

aged 141 miles, moved up to eighth. The table below shows the leaders in each class (based on total points) and the best performance for each day:

Open Class			pts.
Hillenbrand	Libelle	152 miles (1)	1598.8 (1)
Schneider	D-36	148 miles (2)	1594.3 (2)
Spaenig	BS-1	144 miles (7)	1561.8 (3)
Standard Class			
Franz	K-10	148 miles (2)	1296.6 (1)
Reichmann	SF-27	142 miles (7)	1283.6 (2)
Grosse	K-6E	137 miles (10)	1275.9 (3)

### 3

Task, a 204-mile triangle; **Weather**, very difficult, with broken strato-cumulus and some rain in the vicinity.

**Results:** Less than half the contestants were able to complete the task, producing a good spread of scores while giving somewhat less value to high speeds. The BS-1 and the D-36's were the fastest ships in the Open Class and accumulated the most points, providing a clear confirmation of their superior performance. Lindner moved up to 12th (35.8 mph) and Huth to second in the Standard Class. Top scorers:

Open Class			pts.
Schneider	D-36	40.0 mph (3)	2282.2 (1)
Spaenig	BS-1	43.2 mph (1)	2280.7 (2)
Waibel	D-36	42.8 mph (2)	2258.5 (3)
Standard Class			
Grosse	K-6E	41.0 mph (1)	1870.5 (1)
Huth	K-6E	37.3 mph (4)	1792.4 (2)
Gross	K-6E	34.2 mph (8)	1792.0 (3)

### 4

Task, goal-and-return of 145 miles; **Weather**, cool, with little thermal or cloud activity.



Photo by H. M. Kunath

Rudi Lindner (left) accumulated a scant 21 points more than Heinz Huth (right), thus became 1966 German Standard Class Champion.

**Results:** Exceptional pilot skill and sailplane thermaling capabilities were of particular value for this task, which had to be flown mainly in blue thermals. Only five of the Open Class sailplanes made it back to Roth, including all four of the SHK's! In the Standard Class the six successful pilots were led by Lindner and Huth. The contest was now legal and defending Champions Waibel and Huth were leading in their respective classes:

Open Class			pts.
Waibel	D-36	31.8 mph (2)	2922.6 (1)
Kuntz	SHK	30.6 mph (3)	2877.1 (2)
Spaenig	BS-1	132 miles (6)	2779.8 (3)
Standard Class			
Huth	K-6E	27.6 mph (2)	2450.0 (1)
Grosse	K-6E	126 miles (14)	2389.0 (2)
Fischer	K-6E	23.2 mph (6)	2383.0 (3)

### 5

Task, 142-mile triangle; **Weather**, excellent thermal conditions, with cloud.

**Results:** All contestants completed the task. Once again the BS-1 and D-36's could make their superior speed count and they made the best times of the day. Huth had the best speed as well as the top score in the Standard Class, thus demonstrating that the K-6E is extremely effective under stronger conditions. Lindner continued his upward climb (to fifth spot) with a speed of 44.2 mph.

Open Class			pts.
Waibel	D-36	47.0 mph (3)	3691.6 (1)
Spaenig	BS-1	50.5 mph (1)	3607.6 (2)
Kuntz	SHK	43.4 mph (6)	3587.4 (3)
Standard Class			
Huth	K-6E	45.7 mph (1)	3254.7 (1)
Grosse	K-6E	43.1 mph (5)	3147.5 (2)
Peter	K-6E	44.4 mph (3)	3119.8 (3)

### 6

Task, 146-mile triangle; **Weather**, little cloud, necessitating the use of blue thermals.

**Results:** All but seven pilots finished the task with most speeds falling between 35 and 45 mph. This was a situation in which conservatism, which cost very little in speed, could be quite expensive in points. Thus Huth was only 3.6 mph slower than Lindner, yet received 163 fewer points. Both Grosse and Lindner now represented serious threats to Huth's lead.

Open Class			pts.
Waibel	D-36	46.4 mph (2)	4514.0 (1)
Spaenig	BS-1	48.2 mph (1)	4455.5 (2)
Kuntz	SHK	41.2 mph (11)	4329.8 (3)
Standard Class			
Huth	K-6E	40.4 mph (17)	4012.3 (1)
Grosse	K-6E	43.8 mph (2)	3962.1 (2)
Lindner	Phoebus	44.0 mph (1)	3913.8 (3)

### 7

Task, 212-mile triangle; **Weather**, weak thermals with strato-cumulus cover over part of the course.