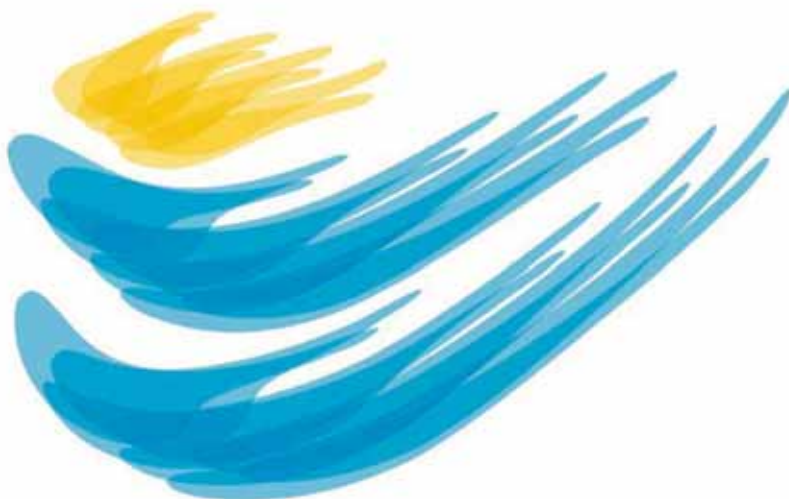


WWGC 2009 Szeged - Hungary

**5th Women's World
Gliding Championships
Szeged (Hungary) 2009**



IMPRESSIONS SZEGED 2009

Szeged... Hungary again 30 years after Dunaujvaros where the very first official European Championships were organized, only about 200 km north - west from Subotica, where the Yugoslav organizer did a fine job in 1985. So, here we are again in Hungary, this time in Szeged. Imagine, Judy Pollerman, Maria Bolla and also Jana Veprekova already meet again here in Szeged.



Szeged airfield

The training days for these 5th gliding world championships for women have literally heated up the whole site... including its occupants. Tasks were given each morning but mostly the 49 competitors used whatever time they intended to be in the air, to exercise crossing start line and finish line, so it was useless to calculate the results.

49 names on the list? Well, several of the expected ladies never turned up. For Russian Tamara Sviridova and Larissa Khamitova (you must remember her impressive acrobatic dancing demonstration with Czech team captain Petr Krejcik in Romorantin?) *money was the root of all evil* or better still the lack of it and the same trouble was the reason for the regretted absence of both Lithuanian pilots Edita Skalskiene and Dalia Vainene.

Rather unexplainable is the absence of the USA representative Elizabeth Geiger from Harris Hill but living in Germany and married to a German pilot she had a baby with, in April. The group of American lady pilots I met a few days earlier in Slovenia at the WSPA meeting had recommended me to please encourage her in Szeged. On the other hand Frauke Elber, editor of **Hangar Soaring** (USA) told me that Elizabeth was required to fly in the pre-worlds, planned shortly after the 5th WWGC 2009 in **Szeged**. Instead of that, she will (have to?) fly with the women. Adding to the mystery, there was a red notation

(*no registration fee*) to her name on the entry list. SO now the non-European participants came from Japan (welcome again, dear Akemi Hirotsume), Australia : Jenny Thompson well surrounded by a group of ever smiling solid fellow countrymen with impressive hats - and, yes, also Turkey (the country is still knocking unsuccessfully on the door to become part of the European Union). Their Mrs Andrea Barna accompanied by her Turkish husband Ali Acan, is Hungarian born - even in Szeged which gives her a welcome occasion for a family reunion.

The Hungarian team was a joy to the eye with several young pilots wanting to follow the road of their predecessors Maria Bolla and Judy Pollerman, both still competing. For Maria Bolla this 2009 Szeged meant her 18th participation with best result silver in 1983 in Belgium. Young competitors, young yes, but not without experience: Orsolya Diofasi participated in the recent Junior World Championships in Rayskala where she finished 32th on 46... and where she met French Nathalie Hurlin who finished 10th on 46.



Training days : the sky was not very promising

Young blood also in the Italian team. In as far as 1973 the only Italian competitor was famous Adele Orsi, then after a long time in 1997 we could again welcome a (also one and only) Italian representative Margherita (by everybody called Margot) Acquaderni in Prievidza where Gisela Weinreich - here in Szeged steward - became European champion for the fifth time. Here in Szeged Margot brought two pretty young women along: Elena Fergnani and Paola Lanzieri, well managed by Nicola Fergnani just back from the world junior championships in Rajskala, where he finished 25th on 46. There his pretty venetian blond sister Elena acted as team captain (until her father would take over). Here in Szeged Elena herself pilots the same glider LS 1F in club class. Same team, different characters, different aspects: Elena - with 20 springs she is the youngest competitor on the field - together with her black haired "*à la Carmen*" colleague Paola Lanzieri.

The Czech republic came with a large team, as usual, a strong team, also as usual with real title candidates Alena Netusilova - world champion 15 m class 2003 in Jihlava and silver medal in 1997 - and Jana Veprekova - world champion standard class in 2005 in Klix, silver in 1999.

Since the beginning of these FAI approved contests and championships the German team has constantly grown in quantity AND quality and with the help they get in the homeland successes are of course expected from the ten registered ladies. It would not be fair to already point out one special candidate but Katrin Senne is certainly keen and capable to keep the title she conquered in Romorantin 2 years ago. So: 10 German pilots were registered but unfortunately only 9 will be able to compete. Indeed they "lost one pilot" due to a painful injury during training week: Doerte Starsinski, so proud and happy with her first appearance in the strong German team, was severely burned - 3rd degree - when she stumbled from her caravan and got a large kettle of boiling water on her breast and other parts of her body. Urgent transfer to Germany for skin transplantation killed her dream before it started, but being a doctor herself, she realized she could not possibly stay to start the championship. Too late also to still "mobilize" a replacement. So, 9 pilots, even so, really not a little team!!!



One name is missing in the British team: Sarah Harland - Steinberg - Kelman, 3 times standard champion - in 1999 , in 2001 and in 2007. How can any team afford not to bring her along ...unless another pregnancy? NO , this time Sarah has promised her family of 3 kids to spend holidays with them. SO Gillian

Spreckley will have to double efforts carrying British chances in Szeged, where she could very well add a standard class title to both the 15 m class (in 2001) and club class (in 2007) she already booked.

Quite impressive, the academic level of the 6 elegant French team members: airline pilot Marilyne Abadie Berard, Magali De Cachard and Anne Ducarouge both engineers and young Nathalie Hurlin studying to become one, Celine Montorio in the military control service and psychologist Jutta Sturm



Opening Cerimony

No Swiss competitors this time, although Yvonne Schwarz (silver in 2005) almost made it. After selling her glider to pay for her training she is now flying Airbus 320 for SWISS. Thus some funds coming in, she bought a new glider *"thinking about flying women competitions again...but it is too soon for Szeged 2009"*

World championships without Valentyna Toporova of Ukraine - *not possible* - she won gold twice, in 1991 and 1999 and Szeged 2009 means number 12 for her, a beautiful subscription indeed !

Poland absent would also be unimaginable, so experienced airline pilot Joanna Biedermann took a very young Polish girl Marta Najfeld under her wings. Young, she is 30 - but certainly not a beginner. In July 2007 she indeed piloted her Polish SZD - 55 glider to improve her own 100 km triangle world record (of 2006) in subclass D - 15 achieving a speed of 163,14 km/h.

To my very big surprise Joanna Biedermann told me that women championships will no longer be organized in Poland. Hard to believe, hard to conceive...

It was probably the general financial situation all over the world which prevented Russia to add more “pilot material” to Vera Shishlakova (her 7th participation) and Nina Shalneva, quite a long way from Novosibirsk.

Slovakia is again present, Zuzana Hrnčirková hoping to do well and bring home a few Slovak records.

Here is Denmark represented again, this time by Helle Lundgren and not by world champion 2005 Mette Pedersen, now expecting a second baby. And talking about babies: the twins Sarah and David (1 and 1/2 years old) of Alena Netušilová are graciously being taken care of by Maria Kyzivatová, “Kyzi”, well known Czech champion pilot (European gold in 1989 Orel, silver in 87 and 4 x bronze).

