

8th European Women Gliding Championships Ceske-Bud Ejovice – Hosin Cz 1993

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**8. mezinárodní
mistrovství
Evropy
v plachtění žen 1993**

daného pod záštitou ministra práce a sociálních věcí České republiky

Slavnostní zahájení se koná
letišti HOSÍN u Č. Budějovic
26. 7. 1993 v 9.00 hodin.

26. 7. - 8. 8. '93

After Husbands Bosworth in the West the logic road brought us back to the east again. Chosen place: Ceske-Budejovice. In Bohemia. Surprisingly the risk of suppressing the 15 m standard class had risen again. Not because of lacking numbers of pilots or countries represented, BUT because of an idea of Jaroslav Vach, CZ representative in the IGC. He wanted to simply abolish the 15 m class and take instead the club class. I was fortunate to attend this IGC meeting where Jaroslav was presenting his proposal. “But Jaroslav, this is regression instead of evolution!” Other IGC members did not seem to care much, so to stop this unrealistic retrograde proposal I was quite willing to make it a verbal CZ-Belgium fight. I could have understood a proposal to **add** the club class, but Jaroslav did not make this proposal, he finally preferred to withdraw his original proposal. SO, once more – for the last time? The 15 m class was saved by the bell, I was quite relieved- and so were many of us.

The airfield Hosin is situated about 10 km north of the beautiful residential and commercial town of Ceske-Budejovice, In 1953 the military expelled from nearby Budweis-Plana field immediately moved to Hosin, well situated on a high plateau, quite suitable for gliding .The socialist government was very generous, providing hangars, workshops, grass- and asphalt runways and strips, accommodation possibilities for 100 persons in huts and main building, restaurant, canteen etc. But the expropriated landowners had not forgotten 1953 and intended legal action to recover their goods, they wanted indemnification from the present management. The legal battle is still on but fortunately for these 8th European championships no such dark clouds were hanging over us... unless we speak of meteorology occasionally.

The opening ceremony could stand as a model: clear, terse, short speeches in the presence of a Czech Minister from Prague, of none else but Max Bishop, General Secretary of FAI and of course the teams of all 12 nations among which for the first time pilots from Slovakia, Ukraine and Latvia who this time could fly for their own country. Daine Vilna had already participated under Soviet flag in Shumen in 1987 where she finished 2nd and in 1989 in Oriol The same goes for Valentyna Toporova but this time both ladies could fly for their own country Daine for Latvia and Valentyna for Ukraine.

And look who appeared again on the contest’s list? – *True, still hors concours* – Janet Hider Smith, this time she didn’t have to travel so far from Australia, now she was married to Austrian Pilot Wolfgang Janovitsch.

Daily tasks started with modest 150 km tracks, then 200 and twice 300 km were the imposed missions – once one could even have dreamed of 500 km but – don’t forget, we are in the east! – airspace restrictions said NJET.

Nine times the brave flying ladies were launched, ending up in 5 valid days in

standard class and 6 in 15 m class. But before all this, the training week seemed a permanent waterfall and soon the last pair of rainboots had disappeared from the attractive shops in Ceske Budejovice (10 DM per pair, if you were lucky enough to still find one...).

Much ado about nothing: a lot of effort on these small triangles (161 and 188 km) made most of the pilots go outlanding, the “cow” telephone ran blood-hot, nevertheless both Czech champion Jana Veprekova and upcoming talent Alena Netusolova proudly ended their patient and naturally slow flight (50kmh), followed a few minutes later by Maika Hohn. For the standard class all efforts had been in vain, indeed Swedish and Australian protests proved that various pilots had ignored the closing of the airfield at 15.30 h because of military restrictions and it seemed several pilots thus braking the rules made de day invalid. Pity of course for Maika Hohn, but the fate of Daine Vilne was a real catastrophe. She had refused her first start, launched and landed again twice after that... Daine forgot that refusing a start is considered as a real start and so her *fourth* useless effort brought her 108 km far but had cost her the launching price of 90 US \$ – converted in Latvia wages it meant several months of salary. Sad; Sad...

