



United States Soaring Team Task Force

United States Soaring Team Survey Report

June 18 – Aug 31, 2002



Report Date: September 15, 2002

Part 3 of 3 – Open Ended Results



2002 US Soaring Team Survey Results

Open Ended U.S. Team e-Survey Results (11 questions)

Open ended survey responses are sometimes the heart of many opinion polls. The participants were encouraged to answer the survey questions in an open and unimpeded manner generating many useful inputs. Most text responses are listed below. In a few cases (less than 15) answers were sniped or deleted due to inappropriate content or fell into the “don’t know” category. Answers with no relation to the question and US soaring teams were sniped as well. No spell checking was done to results.

Because of the multitude of responses to open ended questions they have been grouped into somewhat related categories for reporting purposes. On occasion an editor’s note has been inserted to address responses that could lead to additional misinformation. In all cases the original open ended question is presented at the top of the response category along with any lead in questions. This allows the reader to determine how written response being read relates to the multiple choice responses.

2.7: What is the number one thing you would like to see changed about U.S. Soaring teams?

2.00	U.S. Soaring Team Benchmarks:	All	World Champ	National	Regional	Fun Contest	Other Contest	Do Not Compete	Other
2.70 **	What is the number one thing you would like to see changed about U.S. Soaring teams?	56% 127	62% 8	67% 49	53% 21	57% 16	50% 1	45% 30	50% 2

Funding/Contributions/Fundraising/Distribution/Patch (18 Responses)

- All teams need to be financed equally, not just the big three - standard, 15 meter, and open. The World class is now drawing as many contestants in the nationals as either the open or the 18 meter. The World Class should from this point on get equal financing.
- A way to sponsor specific team members.
- Appropriate funding
- To be competitive internationally, we need to have a Govt backed program ,like the french and germans.
- Better financial management.
- Dedicated fulltime paid sponsorship/business development postion to ensure funding is established for teams and that funding is available at least one year prior to contest dates.
- Equal recognition of the World Class in forming and funding teams
- Find corporate sponsorships rater than seek individual contributions
- Fiscal responsibility, with clarity of reporting to general membership of how money is spent
- Fund the juniors

- I have not been involved closely enough to be a critic. However, I request that you reinstate the Team Patch and give one of these to contributors. This seems a small price to pay for a contribution. I looked forward to these and have a collection.
- I would like to see us field a competitive, well funded team effort instead of having to get by on a shoestring budget.
- Make them self supporting - i.e. supported by the contest(s) that are used to select the team. These contests would be run using Worlds rules exclusively.
- Id love to see our teams properly funded! Im doing my part ...
- Our team need to be well funded and the team members need to be more responsible to the SSA
- Solicit outside corporate financial support for the teams. There are now too many teams for the SSA membership to adequately support from solely internal funding.
- use of ssa membership dues for full funding of team expenses to compete
- We need less political correctness in that we are attempting to fund entirely too many team members with the same or fewer funds and it is diluting out the amounts to the point that some are not able to participate...esp the ones that are going consecutive years. If we are truly interested in sending the best then lets limit the total number of teams that are able to obtain funds. If you dont then it is going to result in less US representation in the long run.

Team Organization/Management/Team Captian Selection (5 Responses)

- I would like to see an organization that outlasts individual team managers, founded on sound team policies with accountability, transparyency, competitivness and sustainability as the core principles.
- Keep it small and simple.
- Self sustaining
- Team Captain needs to be named well in advance so they can do the necessary things with out a last minute crunch. Pilots need to be financially responsible - this also falls in great part to team captain/manager, and to an overall financial team person who must ok expenditures before commitments are made.
- There should be ONE US Soaring Team composed of pilots for the various classes, not Teams. The Team Spirit should be emphasized, with equity among the selected pilots in terms of support, funding, consideration, joint practice sessions involving all pilots, etc. Any policies or an overall Team organization (e.g., in several sub-teams) that would have any potential to create animosity or conflicting feelings between classes (or between sub-teams, for example regarding inequity of funding allocation, consideration, logistics support, etc) are detrimental to the Team Spirit and will have extremely negative effects in the long term. Such policies or segragationist organization should not be allowed to permeate the new procedures and documents currently being renovated by the US Team Task Force.

