

John Roake's

Gliding International

MARCH 2010

***We are the best
at what we do!***



- SAILPLANES AS UNMANNED AERIAL VEHICLES
- NEW SUSTAINER FOR ALL SAILPLANES
- GRAND PRIX FINAL IN CHILE
- ELT'S SUCCESS RATE INVESTIGATED



RRP \$9.50

3rd FAI WORLD SAILPLANE GRAND PRIX FINAL

January 2nd to 9th 2010

MYLES HYNDE SAYS IT WAS

AN OUTSTANDING EVENT

Sebastian Kawa (The winner, Poland) said: "I'm sad..." (what!!? ... but he follows)... "I'm sad because this was such a great Championship, and now it's over. I loved flying here and the people were great, but now it has come to an end. The Andes is a place to discover". And a happy Carlos Rocco (runner-up, Chile) said "This is a great achievement for us, for the Club, for Chile. We are second in the world and it's the best possible feeling. We used our experience to fly this Competition".

There were originally four applicants from soaring nations to stage the 2010 World Grand Prix final. By mid 2009, only Chile was still holding up its hand to a "Yes, we can do it." The others were obviously suffering from the effects of the world economic downturn. The success of this event was paramount to the International Gliding Commission. The Grand Prix had become the most likely vehicle for the sport to establish a world wide audience for gliding. The Grand Prix had already shown itself to be a fast moving competition sport - it only now required a world wide audience. A cancellation and or a failure was unthinkable!

The IGC bureau threw their total support behind the event and sent their roving ambassador and chief steward, Brian Spreckley (UK), to oversee and help with the organisation. Heavy weight administrator and IGC vice president, Roland Stick, (France) deputised for the IGC president Bob Henderson. His role - Championship Director.

And so the scene was set for a championship that will inevitably be acknowledged as the highlight of the 2010 competition scene. Chile was not new to a Grand Prix competition

- they had staged a heat-run-off contest in 2009, but this was the big one! After all, the world's 14 top competition pilots had already run the gabbit of this high speed soaring contest by being highly placed in the run offs. Those high places qualified them for the 2010 event.

The Santiago club is quite unique. It is based almost in the centre of



The Grand Prix Players



Brian Spreckley, IGC Chief Steward, introducing the pilots

THE WORLD'S TOP FOURTEEN

If ever there was an assembly of "Who's Who" in our soaring world it was at this contest in Santiago. You had to have fought hard to have secured your position in this august scene.

Each pilot had been asked to précis his past soaring activities and achievements. We found them extremely interesting.

SEBASTIAN KAWA

Nationality: Polish - Age 38 - Profession: Medical Doctor specialising in obstetrics and gynaecology. (Married with two daughters, (6) and (2) to Anna, who specialises as a family physician). - Competing since: 1991- Flying hours: 2800 (gliding), 400 (power - holds a commercial pilot license). Achievements: First at Nitra 2003, Elverum 2004, Nitra in 2005, St Auban 2005, Vinon 2006, Omarama Grand Prix 2006, Pociunai 2007, Omarama 2007, Torino 2009. Comment: Both mother and father are doctors, whilst his father is a prominent Polish pilot too. Prior to taking up gliding he represented Poland at competitive yachting. Both father and son represented Poland at the World Gliding Championships in Nitra, Slovakia in 2003. Sebastian won all European and World championships from 2003 to 2007 plus all the main GP events. Is currently ranked No 2 on the FAI glider pilots ranking list. A great advertisement for the Polish produced Diana sailplane, which he flew at Santiago.

MARIO KIESSLING

Nationality: German - Age 36 - Profession: Software Project Manager - Recently married, September 2009 - Flying since: 1990 - father, also a pilot - Competing since: 1994 - Flying Hours: 3700. Achievements: 1994: Member Bundeswehr Sportfördergruppe Segelflug -

1995: 2nd German Juniors (Std Class) - 1997: 1st German Juniors and 1st European Juniors - 1998: 1st German Nationals - 2002: 2nd German Nationals - 2004: 3rd Europeans - 2005: 2nd Grand Prix Finals, St Auban - 2006: 1st Grand Prix in St. Auban - 2007: 1st German Nationals - 2008: 2nd at the Worlds - 2009: 1st German Nationals - 2009: 1st at the Europeans - 1994 to 1999: Member of the German Junior Team - 1999 to 2005: Trainer of the German Junior Team - 1998, 2000, 2002, 2010 member of the German Gliding Team. Preferred sailplane: Schempp Hirth Ventus 2ax