Consolation! Task of the next day: visit of the famous Budweiserbrauerei, the unlimited free beer tasted well and all participants seemed in good spirits when coming home safely...



Slowly rising cloud basis allowed modest tasks of 216 km in standard class, 224 km in 15 m class with quite useful German team work. Behind Tamara Sviridova on Discus the German triumph was remarkable: Hohn-Keim-Schaich-Arndt. One could almost add Astrid Kittler-De Backer, now married and living in Germany – she had attended several training courses with the German colleagues managed by Walter Eisele. However, she kept her Belgian nationality – and everyone wondered how vivid Astrid and her small Std Cirrus could keep pace with “the bigger birds” except on the big task last day..

In standard class British Gillian Spreckley immediately showed her intention NOT to stay in the shadow, she had just returned with loads of experience from Borlange where she was the co-pilot of husband Brian Spreckley in their ASH 25 and what a cherished souvenir they brought back from these world championships: the bronze medal.

Here again: Australia • Janet Hider – Smith
 Sweden • Gunilla Lindell
 Belgium • Astrid De Backer - Kittler
 Poland • Ada Dankwska

For the first time here: Angelika Machinek
 Katrin Keim 23 years old!
 Alena Netusilova 23 years old!
 (Age average 37,5)



Astrid De Backer-Kittler

Finally things got serious: 300 km for both classes. Weather very hot, building up to thunderstorm. Wisely the original tasks are being halved, first start foreseen at 14 h. Gisela Weinreich got off immediately, “Cloudbase no more than 800 m”. Listen to the radio, the Wailing Wall of Jeruzalem... The big Moldau Barrage with its cold watermasses kept the air stable. Nobody exceeded 100 km, therefore no valid contest day. Both Giselas landed together on a just cut oatfield, the wet straw damaged the undercarriages. So girls and crew: prepare for evening work!

Pessimistic previsions at least offered good occasions to visit Budweis and its unforgettable surroundings: romantic castles and strongholds from earlier times and picturesque old towns within their walls. And to top it all: if you could arrange a special low motor flight over this region, you were the lucky winner of an experience never to be forgotten!

The biggest hit of the social events was a successful initiative of Christa Hinrichs: instead of ONE evening organized per nation, she gathered whatever food and drink every team could spare and made it an unforgettable Nationfeast, with the best chances to be turned into a traditional organization at every championship.

The cold front passed, super weather with 3-4 m/sec, a lot of tactics were tried out, some pilots pretended to start but came back, cloudbase played a freakish game, rising to 2000 m. These were occasions for good speeds. 107, 105 and 104 km/h for Weinreich-Machinek-König, but the speediest of them all was Hana Zeijdova with 108,16 km/h. In standard class also 100 km/h were reached by Katrin Keim, Maika Hohn and Annett Arnd.

Polish Ilona Jaworska needed a whole night to repair her SZD after a nasty ground loop. A similar fate struck both Giselas who landed on airfield Strakonitz where at the last moment Gisela König had overrun the right wing of WX, also touching the instrument board with the left wing. Crew and pilots decided to trail both gliders back to Ceske by road...

Incredible but true: a full night work by the complete repair crew prepared both gliders “fit to start again”.

August 3rd: another problem day with small tasks. Tamara Sviridova did not hesitate, like most of the others did. This attitude rewarded her by a victory in 85,3 km/h. In 15 m class it was Czech superiority all over, with Hana Zeijdova quicker than 100 km/h. Next day with prevision of thunderstorm and thus small tasks Hana was surprisingly beaten by cheerful Swiss Maja Schwarzenbach and her DG 600. Tension was rising in standard class, where only Maika Hohn and Karin Keim made it back to Hosin with Katrin taking the overall lead. No flight, so no change next day when a huge thunderstorm washed away anything which had not been solidly fixed.

Rest day? Unanimous NO, we want to fly. Ballasts were full of water... and hope, but water soon had to be released on the field. Some pilots wanted another launch, landing gliders crossed the start runway, Team managers decided to put an end to this panicky situation and it was a unanimous neutralization! Relaxation and fun followed, this was BABAJAGA night with an unexpected happening: the new witches launched the British team-captain Bob-with-his-giant whiskers in the swimming pool. No harm done, it was a merry mild night...

