Dick Johnson, the winner, had been credited with the wrong distance—418 instead of 396km. Thus the results were again held up for correction. It took four days to get the official results for the first two days.

Best distances Open Class

	km	Pts
1 Johnson (USA)	396	1000
2 Smith (USA)	376	949
3=Goodhart (GB)	360	909
Link (USSR)		
Kluk (Poland)		
Muszczyński (Poland)		
7 Holighaus (Germany)	352	888
8=Matausek (Czech)	349	881
Satny (Czech)		
10=Burton (GB)	348	878
(14 pilots were 10=)		
(29 pilots flew over 300km)		

Best distances Standard Class

	km	Pts
1=Kuznetsov (USSR)	358	1000
Rudensky (USSR)		
3 Wödl (Austria)	350	977
4=(10 pilots)	348	972
21=Cardiff(GB)	320	893
Fitchett (GB)		
(25 pilots over 300km)		



(Cartoon by Erich Wiedner, Austria)

SATURDAY, JULY 15

Because of rainstorms and flooding there had been no flying on Thursday and Friday; Wednesday had been a rest day.

A blue sky with isolated cirrus cover starts the day, soon to be followed by large cu-nim development in the distance. It is very humid and rather unpleasant to have a turkish bath out in the open. Landing in the fields between the Danube and Tisa is catastrophic because of the excessive rain over the last few days.

Tractors, horses and especially the Range Rovers are out on a gigantic rescue operation and help, apart from our own pilots, crews and pilots of many nations.

THIRD CONTEST DAY

Sunday, July 16. Task both classes: 250km triangle.

Briefing was particularly trying, with the microphones booming horribly and the Met unintelligible. Renner (Australia) expressed it in quite another way and feels that they are lucky to have their own Met man. Much of the briefing was incomprehensible. For instance, apparently out of the blue, the "old hands" were asked to stick to the rules and regulations and to be an example to the newer pilots. To what they were referring I never found out.

Petterson (Sweden) pointed out that there was a difference of location by 7km of one of the TPs between the recently issued 300,000 and the 500,000 maps. Which was right? The 300,000.

Many pilots came back over base to obtain their best height after crossing the start line. With 5kt thermals they climbed quickly to around 8,500ft. On course and with a good tail wind they covered the ground rapidly. But not a single thermal was encountered on the way and they came to a grinding halt before the first turning point. What a disaster! And nothing can be done about it. There are Moffat, Reichmann, Greene, Rudensky, Kuznetsov, Renner all leaders—all on the ground. This will cost them many points! It is not until half an hour later that the next lot can find some very weak lift in that area.

We hear that Neubert (Germany) and Tabart (Australia) started from 8,000 and

7,000ft and were down to 1,500ft before they found any lift. Many others have a very sticky time. On the whole the Open ships did better, although most had been down to landing height at some stage before finding sufficient lift to keep them going. A. J. Smith (USA) was probably hardest hit by landing early and dropped to 9th overall.

There were no landings between the first and second turning point but after that it became increasingly difficult again. Tabart (Australia) diverted east to get a cloud climb before the TP2 and then used the same cloud after turning. This gave him 12,000ft, enough to get home at 63.50km/h. His team mate Jinks was with him and they had been pair flying successfully, but on leaving the last cloud Jinks became disorientated and lost about 1,500ft before he could set course again. He landed about 20km short of the finish line.

Both Burton and Goodhart landed soon after the second turning point (269 and 253km) for 17th and 20th places of the day. Fitchett and Cardiff had both landed near the first turning point with the favourites.

Muszczyński (Poland) landed in such an inaccessible place that his team manager requested an aerotow retrieve, but this had to be refused under the rules. They did not get back until 10.30am next morning, and I am told they had to carry their 660lbs Jantar for many kilometres.

The chancy weather had taken its toll and there was a great reshuffle especially in the Standard Class.

Best distances Open and point range

10 pilots over 300km	1000-851
10 " " 250	815-708
6 " " 200	694-593

Best distances Standard and point range

3 pilots over 300km	1000-971
13 " " 250	910-796
7 " " 200	767-732

FOURTH CONTEST DAY

Monday, July 17. Task Open Class: 309km triangle; Standard Class: 214km triangle.

Forecast was 2/8 to 5/8 cumulus with isolated cu-nims in the afternoon. The day started fine with temperatures rising quickly. East of Vrsac cumulus developed rapidly—too rapidly! By noon over-

development near base made pilots hurry to get away. Soon we heard their plaintive radio reports—thunder, rain, cirrus cover—and then the first landing reports; just a few. Also many re-lights were needed.

Reichmann (Germany) after his first crossing came back to try for a better climb, but unfortunately arrived in the middle of a near cloudburst and hurriedly set course in the pelting rain. After 30km he was on the ground. Superhuman effort from his crew brought him back just as the first pilots back were crossing the finish line. He tried again, but again he failed to contact and an extended glide was all he could manage.

Dick Teuling, the quiet Dutchman, had crossed the start line about 20 minutes before anyone else and was able to get his climbs before the cumulus clouds became cu-nims. This paid off handsomely and he was first back. Swiss veteran Nietlispach, who up to now had not shown his usual flair, made the best speed for the day.