Said Kyzi *“the least I can do for all the help I got from Alena in my days”*.

The French team of 6 - and more particularly Marilyne Abadie Berard - is also brightened up by a solid 10 months old baby boy standing firmly on its (future gliding?) legs. A new BABY class in sight? Maybe add the cute blond son of Orsolya Diófási.... *“Wrong, Gill, this is not my son but my 20 year younger brother”*. Not counting little Eva Senne, now 5 and her brothers 10 and 11, without forgetting both active children of Cornelia Schaich and I saw more youngsters running and cycling around. Future generation secured?

THE SCENE IS SET - LET THE ACTORS PERFORM !!!

training over - now things are getting serious.



DAY 1

Is this Texas ? Or Namibia ?



Hesitation useless: large polygon racing tasks a MUST ! club class 310,9 km, standard class 405,3 km and 15 m class 415,5 km. One single look at the inviting cumulus sky could predict: we shall see most of the girls back in less than 4 hours !

With regularly 2 m/sec rising to 4m especially on the third last part of the distance, indeed here they came elegantly crossing the finish line and reaching Szeged, showering the dusty field with what ballast was left . But to reach this excellent result speeds of 127 km/h were needed in 15 m class by Susanne Schoedel, Katrin Senne and Alena Netusilova, both German pilots rewarded the well deserved maximum of 1000 points.

The speed in standard class was only slightly less than in the 15m class: a fantastic cumulative start for both French pilots Anne Ducarouge -1000 points - and Magali De Cachard, hardly less: 958 points. As for the club class Hana Vokrinkova could write this first victory in her flight book 2009, her 310,9 km in hardly one minute more than 3 hours and 102,8 km/h . This way Hana reminded her rivals of her golden title in 2005 in Klix, which she would so much like to repeat here. Unknown - but not for very long - Ayala Liran of the United Kingdom made an excellent start, becoming second.

One speed missing on the score board: really an outlanding ? No no, Turkish Andrea just decided to take a shortcut to land safely on Szeged.

A dark message on the results board was a serious blow for Jutta Sturm (Colmar) who had finally been authorized to defend the blue - white - red colours in the strong French team. She shortly crossed the Hungarian border, the rule is hard, but the logger does not lie: her “theoretical landing point” on this border gave her 76 km... and poor 69 points - from here on she can - and maybe has to - take every risk.



A T-shirt of the British team shows how the days of the pilots will be for two weeks.....

DAY 2

Happy faces all over, organizers AND competitors. Tiny cirrus covered the field, surrounded however by a few cumuli. The meteo man - by the way also the Hungarian team captain Andras Gyongyosi - announced dryer conditions, so later blue thermals would develop with possible consequences : gaggles... and maybe a few outlandings.



Director and Stewards at work on the grid

Not surprising, the smile on the face of director Peter Göncze who announced big ones again: 520,9 km for “the big girls”, 509,4 km for standard class, 439,5 km for club class - at the very late moment task AAT had been changed into racing task for everybody.

Like on the first day towing was efficient and speedy - all 49 pilots in the air in some 46 minutes in spite of firm cross wind... One tow pilot got a well deserved warning, because of his unexpected manoeuvre “jokingly” diving straight on to steward Gisela Weinreich and a few other women who all had no other solution but to fall flat on the ground!

As the day progressed conditions became more demanding, somewhat less favourable than yesterday, which was evidently decreasing the average speed! Ayala Liran of Great Britain could proudly put 1000 club class points in her pocket, with 81,4 km/h, sharing the 1000 points honour with Hungarian Orsolya Diofasi - also her first participation!

In standard class the German team finishing 1 (Cornelia Schaich) - 2 and 3 only left the rest to the representatives of the other 8 nations.

And look, almost the same German scenario in the 15 m class with 1 (Anja Kohlrausch) - 3 - 4 - 6



Gliders towards the first turning point, just after the start

Global conclusion: 12 outlandings, all in full safety, but what a blow to Alena Netusilova (gold in 2003), carefully calculating the risk... and deciding to make an outlanding... 1,5 km BEFORE the airfield. This “punished” her with only 510 points on a 1000 points day. No doubt this reminded her of a similar situation in the European championships 1999 in Leszno, where she landed on a high cornfield **3 km** before the airfield, suffering serious injury of her spinal column. I can imagine she did not want to take this risk again and played it safely, even if it meant a giant loss of points. Sad, sad...

DAY 3

Roses to start the day, offered to the birthday ladies Maria Bolla, Helle Lundgren and Andrea Barna, with of course the kiss of the director. Roses put away... and off they went to prepare the grid, first launch foreseen at 12 noon.

In club class with a racing task of 275,5 km both Czech girls Dana Novakova and Hana Vokrinkova preferred to be patient and let half of the rivals go before they decided to do so: apparently the right decision, for they shared top result, with Novakova getting 1000 points.

In standard class “out of the way” was the silent cry of the 3 ladies strong German block Haberkern, Kussbach and Schaich , performing their 301,8 km task with 105,8 km speed average, well ahead of the CZ duo Jana Veprekova and Eva Cerna, also still more than 100 km average speed.



Standard class grid

In the 15 m class 2 French girls Jutta Sturm (eager to catch up on her unfortunate “airspace violation” of the first day) and Maryline Abadie Berard were the first to go

and also, to their own joy, the first to come in before the group of 3 German ladies, split up by Margot Acquaderni..



The Australian team

DAY 4

After three racing tasks nobody was surprised by the announcement of task 4: AAT for every class, with 3 hours to fill with speed. After all, annex A of the Sporting Code, Part 6 prescribes: at least 2 different types of tasks, but none of them should be used for more than 67 % of the championships days.

Once more the day promised to be hot. As dynamic steward Gisela Weinreich put it : here the thermometer already shows 31°, a telephone call from Germany indicated the reverse : 13°C...

Long before the briefing started at 10 o'clock one could see real dust devils rising up from the dry sand of the field.



Briefing time

First launch foreseen at 12.00... but even while bringing the gliders to the right spot on the grid, the sky was overanxious to display its welcome address: already 3/8 of tempting cumulus. During the day pilots reported these were swelling to 5/8 and even a bit more. Although AAT is supposed to tend more to individual initiative and the chosen points, team work is not an idle word. This seems to be proven by the practically simultaneous crossing of the start line as well as the finish line by the 3 Czech pilots in the 15 m class, its final triple result only interrupted by French Marilyne Abadie who had chosen to leave almost one half hour before. But what a victory for good old Lenka Kuthova : 136,2 km/hour and hardly less for the following pilots: the other Czech matador Alena Netusilova and compatriot Jana Treslova. To nobody's surprise, the 3 Germans Katrin Senne, Susanne Schoedel and Anette Klossok, practiced the same scenario: off together, home together. Tactics hard to beat in the standard class, where 3 British ladies Kay Draper, Hannah Hay and Gillian Spreckley left almost in one breath, to land practically together in Szeged, young Hungarian Timea Markus "spoiling" the British sequence. All this however could not stop experienced Jana Veprekova to win the day in her LS 8 reaching 120,9 km/h . She had started together with her team mate Eva Cerna, "lost" underway.

To complete the happiness of CZ team captain also victory in the club class was offered to him by Dana Novakov 103,4 km/h on her standard Cirrus *bis repetita like the day before* in spite of the resistance of - again - Ayala Liron and her friend Elizabeth Sparrow. Pick up your calculator, Petr Krejcirik: 3 X 1000 points makes 3000 for the Czech team. What a harvest for ONE day!

The feast was not over. This day turned out to bring absolute joy to Zuzana Hrcirikova (I can write her name but don't ask me to take too serious risks to pronounce it !). She broke not less than 4 Slovak women records

In 15 m class : *Free distance return flight 341,62 km (limit 300 km)*

Free distance 3 turnpoints 525,04 km (old 317,2 km)

Free distance polygone 481,3 km (old 310,5 km)

In Open Class : *Free distance 3 turnpoints 525,04 km (old 517,9 km)*

For Zuzana this Day 4 meant the second 500 km in her life, whereas her average speed of 118 km/h in the racing task of 405,3 km (she finished 3rd on Day 1) was the best speed she ever achieved in her life. Nice going, Zuzana!