Last contest day we heard meteorologists predicting 2400 m cloud base, therefore tasks exceeding 300 km were no surprise. Poker game in standard class? The first to go were Spreckley and C°, 20 minutes later the German squadron followed and had caught up with both British colleagues at the 2nd turn point. Tamara Sviridova, 3rd in overall ranking was so anxious to improve this placing, risked all but an early outlanding put an end to her victory dreams. The golden team spirit of the Germans could not prevent the victory of clever Maria Kyzivatova flying all alone. She stopped Cornelia Schaich to climb on the podium, but gold and silver were for the new champion Maika Hohn and her vice-champion Katrin Keim.

Things were different in the 15 m class, where Hana Zijdova cut the ground from under everybody's feet. Airlift dying out both Giselas and Angelika Machinek still had 100 km to fly. Good advice was gold and it came from team manager Martin Geisinger who restored calm in the German cockpits. Finally at 7.45 pm the four Germans reached Ceske Budejovice, imagine one and a half hour after other pilots of the class... but the miracle became reality, Zeijdova was out of reach for the gold. But Gisela Weinreich saved her silver, Gisela König her bronze and Gillian Spreckley stood right next to the podium. Those were the results after 6 tasks in the 15 m class, if there were only 5 tasks in the standard class, it was due to the legitimate Swedish-Australian protest, as I explained above.

To summarize: the organization was quite complicated by quickly changing weather situation and there was absolutely no public interest for these "anonymous" European championships... a hint for Marpingen, the next organizers in 1995?

Astrid De Backer and myself were sincerely touched by the condolences of all the teams on the occasion of the sudden death of our beloved King Baudouin of Belgium.



Standard Class 5 Tasks				1 DAY		2 DAY		3 DAY		4 DAY		5 DAY		Points
Pl.	Pilot	Nat.	Flapwing	218 km Δ		308 km Δ		152 km Δ		154 km Δ		300 km Δ		
				km/hkm	TPL	km/hkm	TPL	km/hkm	TPL	km/hkm	TPL	km/hkm	TPL	
1.	M. Hoos	D	LS4	72,32	2.	192,31	2.	76,67	3.	62,71	1.	72,14	2.	3673
2.	K. Klein	D	Discus II	70,22	3.	192,59	1.	76,91	4.	48,86	2.	69,97	3.	3628
3.	M. Kojvatova	CZ	Discus	68,35	6.	98,36	3.	76,14	6.	111,80*	16.	74,54	12.	3485
4.	C. Schach	D	LS4	68,81	4.	88,20	5.	73,76	8.	121,00*	14.	73,34	3.	3421
5.	R. Zaisner	H	Discus CS	68,29	8.	97,86	7.	69,66	15.	134,00*	3.	65,42	12.	3167
6.	L. Kufanova	CZ	Discus CS	67,28	16.	83,12	10.	76,46	2.	134,00*	8.	80,01	7.	3174
7.	V. Teosova	UKR	OG-306	68,38	7.	88,88	18.	75,13	7.	134,00*	8.	68,50	8.	3067
8.	A. Amst	D	LS1-W6	68,48	5.	88,14	2.	76,50	5.	36,50*	21.	69,47	6.	3137
9.	D. Wina	LET	OG-306	66,36	11.	86,72	12.	60,27	14.	132,00*	7.	70,18	4.	3029
10.	T. Smitobis	NGS	Discus CS	73,78	1.	97,99	6.	86,30	1.	134,00*	23.	191,80*	23.	2979
11.	M. Bolla	H	Discus CS	63,66	14.	82,67	11.	81,28	13.	134,00*	3.	65,18	14.	2970
12.	E. Petenova	CZ	Discus CS	66,07	12.	87,80	17.	82,68	12.	132,00*	10.	65,31	13.	2940
13.	M. Cerni-Paszyl	PL	SZD-65	63,75	13.	94,13	9.	66,70*	23.	126,40*	16.	66,62	10.	2765
14.	J. Hyde-Smith	AUS	Discus	66,30	15.	86,66	20.	59,88	16.	121,00*	14.	81,88	17.	2683
15.	A. Dabkowska	PL	SZD-65	62,60	12.	81,26	23.	72,50*	22.	126,40*	18.	66,43	11.	2682
16.	B. Ledreros	SLK	Discus CS	306,47	17.	88,50	14.	67,37	18.	111,80*	16.	63,51	16.	2652
17.	V. Vavrovna	CZ	Discus CS	49,40*	22.	89,29	13.	71,71	9.	128,00*	11.	67,72	9.	2611
18.	A. Babione	SLK	Discus CS	141,40*	16.	80,50	12.	58,99	17.	134,00*	33.	60,71	18.	2444
19.	A. De Backer	BEL	Stc. Circus	39,36	6.	80,17	22.	66,75	1.	86,90*	20.	212,80*	25.	2316
20.	D. Hristova	BUL	LS4	171,40*	18.	88,26	16.	44,21	19.	128,00*	11.	263,70*	22.	2148
21.	G. Lindell	S	ASW 24	48,40*	22.	94,41	8.	70,68	10.	134,00*	3.	293,20*	21.	2138
22.	M. Chrenkova	SLK	Discus CS	137,40*	20.	88,34	14.	51,88	19.	8,30	22.	84,86	19.	2070
23.	V. Staniakova	FRS	Discus CS	66,40*	21.	86,86	20.	50,68	19.	0,00	22.	81,88	17.	1820