But enormous storms are at breaking point; 12-15 Standard pilots are back but the rest probably won't make it. The storm bursts. It is raining heavily. A few more pilots just sneak across the finish. Two, Frenc (Yugoslavia) and Asikainen (Finland) stop before the line. We hear anxious voices on the radio—they speak of extreme turbulence, enormous rates of climb—and sink rates of great magnitude. Some of the Standard Class pilots who have landed just short come in looking pale and drawn. Never in their lives have they flown in such conditions. They have been scared and feel, just now, that they would rather give up gliding than have to do it again.

It was obviously no ordinary storm which could cause such reactions. Ben Greene (USA) relates how he had seen a large flat circular smoke ring like a compressed dust devil before he went up in his cloud in the Pancevo area. Trying to get out at 9,500ft he finally succeeded with his brakes open at 12,500ft; it was the nearest thing he had seen to a tornado.

The storm now ebbs, the sky looks dead, but we hear on the radio that some of the Open Class are still airborne—including Nick. Then Dick Johnson's voice: "No lift for last 10 minutes, 1,200ft, probably landing." So it goes on,

and one by one they sink exhausted into the mire.

Suddenly great commotion and everyone rushes outside. An Open Class glider has arrived. Impossible! But who is it? Glider "BP"—Nick Goodhart. BP for Best Pilot according to a Swede. When he comes in to report his landing we are told that he had a climb of 29,000ft before the second TP, more than enough to get him home. The flight has been exhilarating, he says, but now he looks weary. Extreme concentration, dead-reckoning flying, turning point photos from great heights all take their toll. His climb to 29,000ft was easy. In smooth air and rising at 2,000ft/min, he could fly hands-off to don his oxygen mask. But there was much electricity about. He got some severe shocks and the stray voltages induced in the glider blew the circuits of his electric variometer. No-one else makes it back. Nick's speed was 64.55km/h.

Among the crowd near the map with its pins rumours start—they become stronger—but are they fact? A "Mayday" call has been heard. John Firth thinks he heard it too, but no-one is absolutely certain. There are still many pilots unaccounted for and it causes great concern. At 9pm I go back to the "ziggurat" and sadly learn the truth from the Hungarian team; they have just been told that Lajos Varkozi is dead—his Cobra was found in the Pancevo area with the pilot, his parachute unused. Gloom prevails and many retire early, very thoughtful.

We hear some more of the many frightening experiences. Met man Hans-Werner Voss (East Germany) has a badly damaged Cobra. Large hail stones and pieces of ice have riddled the fuselage, leading edge and elevator. Luckily his canopy is only slightly damaged and he remained protected.

Ragot (France) hurtled down from a great height at 8m/sec and at 600ft was still not clear of cloud when suddenly, in extreme turbulence, he was tossed up again and got a glimpse of the ground so close below. He landed almost completely unnerved.

Henry Stouffs and Wroblewski had been flying with Varkozi shortly before the tragedy. Wroblewski having enough height then set off for his final glide. The lift was 10m/sec and there was lightning

from both sides of the cloud and Henry too started his final glide but had to land one kilometre short of the finish line. He thought it quite possible that Varkozi was sucked in. We shall never know. John Cardiff summed up the conditions saying he had never flown in "air so tormented".

Best distances Open and Point range

	km	& km	points
15 pilots between	309	254	1000-805
18 " "	245	213	777-675
1 Goodhart	64.55km/h		1000
22 Burton	237		751

Best Speeds Standard

	km/h	& km/h	points
4 pilots between	67.17	60.83	1000-947
5 " "	59.77	55.96	938-906
10 " "	54.95	52.74	898-879
33 Cardiff		178km	599
46 Fitchett		79km	266

Tuesday, July 18. Task both Classes: 158km out-and-return.

After a short statement on yesterday's fatality and a one-minute silence briefing was resumed. A fund for Varkozi's widow has been started.

Thunderstorms all through the night left a good deal of medium and high level cover. The forecast was that the weather conditions should be better to the west of Vrsac. Again cu-nims after 16.00 but probably earlier at base.

The East Germans were given permission to use their spare Cobra. This led to an official protest by the British which was upheld with a 17-7 vote at an International Jury meeting the following day. This was a no-contest day.

Wednesday, July 19. After three briefings no task was set, but by 14.00hrs there was some cumulus development but as the day had already been cancelled no advantage could be taken of this.

FIFTH CONTEST DAY

Thursday, July 20. Open Class: 309km triangle; Standard: 198km triangle.

There had been heavy thunderstorms during the night but the early morning was fine. The forecast was for 5/8 to 7/8 cloud with cu-nims after 16.00 with isolated ones after 13.00hrs. Cloud base 2,500 to 3,000ft rising to 4,000-6,000ft. Surface wind light southerly. Poor visibility.

Actually overdevelopment had started

by noon and enormous clouds could be seen on the horizon.

On the whole, pilots started much earlier than hitherto as they mistrusted the forecast. Soon Standard Class pilots were heard around the first turning point where it was raining heavily. Those who dared to turn fell to the ground but others who stood off fared equally badly as the turning point area became completely clamped. In fact more than half the field landed there. Reports from the Open Class were more optimistic. They were having better conditions and hence fewer landings.

During the afternoon a short shower covered base and towards the east a large storm was brewing up. Suddenly Reichmann asks for the surface wind at base. He is at 4,500ft flying blind, trying to get a glimpse of the ground. Then he sees the reservoir just outside Vrsac and is home. With loud applause he crosses the finish line. He only took 3hrs 5min. Also Ben Greene makes it home in 3hrs 20min but that is the end of it as another heavy storm makes everyone run for shelter. A reporter asking Reichmann to what he attributed his success is told "Today I have been lucky. Others were lucky earlier."