Getting ready for a second launch

DAY 5

For the first time in these championships a sniffler was sent in the air. His flight must have convinced the met/man who announced the air was still dry and thermals would be somewhat lower than yesterday.

Eyebrows raising everywhere: AAT...hello girls, make the best of your choices within 5 - yes FIVE - hours. I heard somebody whisper *are these championships for gliding or for endurance...?* Well, without good physical condition pilots will hardly successfully survive in such demanding gliding operations as we are experiencing here in Szeged 2009.

Briefing over. No, not yet, here came a quite impressive male squadron dressed in impeccably white bathrobes: an original way of the CZ crew to congratulate their girls for their triple victory of day 4, now official.



Meanwhile some practical joker, inspired (?) by the 5 hours AAT task, had been sticking a message on the cockpit of various gliders: *"pampers inside"...*

The first launch of 12.15 h was postponed till 12.45 h and an interested group of visiting schoolchildren had not enough eyes to witness all take offs of the elegant big birds...



First launch postponed ...waiting in the shadow of a tow plane

Even before briefing half the field had already been covered by slight grey-blue stratus which steadily turned into timid cumulus, slowly growing to 3/8. When

the last glider was launched cloud base had risen to 2000 m and pilots signalled even 2300 m.

Around 16.30 h a bit of shy wind made the temperature slightly plunge below 30°, a relative coolness nobody regretted.

At 17.00 h my head got a few (welcome) drops and the airfield got a harmless shower, a luxury missed since a long time. Slight rain in Szeged, yes, but not so slight on the last turn point where the rain came down in quite “fat” drops (heard from one pilot). The unlucky pilots paid the price: suffering a negative 3m/sec, some were flying lower than 500 m and had to rely on their instruments - and of course on their eyes - to land safely home. Nevertheless, I saw quite some showers on the thirsty field, several pilots had clearly kept as much ballast as possible until the very landing.

In standard class German Gaby Haberkern enjoyed her second victory (she won day 3) - with impressive speed of 121,9 km/h, sharing the happy 1000 pts fate with French Anne Ducarouge. Of course Cornelia Schaich (here 5th - she won day 2) was never far away and kept her overall lead, followed by her two team mates Sue Kussbach and Gaby Haberkern. Gillian Spreckley and Jana Veprekova continued their catch on operation, however the points difference was almost negligible.

Not so in club class where Hana Vokrinkova repeated her victory of day 1 but that gave hardly 20 points more than Ayala Liran / same second place as on day 1 / who stayed solidly high up in overall ranking, since day2 ! Her friend Elizabeth Sparrow had followed on her heels, staying in podium position since the 2nd day. Who is this exceptional pilot never seen before? Born Israeli – Shalom, Ayala - her parents settled down in Great Britain where she flies in Lasham which several members of the British team have now chosen as their home base.

(what a souvenir for me, quite some years ago I had registered for a week of cloud flying training. Imagine, not one single cloud or rain drop - how dare England be so “un-British?” So instead I took an unforgettable aerobatic course).



Photo Gallery man !

Apparently Katrin Senne chose the right moments at the right places - 122,8 km/h in 5 hours! with Susanne Schoedel on her heels (on the German frequency I heard the voice of Katrin Senne “Susanne, shall I wait for you ?”). Both were only a little faster than - yes, again - Marilyne Abadie who certainly confirms her podium intentions.

No outlandings today, 30 July. Should tasks have been still larger? Bigger still than 5 hours AAT? Who says so?

DAY 6

Is the optimism of the Hungarian organizers sinking? How else can you explain a racing task of “only?” 255,5 km for the 15 m class ? Yesterday on day 5 everybody flew for hours and hours, some almost 6 hours, spirit and condition helping.



The Danish Helle Lundgren and the Italian Paola Lanzieri and Elena Fergnani waiting for take off

Surprise? Czechs up again? Not really a big surprise, for this large team had already proven its talents, inspired by Alena Netusilova courageously trying to catch up on the top, after her sad outlanding at 1,5 km from the field on day 2. Jana Treslova did not let Alena out of sight... but who could have beaten “speedy Gonzales” Alena and her **138,1 km the very fastest lady until today** (*and till the end of the championships*). Less than 2 hours flight, landing around 4 p.m. No sign of fatigue.

Passing by the Czech camping area I suddenly saw a tall slim figure, solid dark helmet on its head, protecting devices around the waist, solid black knee-pads and black boots. An extra terrestrial? No, it was Alena Netusilova on the way to her (almost) daily roller skating training. On top of being a caring mother she certainly was the busiest pilot on the Szeged field, for she also spent quite some time in front of her lap-top, running her business in Prague. Energy for sale...

Back to the task of day 6 : today Anja Kohlrausch started almost 5 minutes later than her fellow - countrywomen, which was apparently a good inspiration, she managed 130,5 km/h but even this speed was not good enough to stop both Czech matadors Alena Netusilova and “3 points less” Jana Treslova to win the day. And once more, the regular flying pattern of Maryline Abadie kept her solidly rooted in bronze spot 3 Maryline Abadie in her final glide.

The importance of very accurate setting of the instruments was demonstrated in the unfortunate case of 57Ventus 2 glider of Margot Acquaderni. Preliminary checking of flight documents took into account only 246 km, producing poor 266 points. WHAT? Her complaint was carefully checked and changed into 50 penalty points for staying very slightly out of the cylinder with dots on both sides. However small the difference, both loggers do not lie, out is out. A protest to change the verdict would only make her lose 150 Euro.

“Only 241,9 km”? in standard class - Gillian Spreckley teaming up with her friend Kay Draper, would certainly have liked a bigger task. Indeed, her victory today with 118,7 km/h did not bring her the dreamed of 1000 points (“only” 615 points) and combined efforts of both French LS 8 competitors Magali De Cachard and Anne Ducarouge stopped Kay Draper to join Gillian as number 2. The difference of points between victory and 14th placing was only 112 points, not enough to change overall ranking.



Jutta Sturm crosses the final line

In club class it was “Rule Britannia” with result 1 - 2 - 3 for the united forces of the United Kingdom Sparrow-Liran - Johnson. And what to think of the following group of European Union youngsters - Polish Marta Najfeld, French Nathalie Hurlin, Hungarian Orsolya Diofasi and Italian Elena Fergnani? They held back the 3 Czech Standard Cirrus gliders. A careful look at the overall placing told the story: young Nathalie Hurlin coming ever closer to podium spot, only 88 points away...

Who says club class, thinks of Kathrin Woetzel and Christine Grote. Their present modest results are difficult to explain. These 2 charming German friends were always present among the best club class pilots in previous championships: 2003 in Jihlava Christine got gold, Kathrin silver, 2005 in Klix Kathrin was 6th, Christine 7th, 2007 in Romorantin Kathrin was 2nd, Christine 3rd. After this 6th day in Szeged it was 8 and 9 for both. Come on girls, you can do better! As some famous politician once said: “*Il n’est pas trop tard mais il est grand temps*”. It is not too late but it is high time...

DAY 7

No, no, day 7 becomes the first day OFF, after six demanding tasks nobody protested to have some time at hand. Some rest also but this day pilots and crews made quite a rush to the many shops in town, matter of renewing or completing the provisions in the frig box.

Gisela Weinreich and husband Wolfgang welcomed the chance of a motor flight, the lift was quite bumpy... and the cloud base reached 2300 meters... no no, their Cessna did not experience this, the eyes of the passengers did !

But this day was by far not a lost day. The Hungarian organizers spared no efforts to make everybody appreciate the quite lively Hungarian evening in the briefing hangar with the always appreciated folklore shows: acrobatic males dancing and the ladies swaying their brightly coloured dresses. Their performance brought about an inviting imitation sequence and up they were, pilots and other team members with devilish speed.



No more morning jogging needed to morrow.....Brian Spreckley will not contradict me....

