

The Club Class Flyer



For all the latest News and Events at the World Gliding Championships 2001

Gawler, Airfield

Saturday January 27, 2001

FINAL EDITION



THE CHAMPIONS : BRITAIN DOMINATES TOP PLACINGS

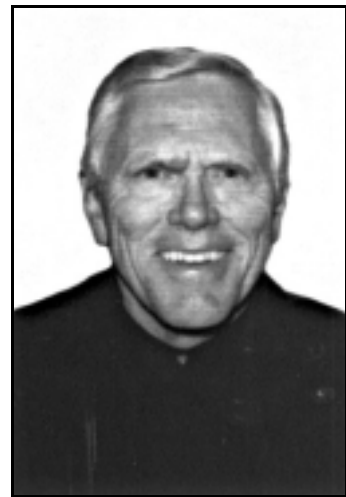
***BRITAIN COMES FIRST, SECOND AND FOURTH IN CLUB
CLASS WHILE CANADA WINS THE GRAND PRIX***



THE TEAM WINNERS: The team from Great Britain, Peter Masson, Richard Hood and Alfandi Darlington have a serious moment at briefing..

AFTER eight days of competition the British team have claimed victory as overall team winners with all three making the top four placings in Club Class. Thomas Suchanek from the Czech Republic came third.

In Grand Prix class, Canadian Jim Carpenter claimed overall victory with a nine point lead over second place getter Benno Beesten.



GRAND PRIX WINNER:
Jim Carpenter of Canada.

THE PLACINGS CLUB CLASS

- 1st—Peter Masson (GBR)
- 2nd—Richard Hood (GBR)
- 3rd—Thomas Suchanek (CZE)

GRAND PRIX:

- 1st—Jim Carpenter (CAN)
- 2nd—Benno Beesten (GER)
- 3rd—Swantje Geyer (GER)



Today's Weather Forecast: Fine, 25

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**THE CLUB CLASS FLYER
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Interview with Peter Masson

- By Rob Moore

Peter Masson GB

I was able to catch Peter for this interview just before he walked into the Hanger for the final night dinner of the competition.

Peter said that it was the most nervous flight of his life.

He found it difficult to get motivated after the rain in the morning and he was hoping there would be no task which meant he would already be the winner.

Peter found a wave before the start and was able to climb to 5100', feeling relaxed and motivated again.

After the start Peter headed north and a few Cumulus started to appear. He was flying with Richard Hood at this stage and they had a good run

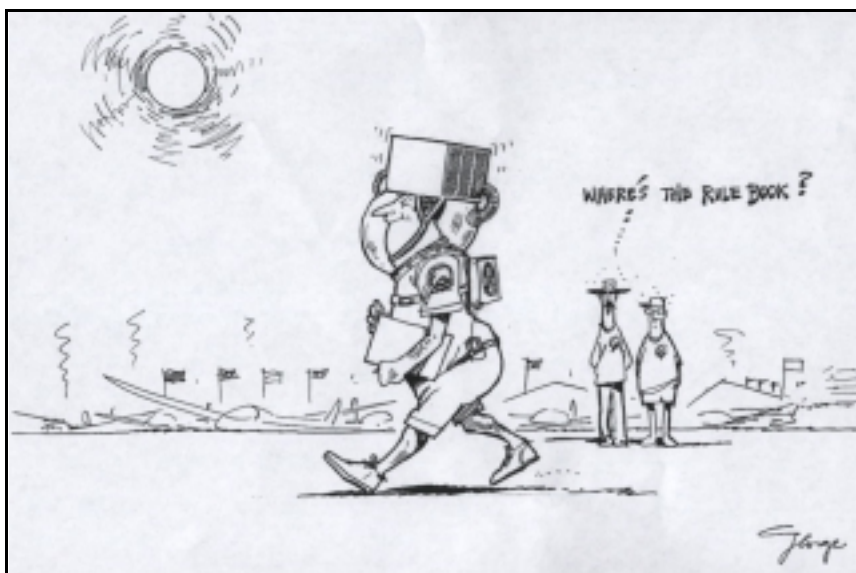
from Nantawarra into the second leg following a good street toward Burra.

On turning back toward Gawler there were other gliders following like sheep "Merinos" Peter added just to give the comment some Aussie flavour.

The flight continued but got more difficult as they, the gaggle, flew into the bluer skies with out any Cumulus clouds. Fortunately they flew into lift and on climbing to 4000' had final glide and Peter was home. Then came the nervous wait to see how he placed relative to the other finishers.

Although he did not win the day his placing was such that Peter Masson of Great Britain became the First World Champion gliding champion in the Club Class.

Commentary from the Comps...



PILOTS BRIEFING



BRIEFING DAY 15, COMPETITION DAY 8, Thurs 26 Jan:

The final briefing for the competition began following a night of thunder storms and began in darkness with local power supplies affected by lightning strikes. With the weather constantly changing, the day's temperature flight was held off until 10:30 am to give pilot's the most up-to-date readouts.