An early surprise landing in the Open Class is Tony Tabart; he thus drops his hard-earned 9th place to 19th in one fell swoop. But this of course has happened to many and has nothing to do with form, merely showing up the chancy conditions.

The rain has stopped and the sky looks washed out when suddenly an Open Class glider appears. There is a jubilant cry from the Germans: It is Neubert, and everyone is happy for him. He tells of flying between 2,000-2,500ft and then having two good climbs to 13,000ft. From the last he started his final glide flying blind for most of the way. When he broke cloud there was Vrsac right in front of him!

More excitement as Kluk (Poland) comes in with the Jantar. Next, Wiitanen (Finland) who had started very late and managed three climbs to 13,000ft and pips Neubert's time by 6min. Finally, but much slower, Mercier (France). So the tally is four Open and two Standard. We can now hear the Open Class radio again, George Burton does not think he



can make it; he is flying in rain like several others who had plenty of height in hand—or so they thought. They are still about 10km or so short when they are forced to land in a swamp.

Looking at the map there are still not enough pins past the 100km mark to give a contest in the Standard Class—it is late at night and the 10th pin is still missing. Dirty, dishevelled and exhausted pilots and crews keep arriving later and later. The fields, they say, are like mud pies. Eventually George Burton and crew arrive but without glider. The trailer is stuck in the mud. The team manager decides to get it out early in the morning in daylight—so three Range Rovers with ropes and most of the British team went out at 6am on yet another mission—this time our own.



Top: Jantar cockpit

Bottom: Jantar tail

Sheila Innes also had an epic retrieve. Although not more than a stone's throw from David there was no way to reach him and they had to drive many kilometres round before they got to him. On the way back near Pancevo they were hit by a cloudburst and a large wall of water almost swept them off the road which became blocked for four hours. For the second time Cees Musters (Holland) was out all night but arrived back in time for the task. The Kestrel 17 of his team mate Daan Paré caused much interest as the whole leading edge was pitted by hail damage and looked like the surface of a treacle tart.

SIXTH CONTEST DAY

Friday, July 21. Task Open Class: 372km out-and-return; Standard Class: 252km out-and-return.

At the 8am briefing it could not be stated whether the Standard Class had had a contest day yesterday. There was only a small attendance as so many were still on the road. The forecast is similar with low cloudbase, poor visibility and the usual cu-nims.

On the grid the Standard Class pilots are told that yesterday was a no-contest day so the gliders have to be re-arranged for take-off order as yesterday. Unbelievable chaos ensues as they try to sort themselves out. But with the low cloudbase and poor conditions many pilots pull back out of line and so the muddle remains.

Although the start line was declared open 15 minutes after the last designated launch half the pilots were then still on the ground, so in actuality it has become pilot-selected take-off time.

By noon cloudbase has risen to 2,500ft and everyone jumps into action and launching gains momentum again. Conditions, however, are still difficult and large gaggles form over the site. When all have at last gone Wiitanen (Finland) pulls his glider to the launch line and takes off.

The early plaintive radio reports become slightly more optimistic in the case of the Standard Class pilots after they had crossed the Danube about 70km away. But the Open Class is already hampered by large cu-nims, rain, etc, on their route.

Shortly before 16.00 we hear Reich-

mann and Glöckl (Germany) fighting their way back across the Danube—but almost at the same time there are cries from the finish line—Rudensky (USSR) is back. Quick sums show a time of only 3.33. Moffat (USA) is back with 3.53. Next Wroblewski in the Orion. He only took 3.31. All very good times—under four hours. But the rest are much slower and sums show that the majority have taken between 4.5 and 5.5 hours. In all 28 pilots complete the course but the sky does not hold out much hope for any others. Wroblewski tells me this is the first flight of the contest during which he has had no problems.

The majority of the Open Class have landed, mainly around the turning point. Those still flying have little chance of getting back as by now it is almost 6.30pm. We know that George Burton is down after the turning point and that Nick is still airborne with three or four others.

Then, just as we are deciding that no-one could possibly get back now, Wiitanen flashes by! He had managed a final climb to 12,000ft 100km out. By the time he was 30km out he still had 7,000ft and as the headwind was rather less than forecast he had enough to come straight in. It was the turn of the Finns to be jubilant as no doubt this would give him enough points to take over the lead from Ax (Sweden). But the daily factor comes into play in the scoring and the day is devalued. However, it does put Wiitanen in the lead by 243 points and Nick, who was second for the day with 293km, jumps from 11th to 5th place trailing 522 points behind the leader.

In the evening while this is going on a small British team party is in progress, the purpose being to present to Wally Wallington his BGA Diploma awarded to him at our Annual General Meeting for services to British gliding.

During the night retrieving still went on. Nick Goodhart came in having left his trailer in the mud, and another multiple Range Rover retrieve had to be organised. Kluk (Poland) was another who did not get back until the early hours of the morning.