Practice Together/Practice/Preperation/Build Team/Team Flying/Develop Talent/Rules/Harmonize Rules With WSC/ (25 Responses)

- We need a national soaring site where the team can fly together and practice together ,like the europeans.

- I would like to see U.S. Soaring teams to participate in other top level international contests besides World Championships. Why dont we send our pilots to European Championships? 2. Similarly to German Soaring Teams, we should provide best available sailplanes to the most promising Junior pilots.
- A better training program to help pilots reach world class skill levels in the USA.
- Better preparation of the pilots well before the Worlds begin. Team building and preparation should begin a year before.
- As long as team flying is allowed, someone has to be able to ride herd on the rather large individual egos involved. Up to now, we have not flown well as a team because of egos banging heads with each other. Until all team members are dedicated to TEAM flying as opposed to going their own way if a disagreement occurs, our performance will suffer. The team Captain/ Manager does not have the hammer. He cant boot someone off the team for not flying as a part of the team. There is no unifying strategy. Our team is just a bunch of individuals who all think they should be world champion. The egos keep getting in the way. They all think they are beter than the other guy. Having flown team successfully in military fighters, I know there has to be a leader and a wingman. There is no room for two leaders. My own 2nd and 5th WGC finishes were because I was able to forge a good relationship with my teammate, so that we were resonably able to fly most of the contest as a team TOGETHER.....
- Fly to together more as a team before the competitions in order to develop a better understanding of the strengths and weaknesses of other team members.
- Better Team Flying training/practice in order to compete with European teams. I do think this is a specialized skill which should be practiced only in preparation for the Worlds; would NOT like to see Team Flying encouraged as a general rule.
- Either commit to or forget team flying. Lets not pretend anymore. I think our strength lies in our individualism.
- For them to work as a team and no as individuals.
- I would like to see more time spent on getting team flying together.
- I would like to see the US Soaring Team strive to compete against European Team on an even playing field. From my perspective, it appears that European teams are better financed and train in a more focused manner. I think that US competition rules should, where possible, mirror or approximate IGC rules.
- Align US Nationals contest rules with World Gliding Championship rules. The difference today in our National rules (compared to WGC rules) results in selecting USA Team Members that have a different skill set than what is reuiored to win at WGC contests.
- more practice opportunities as teams
- More team practice as a team
- #1 remove politics from policy making #2 more participation in FAI clsses & not club or PW5 (World class)
- I think we should concentrate mainly on 15m, standard, open and 18 meter WGC.
- Practice team competition
- Team needs to train together much more and fly as a team

- The team should train for two weeks as a group at a site with similar to the upcoming World Championships. If a potential team pilot cannot commit to training, he should not be a team member. The Team Manager should be responsible for training the US Team to win. Team flying at World Contests should be acknowledged as a very useful tool despite the general feeling of US pilots to be lone eagles. The SSA should not spend the money to fund the Team unless they have the tools to win. It is not the function of a US team pilot to individually decide that he or she is making a statement by refusing to team fly. The pilots function is to strive to make the US Soaring Team a competitive success in the competitive environment and rules that exist. If the rules do not please the pilot than he or she should not spend membership money and he or she should withdraw and let someone else participate that. The pilot is representing the United States. Are we sending a Team or a bunch of individuals. The US soaring membership expects better performance by our pilots. Personnel grudges and competition among pilots on our own team, if it exists, cannot be condoned. It is not a question of what we think about team flying, it exists and it improves team performance. The fact is that our soaring team is not trained to team fly and some of the pilots personally disagree with the concept. That's tough. My money is sending them there to win. Not make political statements. How far does your personal idea get you as a driver at the Indy 500 or being a member of the Ferrari formula one team. I raced Ferraris and Porsches in Europe and have an European International Auto Racing License and I took advantage of the rules that existed. It was sheer stupidity not to. Nobody cares when you are an also ran.
- There's one thing we can do that will be more effective than all the efforts made to date. And, that thing is FREE. Harmonize the US rules with the rules that will be used in future World Comps. It does little good for the Team to set the goal of winning if it's not the goal of the US nationals. We need to set a US goal of being competitive at the world level. I think that despite the lip service, most pilots know that's not really our goal now.
- The team selection process would be better served if the US racing rules were parallel to the World competition. It has always been a hot discussion point. I believe that the current selection process has made progress toward allowing team members to compete to the pre-worlds and learn the specific nuances of the rule set that they will be flying under.
- to fly as a TEAM MEMBER and the total character of the pilot
- To send team flyers, not the individualists who continue to fly like individualists when they get there. Being a winning racing pilot does not necessarily mean a good team racing pilot. I'd like to see team standards set, team methods and procedures identified and documented, team flying practiced, and team flying promoted. It would open top honors to a larger group of people too. Maybe a team US Nationals to start? Stop sending the best individualist! Then we will have a chance.
- Until world competition limits entries to one/country/class US teams should be chosen based on team (pair) flying skills, and should be required to intensively practice those skills in competition training while on the team. Management of the team must start getting creative about how to enable this. Either play the game to win, or get off the field.
- Use the World rules in our Nationals. I feel that we first shoot ourselves in the foot then we tie our hands behind our backs. After that we say we are ready to take on the world! No team flying, No ground radio traffic. How are we to create a world champion team?