CARLOS ROCCA

Nationality: Chilean - Age 41 - Profession: Civil Engineer - Single - Flying since: 1997 - father is an accomplished glider and power pilot. Started paragliding but changed to flying gliders. Competing since: 1999 - Flying Hours: 1500 (gliding) 400 (power). Achievements: 1st, Chilean Nationals 2004, 2005, 2006 and 2009 - 2nd Chilean Nationals in 2003 - 3rd Chilean Nationals 2001 and 2002 - 3rd Argentinean Nationals 2008. Gliding instructor, power pilot. Has a love of gliding aerobatics. Preferred sailplane: Schempp-Hirth Ventus 2b

THOMAS GOSTNER

Nationality: Italian, Age 43 - Profession: Businessman - Flying since: 1976 - has a commercial power and helicopter pilot licence - jet pilot rated. Competing since: 1989 - Flying hours - 5000 (gliding), 4000 (power). Achievements: Current Italian champion in the 15m and 20m classes. Also five times Italian champion - 1st Chilean Nationals 2009. Previously set a world distance record of 2,134 km. Preferred sailplane: Diana 2

WOLFGANG JANOWITSCH

Nationality: Austrian, Aged 48 - Profession: Austrian Airlines A320 Captain - Married - no children. Flying since: 1978 - Competing since:

1983. Flying Hours: 5000 (gliding) 13000 (power). Achievements: 3rd 1993 Worlds, 1st 2003, 2nd in 2006. European Championships - 1st 2004, 1st 2005. Gliding instructor since 1988, ATPL from 1986. Type rating instructor for the A320 since 2006. Preferred sailplane: Schempp-Hirth Ventus 2cxa in 15-meter configuration

GRAHAM PARKER

Nationality: Australia - Age: 55 - Profession: Anaesthetist (a single digit handicap golfer) Family: Wife Danielle and daughter Lauren (3) Flying since: Since 1975 - Competing since: 1977 - Flying hours: 3,000 hours - Achievements: Day winner (twice) World Championships, Five times Australian National Champion - currently 18 metre champion. Licenced power pilot. Preferred sailplane: ASG29E Graham's comment prior to the start of the event: What are your expectations to fly in Chile? "My expectations are to combine the cut and thrust of Grand Prix flying, which is the purest form of racing imaginable, with the thrill and challenges of mountain flying while competing and socialising with some of the best glider pilots in the world. I am not sure that life can get any better than this!"

EDUARD SUPERSPERGER

Nationality: Austrian - Age: 45 - Profession: Technical Engineer - Married to Karin, one child Andreas (20 years old) - Competing since: 1985 - Flying Hours: 3100 - Achievements: Three times Austrian 15m National Champion and once National Standard Class champion. Preferred Sailplane: Schempp-Hirth Ventus 2b

ULI SCHWENK

Nationality: German - Age: 50 - Profession: Fashion house retailer and the new owner of Jaxida Covers - Family: Married to Elke, with two daughters and one son - Flying since: 1975 - Competing since: 1979 - Flying Hours: 6000 - Achievements: 2nd Worlds 1995, 1st Europeans 1998, 2nd World GP 2007, 3rd Europeans 2007, German National Champion 1992 and 1996. Gliding Instructor, power pilot licence. Preferred sailplane: Schempp-Hirth Ventus 2a

RENE VIDAL

Nationality: Chilean - Age: 41 - Profession: Mechanical - Family: Married, two children (6 and 4 years) - Flying since: 1995 - Competing since: 1999 - Flying Hours: 1200 - Achievements: 2nd at the Chilean Nationals in 2009. Gliding instructor. Preferred sailplane: Schempp-Hirth Ventus 2cT Comment: "This kind of competition keeps the adrenaline at the highest level. The regatta start is one of the most spectacular moments".