Crews are really getting to the end of their tether and the pilots feel exhausted. Pettersson (Sweden) had to be collected



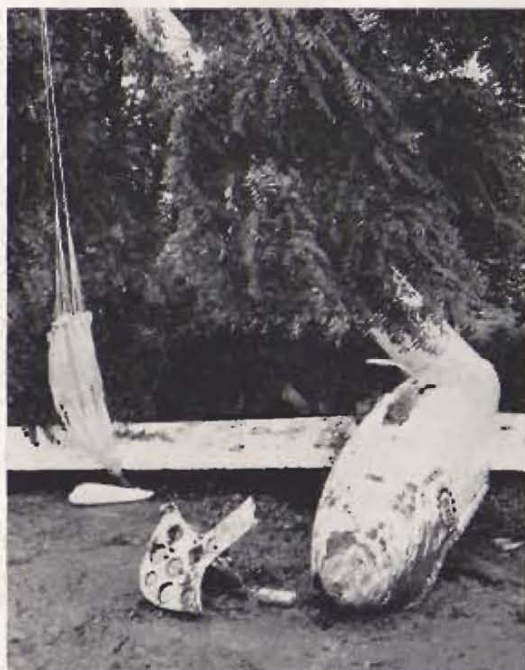
▲ David Inne's LS-1

(photos: Gunnar Lundström)

▼ Ake Pettersson's Nimbus 2



▲ Hailstone damage to Voss's Cobra 15 ▼



with two Standard Class trailers to contain his Nimbus as his own trailer was not roadworthy. He arrived back at 7am. Alvaro d'Orleans (Spain), aged 25, who started gliding in Italy only 18 months ago finds it all exceedingly interesting and is learning fast—this is only his second competition.

As already mentioned in the August issue, it was on this day that Wolfram Mix of Canada sustained the serious injuries from which he subsequently died.

His radio call of intention to land had been heard on the local hill by Charles Yeates, his crew chief, but then there was a complete silence. Charles instinctively realised the truth, and speeding to the airfield reported his fears to the organisers. They, on their part, were as prompt in getting things moving. Within minutes a helicopter with a doctor and Charles on board was on its way to the last reported landing area, and then on to the hospital at Kragujevac to which Wolfram had already been taken; for as it happened an ambulance had been quite near the place of the accident.

Rapid diagnosis indicated immediate and expert brain surgery in Belgrade, so the helicopter, this time with two doctors administering oxygen, flew to the leading neuro clinic where the top brain specialist was already waiting to operate.

Blood of a special group was also needed, and the Kragujevac hospital had already put out a call on Radio Belgrade for donors. Sixteen people volunteered; four of them from among the world champs entourage were flown by helicopter to Belgrade. From accident to operating table no more than 2½ hours had elapsed; an example of what could be done in an emergency despite the normally poor communications.

FINAL CONTEST DAY

Saturday, July 22. Task both Classes: 238km triangle.

Not much change in the forecast, low cloud base, more cu-nims, rain, etc. The task, a 238km triangle for both classes was received dumbly and with tired eyebrows raised. For 87 gliders to be cloud-flying on a relatively short course was clearly fraught with danger—but no-one complained officially. A note on the screen told pilots "Fly high and quick,

land at Vrsac airfield so that we will obtain results and scores".

Launching started on time as usual and crews have already left or are about to do so. The radios vanish with the crews and we are left behind wondering what is going on. Only Wiitanen, who has gone to lunch, and Goodhart, whose trailer has just arrived, are still on site. We hope their start is not too late.

Everyone fidgets around the map and pins. Cu-nims galore in our area, and rain. By midday we hear thunder all around us and now we see decaying cloud—surely no-one can fly in this! Now another rumour springs up from nowhere. A collision! Who? What? Where? Some officials say it is true. Apparently Wroblewski has radioed his team manager that near Belgrade he has seen two gliders falling out of cloud. No more details, and everyone waits impatiently.

Landing reports are coming in and are received with exclamations of joy—"Thank Goodness!"—from relatives and friends.

More news comes in. It was David Innes (Guernsey) and Pettersson (Sweden) who collided—an Open and a Standard Class pilot. This could not have happened had the two Classes been assigned different tasks.

We are relieved when Sheila Innes phones and gives us details. David's ankle is broken, and he is to be operated on at 8pm. He is being well looked after in a hospital in Belgrade. Pettersson has come back to the site and has suffered a sprained ankle. He and David both feel strongly that a third glider was involved in the collision but this cannot at present be verified. (Later the pins show that numerous pilots landed in the accident area.)

Several pilots gave up the task on this day; they had had enough. Conditions were so dicey that for once they were glad to be on the ground in one piece. However, the best distance of the day was made by Cartry (France) in the Standard Class—187km. It was also the best day for the British team as a whole with first and second places in the Open for Nick and George and fourth and 11th for Bernard and John in the Standard.

A. J. Smith (USA) damaged his fuselage badly on landing but only suffered minor cuts on his knees from the edge

of the instrument panel. To add insult to injury, his TP cameras were stolen after landing, resulting in a zero score, and so he dropped from 6th to 16th. Wiitanen was caught out by a storm and landed 50km behind Göran Ax (Sweden). Later that evening we worked it out that Göran had thus regained the lead and become World Champion. In the Standard Class however it was quite clear that Wroblewski was the undisputed Champion and this for the second time.

In the late evening the Germans gave the best bottle party of the whole contest and many nations came along. The setting, in what they called the "market place" in the "camping", was ideal for this international get-to-gether. When Ake Pettersson arrived he was greeted with the spontaneous singing of "Happy birthday to you". Everyone was letting their hair down after all the tension of the last fortnight.

SUNDAY, JULY 23

By request the closing ceremony has been brought forward to 10.30am, so there is a mad, mad rush on the part of those trying to get packed up to leave immediately after. I am busy trying to get the final results—still not ready.