DAY 7, again

this time the real one

Roses, kisses and “happy birthday” singing, sorry, that was true for Akemi Hirotsume but surprised Wolfgang Weinreich could omit the kissing part. The gesture of director Peter and the organizers was completed by the complete German team, expressing its appreciation for the long years of his perfect managing the FAI , with a beautiful wooden box containing every instrument any amateur of good wine could wish for.

The tasks of the day could have been the ones of yesterday: speed polygon of 382,1 km for the 15 m class, 355,5 km for the standard (ai ai, part of this imposed track is really very near the border, so: CAREFUL - loggers do not lie !) and 303,3 km for the club class.

This pre-frontal situation, no humidity on the ground, high cloud base. VERY high temperature again - it only stopped at 34°C. Go girls, go !



In standard class some kind of jump was expected from Gillian Spreckley who lacked only 31 points to rise to podium position.

1 p.m: a shy white cumulus, the pilots want more of those. The day turned out to offer regular 2/8 of them. Agnes Abrok was the first to get away, the three British musketeers followed 2 minutes later. Their joy was to be spoiled by Jana Veprekova Only 3 pilots landed before 5 p.m., among them victorious Jana with 113,4 km/h before Kay Draper and Gillian Spreckley who had now succeeded in getting in podium position, 16 little points more than Czech Jana.

What kind of complot was planned in club class for its 303,3 km task? : United Kingdom, both French EA and ED, both Italians, 2 Germans, they were ALL OFF before 13.30 h.

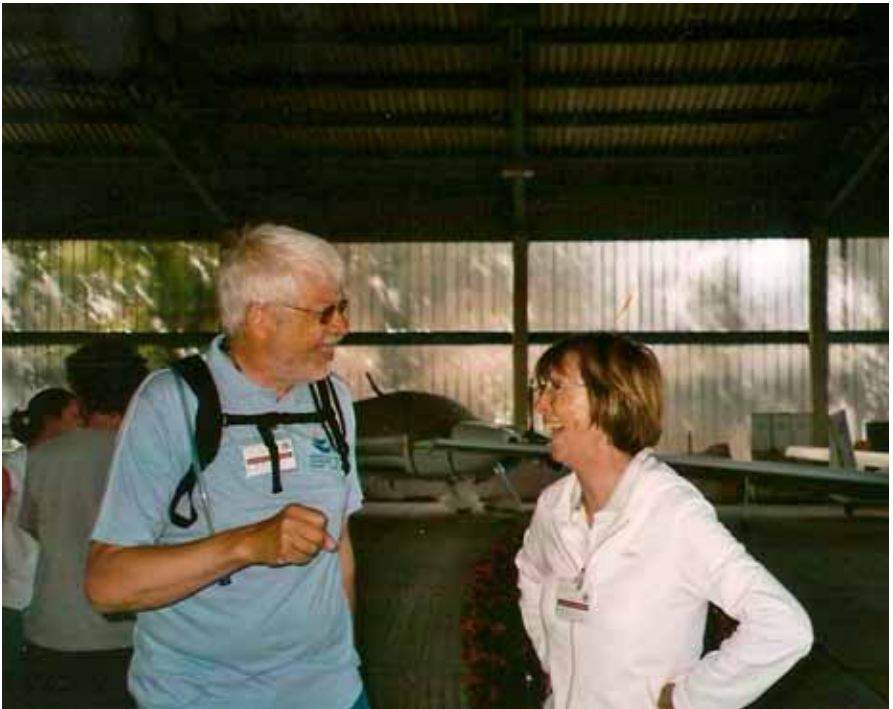
A quarter of an hour later 2 CZ Cirrus passed the start line and for their whole flight they needed 5 minutes... less than the earlier starters.

So Vokrinkova and Novakova collected practically 1000 points, but again, who would be surprised, Ayala Liran did not let anybody else precede her. Her 140 overall points advance became rather comfortable. Both German friends Christine Grote and Kathrin Woetzel lacked speed, again.

Their German team mates in the 15 m class were fast enough in their 382,1 km racing task: Katrin Senne 114 km/h, separated from Susanne Schoedel by happily surprising Jenny Thompson from Australia, a very early starter: 30 minutes before the whole group. She proved her capability to find the best lift in its capricious centre.

WHAT? An unexpected appearance: a very much old timer Hungarian trailer hooked behind a car (somewhat slightly younger, to be honest)...this is NO way to encourage the brave fighting spirit of the pilots in the sky, the base of which had even risen to 2500 m. Don't tell us this old contraption is getting Turkish Andrea Barna competition glider FS - *the only outlander today* - out of a meadow or another field.

No No, this is just a show off for fun.



Happy Ake Pettersson and Gisela Weinreich

DAY 8

A somewhat longer team captains meeting today: they objected to some of the flights of yesterday originating opposite courses. OK: will be avoided in the future. Then the Danish team requested reimbursement for the damage to the trolley of the SE glider LS 8, caused by the holes in the ground.



Very sorry. As Director Peter Gönczi had already explained before, the organizing team had well prepared the field, filling the holes created by some gophers, kind of small squirrels, a species threatened with extinction. Everyday some 40 of these troublemakers were

caught and brought to scientific laboratories but these inventive little devils created their own ever changing “catacombs”.

Never say never - a James Bond moto applying to the meteo of the day : blue all day! AAT foreseen for the three classes: some team captains expressed doubts, director Peter proved the organizers’ flexibility by putting the matter to a vote. 4 team captains are against, 6 approved, democracy is saved, tasks are maintained. Last happy announcement: tonight is international night... there will be 100 liters (or more...) of Czech beer etc etc.

A slight risk of thunderstorm behind the dissipating front is announced. No doubt this can become a tricky day. By 11.30 h the capricious cirrus has left the field. When the sniffer goes up he very quickly taste the kind of conditions colleagues on the ground are to expect. The director changes tasks for standard and club classes: AAT, yes, but 2 instead of 3 hours - for once the task setter does not quite agree.

Today 15 m class is in front of the grid, their launch starts at 12.30 h but after the last glider is in the air towing is interrupted. The gliders all choose the north of the field with some 1000 m height. The elegant ballet of the thermal circling gliders looks like little spots of stars... but of course this is day and not night....

The wind seems less strong than yesterday, lift trigger temperature of 31° is soon reached, rising to 34° (again !) between 2 and 4 pm. Launching restarts

and the start line is declared open at 13.15 for club, at 14.15 for standard class. The temperature only knows one direction: UP and the crews on the ground try desperately to catch the smallest whisper of relieving wind.

Within 4 minutes 16 of the 18 club class girls have started on their mission, all eager to make the best of their 2 AAT hours.

Vera Shishlakova in her LS 1d and young French Nathalie Hurlin in her St Cirus CS 1 both finish in less than 2 hours and Hungarian Orsolya Diafosi exceeds this time by less than a minute. Who says club class, says handicap factors juggling with daily speeds and therefore with daily rankings. Scoring calculations point out miss Diafosi as winner of the day. However, it soon appears Nathalie achieved best speed - 108,4 km/ h, she becomes 4th but the difference of points is almost negligible, only 34 points separate numbers 1 and 6.



Uli has finished his "before take off" job

Quite better speed was reached in standard class by the latest starter Danish Helle Lundgren and her LS 8, during her 2 AAT hours: 122,6 km/ if you please ! even faster than the best 15 m competitor Marilyne Abadie Berard 112,7 km/ - well yes, Marilyne had a somewhat longer AAT 3 hours task, leaving everybody behind - the complete German trio included. Sunny day for Helle, black day for Gillian Spreckley. She left a few minutes before 3 p.m, practically together with Kay Draper and both French pilots Magali De Cachard and Ann Ducarouge. Something must have gone wrong on the way. Indeed, unlike Kay Draper, finishing 4th with a speed of 115,8 km/h, Gillian had to settle for 107,4 km/h. She was granted only 472 points (compared to 628 for Danish Helle Lundgren.) and dropped to overall 5th. eager to catch up again on day 9. To top it all- or was it because she realized her poor performance? - poor Gillian got a warning for "incorrect landing lane".