HEIMO DEMMERER

Nationality: Austrian - Age: 51 - Profession: Austrian Airlines B777 Captain - Family: Married with 4 children - Flying since: 1974 - Competing since: 1982 - Flying hours: 4000 (gliding) 22000 (power). Achievements: Four times Austrian National Champion - 1st Hahnweide Pokal and the CIM Rieti - 3rd Austrian Grand Prix Qualifier. Qualified gliding instructor, flight examiner for the Boeing 777 and Airbus 340. Preferred sailplane: Schempp-Hirth Ventus 2b

TILO HOLIGHAUS

Nationality: German - Age: 41 - Profession: Sailplane manufacturer - Family: Married to Katja (also a glider pilot) with three children (Twins Amelie and Felix, age 6 and Charlotte 4) Flying since: 1984 (14 years of age) - Competing since: 1986 - Flying hours: 3,500 hours (gliding) and 100 power. Achievements: 2nd place Qualifying GP in Chile 2009, one world record and several German national records. Preferred sailplane: Schempp-Hirth Ventus 2ax Comment: "Chile is a spectacular, - breathtaking mountain flying in the most exciting gliding arena of the world. Chile has produced my best soaring adventures ever."

PETR KREJCIRIK

Nationality: Czech Age: 50 - Profession: Leader of Aeroclub Hranice - Family: Married to Jitka, daughter Kamila (21) and son Radek (18) - Flying since: 1978 - Competing since: 1980 Regionals, 1981 national level, 1994 international. Flying Hours: 6666 (gliding) 9834 (power) - Achievements: 1st EGC, 2002: 3rd EGC, 2005: - 3rd WGC, Club Class, 2006, - 3rd Grand Prix, 2005: Preferred Sailplane: Schempp-Hirth Ventus 2ax

THOMAS GOSTNER

Nationality: German - Age: 23 - Profession: Sports Soldier - Flying since: 2002 (licensed at age of 16 - Competing since: 2005 - Flying Hours: 1450 - Achievements: 2nd Polish Grand Prix, 2009 - 1st Hockenheim Competition, 2007 - 3rd Int. Military Gliding Competition, 2009 - 3rd Swiss Juniors in 2009 - Gliding instructor - Preferred Sailplane: Schempp-Hirth Discus 2a

OLLI TERONEN

Nationality: Finnish - Age: 50 - Profession: Oral and Maxillofacial Surgeon, PhD, DDS - Family: Recently married - Flying since: 1989 - Competing since: 1991 - Flying hours: 1600 - Achievements: Participated in 17 Finnish championships securing several medals and one national championship win - competed Musbach Worlds 2002 - European championships, Pociunai 2007, Nitra 2009 - Several international competitions.

FIRST OFFICIAL TRAINING DAY

Santiago woke to a partly cloudy (cirrus) first training day. The temperature rose to 30°C, which was indicative of what was to follow over the next twelve days. A racing task of 280km was announced. First TP was 50 km to the south, then 140 to the north and finally back to Santiago. First launch – mid-day. A long briefing held later in the day meant that "it was now down to business. Roland Stuck summoned all the pilots and organisers to the meeting to sort out the usual domestic things. The griding order, launching procedures, release areas, the restricted air spaces, starting procedures, the finish and landing procedures.

It was graphically pointed out to the pilots that the airfield was in the middle of the city, so low energy arrivals or seeking ground effect over Santiago's residential areas would make for spectacular arrivals. Dumping water on residential neighbours would undoubtedly jamb the contest's telephone exchange. Roland's final point was SAFETY. "I want everybody to have a fun, fast and an especially safe GP" he said.

To the credit of the organisers, they had just several days previously completed their own championships (the 48th Chilean National Championship) and here they were about to stage the world final of the Grand

Prix, a creditable effort for a gliding movement with just 150 members.

The New Year's eve party (staged between the end of the Chilean nationals and the start of the Grand Prix) "was something else" as the saying goes. Chilean hospitality has to be experienced to be believed!

Speeds over the two practice days got as high as 141kph

COMPETITION DAY 1

The weather warm with no visible clouds. The pilot's briefing at noon. The race started at 1500 hrs following a 1330 hrs launch. The max temperature was expected to reach 34°C. The task: Polygon with 4 points, Distance: 319.7km

Weak thermals from the beginning and a gruelling workout on the ridges, was a mark of the day.