The ceremony is over. The two Champions and four runners up have been mounted on their podia and cheered and given their trophies. At the outset we stood for a one-minute silence in mourning for Wolfram Mix of Canada who died at 6am this morning as the result of the accident on the 17th. Both Canadian and Hungarian flags are at half-mast, the poles carrying each a small posy of flowers.

There has been a gap until 13.00hrs. the time for the Gala Luncheon in the fish restaurant and the giving of prizes to the daily winners, the winner of the 19m cup and the first ten in each Class. Half the tables have had to be laid in the open air and now they suffer the attention of a deluge. There is a shambles as those under cover close up to make room for the rest. The terrace is one big pool of water.

Suddenly the microphones cut in—"Daily Prize—No 4 in the Open Class—Teuling"! A mistake in translation, we think; but no, for "No 5, Open Class—Cartry" makes us realise that the FAI Diplomas have been made out wrongly—Standard for Open and *vice versa*. But this can be put right later. I have finished lunch, said good-byes, and am off to start my own packing.



Standard Class: (L-R) Rudensky, USSR; 2nd; World Champion Wroblewski, Poland; Kepka, Poland, 3rd



Open Class winners: (L-R) Wiitanen, Finland, 2nd; World Champion Ax, Sweden; Kluk, Poland, 3rd and winner of 19m Cup

WORLD CHAMPIONSHIPS, VRSAC, JULY 9 TO 23

Final Results Open Class			Day 1—1000 10.7 359km Triangle		Day 2—1000 11.7 450km Goal R.		Day 3—1000 16.7 350km Triangle		Day 4—1000 17.7 309km Triangle		Day 5—1000 20.7 309km Triangle		Day 6—640 21.7 372km O & R		Day 7—1000 22.7 238km Triangle		Total points
No. Pilot	Country	Sailplane	km/h		kms		kms		kms		kms		kms		kms		
1 Ax	Sweden	Nimbus 2	1000(1)	98.94	878(10=)	348	893(4)	319	859(5=)	271	837(10)	293	385(6)	228	928(4)	169	5816
2 Wiitanen	Finland	ASW-17	804(12)	88.16	878(10=)	348	815(11=)	291	958(2)	302	1000(1)	80.69	640(1)	65.10	648(13)	118	5779
3 Kluk	Poland	Jantar	869(6)	90.11	909(3=)	360	809(13=)	289	888(4)	280	982(3)	71.84	391(4)	232	912(6)	166	5760
4 Goodhart	GB	Kestrel 19	756(23)	82.44	909(3=)	360	708(20)	253	1000(1)	64.55	742(22)	249	494(2)	293	1000(1)	182	5609
5 Johnson	USA	ASW-17	867(8)	89.95	1000(1)	396	759(16)	271	694(27=)	219	858(14)	288	427(3)	253	846(9)	154	5451
6 Burton	GB	Kestrel 19	839(14)	88.10	878(10=)	348	753(17)	269	751(21=)	237	882(8)	296	231(20)	137	950(2)	173	5284
7 Holighaus	W.Ger	Nimbus 2	806(17)	85.81	888(7)	352	803(15)	287	526(34)	166	867(13)	291	390(5)	231	939(3)	171	5219
8 Muszczynski	Poland	Jantar	761(20)	82.77	909(3=)	360	747(18)	267	872(10)	261	900(6)	302	339(9)	201	670(11)	122	5153
9 Schubert	Austria	Kestrel 604	754(24)	82.30	878(10=)	348	725(19)	259	774(18=)	244	876(9)	294	250(16)	148	873(8)	159	5130
10 Neubert	W.Ger	Kestrel 604	809(16)	86.06	878(10=)	348	890(5=)	318	815(13)	257	996(2)	79.07	239(17)	142	450(21=)	82	5077
11 Mercier	France	Nimbus 2	928(3)	94.11	787(26=)	312	890(5=)	318	777(16=)	245	956(4)	58.28	263(13)	156	445(23)	81	5046
12 Satny	Czecho	Kestrel 19	860(10)	89.52	881(8=)	349	865(7=)	309	821(11)	259	825(16)	277	110(27)	65	582(15)	106	4944
13 Matausek	Czecho	Kestrel 19	716(29)	79.75	881(8=)	349	857(9)	306	774(18=)	244	804(17)	270	282(12)	167	532(18)	97	4846
14 Jinks	Aus'lia	Kestrel 19	866(9)	89.91	787(26=)	312	927(2)	331	805(14=)	254	789(20)	265	238(18)	141	417(25)	76	4829
15 Link	USSR	Phoebus 17	731(27)	80.76	909(3=)	360	386(28=)	138	755(20)	238	795(18)	267	251(15)	149	917(5)	167	4744
16 Smith A J	USA	Nimbus 2	974(2)	97.22	949(2)	376	646(24=)	231	751(21=)	237	870(11=)	292	337(10)	200	0*		4527
17 Musters	Hol	Cirrus 18	688(33)	77.87	878(10=)	348	815(11=)	291	450(36)	142	786(21)	264	224(21)	133	642(14)	117	4483
18 Zegels	Bel	Kestrel 17	870(5)	90.16	878(10=)	348	341(33)	122	859(5=)	271	792(19)	266	212(23)	126	450(21=)	82	4402
19 Hauenstein	Switzld	Nimbus 2	610(37)	72.59	411(36)	163	851(10)	304	932(3)	291	640(26)	215	260(14)	154	648(12)	118	4343
20 Paré	Hol	Kestrel 17	757(22)	82.52	878(10=)	348	257(37)	92	840(9)	265	840(15)	282	368(7)	218	290(29=)	71	4330
21 Urbancic	Argen	Cirrus 17	736(26)	81.09	878(10=)	348	646(24=)	231	694(27=)	219	891(7)	299	81(35)	48	401(26)	73	4327
22 Tabart	Aus'lia	Kestrel 17	868(7)	90.06	787(26=)	312	1000(1)	63.50	694(27=)	219	292(38)	98	111(26)	66	565(16=)	103	4317
23 Gaskis	France	ASW-17	888(4)	91.39	520(32)	206	649(23)	232	739(25)	233	870(11=)	292	84(34)	50	555(16=)	103	4315
24 Wetli	Switzld	ASW-12	839(15=)	88.09	431(35)	171	347(32)	124	847(8)	267	718(24)	241	150(24)	89	879(7)	160	4211
25 Firth	Can	Kestrel 19	663(35)	76.16	808(25)	320	921(3)	329	31(37)	10	918(5)	308	353(8)	215	390(27=)	71	4094
26 Mamini	Can	ASW 12	688(34)	77.85	878(10=)	348	688(22)	246	818(12)	258	372(34)	125	105(30)	62	428(24)	78	3977
27 Stepanovic	Yugo	Cirrus 17	840(13)	88.13	558(31)	221	694(21)	248	735(26)	232	515(32)	173	233(19)	138	390(27=)	71	3965
28 de Dorlodot	Bel	ASW-12	761(19)	82.81	787(26=)	312	448(27)	160	805(14=)	254	605(27)	203	101(31=)	60	390(27=)	71	3897
29 Pettersson	Sweden	Nimbus 2	84(38)	112km	878(10=)	348	865(7=)	309	751(21=)	237	599(28)	201	322(11)	191	390(27=)	71	3889
30 Serra	Italy	Nimbus 2	774(18)	83.66	484(33)	192	809(13=)	289	694(27=)	219	360(35)	121	101(31=)	60	390(27=)	71	3612
31 Pryde	NZ	Kestrel 19	702(30)	78.78	858(24)	340	386(28=)	138	675(33)	213	724(23)	243	76(36)	45	120(34)	22	3541
32 Peperko	Yugo	Cirrus 17	848(11)	88.68	689(30)	273	593(26)	212	694(27=)	219	593(29)	199	120(25)	71	0		3537
33 Hossinger	Argen	Cirrus 17	740(25)	81.37	878(10=)	348	378(30)	135	745(24)	235	542(31)	182	101(31=)	60	115(35)	21	3499
34 Heginbotham	NZ	Nimbus 2	722(28)	80.13	393(37)	156	327(36)	117	859(5=)	271	676(25)	227	108(28)	64	192(33)	35	3277
35 Taarnoj	Den	SHK-1	691(32)	78.03	878(10=)	348	330(35)	118	0*		560(30)	188	216(22)	128	521(19=)	95	3196
36 Zoli	Italy	Calif A-15	759(21)	82.65	878(10=)	348	388(34)	121	777(16=)	245	342(36)	115	40(38)	24	0*		3134
37 Fujikira	Japan	Kestrel 19	627(36)	73.69	474(34)	188	254(38)	91	485(35)	153	330(37)	111	71(37)	42	813(10)	148	3054
38 Rizzi	Austria	Diamant 18	694(31)	78.28	128(38)	51	355(31)	127	694(27=)	219	506(33)	170	106(29)	63	521(19=)	95	3004