Selection/Qualification/Team Size/New Blood/Involvement/More Contests/Different Contests/Specific Teams/Access/Who Sent (38 Responses)

- A de-mystification of how and what you need to do to make the team.
- Best pilots compete in their best class.
- Change the structure of contests leading up to the National level.
Club Team members can repeat. That they be allowed to qualify for following years. As I understand it the Club Class World Team must not have qualified for the team previously.
- Explanation of team selection process- is it a popularity contest, based on consistency, peak performance... what?
- Fewer people sent
- Find a way to get new blood into the teams.
- I think the top seeded 50 pilots ought to vote on who to send to the championships, rather than the selection made on the basis of who gets the most points in recent nationals contests.
- I would upgrade the selection process.
- I would like to see women participating more. It needs some encouragement but it can be done.
- Id like to see more (meaning DIFFERENT) pilots on the team. I hope we see some new names (not because the old names are excluded, but because the new guys beat everyone).
- Increase the number of types of contests that can contribute to a pilots ranking, including continuous contests such as the NE Governors Cup, weekend contests, record flights and badges.
- Involve more youth on teh Junior level.
- Make the selection process more transparent
- More Junior emphasis and more females on the teams. I would like to see each state have competitions then a regional competition and national. Much like the AAU Junior Olympic program.
- More support for the Juniors championships. This will lead to tomorrows champions.
- More team spirit among the members. More team competitive education. Tactics.
- Team training and team flying.
- More variety in team members. Not just the same guys all the time.
- More World Class support
- No preferences given to previous champions or team members... All competing pilots given the same seeding based on the recent nationals and regional results IN THEIR CLASS!!!
- National Championships winners should be on world team.
- new guys getting a shot at it. Especially in sports class.
- Please pay attention to George Moffats records that show how our pilots have done in the last 20 years. <Snip for personnel comment> We continue to send the same pilots to the Internationals and continue to get the same poor results. George has written material on each pilot and his placing over the last 20 years or so. It would be worth while to look at this info. Maby after so many attempts a pilot should let another qualified pilot have a shot even though he might be higher on the seeding list! If I understand correctly the idea is to win at any cost. Please give it thought.

