

Pilot's Name:
 Club:
 SSA member: Yes, No

1. I believe it would be advantageous to have a uniform code of launching signals appropriate to all three launching methods. Yes....., No.....
2. I consider that the proposed flag signals are appropriate for winch launching. Yes....., No.....
3. I consider that they are acceptable for aero tow launching. Yes, No.....
4. I am in favor of incorporating these proposed signals into an official S.S.A. Uniform Code of Signals. Yes....., No.....

Please complete this questionnaire and mail answers and comments to
 H. DREW, 1066 Stratford Lane,
 Bloomfield Hills, Michigan.

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The "Standard Austria" sailplane which was awarded the OSTIV Prize for the best Standard Class design entered in the 1960 World Soaring Championships. Rudiger Kunz was the designer. It has metal wings and the following specs: max. L/D, 34 at 65 mph; min. sink, 2 ft., 3½ in. per sec. at 43.5 mph; stall speed, 34 mph; airfoil, NACA 65 (2)-415; span, 15 meters (49.2 ft.); area, 146 sq. ft.; AR, 16.7; empty weight, 460 lb.; max. gross weight, 713 lb.; and wing loading (normal) 4.5 lb. per sq. ft.

Photo: Leonard A. Trautman



RESULTS OF WORLD CHAMPIONSHIPS

Rudolfo Hossinger of Argentina won the title of World Soaring Champion by placing first in the Open Class in the recently completed 1960 World Soaring Championships at Cologne, Germany. He flew a Skylark III sailplane. There were 20 pilots in the Open Class.

New Standard Class Champion is Heinz Huth of Germany who flew a Ka-6BR sailplane. Thirty-five pilots competed in this class.

Because of poor weather, there were only six contest days on which scoring was possible. Final scores of selected pilots were as follows:

OPEN CLASS

1. R. Hossinger, Argentina	5102.9
2. E. Makula, Poland	5079.1
3. J. Popiel, Poland	5020.7
4. N. Goodhart, Gr. Britain	4856.5
7. H. Jensen, Denmark	4141.4
9. E. G. Haase, Germany	4001.9
15. R. Johnson, USA	2992.9
16. R. Schreder, USA	2891.4

STANDARD CLASS

1. H. Huth, Germany	5619.1
2. G. Munch, Brazil	5237.8
3. A. Witek, Poland	5201.9
4. N. Sejstrup, Denmark	5001.8
9. J. Fritz, Austria	3907.6
12. Paul Bikle, USA	3701.1

The performances in the Standard Class were often better than in the Open Class and higher in the totals. The two classes were scored separately but flew the same tasks and

had mixed take-offs. There is no doubt that Huth put on a very impressive performance. The few strong weather days produced very close scoring. It was the poorer conditions that actually spread out the scores.

First contest day was a 107 mi. G&R race. In the Open Class the two Poles were tied for 1st, Schreder was 3rd, Hossinger 4th and Johnson 19th, one of the three that didn't finish. In the Standard Class, Fritz was 1st, Huth 5th and Bikle 6th.

Second contest day was distance along a line through Kiel. The Poles led again, 237 miles for Makula and 230 for Popiel. Hossinger was next with 228, Johnson went 130 and Schreder only 18 for no score (20 needed to score). Witek was best in Standard, 230 miles, while Bikle earned only 92 points. Huth was still 5th in the standings and Hossinger moved up to 3rd.

Third contest day was free distance, no score past the frontier. Farthest point was the island Fehmarn, 350 miles, on which 17 ships landed, 8 Open and 9 Standard. Forty flew more than 290 miles. The Poles, Nick Goodhart, Johnson and Huth were among the 1000 point collectors. Hossinger got 917 points and Bikle 953. Schreder landed in East Germany for 787 points but was released right away.

Fourth contest day was a 100 mile goal race to Oerlinghausen. Fifty-one of the 55 made it. In Open, the Poles were 1st, Schreder 3rd and Johnson 4th. In Standard, Witek was 1st with 80 mph and Bikle was 27th.

Fifth contest day was a 300 km. triangle. Many landed after the 1st turn; three finished, including Huth and Nick Goodhart. Hossinger and Bikle were just short. Cumulative Open standings put Goodhart first, Hossinger 2nd, Johnson 12th and Schreder 13th. In Standard, Huth was 1st and Bikle 12th.

Sixth and last contest day was a 200 km. triangle. Weather was again tricky, only two finished, both Standard. Huth was just short but retained his comfortable lead to win the Standard Class Championship. Hossinger added 736 points to his score to win his class by a slim margin.

The August Soaring will feature a complete story of the contest by Paul Schweizer, U.S. Team Captain.