1 Klessing Mario, Ger, Ventus 2ax 160,6 kph	Points 10
2 Rocca Vidal Carlos, Chile, Ventus 2b 153,4 kph	Points 8
3 Kawa Sebastian, Poland, Diana 2 153.2 kph	Points: 7

COMPETITION DAY 2

The task was 324.1 km providing pilots with several ridge runs. Temperatures at 30° were 4° lower than the previous day. There was a risk of low cloud coming in from the sea which was expected to cut off some heating. Skies above the airfield were clear



The 'Diana' again proved that it is the ultimate 15m sailplane 'par-excellence'

blue with forecasted thermal strengths of 2.4 to 4 m/s. There was a strong inversion at 3,300m QNH, some 2,000 m thick. The temperature required to break this was 30° C. Only nine competitors completed the course and landed back at Santiago. The task was too long for the conditions. The web site had 8300 hits for the day. Undoubtedly great interest world wide.

1 Kawa Sebastian, Pol, 93,6kph
2 Schwenk Uli, Ger, 90,7kph
3 Kiessling Mario, Ger, 89,6kph

Points 10, (17)
Points 8, (12)
Points 7, (17)

COMPETITION DAY 3

A task of 217 km to the north was announced with a start time of 3pm local time. (1900 GMT). First launch 13.30 hrs. At launch the weather was looking very good with a high temperature of 33° C. Predicted thermals strengths of 3.1 m/s to 4.2 m/s. Even so, thermals proved to be considerably stronger in some hot spots.

After a head to head race, Thomas Gostner (ITA), beat Sebastian Kawa (POL) by a small margin. It was sailplane Diana against sailplane Diana. In third place was Heimo Demmerer (AUT). So after three races and five to go there was a promise of significantly better weather. Sebastian Kawa currently led with 25 points, followed by Mario Kiessling (GER) with 23 points and Thomas Gostner (ITA) on 20 points. Carlos Rocca (CHI) 19 points, and Uli Schwenk (GER) 16 points. To explain: *Scoring at a Grand Prix is totally different to a conventional soaring championships with their 1000 points per day system. The Grand Prix scoring is designed to make scoring more understandable for the "great uneducated public".*

1 Gostner Thomas, Italy, 121,2kph
2 Kawa Sebastian, Poland, 121,1kph
3 Demmerer Heimo, Austria, 119,1kph
5 Rocca Vidal Carlos, Chile, 115,9kph
6 Schwenk Uli, Germany, 115,2kph

Points 10 (20)
Points 8 (25)
Points 6 (23)
Points 5 (19)
Points 4 (16)

COMPETITION DAY 4

A sunny day in Santiago, as well as a sunny day on the coast which meant that the stable air mass was moving away. The task - 240.5 km. There was a very strong inversion of 7°C

at 1000 meters, which acted as a lid over the ridges. With a max thermal height of 2,500 QNH and with only two good soaring hours, pilots could not afford to loiter anywhere along the task. Any delay would be disastrous. Mario Kiessling (GER) hit the front with a first place at an average speed of 128 kph, closely followed by Uli Schwenk (GER). Carlos Rocca (CHI) joined Kiessling in the first place overall too. Chile was ecstatic.

1 Kiessling Mario, Ger, 128,8kph
2 Schwenk Uli, Ger, 128,1kph
3 Rocca Vidal Carlos, Chile, 127,6kph
4 Kawa Sebastian, Poland, 127,1kph
5 Gostner Thomas, Italy, 126,3kph

Points 10 (33)
Points 8 (24)
Points 7 (26)
Points 6 (31)
Points 5 (25)

COMPETITION DAY 5

Santiago woke up to yet another beautiful day with an expected high of 30°C. The web site organiser reported total hits of 50,000 and 10,000 video downloads with 11,000 visitors during the previous day. Task Setter, Arturo Diez pulled a task out of the hat for this day. A good test for the pilots - 313.4 km, with all turn points to the south, the first - 150 km south of Santiago.

Numerous valleys had to be crossed and finding the right way was never obvious. There is a big difference between the races to the north at around 3000 metres QNH and the ones to the south at 1700 metres QNH. The ridges are smaller and just one missed hot spot could find the pilot floating over those famous Chilean vineyards.

This competition site presented a multitude of options for the task setter and he was certainly testing pilots to their limits. Again first launch at 13.30 hrs. The organisers predicted the task time would be 2.5 hours, expecting speeds to average between 120 and 130 kph.

It was a disastrous day for Mario Kiessling. He was one of two pilots to land out, scoring no points for the day.