- Put some younger pilots on the teams. Bring them along, develop their skills.
- Put the sport into the sport class. There is NO WAY a 1-26 or any glider with less than 35:1 can expect to be competitive in a sport class dominated by racing gliders. Other than the very rare single day or single event, true sport racers/flyers are neglected.
- Reduce number of competitors
- Reduce number of teams that are funded. Eliminate funding for World, Junior, Women, Club and all but 15m Std, & Open
- You should include the Glider Aerobatics as well. At the international level there is more team flying. We need provide some level of competition that encourages team flyings.
- Seeding process should consider performances of pilots in past Worlds. It does not make sense to send a pilot who did not make the top half of the last four Worlds he flew.
- Select team flyers based upon ASTs only.
- Selection system is not clear. Seems to favor past competitors.
- The average age of our team is much higher than other world teams. We need to do something to get younger members so they will be more competitive with the other teams.
- The current selection process does not result in competitive team members in all cases. I would like to see a process introduced that would select pilots who more closely fit the profile of the winners over the past 5 years. My feeling is this can only be achieved by having the top 10 or 20 pilots vote for the pilots to represent the USA (and based on fitting the winning profile as established by a group of experts - George Moffat should be approached to help set this).
- The problem is, there are pilots out there that don't own their own gliders nor can afford to travel that are better than some of the members. Other various combinations (boils down to money) of circumstances prevent younger members from participating too. Sigh...have no idea how to widen the age participation thing...
- Selection
- Younger! French and German teams recruit and support younger competitors.
- U.S. pilots should be participating in the World Womens Gliding Championship. There is no information about a feminine team on the U.S. Soaring Team website.
- We need new people going to Worlds....which means new and more people competing in Nationals. If you look at the Teams, they have had the same people for many years and they have consistently done poorly. It has to start at the National level. We just need some new blood and maybe we'll get lucky at a Worlds.

Communication/Better Connect/ Promotion/Connection/Media Coverage/Education/Give Back/Snob Factor/Big Gap/Bring Along Talent (16 Responses)

- After the Worlds a short article by one or two of the pilots detailing what they were thinking during the competition. JP did it in South Africa and it was great. Helped put the spectators closer to the cockpit.
- Although I read each issue of Soaring about as soon as I receive it, I don't think I am adequately informed about the competition scene. I guess I am more interested in who they are than what they

did at the last contest. You know, I have never received a personal thank you for the few times I have made a donation to the SSA competition fund. It seems to me that we are still operating on the Olympic fiscal and social principles of 1920s and that just doesn't cut it today.

- Better distribution of information for members of the Jr. soaring teams. I believe that all ranked Jr. pilots should receive information on possibly becoming a member, just so they know they are eligible
- General membership sees them as an elite club - need better connection with other pilots
- Like to see more participation by US Team members in seminars, etc. to help less experienced pilots.
- Do a better job of reaching out to and involving SSA membership. The entire running community celebrates when an American does well at the Olympic marathon. Why isn't the same thing true for soaring? 2. Do a better job of getting media coverage for the U.S. Team (in particular, successes) that will filter down into more public awareness of and interest in the sport.
- better promotion of the sport & Team nationally
- Better media coverage promoted by the SSA.
- Hard to answer because I have zero interest in any organized sport. I suppose less emphasis on teams and more on other kinds of flying in the SSA. Sorry, that's not helpful for encouraging it...maybe just some basic information on what the team is, how people are selected, what the history is--things that people not intimately involved with the group would not intuitively know (I see lots in the magazine about the group's activity, but little on background). MY impression is you have to have a lot of time, experience, and money to be part of it, which is very off-putting for those of us who cannot meet such standards (read money mostly). But I'm a low-time person, so that impression could be totally incorrect too.
- I would like to see the team members involved in giving lectures a couple of times a year. I, for one, am actively planning to get involved in competition soaring, but don't come across racing pilots here in central Florida often (except the senior nationals). And even then not much is available to those of us never exposed to competitions. I noticed racing camps were taking place in several areas. Good idea. I'll be there in the not too distant future. Places where racing could be promoted might be Sun-n-Fun, Oshkosh, the SSA Convention, and the Vintage Sailplane gathering. Exposure as a result of the seminars may be a good way to garner recognition, and help fund raising.
- It could be a good showcase to introduce the public to soaring...
- More publicity about US team performance at WGCs!!!!!! Newspapers, TV, ESPN, Weather Channel, anything is better than the current situation.
- Television coverage of events/races.
- There appears to be a proclivity of the snob factor. Will put on a horse and pony show at the convention but only really mix with the upper crust. Also, when rules are made by the SSA upon recommendation of the SRA they can be changed at the whim of the Teamies. <Snip for personal comment>
- There is a big gap between local/regional competition and world wide level... encouragement is needed so new pilots participate... participation is limited (maybe due to financial reasons) to a small number of pilots...
- They need to give back to the membership in a variety of ways.