DAY 9, not really

Early entering the briefing hangar I admired an unexpected “household show”: a nice lady consciously ironing the white clothes for the various team tables. Impeccable!

And I surprised the task setter in discussion with the director, he thought there had been no reason to change the task of yesterday, shortening the AAT tasks for standard and club classes: 2 hours instead of the originally foreseen 3 hours.

Thermals were appearing in the north-east of the country, clouds were covering the field in the morning, the air was humid and unstable. Foreseen trigger temperature was 29 / 30 °, not expected to be reached. Director Gönczi promised “freshness”: at least 4° less than yesterday. Ha ha, thank you. For the next 2 days the situation seems rather uncertain, nevertheless the grid is to be prepared. Nobody ignores the information on shower risks: less than 30 %, so the risk of thunders and precipitations does exist.

The witchcraft of the old and new Babajagas to be initiated this Wednesday evening really was not influential (yet) and as logic commanded: flying day 9 was neutralized at 13.00 hours.



Not very promising sky...

Shortly afterwards French Celine Montorio strained her ankle. Were the squirrel holes in the ground the guilty ones? No, she just stumbled on an uneven piece of the ground. Ice needed. Not to be found on the field. Clever French crew: a quick drive to their nearby guest house (very comfortable and recommendable, they told me) - and one - two - three the ankle was taken care of... No flying, but the day was not lost....

The neutralization of the contest day allowed pilots participating for the first time in these official international / European / World championships to listen to the “already initiated **BABAJAGAS**” of their team, recommending THE disguise for the festive evening of their acceptance in the international sorority of the “flying witches”. Is it necessary to remind everybody of this ceremony, originated by the Polish women pilots, a tradition respected and continued. The underlying idea of the oath to be sworn, is the solemn promise to never cheat but act with fair play in all circumstances. First the oath - repeating it in the language of the “godmother” (you can imagine these tongue twisters!) - then a tour of honor dancing on the broomstick around the blazing fire, sometimes on “a two-seater broomstick” godmothers courageous enough ! Finally then the novices seal the oath with a lip print in the witch chronicle... and a small strong drink helps encouraging them to always respect their oath.



First you promise.....



Then you dance

The only shadow on this evening: **NO** microphone (I really had insisted, in vain...), which prevented the questions being traditionally asked by the attendants and to be honestly answered by the novices, unless they did not want to answer.

For the rest of the evening I tried to assist chief witch Judy Pollermann (the same chief witch as 30 years ago in Dunaujvaros!!) by acting as some kind of “loudspeaker”....

Szeged 2009 quite a number of “acceptances in the sisterhood of the Babajagas” Indeed, there was a (happy) lot of novices to “undergo” the ceremony”: not less than 18 and thus 18 godmothers. Some godmothers really pushed their novices to a maximum of effort...



Godmother Margot Acquaderni with novice Andrea Kadar

You can imagine the lasting public laughter when Italian Margot Acquaderni tried again and again to bring her young new Hungarian protégée Andrea Kadar to pronounce **riaterrare sempre** with repeated rolling rrrrs... or Sue Kussbach (who did not know yet that she was to become the winner of Szeged 2009 in standard class), pushing her Turkish godchild Andrea to enormous efforts to repeat the German oath.



Judit Pollerman, the chief Babajaga 2009

BABAJAGA 2009, SZEGED - Hungary



18 Novices	Godmothers
Eszeter Zákány HUN	Anne Decourage FR
Elena Fergnani ITA	Jana Veprekova CZ
Jenny Thompson AUS	Maryline Abadie Bérard FR
Timea Mårkus HUN	Katrin Senne GER
Marta Najfeld POL	Akemi Hirostune JAP
Gaby Haberkern GER	Joanna Bindermann POL
Ayala Liran UK	Maria Bolla HUN
Andrea Barna TUR	Sue Kussbach GER
Orsolya Diofàasi HUN	Valentina Toporova UKR
Zuzanna Hrnçirikova SLO	Agnes Abrok HUN
Andrea Kadar HUN	Margot Acquaderni ITA
Jutta Sturm FR	Lenka Kuthanova CZ
Paola Lanzieri ITA	Nina Shalneva RUS
Nathalie Hurlin FR	Hana Vokrinkova CZ
Helle Lundgren DK	Vera Shishlakova RUS
Hanna Hay UK	Judit Pollerman HUN

DAY 9, the real one ?

Some sleepy eyes at briefing... did the Babajaga evening have prolongations? Old and new witches should have used their "influence" to make the previsions of the day somewhat more favorable than what the meteo services presented: very uncertain previsions, active zone will pass east of our region. Grid to be prepared anyway.

Meanwhile the Swedish visitors of Arboga - next organizers 2011 - gave a presentation of their site and possibilities. Arboga, population 14.000 is situated 150 km west of Szeged. Speaker was Mats Lundqvist, the handsome director of these future world championships. A somewhat disagreeable surprise was the high registration fee 750 € - which is 150 more than Szeged. Of course, living costs in Sweden are quite higher than in Hungary...

This morning the usual group photo was planned. Milan-Kmetovics - man with 1000 qualities - (photographer, scorer, adviser, etc...) had an original idea: to take the group photo from above, from the roof of the hangar and the pilots were requested to take place next to and beside the Hungarian "old-timer" glider installed in front of the hangar. No special hurry.

Acrobat Milan climbed on an autobus and reached his objective: the roof of the hangar.

"Ready, ladies? Please wave at me". Some loud voice (who?) : wait, we want Gill with us on the photo. *I am not a competitor.* We want you with us, you belong to us. My protest was waved away, SO...



Meanwhile on the grid, launching was “postponed” and “postponed again”. Wait and wait,... like the pigeon fanciers waiting for the signal to release their pigeons...

One can imagine the mood of the pilots on the field, quite different according to their position in overall rankings. *I pray we shall fly, so maybe I can improve my ranking*” or still *“well, I am on top, why should uncertain weather change my ranking?”*



Hard times for crews

Enough waiting: 13.30 h. patience came to an end : NO task today.

Everywhere cars with trailers were rushing in the splashing rain to the tie-down site of their flying jewels, pushed by the darkening clouds, rain coming much sooner than really expected. Bravo for the brave teams in what too soon had become a cloud burst. TOO soon indeed.

I heard one possible explanation: in the scoring office the internet had broken down and meteo man and task setter were anxiously trying to get it functioning again, till one of them happened to look through the window to discover the apparent overdevelopment. Immediate logic decision: NEUTRALIZATION of the day!!!



Katrin Senne and Margot Acquaderni with winged t shirts looking at the sky

Waiting public in the restaurant quickly changed place, when the slightest touching of the tented roof caused temporary abundant inundations. Maybe the rising temperature after the deluge would take care of drying everything. So, day 9 - again - was not a real (flying) one...

DAY 9, yes again

Briefing started with excuses for the somewhat late cancellation of the task yesterday. Sorry...Yesterday there was too much overdevelopment, we were “on the wrong side” of the flyable weather. The meteo man was offered a present: a beautiful umbrella - I can't judge if he really appreciated the gesture.

Today some dryer air is approaching from the north-east, the cloud base will be rather low. Temperatures of 34°C will again not be exceptions. However, if we are to be realistic, there is again - this time a 40% risk of overdevelopment which means possible showers. Cloud base is expected to be much lower than during the glorious first days of the championships but nevertheless slowly rising up to 1000 m to start with.



Briefing : stop watch !

Must we believe what the task setter predicted?: today the championship is really starting. Now is the time “when they separate the men from the boys” - or rather *the women from the girls...*

OK ladies, here are your tasks: 3 hours AAT task for all three classes.

First launch foreseen at 11.30 and postponed.

The sniffer took off at 11.20, signaled cloud base rising to 1000 m but the quantity of cumulus slowly increasing. Launch postponed, but not for very long, at 11.45 the tow planes started running, the first class to be launched was (as usual) the club class. On the grid Turkish SF refused her first launch. 35 minutes later she took off but had to come landing again. Decision of team captain/ husband Ali Aca “no more waste of money, you stay on the ground”. And that was the end of her first world championship!

