

World Gliding Championships 2010

by Fred Hermanspann

Here is a brief summary of the WGC 2010 In Szeged/ Hungary, capital of the Szeged goulash and the spiciest paprika. More accurately, this was the championship for the “upper classes” (15m, 18m and Open); the contest for the “lower classes” (Standard, Club and World) took place in Prievida/ Slovakia.

Some 30 national teams participated in Szeged, while the OSTIV – the international organization dealing with all technical/ scientific aspects of soaring – held its usual congress alongside. The weather conditions were consistently weak with low basis heights and relatively short thermal windows and the tasks were consistently overcalled, leading to massive landouts. In one case the entire 15m class landed out in Serbia resulting in frustrating retrieves due to difficulties with the unprepared border authorities – some crews made it home by 5 am next morning. The contest organization came in for a lot of criticism for a variety of glitches but in the end it was a successful contest.

Despite the marginal weather conditions with their associated luck factor the better pilots with lots of contest experience ended up in the top places. And the winners were

Stefano Ghiorzo (Italy) – 15m class, Diana 2

Zbiniew Nieralda (Poland) – 18m class, ASG-29

Michael Sommer (Germany) – Open class, EB-29

The US team did not fare too well in this competitive field. Ron Tabery did the best, winning one day in the Open class and finishing 7th overall. From a technical standpoint it was noteworthy that the long dominance of Schempp-Hirth and Schleicher has come to an end. The 3 participating PZL 56 Diana 2s ended up in place 1, 2 and 4 in the 15 m class. And in the 18m class the JS-1 Revelation pilots took 5 of the first 10 places. Its designers – the Jonkers brothers Uvis and Attie took second and fifth, quite an achievement. The Binder EB-29, the latest supership in the Open class, has an interesting history. It is a 29m single-seat version of the 28m two-seat EB-28. The EB-28 itself is a development of the ASH-25 that Binder produced in a small series – to the chagrin of Schleicher, which is still laboring to get the 26.5m ASH-30 into the air.



Fully loaded ASW-22BL

A surprising announcement came from Lange – a 23m version of the Antares. This will be done in cooperation with Schempp-Hirth which will use a similar wing for the new Quintus (ilo of Nimbus 5). Whether they can achieve the claimed L/D of 60 and compete with the longer span superships (except in very strong conditions) remains to be seen.

For a more detailed presentation, come to the September 13 general membership meeting of the SGC.