- <SNIP DUE TO PERSONAL COMMENT> The key threat to the SSA is decreasing membership and withering public awareness. <SNIP> Our first mission and corporate charter is to increase membership which funds the operations and activities of the SSA. Our chief objective should be to improve public awareness of soaring through media campaigns, television documentaries, and educational seminars. <SNIP GOING OFF TOPIC>

Win/Win More/Focus/More Competitive/Better Performance/Create Champions (9 Responses)

- Do well
- Focus U.S. efforts to win a world soaring championship.
- Lack of USA World Champions
- More competitive internationally.
- The SSA should make creating World Champions its first priority. That means that the FAI team should be fully funded, and if you have to use SSA general funds then get to it. World Champions generate interest in the sport better than anything that I can think of. If I hadn't seen George Moffat at Marfa in 1970 I really don't think that Soaring would be the lifelong love that it has been.
- Well, it would be nice if someone had won in the past 15 years.
- Win!! Win!! Win!! Win!! Win!! Win!! Win!! Win!! Win!! Win!! Win!!
- Winning international competitions or changing its composition to those who can.
- Winning World titles

2.11: Why or why not are U.S. Soaring Teams important to the sport? Fill in answer below.

2.00	U.S. Soaring Team Benchmarks:	All		World Champ	National	Regional	Fun Contest	Other Contest	Do Not Compete	Other
2.10	Do you consider U.S. Soaring Teams participation in World Soaring Championships to be important to the sport? Check one only.	Very Important	46% 105	85%	58%	43%	36%	50%	36%	25%
		Important	35% 80	8%	26%	50%	29%	-	45%	25%
		Unimportant	16% 32	8%	15%	5%	36%	50%	16%	50%
		Very Unimportant	2% 5	-	-	-	11%	50%	1%	25%
		Don't Know	1% 3	-	1%	-	-	-	3%	-
2.11* *	Why or why not are U.S. Soaring Teams important to the sport? Fill in answer below.	66% 150		54% 7	66% 48	70% 28	64% 18	100% 2	67% 45	75% 3

Why Are U.S. Teams Important To Sport? (105 responses)

- As a pure vehicle for recruiting pilots to the sport, I think the US team and their activities are not contributory. I don't think it's because of the results they may or may not earn, rather the very limited exposure these events get with regard to the general public from which we may want to recruit/inspire. On the other hand, to spur on eager new recruits to the sport and demonstrate the possibilities the WGC, US team, Nationals and regional comps certainly provide that. There are at least two pilots on our site that spur themselves on in pursuit of a higher ranking in the hopes of sometime being selected. There are 10 pilots that are encouraged by their enthusiastic flying in the area and participate in regionals and nationals to increase their skill level and probably 20 other pilots who are aware of those activities and aspire to them some time in the future. That's the kind of effect having two people per class in FAI/WGC contests and for me the main reason the Soaring Teams are important to the sport.
- A strong competition ladder is an essential to a healthy sport. Time and again, we see how participation in various sports is boosted when they do well at world competitions. It happened in running, parachuting, bicycling, tennis, ice hockey, etc.
- As a major consumer of sailplanes, this country should be represented in the world circuit.
- Being a member of the U.S. Soaring Teams should be an aspiration of any competitive racer, and envy of all non-competing pilots.
- Besides including the U.S. as a part of the larger community of soaring pilots, having a world class team provides inspiration and a sense of team spirit to pilots like myself who are younger to the sport. It also creates an exciting goal for many pilots who are interested in competition.
- Brings attention to the sport in the US. If the media is informed and guided by a knowledgeable SSA person.
- By giving the best pilots an opportunity to compete in the worlds, they will continue to soar. Without the World Team, I suspect the sport would lose many of the top pilots to another sport.
- Competing at the world level raises our profile as a sport