Alena Netusilova also returned to land after her first launch. However, this time she did not need friendly help from Klaus Keim (father of Katrin Senne) always ready to help, as he recently did, saving Australian Jenny Thompsen with the funny little purple-colored-strand-on-her-forehead from any more rubber waterballast trouble. Fortunately Alena's small instrumental problem was immediately solved and she was quickly re-launched.

INTERMEZZO:

If crew members and visitors wanted to have their usual lunch at the open air restaurant, they were in for a surprise. Today suddenly it was impossible to see and take whatever (indeed tasty) food was inside the containers. The catering management “Protocol Party Service” had decided: no more food “*à volont *” as before. Today suddenly it was impossible to see WHICH menus were presented, because the containers had been reversed, now the food offered was to be “rationed in appropriate quantity” by the serving personnel. Apparently the appetite of customers until now had been judged “exaggerated”...

I think of a possible real (?) reason for this sudden change. The caterer had wanted to organize the farewell party in the newly built annex of his restaurant in town. However, the organizers fairly decided to respect the tradition: farewell party as always in the briefing hangar!

Hence the moody reaction... although the participation fee of 18   per person for food and one aperitif (drinks not included) for that evening seemed ample payment for his catering mission. Several teams were upset with these unexpected expenses for pilots and various crew members, team captains started counting “can we afford this?”

Meanwhile the number of visitors on the airfield was increasing: arrival of some participants in the pre-world Flatland Cup (who will come next year?) to start on Monday August 10th.

“Flatland”? On the list of 141 turn points I discovered the highest one; nr 085 Kekestet 1015 m high, N 47°52.467 - E 020°00.500.

OK, it is not mount Everest!

But “flat”land?

Back to the grid



Judith Pollerman waiting for take off

The temperature had risen again to 34° C... Wait or not wait? As I heard on the frequency at about 13.15 h cloud base reached 1000 m. that is anyway what the first club class starters announced. Among them British Ayala Liran, leading overall ranking since the second day, Elizabeth Sparrow always in her “flying footsteps”. Those were their positions at the very beginning of this last championships day, apparently not in too great danger to be caught up by CS pilot Dana Novakova ranked 3rd. A little chance maybe for Nathalie Hurlin to climb on the 3rd step of the podium???

Tactics? Gambling? Pick the **right** time to get away? - of course only at the end of the task everybody would know what the **right time** was. Both CZ ladies Novakova and Vokrinkova passed the start line some 8 minutes later than the British colleagues...so did French Celine Montorio (no more trouble with her strained ankle...). Should Celine keep an eye on progress and position of started pilots ...and report to team captain Eric Napoleon who could then transmit any useful information to his young Nathalie? Why not consider such possibility? Nathalie Hurlin waited 21 more (long) minutes, then she started, followed 4 minutes later by Kathrin Woetzel and Christine Grote. Both German friends were determined to have a better championship finish than the beginning of it. They **did**, finishing 3rd and 4th in their last appearance in Szeged but... too late for other dreams...



Kathrin Woetzel ready to take off

They were not the only ones complaining: *the earth seems so very near with this low cloud base*. Of course, former days in Szeged all pilots had been coddled by generously high cloud bases, sometimes rising to 2500 meter! Nothing similar today... and some scattered thunderstorms on the way did not facilitate the pilot's task.

Soon radio messages told the story: Ayala Liran and Elizabeth Sparrow did not find the right rhythm and their modest average speed of 63,2 km/h failed to keep them on the road to victory-much less speed than fastest Hana Vokrinkova 82,0 km/h who was preceded in points - handicap factor considered - by Russian Vera Shishlakova. Quite impressive, blond Vera, *finishing* her last day in Szeged with a victory, whereas two years ago in Romorantin she had *started* first and also second day with a victory!

Clever Nathalie Hurlin on her Std Cirrus CS achieved the impossible: this very morning she was still at a distance of 12 points from the bronze medal, 84 points from silver and 241 points from gold. Her speed of **81,9 km/h** compared to 63,2 of Ayala Liran and Elizabeth Sparrow, offered her **335 points** more

than unlucky Ayala, royally enough for happy Nathalie Hurlin to get hold of the world champion title 2009. Disappointed Ayala Liran even lacked 14 precious points to stand on the podium.

How can one describe the immense joy in the French team? Nathalie Hurlin (650 gliding hours in her logbook) became the youngest world champion ever! ***Impossible n'est pas français*** !! And please do not ask me to describe the dramatic deception in the British ranks...



Part of the French team

old Hungarian Orsolya Diofasi (300 flight hours) and 20 year old Elena Fergnani (only 200 gliding flight hours!) finishing quite decently in the middle of the field of these 5th world championships.

Look out for them in Arboga 2011 !

MORE SURPRISES ?

How much change in normal previsions can you expect? The unexpected "shock" in club class... then an also unforeseen result in standard class. Until this last day 9 Cornelia Schaich (world champion 2003 in Jihlava) did not seem in danger to lose her leading position, conquered as from the second day of these Szeged championships. True, Sue Kussbach was never far behind or far before and IF so, sometimes by as little as 1 or 2 points. In 8 competition days Cornelia Schaich had accumulated some 48 points more than Sue Kussbach and that was the situation on the morning of this very last competition day..

Dangerous rivals? Gaby Haberkern, British Gillian Spreckley and CZ Jana Veprekova always present.

Gillian Spreckley had won day 6 but her poor harvest of 615 points had not really pushed back the German duo Schaich-Kussbach. It nevertheless allowed Gillian to climb into podium position, confirmed after day 7 but to her regret no more after day 8, when surprising Danish Helle got 156 points more and Gillian dropped to 5th overall ranking.

Incredible
TOPSY-TURVY
in this club class !

It should not escape your attention: the club class has several young candidates rising to more than decent heights with positive outlooks for next championships: 24 year old Celine Montorio (960 hours experience), 23 year

Gillian's very early departure on this ultimate day turned out to be a good decision even considering that Jana Veprekova leaving more than an **hour** later, finally won this last championships day. Unlike on former days German Sue Kussbach and Cornelia Schaich did not start at the same moment. Everybody her own chance? And calculating the points separating them? But how do you foresee how many points every km/h "faster speed" will reward you?

Kussbach - Schaich went on their way some 20 minutes apart and the later start of Sue Kussbach made her a very happy lady. Her 90.4 km/h granted her 107 points more than colleague Cornelia Schaich, Till the very end the most experienced (3700 flight hours) Jana Veprekova remained a solid candidate for the title, she missed a new world title by "little" 13 points, but she got the silver, leaving bronze for Cornelia Schaich. The expected name of the 2009 world champion was not Cornelia Schaich but Sue Kussbach. By the way, Sue has taken over the role of the regretted Angelika Machinek as speaker of the German women gliding pilots.

Unlucky Gillian Spreckley had to be (dis)pleased with a spot next to the podium with 6 points more than Gaby Haberkern...



Sue Kussbach together with other pilots looking at the sky before take off

INDEED ONE MORE SURPRISE in 15 M CLASS !!!

A very regular pattern characterized all flights of both German pilots Katrin Senne and Susanne Schödel who started the championship, sharing 1000 points on the very first day.

From then on when any one of both announced her start time, the second message we heard came only seconds later. Katrin Senne always ended just before Susanne but in the course of the championships she accumulated only small positive amounts of points : $3 + 8 + 2 + 8 + 4 + 7 + 2$, so the very last morning her advantage on Susanne was 34 points.

It seemed sufficient enough to keep her world title. On the ground we all heard various radio messages, complaints also because of the lack of height, a bit disconcerting on this last day. However, the sky is the "same for all" except for Turkish Andrea Barna who stayed on the ground.

Australian Jenny Thompson must have remembered her exploit on day 7 when she started first and ended second of the day. Bis repetita ? SO: off she went at 13'10, absolute first starter!

Two minutes later 3 German pilots went on their way together : Senne, Schödel and Klossok - not Anja Kohlrausch, reputed to be not very keen on team flying.