1 Kawa Sebastian, Poland 128,8 kph
2 Gostner Thomas, Italy 128,6 kph
3 Rocca Vidal Carlos, Chile 128,5 kph
4 Schwenk Uli, Germany 127,5 kph

Points 10 (41)
Points 8 (33)
Points 7 (33)
Points 6 (30)

COMPETITION DAY 6

Another 300 km plus day. This time 329.5

km covering both to the north and to the south. There was a maximum speed of 170 kph set for crossing the start line at a max of 2200 QNH. Weather almost a repeat of the previous day.

Coming from behind, Carlos Rocca (CHI), the local hero, made his move early on the final leg, got a great thermal that let him make a final glide of 140 km. This put him in second place, only one place behind the master, Sebastian Kawa, who in his impeccable style, again finished first.

No matter how you throw the ball at him, he always catches it! He was now in a position that he could almost not fail to win this championship. Second place seemed assured to the Chilean, but the third place was still any body's guess.

1 Rocca Vidal Carlos, 141,2kph	Points 10 (43)
2 Kawa Sebastian, 140,4kph	Points 8 (49)
3 Supersperger Eduard, 137,9kph	Points 7 (10)
5 Janowitsch Wolfgang, 133,9kph	Points 5 (14)
6 Schwenk Uli, 131,4kph	Points 4 (34)
7 Holighaus Tilo, 131,1kph	Points 3 (12)
8 Kiessling Mario, 128,0kph	Points 2 (35)
9 Vidal Rene, 127,7kph	Points 1 (9)
10 Gostner Thomas, 125,5kph	Points 0 (33)

Twenty four per cent of web site viewers were Germans, 20% Polish and on a smaller scale, Czechs, Americans and English.

COMPETITION DAY 7

The camaraderie amongst the competitors had to be seen to be believed. The atmosphere whilst electric at times - pilots could not do enough to help each other on the ground. A different story in the air though.

It promised to be a very competitive day, with strong thermals forecast. The task a 340 km race that was to take the pilots 140 km north to Chinco, then 27 km north east and then a dog-leg back to Santiago. The gate opened at 1500 hrs as usual.

"Laughing Boy" Uli Schwenk, declared at briefing that gliding is a passion to him. This German pilot believes that gliding gives you the tools to learn how to make decisions; just one amongst thousands of reasons why it must be promoted. "It has taken me to a new level in life. In gliding you learn how to

balance things, that helps you in many aspects". He declared that Chile is definitely a unique area in which to fly.

There wasn't a Chilean without a smile on his face at the end of the day. Local Chilean, Carlos Rocca again performed faultlessly to retain his second placed. Sebastian Kawa continued to lead the pack with 49 points, but only eight points ahead of Rocca. Either Schwenk, Kiessling or Gostner could clinch the third place, all having significant time flying in the Chilean mountains.

1 Kawa Sebastian, 126,6kph	Points 10 (59)
2 Rocca Vidal Carlos, 124,4kph	Points 8 (51)
3 Gostner Thomas, 123,0kph	Points 7 (40)
4 Schwenk Uli, 122,6kph	Points 6 (40)

COMPETITION DAY 8

The final day's task was a pedestrian 269.7 km odd shaped triangle of sorts. Carlos (Chile) flew very conservatively. A very wise guy! And believe it or not, after having flown the Chilean National Championship, then placed 2nd in the GP, he immediately started to prepare to leave for Argentina after his last GP landing, to compete in the South American Championship. There goes one very keen gliding enthusiast (presumably with a money bank in his trailer!)

The rest of the field made it a fast and furious race as predicted with Sebastian Kawa from Poland finishing in first place again. Kawa the overall winner!

After several bad days Mario Kiessling had slipped from the podium places, but made it back in great style, finishing 2nd in today's race. That, and the fact that Uli Schwenk finished 4th, gave Mario a one point advantage over his fellow countryman, giving him the third place in this, the 3rd FAI Grand Prix Final.

1 Kawa Sebastian, Pol, Diana 2 140,9kph	Points 10 (69)
2 Kiessling M, Ger, Ventus2ax 269,7km 140,5kph	Points 8 (47)
3 Holighaus Tilo, Ger, Ventus 2 139,1kph	Points 7 (24)
4 Schwenk Uli, Ger Ventus 2 139,1kph	Points 6 (46)
5 Vidal Rene, Chile, Ventus 2c/15m 138,3kph	Points 5 (14)
6 Rocca Vidal Carlos, Chile, Ventus2b 137,9kph	Points 4 (55)
7 Gostner Thomas, Italy, Diana 2, 137,5kph	Points 3 (43)

