

# THE 1963 WORLD SOARING CHAMPIONSHIPS

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The 9th World Soaring Championships took place this year at Laguna de Gomez Airport in Junín, Argentina, from 10 to 24 February, under the auspices of the Argentine Government and the F.A.V.A.V. (Federación Argentina de Vuelo a Velva) which includes 32 Argentine Soaring clubs.

This was the first international contest to be held outside Europe and also the first to be held in this hemisphere. Twenty-three countries participated and were represented by 63 pilots, out of which 38 competed in the Standard class and 25 in the Open class.

Competing for the U.S. in the Open class were Richard Johnson flying the Sisu IA, and Richard Schreder flying his HP-11; in the Standard class, John D. Ryan flew the Prue Super Standard.

On the first day of the practice period (3 to 9 February), Johnson flew over five hours. On another day he was first in a 321-km. (200-mi.) goal and return race with a speed of 49 mph. On 8 February, Schreder was second and Johnson third in the Open class in a 100-km. triangular course race with speeds near 43 mph. Ryan was seventh in the Standard class with the same speed.

A most interesting arrival was achieved by the Chilean team who aero towed in formation from Chile, over the Andes, through the Upsallata, over the statue of the Christ of the Andes at 5,000 meters (16,-

500 ft.). Their sailplanes were two Czechoslovakian Blaniks and they were towed by Piper PA-18's; flying time from Santiago, Chile, was 3 hours.

## 10 Feb.—Opening Day

The opening ceremonies took place on Sunday, 10 February, in the presence of Brig. Eduardo MacLoughlin, Secretary of State for the Dept. of Aviation, representatives and officials of the city of Junín and organizers of the Championships headed by Sr. Juan B. Chourrout, president of the F.A.V.A.V. Also present were delegates to the 9th OSTIV Congress and the honorary president of this organization, Prof. Walter Georgii. After the welcoming speeches were delivered, competing teams headed by their respective captains were officially introduced.

A very large crowd covered the ground to watch the ceremony and the special air show which followed. Such a show had never been seen in Junín and things almost ran out of hand. The program included flights and aerobatics of sailplanes and a Gloster Meteor jet, a helicopter ballet, parachute exercises, etc.

## 11 Feb.—1st Contest Day

The first task set for the Championships, on Monday, was a 141.2-km. (88-mi.) goal race to Mercedes. The weather forecast called for cumulus clouds with bases rising to 6000 ft. by 3:00 P.M. Lift of 2-3.5

mps was expected from 1:00 to 6:00 P.M. Take-offs began at 2:00 P.M. with releases at 700 meters (2300 ft.)

In the Open class, Ulbing (Austria) flying a Standard Austria was first at 74.271 kmph; F. Henry (France) flying a Bréguet 901 was second at 74.066 kmph for 995.1 points; Richard Johnson (U.S.A.) was third at 73.317 kmph for 977.3 points; Richard Schreder (U.S.A.) was sixth at 70.549 kmph for 911.7 points; Edward Makula (Poland) flying a Zefir was 7th with 876.8 points; Dave Webb (Canada) flying a Skylark 4 was 11th with 836.4 points; and Harald Jensen (Denmark) flying his LO-150 was 13th with 823.8. Of the 25 pilots, 22 finished the task.

In the Standard class, Heinz Huth (W. Germany) flying a Ka-6 was first with 75.304 kmph. He was followed by H. Wodl (Austria) flying a Standard Austria at 74.44 kmph for 980.7 points and N. S. Sejstrup (Denmark) flying a Ka-6 at 74.109 kmph for 973.2 points. John Ryan (U.S.A.) flying the Prue Super Standard was 16th at 63.442 kmph for 734.6 points. Charles Yeates (Canada) flying a Ka-6 was 22nd at 59.828 kmph for 653.8 points. Of the 38 pilots, 32 finished the task.

## 12 Feb.—No Contest Day

Much against the general consensus of the participants, Tuesday was declared a rest day. The decision was based on the fact that several sailplanes had been damaged on landing at Mercedes airport (landing facilities were rather poor; narrow runways, tall grass, etc., which hampered the operations). It was agreed that in all fairness enough time should be given for their repairs.

## 13 Feb.—No Contest Day

The task set for Wednesday was a 165-km. (103-mi.) goal and return race with turn point at 9 de Julio airport.

Due to violent thunderstorms near the turn point the majority of the pilots had to land in that vicinity. Since at least two pilots in each class did not exceed 100 km. (62 mi.), the day was declared no contest, as per the rules. Only one pilot completed the course, I. Braes (Denmark) flying a Ka-6. In the process he gained over 5000 meters (16,500 ft.) by cloud soaring, thereby earning his altitude diamond.

**F. Ulbing, Austria's entry in the Open class, being towed off in one of the three Austria Standard sailplanes. He won the first day's race and was second the third day, but finished 12th in the final standings.**

Photo by Leslie Benis