- Competition drives innovation. Innovation generally lies at the root of all growth - of sailplanes, of activity in general, etc.
- Competition encourages glider pilots to stretch themselves. It gives even a beginning pilot, such as I, purpose and goals. It introduces excitement into soaring. It promotes interest in all aspects of the sport.
- Competition in general and world level soaring in particular are vital in pushing the performance (pilot and sailplane) envelope. Does the Tour de France do anything for cycling?
- Competition is a way to stimulate interest in the sport. Competition would be more effective in stimulating interest in soaring if it were advertised by the SSA to non-SSA members.
- Competition is the fuel which drives improvements throughout all aspects of the sport. We would never have landed on the moon without the Russians. Likewise, we may not have wonderful soaring instruments without the Germans. :-)
- Depends on their success. Successful teams could increase income to support the improvement of the team and its size. If not, let the size diminish. In other words, let it sink or swim on its own. The SSA directors in the past have hindered the success and support of the team.
- Establishes the top US performance level and provides a means of comparison to soaring in other countries
- Even if you're only going out to fly in your backyard, it's good to have a target out there, even if it's not attainable for most.
- Exposure. Would be better if Soaring in general, from solo to racing, was covered on TV (OLN) like bicycle racing (ie: Tour de France, Giro d'Italia, NORBA, etc.), Adventure TV (ECO Challenge, etc.), sports in general, Olympics, etc.
- For those interested in soaring competition, it is the pinnacle of achievement. These are the pilots that stay with the sport and support it over long periods of time.
- Good press for the sport.
- High placing will mean additional interest in contest flying.
- Hopefully, with good publicity from good WGC finishes, we will attract more people to our sport. Our society/media likes winners, and rewards them with the attendant publicity.
- We need global visibility. One day the sport may be an Olympic event and we don't want to fall too far behind!
- We need to be a leader in the world soaring arena. In times like now our country needs to show the world that we are involved in all types of sports and that we are good at them.
- Winning a world competition is the highest accolade in any sport. If the US would begin to select its teams for their potential for winning (instead of as a prize for doing well under US national rules) we might actually win one. Then, if US soaring had any kind of effective publicity organization, we might reverse the general trend of declining enthusiasm for our sport.
- World's tested pilots are the benchmark for the skills of other competitors in US Nationals (important to about 600 contest pilots). If they win or threaten to, US pilots at the Worlds are exciting to most of the SSA membership, and could be a potent public relations tool for attracting the few in the general population who are susceptible to soaring.
- I think it is very important for the future of our sport. I grew up idolizing past World Champions and reading their stories. Younger generations need something to aspire to.

- I think of it like the Olympics. I want our country to be well represented. It reflects well on all US soaring pilots. Also, it helps promote our sport in the US to be able to reference pilots from our country who are successful in World Competitions.
- I think that soaring competition is the model for the levels of achievement that one can attain as a soaring pilot. I don't yet fly the kinds of tasks that the competition pilots do, but since they do, I have something to work towards. Plus, competition in general leads to on-going improvements to the methods and equipment of our sport.
- If it were not for competition, the technology for sailplane design would not have any guideline to follow for continued performance improvements.
- Important because they enhance public awareness of the sport of Soaring
- Important because they give the sport more visibility, perhaps someday an Olympic sport, and more folks would join in the fun.
- Important in pushing the technology and pilot skills in the sport
- In all sports, the source of new information, technology, and improvements comes from the competition scene - we will always need this new info, tech., improv. to keep up with the rest of the world - but flying POST/PST/TAT/etc. versus flying together, and not team flying is absolute lunacy for our US Team results - gaggles are a fact of life - get used to it - learn how to fly safely in gaggles and STOP TRYING TO ELIMINATE GAGGLES - IT WILL NEVER HAPPEN.
- In order for soaring to grow and attract young members, we need to have a serious, competitive team. Recognition of our team's successes will also help us to protect the soaring community at large from increased government regulations.
- In sailplane racing, as in auto racing, competition improves the breed. All the advances in soaring technique have been developed through racing. We all benefit.
- In the context of the USA.....this country was founded on a we can do better attitude, a basic tenet of the competitive mind. Win on Sunday, sell on Monday.
- Increase the profile of gliding nationally and internationally. Would like to see soaring in the Olympics
- Innovation to soaring is mostly driven by the competitive aspects.
- It drives cutting edge technology for instrumentation, sailplane design and pilot techniques...which eventually enters the mainstream...
- It gives a sense of pride to the US Soaring community. It also gives competition pilots something to compete for.
- It gives the U.S. international recognition in gliding circles. It may help support any input the U.S. may have to the F.A.I. rule making.
- It provides a goal for other pilots to fly for
- It provides a level of interest, and to a lesser degree, some motivation to soar/race. However, not many pilots can relate to championship racing, so we shouldn't spend too much on it. Based on my information, only a small fraction of SSA members ever race at all, in any contests.
- It should be one of the ultimate long term goals for new competition pilots.
- It's always important to have the USA represented on the world stage.