*Camera stolen

Final Results—VRSAC 1972
Standard Class

No.	Pilot	Country	Sailplane	Day 1—1000		Day 2—1000		Day 3—1000		Day 4—1000		Day 5—1000		Day 6—1000		Total points
				10.7 359km Triangle	km/h	11.7 450km Goal R	kms	16.7 350km Triangle	kms	17.7 214km Triangle	km/h	21.7 252km O & R	km/h	22.7 238km Triangle	kms	
1	Wroblewski	Poland	Orion	910(8)	82.14	972(4=)	348	738(18=)	232	936(6)	59.56	1000(1)	71.60	973(2)	182	5529
2	Rudensky	USSR	ASW-15	922(4)	82.87	1000(1=)	358	423(34=)	133	970(3)	63.57	990(2)	70.82	914(4=)	171	5219
3	Kepka	Poland	Orion	921(5)	82.79	703(28)	252	808(13=)	254	913(8)	56.80	821(7)	56.09	941(3)	176	5107
4	Teuling	Holland	LS-1	749(38)	71.90	972(4=)	348	891(6)	280	882(18)	53.01	863(4)	59.72	737(11)	138	5094
5	Cartry	France	Std Libelle	915(7)	82.45	966(14=)	346	471(30)	148	883(17)	53.11	724(25)	47.62	1000(1)	187	4959
6	Renner	Australia	Std Cirrus	918(6)	82.63	955(19)	342	312(43)	98	897(12)	54.81	818(8)	55.79	887(8)	166	4787
7	Ragot	France	LS-1	905(11)	81.77	972(4=)	348	971(3)	305	538(35)	160km	536(31)	230km	812(9)	152	4734
8	Kuznetsov	USSR	ASW-15	878(14)	80.05	1000(1=)	358	423(34=)	133	976(2)	64.29	501(33=)	215km	909(6)	170	4687
9	Greene	USA	Std Cirrus	974(2)	86.17	770(26)	276	423(34=)	133	938(5)	59.77	817(9)	55.76	668(15)	125	4590
10	Webb	Canada	Std Cirrus	771(35)	73.20	966(14=)	346	767(17)	241	713(23)	212km	711(26)	46.50	550(18=)	103	4478
11	Nolte	E. Germany	Cobra 15	855(17)	78.62	966(14=)	346	974(2)	306	697(25)	207km	583(29=)	250km	401(38=)	75	4476
12	Innes	Guernsey	LS-1	843(23)	77.87	972(4=)	348	875(8)	275	703(24)	209km	703(27)	45.84	379(40=)	71	4475
13	Karlsson	Sweden	Std Cirrus	838(24)	77.55	687(29)	246	808(13=)	254	891(16)	54.14	816(10)	55.67	417(30=)	78	4457
14	Asikainen	Finland	ASW-15	786(34)	74.21	675(30=)	242	910(4)	286	720(20)	214km	459(38)	197km	893(7)	167	4443
15	Timmermans	N. Zealand	Std Cirrus	892(12)	80.99	519(44)	186	859(9)	270	906(9)	55.96	812(13)	55.33	406(36=)	76	4394
16	Reparon	Holland	ASW-15	844(21)	77.94	664(32)	238	796(15=)	250	898(10)	54.95	808(15)	54.93	379(40=)	71	4389
17	Yarral	N. Zealand	Std Cirrus	849(20)	78.20	541(39=)	194	850(10=)	267	897(11)	54.86	808(14)	54.95	406(36=)	76	4351
18	Persson	Sweden	Std Cirrus	761(36)	72.62	893(21=)	320	885(7)	278	521(36=)	155km	813(12)	55.39	411(35)	77	4284
19	Moffat	USA	Std Cirrus	1000(1)	87.79	949(20)	340	436(32=)	137	420(41)	125km	911(3)	63.90	513(21)	96	4229
20	Horma	Finland	ASW-15	737(42)	71.10	675(30=)	242	894(5)	281	683(28)	203km	744(20)	49.40	433(27=)	81	4166
21	Glöckl	W. Germany	LS-1	860(15)	78.95	650(33)	233	796(15=)	250	697(26)	207km	742(21)	49.21	379(40=)	71	4124
22	Petroczy	Hungary	Cobra 15	96(51)	112km	871(24)	312	850(10=)	267	891(15)	54.15	700(28)	45.56	695(13)	130	4103
23	Wala	Czechosl.	Cobra 15	852(19)	78.43	536(41)	192	732(23)	230	649(32)	193km	436(40)	187km	716(12)	134	3921
24	Reichmann	W. Germany	LS-1 (mod)	923(3)	82.96	972(4=)	348	436(32=)	137	111(50)	33km	823(6)	56.29	647(16)	121	3912