Deputy Competition Director Daryl Connell gave a positive report of the competition saying that overall it had been a "good safe competition".

The Meteorologists forecasted storms in the northern area's and reported that flooding had occurred overnight near Truro. There had also been wind gusts in excess of 50 knots in the area.

However, the day's outlook was promising with thermal's expecting to reach 4,600 feet locally with a maximum temperature of 27 degrees Celsius. South westerly winds were expected.

The task for Club Class was 239 kilometres with the turn

points of Manaora, Robertstown and Wasleys. Minimum task time was 2.5 hours.

For Grand Prix Class the task was Manaora and Tarlee, starting from point X2 and a total distance of 164 kilometres.

Airspace for the day "Yellow" and "Blue", 8,500 feet. Marshalling was on runway 23.

SEABREEZES—NOT A PROBLEM!

BY Australian standards the number of flying days for the 2001 World Gliding Championships – Club Class competition may have been seen as average by some Australian pilots and officials, but by European standards the competition has been a real winner, according to Fred Weinholtz.

When Gawler was selected in 1994 as the FAI bidder for the 2001 World Gliding Championships, there was a lot of dissension around that there would be major problems with sea breezes. After eight successful flying days there has been no

problems at all with sea breezes.

In fact, the three British pilots, who led the competition, did not out land once and performed extremely well .

As we all know, the weather was unbelievably hot, but this has been the case Australia wide, and the competition would not have been any more successful if it had been held at any other Australian location.

Australian pilot Bruce Taylor, said the British pilots came over to compete here with no

preconceived ideas about the sea breezes and have flown to the best of their ability doing extremely well.

With all things considered the 2001 World Gliding Championships —Club Class were an outstanding success, seabreeze or no seabreezes.

FRED WEINHOLTZ—

The Story of Club Class

WORLD Club Class competition did not just happen, if it wasn't for the vision of one man, Fred Weinholtz, the idea may have been scrapped or never thought of. During the 1960 German gliding championships open class, Fred discovered that the new high performance gliders being introduced to clubs around the region could possibly participate in an event of their own.



MAN WITH THE IDEA: Fred Weinholtz at the World Gliding Championships 2001—Club Class

From this he first coined the term "Club Class". In May of 1960 he unveiled his idea of having a competition of club gliders to the National Team. But his idea was denounced and ridiculed by members of the German gliding committees who saw his idea as creating an "Anti-Social Gliding Class".

Unperturbed by the setback, a meeting of Pella Öberg at the Oerlinghaus gliding field in Germany built the strength he needed to push his idea further. Pella allied himself with Fred and together they pushed the idea of creating a Club Class event.

With Swedish participation, Club Class was born as a small event. In 1968 at the German gliding convention, Club Class was given a major boost. The convention gave the go-ahead to create a small national

championship to be held every two years. Another idea around the same time was also created and integrated into the Club Class genre, a single class event. But this idea failed because developers didn't like to build a single class type of glider.

From this the 15-metre class became standard as it gave developers enough room to create newer and better flying machines without defeating the purpose of "Club Class".

However, club class always retained many critics who felt it was threatening the open classes. From this fear it was decided by officials, led by international gliding federation chairman Ann Weltsch to not be opened into the international arena.

In 1972, a new problem arose when members of the gliding federation pushed to allow more gliders with better performance aspects to enter the competition.

Chairman of the committee Strachan, was the main instigator in bringing club class into the international spotlight.

Then in 1975 a national event in Germany was an outstanding success and promoted the class well. Four years later in 1979, the first European Club Class in Sweden at the Oerebro airfield. The competition opened new views on gliding and introduced more members of the European community into the event.

Since then, the Club Class has gained prominence internationally and ten such events have been held.

- By Jeremy Zakis

BEHIND-THE-SCENES



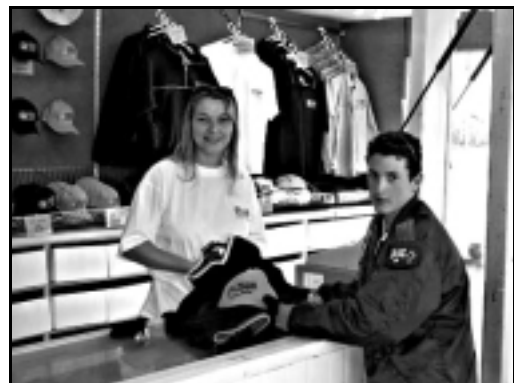
THE VOLUNTEERS: Although there are too many to mention and show here, they played an instrumental role in the competition.



THE CATERERS: Keeping the whole airfield fed, day-in and day-out.



THE MEDICAL CREWS: Who kept everyone health and happy.



THE MERCHANTISERS: Proving popular to people on the field as well as the general public.



THE ENTERTAINMENT: Some of the great entertainment seen posing here with the British team.

The World Gliding Championships 2001 Club Class

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