15 m Class 6 tasks				1 DAY		2 DAY		3 DAY		4 DAY		5 DAY		6 DAY		Totals
				188 km Δ		224 km Δ		255 km Δ		173 km Δ		185 km Δ		271 km Δ		
Pl.	Pilot	Nac.	Flugzeug	zeit/min'	TPL	zeit/min'	TPL	zeit/min'	TPL	zeit/min'	TPL	zeit/min'	TPL	zeit/min'	TPL	Punkte
1.	H. Zajdova	CZ	Venta C	47:58	2.	84:18	11.	108:18	1.	100:38	1.	79:40	2.	76:28	1.	4128
2.	G. Weissich	D	LS8	135:10*	3.	85:52	8.	107:33	2.	87:55	5.	87:72	3.	81:71	5.	3640
3.	G. König	D	L3ba	30:80*	10.	86:78	3.	104:28	5.	88:56	4.	87:72	2.	81:48	8.	3480
4.	G. Spreckley	GB	LS6	30:00*	12.	71:83	1.	83:20	12.	78:01	11.	85:45	7.	75:30	2.	3380
5.	J. Surty	GB	LS6	81:30*	9.	80:04	12.	87:18	9.	81:73	9.	88:55	5.	75:28	3.	3278
6.	J. Vepřková	CZ	Venta B	48:34	1.	88:01*	2.	105:36	4.	90:73	2.	14:00*	11.	301:70*	12.	3123
7.	A. Macháček	D	LS8	38:80*	10.	86:86	8.	105:47	3.	81:26	10.	102:80*	8.	80:89	7.	3087
8.	A. Kukulová	CZ	Diana CE	88:20*	8.	87:18	10.	83:43	10.	86:47	3.	86:24	8.	28:27*	13.	3018
9.	A. Chywicki	PL	SZC-56	130:00*	4.	86:41	9.	100:28	7.	84:83	7.	30:40*	10.	88:80	8.	3003
10.	M. Schwandt	CH	DG-600	86:00*	7.	86:37	8.	85:11	8.	78:84	11.	88:72	1.	30:00*	11.	2982
11.	M. Jankovics	PL	SZC-56	130:00*	4.	86:80	8.	100:47	8.	85:24	8.	00:00*	12.	385:79*	8.	2820
12.	J. Nash	GB	Venta	43:30*	8.	84:87	10.	82:38	11.	71:58	13.	00:30*	4.	88:55	4.	2838
13.	I. Soparkova	CZ	Diana CE	02:00*	13.	85:59	13.	82:55	13.	82:48	8.	80:37	8.	344:00*	10.	2780