It took about 30 minutes before any other pilot left the field. Following starters stayed together in their own national team : CZ, France, Hungary. Start times were very scattered, spreading from 13'10 to 14'01 which is when the Czech compatriots Netusilova, Lenka Kuthanova and Jana Treslova were the last to leave Szeged.

The successive landings could not give any idea of the final ranking, so it would be "patient" waiting for the scoring calculations.



The first to start, the first to come landing at 16'13 - look, here are the first raindrops ! - was Jenny Thompson, quickly followed by the German trio. The latest homecomers were Lenka Kuthanova and Jana Treslova and ... no, no, no, not Alena Netusilova who left them behind on the way.

Indeed, on the grid Alena had remarked her left wing was losing water. Back to the hangar, repair made, water again tanked - tow - out weight officially controlled. Meanwhile the gate was declared open, the Czech team started together after 2 p.m. and calm as usual Alena flew to her this last day 1000 points victory. What other word but magnificent could be used to-day again for "speedy" Alena? Her 102,2 km/h was 5 km/h better than number 2 of to-day. It is easy to imagine what went on in the mind of Alena... what a pity, that unfortunate day 2, when she landed (safely) 1,5 km before the airfield and got only 510 points on a generous 1000 points day. This last day Alena got the well deserved 1000 points, but lacked 275 to become world champion again.

So: it was not Netusilova. More surprising still: it was not Katrin Senne. What? A lot of interested people gathered in front of the screen, announcing results. Provisional? Suspense. Then the incredible verdict: the built up "Senne" advance of 34 points on Schödel did not fill the final gap of 38 points between both on this very last day. Katrin missed 4 points to keep her title.



**Susanne Schödel flying
with Katrin senne**

I stood next to Klaus Keim in front of the screen. *Gill, to-day I advised her to go on alone, by herself. She didn't.*

Contrasting with a few disillusioned pilots was smiling Maryline Abadie Bérard. Her superb regularity in the daily top finishers very soon secured her podium position in this demanding 15 m class. This last day again she finished beautifully, after strong Alena Netusilova and surprising Russian Nina Shalneva of Novosibirsk, imagine, Nina got ONE more point than Maryline, not a menace anyway! Another joy for coach Eric Napoleon and his fine team!

This was the end of world championships with a hot start - immediately 6 successive and successful tasks, a wet finish and quite surprising results!

The end? Moment, we still have the official prize giving ceremony to-morrow in the large briefing hangar.



The game is OVER !

PRIZE GIVING CEREMONY

A long table full of cups, trophies, bulbs and other prizes, all waiting to be handed over to the happy recipients. The organizers were well inspired to invite their world champion Gulyas György to take care of this agreeable task. It started with handing over the enlarged souvenir photo of the 49 participants to every team captain (and to me, what a pleasant surprise!).



The wonderful cup for the winner

Short speeches, national flags being prepared and a beautifully carved wooden trophy was handed over to Uli Gmelin, for the first - and the pilots hope not the last time acting as captain of the German team. No wonder Germany won the team cup, 4 medals, leaving 3 for the Czech team and 2 for the French team. One of these French medals was the unexpected golden one of Nathalie Hurlin. What a touching sight, to see tiny Nathalie holding the large trophy to her pink blouse while listening to the Marseillaise hymn. For the very first time it had been played in Chérence 1981 thanks to Marie-Françoise Gavaret and now in Szeged for the last... stop, sorry, no no, certainly not the last time, considering the young talents in the French team. One of them: Maryline Abadie Bérard, rewarded with the bronze in the 15 m class, much less surprising than the gold and silver for Susanne Schödel and Katrin Senne, which everybody had expected in reversed order.

In standard class also all during the competition Cornelia Schaich was expected to end on the top step of the podium, on the very last day Sue Kussbach took over, with blond Jana Veprekova only 14 points away. Bronze for Cornelia... Discreetly looking at the whole ceremony was smiling Ingrid Blecher. She explained: *"I used to crew for Sue Kussbach, NOW world champion. Here in Szeged I was crewing for Susanne Schödel, NOW world champion. I am really proud and pleased"*.

Striking thoughts : in all three classes the place NEXT to the podium was occupied by quite potential victory candidates:

Alena Netusilova in 15 m class... if it was not for that unlucky second day outlanding...

Gillian Spreckley in standard class... if it was not for that unfortunate eight day...

Ayala Liran in club class... if it was not for that catastrophic last day...

Both Spreckley and Liran could expect medals, now the British team did not win any...

A situation to be changed in two years time in Swedish Arboga.



Our super Gill is given a prize!

When I thankfully took leave from the capable and friendly organizing team I wished director Peter Gönczi a well deserved rest. **OH NO!** *I have already prepared my Jantar 2B to participate in the Flatland cup starting on Monday. This time I will be in the air myself.*

The same idea inspired also Czech team captain Petr Krejcirik, Japanese team captain Tchikawa Makoto, Hungarian team captain (and meteo) Andras Gyöngyösi and heavyweight veteran Laszlo Hegedüs in a solid Nimbus 4 AND? don't be surprised: Judy Pollerman using her LAK17/15 m to spend "a new holiday" ...

RESULTS



Club Class podium

5th WWGC 2009

SZEGED, 26.07.2009 - 08.08.2009

FAI Club

#	Pts	CN	Pilot	Country	Glider	26.07	27.07	28.07	29.07	30.07	31.07	02.08	03.08	07.08
1	7793	EA	Hurlin Nathalie	France	Std. Cirrus CS 11 W	5 (953)	4 (925)	8 (928)	4 (960)	4 (972)	5 (541)	6 (963)	4 (581)	5 (970)
2	7772	DI	Novakova Dana	Czech Republic	Std. Cirrus	3 (965)	10 (832)	1 (1000)	1 (1000)	3 (978)	9 (532)	2 (990)	11 (538)	6 (937)
3	7713	XC	Vokrinkova Hana	Czech Republic	Std. Cirrus	1 (1000)	13 (809)	2 (969)	7 (874)	1 (1000)	10 (531)	1 (1000)	9 (542)	2 (988)
4	7699	J34	Liran Ayala	United Kingdom	Std. Libelle H-201	2 (974)	1 (1000)	5 (956)	2 (985)	2 (980)	2 (577)	3 (989)	2 (603)	12 (635)
5	7528	873	Sparrow Elizabeth	United Kingdom	Std. Cirrus	6 (933)	3 (978)	9 (922)	3 (984)	5 (953)	1 (586)	5 (964)	3 (587)	13 (621)
6	7355	RZ	Johnson Rosemary	United Kingdom	ASW 19 a,b W	4 (962)	4 (925)	10 (921)	10 (818)	9 (892)	3 (566)	4 (982)	16 (479)	8 (810)
6	7355	1M	Grote Christine	Germany	Std. Libelle H-201 W	9 (900)	11 (815)	3 (958)	6 (900)	6 (942)	15 (445)	11 (894)	14 (523)	4 (978)
8	7354	BW3	Woetzel Kathrin	Germany	Std. Libelle H-203	10 (896)	11 (815)	3 (958)	5 (906)	6 (942)	14 (446)	12 (888)	13 (524)	3 (979)
9	7112	ED	Montorio Celine	France	Std. Cirrus CS 11 W	7 (930)	8 (855)	7 (936)	8 (837)	8 (893)	12 (483)	7 (956)	5 (573)	11 (649)
10	7002	IC	Diófási Orsolya	Hungary	ASW 15 b	8 (905)	1 (1000)	6 (949)	12 (806)	11 (868)	6 (539)	10 (930)	1 (606)	16 (399)
11	6788	41	Fergnani Elena	Italy	LS 1 f 45	12 (840)	14 (787)	11 (907)	9 (833)	15 (799)	7 (538)	9 (937)	10 (541)	14 (606)
12	6741	MN	Najfeld Marta	Poland	Std. Jantar 3	11 (878)	15 (707)	13 (887)	13 (787)	13 (830)	3 (566)	8 (938)	7 (548)	15 (600)
13	6576	V9	Shishlakova Vera	Russia	LS 1-d	13 (828)	6 (885)	15 (619)	11 (816)	12 (864)	16 (422)	17 (607)	12 (535)	1 (1000)
14	6258	CX	Horackova Pavlina	Czech Republic	Std. Cirrus	15 (765)	9 (838)	14 (853)	15 (548)	16 (777)	8 (535)	16 (636)	6 (572)	9 (734)
15	5692	2H	Kadar Andrea	Hungary	ASW 19 a,b,W	13 (828)	7 (862)	16 (517)	14 (744)	17 (725)	13 (473)	14 (724)	17 (474)	17 (345)
16	5464	KV	Zakanyi Eszter	Hungary	Std. Jantar	17 (758)	16 (389)	12 (889)	18 (0)	9 (892)	17 (415)	13 (854)	7 (548)	10 (719)
17	5448	ZZ	Lanzieri Paola	Italy	LS 3	16 (761)	17 (381)	17 (465)	16 (480)	14 (828)	11 (507)	15 (660)	15 (509)	7 (857)
18	2085	FS	Barna Andrea	Turkey	Speed Astir II	18 (203)	18 (235)	18 (370)	17 (327)	18 (480)	18 (165)	18 (158)	18 (147)	18 (0)



