

2nd International Gliding Competition for Women 1975 LESZNO - Poland



Bis repetita. So it was Leszno again. In the past its organizers had proven quite capable to handle a much larger number of participants. Therefore this time they were authorized to increase the ladies group, adding 10 Polish women on Foka and 28 Polish Juniors in quest of their national title, all on Pirat. The 21 registered “International women” were offered the use of a Cobra 15 – free of charge, of course. Like 2 years ago – why change the system, both DDR pilots Irmgard Morgner and Monika Warstat were launched (this time however from Klix-Dresden) for their strenuous very long double tow and fearful moments they were, when both brave ladies “hanging” behind their tow plane, flew over a burning forest with only 150 m height. Change of team: for USA Gun Brit Flo- den was again competing, this time not with Henriette Freese but with Erica Scurr. Change of team also for the Federal Republic of Germany taking over from Deutschmann/Türke in 1973 were Ingrid Blecher and Gisela Koenig Alas, Italian Adele Orsi did not turn up – we know that meanwhile in 1974 she had participated in the gender neutral World championships in Waikeri /Australia where she had met Sue Martin. Fortunately Sue was again present now in Leszno, once again she made the longest trip of all competitors.



21 participants from 12 countries, extreme right Sue Martin (AUS).

Ingrid Blecher must have caught the contagious virus here and now in Leszno, although she could not yet surmise that 25 years later she would be the one to invite the German women pilots to their 25. annual “witches meeting”.

Signe Skafto Moeller (Denmark) was the oldest participant again. Also from Scandinavia came the pretty faced Teresa Toivonen from Sweden, 20 springs young. She helped decreasing the average age of participants to 34,3. Teresa’s log book showed only 240 flight hours and 2000 km cross country. (Irmgard Morgner flew her 1000. hour here in 1975, her friend Monika Warstat had done so in 1973 also in Leszno). But she could fly, this Teresa and the day of the 500 km triangle task she got her golden FAI needle with 380 km accomplished. When put the question during Babajaga ceremony “What do you like most” her spontaneous answer was “flying and boys, boys and flying”.

One could not imagine worst beginning. During the whole week of training even optimist Jozef Dankowski could not announce one single flying day at briefing. And only a few days before the competition his wife Ada had been smiled upon by the weather gods, allowing her a gratifying 770 km triangle.

Bad weather in training, Then competition weather could only become much better. All right, better but not THAT better. Permanently changing influence of high and low pressure zones with easterly winds, passage of cold fronts with situations far from suitable for gliding, occasional precipitations and even thunderstorms, very weak thermals and relatively low cloud base, unusual for this time of season. Honestly, what is to be done with this?

It was almost a miracle Leszno 1975 allowed 5 contest tasks.

By now we knew the game: the announced length of task reduced... reduced... once even coming down to 142 km. On contest day 3 ALL pilots including the juniors, landed out. Imagine the gigantic task for tow pilots and their Wilga. Not one minute interruption to bring all 59 of them home. In double tow, in triple tow. An absolutely unforgettable adventure for Signe Skafte Moeller. Her comment "for that money I should be entitled to one tow plane all for me" forgetting that this year also towing was free of charge! Big applause for the Wilga tow heroes!



And now ? The thunderstorm has broken my broomstick.