25	Cardiff	Gt. Britain	Std Libelle	788(33)	74.37	893(21=)	320	372(42)	117	599(33)	178km	504(32)	216km	700(13)	131	3856
26	Orleans de Bourbon	Spain	ASW-15	834(26)	77.28	449(47)	161	292(44=)	92	676(29)	201km	813(11)	55.42	791(10)	148	3855
27	Rizzi	Argentina	Std Libelle	817(28)	76.18	645(34)	231	289(47)	91	879(19)	52.74	780(17)	52.49	417(30=)	78	3827
28	Pissoort	Belgium	Libelle 201	738(40)	71.16	972(4=)	348	509(26=)	160	245(47)	73km	770(18)	51.67	556(17)	104	3790
29	Ruch	Switzerland	Std Cirrus	908(9)	82.00	513(45)	184	1000(1)	314	521(36=)	155km	294(44=)	126km	481(24)	90	3717
30	Seistrup	Denmark	Std Libelle	808(31)	75.63	589(35)	211	550(25)	173	933(7)	59.20	399(42)	171km	433(27=)	81	3712
31	Frenc	Yugoslavia	Std Cirrus	884(13)	80.43	522(43)	187	385(40=)	121	720(20=)	214km	747(19)	49.65	438(26)	82	3696
32	Fitchett	Gt. Britain	Std Cirrus	792(31)	74.60	893(21=)	320	292(44=)	92	266(45=)	79km	501(33=)	215km	914(4=)	171	3658
33	Bulukin	Norway	Std Libelle	749(39)	71.87	972(4=)	348	385(40=)	121	266(45=)	79km	735(24)	48.59	550(18=)	103	3657
34	Pronzati	Italy	Std Libelle	814(29)	75.98	972(4=)	348	292(44=)	92	666(31)	198km	499(36=)	214km	379(40=)	71	3622
35	Bradney	Australia	Std Libelle	907(10)	81.92	972(4=)	348	261(50)	82	947(4)	60.83	457(39)	196km	43(48)*	8	3587
36	Wödl	Austria	ASW-15	273(48)	318km	977(3)	350	509(26=)	160	575(34)	171km	780(16)	52.53	443(25)	83	3557
37	Mattano	Argentina	Std Cirrus	809(30)	75.69	441(48)	158	458(31)	144	895(13)	54.61	410(41)	176km	529(20)	99	3542
38	Stouffs	Belgium	LS-1c	737(41)	71.14	966(14=)	346	197(51)	62	717(22)	213km	499(36=)	214km	379(40=)	71	3495
39	Mix	Canada	Std Cirrus	719(43)	70.00	966(14=)	346	738(18=)	232	670(30)	199km	294(44=)	126km	—	—	3387
40	Nietlisbach	Switzerland	Std Libelle	715(44)	69.70	575(36)	206	410(39)	129	1000(1)	67.17	294(44=)	126km	379(40=)	71	3373
41	Voss	E. Germany	Cobra 15	856(16)	78.66	452(46)	162	738(18=)	232	319(44)	95km	583(29=)	250km	401(38=)	75	3349
42	Perotti	Italy	ASW-15b	231(49)	268km	837(25)	300	738(18=)	232	340(42=)	101km	740(22)	49.07	379(40=)	71	3264
43	Oye	Denmark	Std Cirrus	835(25)	77.36	67(50)	24	843(12)	265	138(49)	41km	855(5)	59.00	502(22)	94	3240
44	Gatolin	Yugoslavia	Std Cirrus	832(27)	77.14	58(51)	21	420(37)	132	893(14)	54.36	501(33=)	215km	417(30=)	78	3121
45	Vavra	Czechosl.	Cobra 15	689(45)	68.06	740(27)	265	554(24)	174	521(36=)	155km	151(50)	65km	433(27=)	81	3088
46	Junqueira, C.	Brazil	Urepema	854(18)	78.53	972(4=)	348	283(48)	89	693(27)	206km	210(47=)	90km	DNF	—	3012
47	Rusev	Bulgaria	Cobra 15	565(47)	60.22	547(38)	196	738(18=)	232	451(40)	134km	196(49)	84km	417(30=)	78	2914
48	Ronnestad	Norway	Phoebus 15	96(50)	112km	553(37)	198	477(29)	150	521(36=)	155km	738(23)	48.87	486(23)	91	2871
49	Junqueira, P.	Brazil	Urepema	587(46)	61.59	541(39=)	194	280(49)	88	340(42=)	101km	371(43)	159km	379(40=)	71	2498
50	Walsberger	Austria	ASW-15b	754(37)	72.18	139(49)	50	414(38)	130	225(48)	67km	210(47=)	90km	417(30=)	78	2159
51	Varkozi	Hungary	Cobra 15	844(22)	77.89	527(42)	189	509(26=)	160	—	—	—	—	—	—	1880