Standard Class Podium

5th WWGC 2009

SZEGED, 26.07.2009 - 08.08.2009

STANDARD

#	Pts	CN	Pilot	Country	Glider	26.07	27.07	28.07	29.07	30.07	31.07	02.08	03.08	07.08
1	7614	KS	Kussbach Sue	Germany	LS 8	7 (874)	2 (943)	2 (938)	9 (914)	3 (998)	6 (567)	7 (880)	10 (537)	2 (963)
2	7601	FX	Veprekova Jana	Czech Republic	LS 8	14 (831)	8 (897)	4 (852)	1 (1000)	7 (949)	10 (526)	1 (1000)	6 (546)	1 (1000)
3	7555	3S	Schaich Cornelia	Germany	LS 8	9 (872)	1 (1000)	3 (924)	8 (917)	5 (995)	7 (566)	4 (885)	8 (540)	6 (856)
4	7433	59	Spreckley Gilian	United Kingdom	LS 8	11 (865)	6 (914)	10 (805)	6 (933)	6 (981)	1 (615)	3 (958)	15 (472)	3 (890)
5	7427	BW2	Haberkern Gaby	Germany	Discus 2	10 (868)	3 (938)	1 (941)	7 (919)	1 (1000)	15 (478)	5 (881)	9 (539)	5 (863)
6	7262	SE	Lundgren Helle	Denmark	LS 8	8 (873)	7 (911)	7 (814)	2 (956)	9 (850)	8 (557)	9 (843)	1 (628)	8 (830)
7	7151	301	Draper Kay	United Kingdom	LS 8	5 (904)	5 (921)	6 (817)	5 (935)	12 (676)	3 (586)	2 (959)	4 (557)	11 (796)
8	7061	GA6	Ducarouge Anne	France	LS 8	1 (1000)	10 (779)	8 (808)	10 (908)	1 (1000)	3 (586)	8 (872)	7 (545)	16 (563)
9	6952	EU	De Cachard Magali	France	LS 8	2 (958)	11 (776)	13 (793)	12 (851)	4 (997)	2 (588)	15 (635)	5 (554)	10 (800)
10	6721	W8	Cerna Eva	Czech Republic	LS 8	16 (795)	9 (824)	5 (850)	13 (848)	10 (772)	11 (507)	10 (822)	3 (561)	14 (742)
11	6560	LOT	Biedermann Joanna	Poland	LS 8	15 (823)	4 (935)	11 (801)	11 (862)	14 (554)	5 (577)	14 (671)	14 (503)	7 (834)
12	6395	HAL	Márkus Tímea	Hungary	Discus 2	4 (905)	14 (444)	9 (806)	4 (941)	13 (599)	11 (507)	5 (881)	12 (533)	13 (779)
13	6335	DD	Abrok Agnes	Hungary	Discus 2B	6 (885)	13 (446)	15 (745)	14 (844)	8 (864)	16 (391)	12 (765)	2 (575)	9 (820)
14	6311	DL	Hrncirikova Zuzana	Slovakia	Discus 2	3 (955)	15 (429)	14 (758)	15 (778)	11 (750)	13 (503)	11 (788)	16 (465)	4 (885)
15	5785	PM	Hirotsune Akemi	Japan	LS 8	12 (861)	12 (452)	15 (745)	16 (764)	16 (497)	14 (482)	13 (716)	11 (536)	15 (732)
16	5667	CH	Hay Hannah	United Kingdom	Discus 2	13 (854)	16 (105)	12 (797)	3 (942)	15 (506)	9 (552)	16 (606)	13 (510)	12 (795)



15 meter class podium

5th WWGC 2009

SZEGED, 26.07.2009 - 08.08.2009

15 METER

#	Pts	CN	Pilot	Country	Glider	26.07	27.07	28.07	29.07	30.07	31.07	02.08	03.08	07.08
1	7955	SF	Schödel Susanne	Germany	Ventus 2	1 (1000)	6 (959)	6 (916)	6 (923)	2 (992)	8 (424)	3 (993)	4 (989)	6 (759)
2	7951	BK	Senne Katrin	Germany	ASG 29/15m	1 (1000)	4 (962)	4 (924)	5 (925)	1 (1000)	6 (428)	1 (1000)	3 (991)	7 (721)
3	7882	2L	Abadie Berard Marilyne	France	ASG 29/15m	5 (847)	2 (967)	2 (929)	3 (974)	3 (968)	5 (467)	9 (828)	1 (1000)	3 (902)
4	7681	AJ	Netusilova Alena	Czech Republic	ASG 29/15m	3 (990)	12 (510)	9 (889)	2 (993)	4 (945)	1 (540)	4 (964)	9 (850)	1 (1000)
5	7378	K	Klossok Annette	Germany	ASG 29/15m	9 (765)	3 (963)	3 (928)	7 (919)	8 (784)	9 (418)	8 (899)	2 (994)	8 (708)
6	7186	73	Toporova Valentyna	Ukraine	Ventus 2	11 (755)	5 (960)	10 (880)	13 (659)	10 (770)	4 (472)	6 (928)	6 (980)	5 (782)
7	7007	V7	Shalneva Nina	Russia	Ventus 2	6 (823)	9 (905)	7 (900)	11 (742)	13 (682)	12 (377)	12 (691)	5 (984)	2 (903)
8	6942	57	Acquaderni Margherita	Italy	Ventus 2	10 (762)	7 (945)	5 (917)	9 (905)	9 (781)	13 (367)	13 (678)	8 (964)	10 (623)
9	6718	ZX	Kuthanova Lenka	Czech Republic	ASG 29/15m	8 (812)	14 (428)	8 (892)	1 (1000)	12 (708)	10 (416)	5 (949)	10 (846)	9 (667)
10	6655	HP	Kohlrausch Anja	Germany	Ventus 2	7 (819)	1 (1000)	13 (847)	10 (830)	7 (790)	3 (484)	11 (748)	15 (588)	12 (549)
11	6487	C	Sturm Jutta	France	Ventus 2	15 (69)	8 (941)	1 (957)	8 (915)	6 (834)	7 (427)	14 (550)	7 (975)	4 (819)
12	6391	AX	Treslova Jana	Czech Republic	Ventus 2	4 (887)	15 (392)	11 (875)	4 (938)	11 (747)	2 (537)	7 (902)	14 (639)	14 (474)
13	6046	V8	Bolla Maria	Hungary	Ventus 2	13 (539)	10 (892)	12 (873)	14 (590)	14 (607)	11 (379)	10 (818)	12 (750)	11 (598)
14	5285	VP	Thompson Jenny	Australia	ASW 27	12 (593)	13 (460)	15 (351)	12 (680)	5 (843)	15 (198)	2 (994)	13 (726)	15 (440)
15	4932	CJ	Pollerman Judit	Hungary	LAK 17/15m	14 (489)	11 (807)	14 (531)	15 (521)	15 (596)	14 (352)	15 (312)	11 (799)	13 (525)