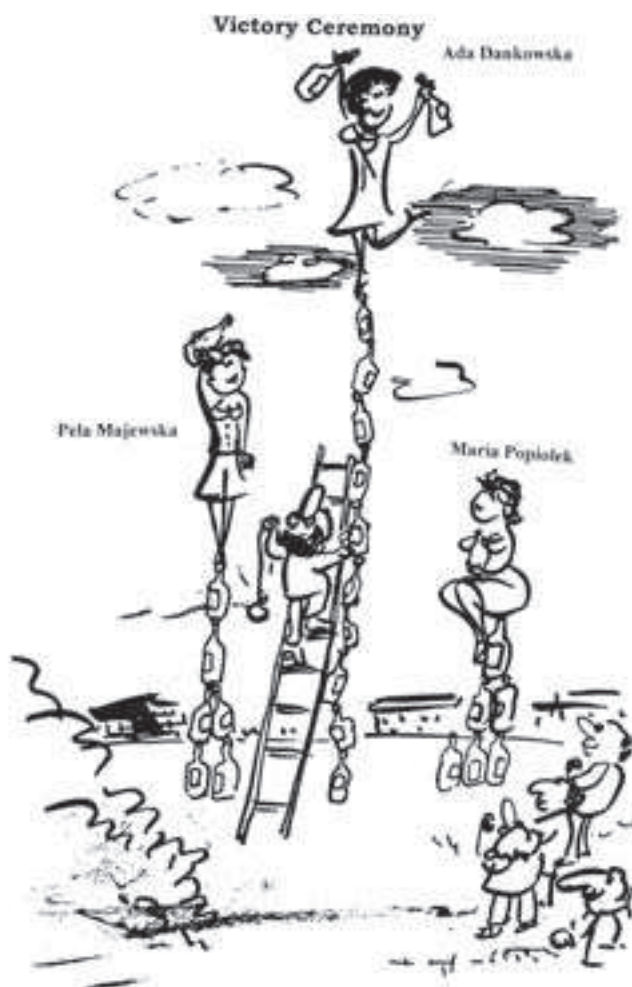
Marginal but noticeable event: immediately after his urgent appendicitis operation son Jean-Pierre Litt (16) could talk by radio to his worried flying mother thanks to French speaking Maxi Paszyc. Friendly Maxi got rewarded for her gesture.... she won the national Polish title! In spite of the excitement Mama Litt ended 10. and best "Western world" pilot.

A slight meteorological improvement allowed a 200 km task.

On the last day the recklessness of the weather forecasters reached a summit by setting a task of 501 km. Incredible but true, three brave women almost made it, reaching 396 km after long hours of struggle: Pela Majewska, Maria Bolla and Monika Warstat were the winning trio of the day.

Looking back at this “hedge hopping” contest it is clear Polish gliding women suffered less than their colleagues from the abominable meteorological conditions. The prizes went 100 % to the Polish team:

1) Ada Dankowska 4066 P; 2) Pela Majewska 4042 P; 3) Mara Popiolek 3952 P.



1975 was the International Year of the Woman.
Unfortunately the weather gods did not understand it that way.
Would weather conditions be milder on the next occasion?

Would FAI / CIVV finally acknowledge the justified soundness of international women's championships?
Patience, girls, patience!

2nd international women's gliding competition
FAI approved

LESZNO (Poland) 1 9 7 5

All 21 pilots from 12 countries
on glider COBRA 15

Final results after 5 tasks (return 190 km/ return 190 / triangle 142/
return 208 / triangle 501 km)

1. Dankowska Ada	POL	40660pts	victory 2 nd task return 190 km
2. Majewska Pela	POL	4042	co-victory 5th task triangle 501 km
3. Popiolek Maria	POL	3952	victory 3rd task triangle 142 km and 4 th task return 208 km
4. Klujeva Ludmila	USSR	3811	victory 1st task return 190 km
5. Warstat Monika	DDR	3758	co-victory 5th task triangle 501 km
6. Bolla Maria	HUN	3664	co-victory 5th task triangle 501 km
7. Laan Eda	USSR	3630	
8. Paluskova Jindra	CSRS	3430	
9. Zambo Judit	HUN	3422	
10. Litt Geogeo	BEL	3346	
11. Kupsova Jarmila	CSRS	3298	
12. Toivonen Teresa	SWE	3239	
13. Morgner Irmgard	DDR	2848	
14. Rynkiewicz Halina	POL	3815	
15. Martin Sue	AUS	2596	
16. Koenig Gisela	GER	2433	
17. Klanenik Cvetka	YUG	2316	
18. Blecher Ingrid	GER	2188	
19. Scurr Erica	USA	1948	
20. Moeller Signe-Skafta	DK	1691	
21. Floden Gun Britt	USA	1641	

NO COST for use of Cobra 15, aerotow
and retrieving after outlanding