Dick Johnson (USA) ▲

Hans Gräwe (left) Editor, "Luftsport", and Fred Weinholtz, Chairman, German Gliding Commission ▼



▲ Not a prototype Range Rover but a home-made still

▼ Ben Greene and AJ getting advice on Bitola



▼ John Cardiff cleaning his trailer





▲ L to R: David Findon, John Cardiff, Bernard Fitchett and John Large contemplating Bitola

◀ Chris Simpson, deputy British Team manager, at work

▼ Dick Teuling



▼ Bert Zegels (left) and Henri Stouffs of Belgium preparing their maps



▼ General view from the Ziggurat





Charles Ridley (left) (Australia) ▲
talking to Paul Bikle (USA)



▲ L to R: Manfred Reinhardt (W Germany),
Doc Slater, Glenna Dickson and Seft Kunz
(W Germany)

David and
Sheila Innes
(Guernsey) ►



Relaxing in the pivo bar ▼

Hannes Linke (USA), AJ's crew ▼





▲ Vera the interpreter



▲ AJ Smith (USA) always fettling



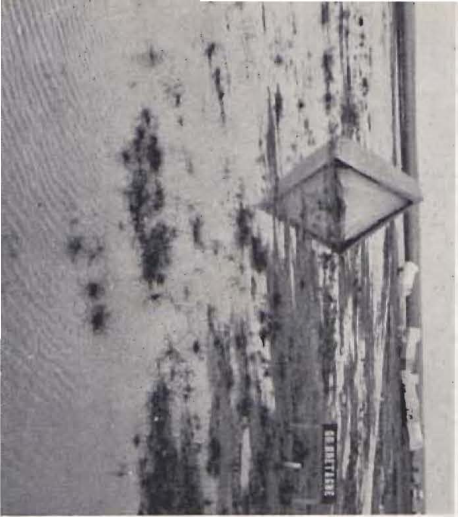
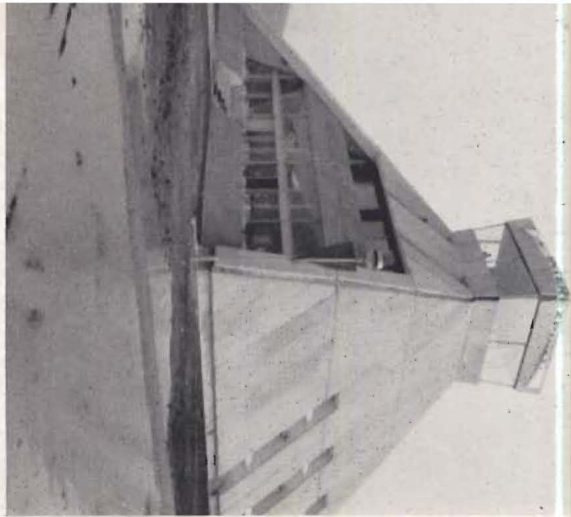
▲ L to R: Rudensky and Kuznetsov (USSR)



▼ (Left) Tom Dragovic, one of the officials

▼ Gerd von dem Hagen and Fred Weinholtz using the camp showers





VRSAC 1972

"The area is largely dry and dusty"

(Bulletin 03, Vrsac)

Photos in this report by: John Cardiff, Rika Harwood, Anne Ince, A. E. Slater, Ann Welch