The Chilean organisers, supported by IGC officials, made this event a memorable

The Santiago Photo Album



1. "My Daddy's a Glider Pilot too!" Tilo Hollighaus has other things on his mind..
2. Not sure what this exercise proves. Hope they were all sober!
3. Briefings were friendly affairs.
4. Uli Schwenk's Ventus against the typical Santiago blue sky days
5. A line up of the best sailplanes in world.
6. The I.G.C. support team. Brian Spreckley, Chief Steward and Contest Director Roland Stuck.

championship. The organisation was superb, the facilities exceptional and after the prize giving, there wasn't a "dry eye in the house" as the saying goes. No one wanted to go home.

But a comment on the web from a European competitor, sums up this contest:

"The 2008-2009 series for the FAI Sailplane GP has ended with a tremendously successful contest in Santiago, Chile. Feedback from pilots has been great: "We are now almost three weeks back home and we are still full of the most exciting memories. This Grand Prix for sure has been the most impressive event in my life that I have been privileged to take part in. We want to thank you for all you did for us - it was simply fantastic!"

Opposite: Roland Stuck presents Sebastian Kawa with the win- ➔



3rd FAI World Sailplane Grand Prix Chile 2010

Club de Planeadores Vitacura, 02.01.2010 - 09.01.2010

FINAL RESULTS AND PLACINGS

#	Pts	CN	Pilot	Country	Glider	02.01	03.01	04.01	05.01	06.01	07.01	08.01	09.01
1	69	RP	Sebastian Kawa	Poland	Diana 2	3 (7)	1 (10)	2 (8)	4 (6)	1 (10)	2 (8)	1 (10)	1 (10)
2	55	QV	Carlos Rocca	Chile	Ventus 2b	2 (8)	4 (6)	5 (5)	3 (7)	3 (7)	1 (10)	2 (8)	6 (4)
3	47	DE	Mario Kiessling	Germany	Ventus 2ax	1 (10)	3 (7)	4 (6)	1 (10)	10 (0)	8 (2)	6 (4)	2 (8)
4	46	EI	Uli Schwenk	Germany	Ventus 2	6 (4)	2 (8)	6 (4)	2 (8)	4 (6)	6 (4)	4 (6)	4 (6)
5	43	KT	Thomas Gostner	Italy	Diana 2	5 (5)	5 (5)	1 (10)	5 (5)	2 (8)	10 (0)	3 (7)	7 (3)
6	24	VV	Tilo Holighaus	Germany	Ventus 2	10 (0)	6 (4)	10 (0)	7 (3)	8 (2)	7 (3)	5 (5)	3 (7)
7	15	WO	Wolfgang Janowitsch	Austria	Ventus 2cxa	10 (0)	10 (0)	8 (2)	8 (2)	5 (5)	5 (5)	9 (1)	10 (0)
8	14	PL	Stanislaw Wujczak	Poland	ASG 29	4 (6)	8 (2)	10 (0)	10 (0)	7 (3)	10 (0)	7 (3)	10 (0)
8	14	QZ	Rene Vidal	Chile	Ventus 2c/15m	10 (0)	9 (1)	7 (3)	10 (0)	6 (4)	9 (1)	10 (0)	5 (5)
10	12	M3	Eduard Supersperger	Austria	Ventus 2b	9 (1)	10 (0)	9 (1)	10 (0)	9 (1)	3 (7)	8 (2)	10 (0)
11	11	OF	Helmo Demmerer	Austria	Ventus 2b	10 (0)	7 (3)	3 (7)	9 (1)	10 (0)	10 (0)	10 (0)	10 (0)
12	8	ALB	Patrick Puskeiler	Germany	Discus 2ax	8 (2)	10 (0)	10 (0)	10 (0)	10 (0)	4 (6)	10 (0)	10 (0)
13	4	AX	Petr Krejclirik	Czech Republic	Ventus 2ax	7 (3)	10 (0)	10 (0)	10 (0)	10 (0)	10 (0)	10 (0)	9 (1)
13	4	29	Graham Parker	Australia	ASG 29	10 (0)	10 (0)	10 (0)	6 (4)	10 (0)	10 (0)	10 (0)	10 (0)
15	2	BO	Olli Teronen	Finland	ASG 29	10 (0)	10 (0)	10 (0)	10 (0)	10 (0)	10 (0)	10 (0)	8 (2)