- Just having the participation helps the sport. To see our guys doing well in an international competition makes us feel good about ourselves, and our sport. A little coverage in the media wouldn't hurt either.
- Just like in any other sports, US Teams and their participation in International events offer the ultimate dream for those interested in competition and offer matters of national pride through their favorite sport for those not interested in racing themselves, but interested in US Soaring in general.
- Like all international athletic events, there is a certain visibility in the media and within the soaring community that drives participation and interest.
- Like any sport, a publicized victory in the worlds would bring attention to the sport in our country.
- Like it or not for those that disagree, this is the only way the soaring gets publicity and without that we are doomed.
- Look at all sports, the best rise to the top level of competition. It keeps others coming back, for the dream, recognition, desire, adventure. Soaring Mag, back in the 60s and 70s, early 80s had better write ups of contests...more pages. Now, Soaring is not selling itself like it used to. The team helps sell the sport of soaring and competition to all, members or not. Soaring needs to sell the team and competition more. To attract more to the sport of racing sailplanes.
- Maintains awareness of international competition
- Making the team is an important goal for a competition pilot to aspire to. It is also a chance to leverage the highest level of this sport for marketing the sport to the general population
- Motivates young pilots to higher level proficiency.
- One of many things important to the sport, your question needs to be one that ranks Teams against other soaring program priorities to get a better estimate of our relative interest.
- Our team is important to the sport within the U.S. because it encourages local competition which enhances our soaring populations skills. Our team is important in the international arena as ambassadors to host and participating countries where the sport of soaring is of higher visibility than here in the states, particularly where the political ambassadors have not historically been able to develop close bonds to their counterparts.
- Participation is important because the positive press will help to broaden the pool of prospective racers, and glider pilots in general. As more people learn glider racers can cover several hundred miles in one afternoon, the notion sailplanes are of little value will be challenged. At a time when many folks are reconsidering aviation as an activity they're interested in because of 9/11, promoting the challenges of soaring will intrigue many who would otherwise look to other pastimes.
- Popular culture in the U.S. tends to focus on competitive activities over purely recreational ones
- Prestige of the sport. Attracting younger people.
- Provides glamour, interest, publicity, goals, dreams.
- Provides the impetus for technological development as well as sailplane production. Opens up the used sailplane market as top pilots continue to upgrade
- Publicity - although it would be nice if we could figure out how to get mentioned (if only for 5 seconds) during a sports news segment while the competition is in progress.
- Publicity is good for the sport.
- role models, technology development, top goal for competitors

- Roll models for the sport at all levels. Look what Frank Shorter did for running in this country, or Lance Armstrong for cycling.
- Since the SSA is doing such a poor job of marketing soaring to the public, it may be our only chance at recognition by the general public.
- Soaring is a competitive activity. Elevation of National champions to the world level is a natural progression of any competitive activity. I also believe it that a healthy competitive environment is the single most important pre-requisite to the future health of the sport. Look around the club, who are the members who have been there 15 - 25 years. Invariably, the racers stay, the others go!
- Soaring Teams are the ultimate expression of the sport of soaring. From the teams and international competition come most of the improvements in glider performance, equipment performance and human performance. Competition is a fact of life and any organization must compete and do well to attain greatness.
- SSA members can share in the event thru the internet, and learn from our pilots when they return.
- Successful participation would lead to better press coverage which would increase interest and curiosity about the sport
- Team National competition gives a forum for public awareness of the sport which contributes to sport growth at all levels. The esprit-de-corps created at the top trickles down to aspiring competitors and beginning pilots alike. I personally believe there is insufficient general press publicity in the US. Also, while many pilots think of the souvenir/teeshirt/poster side of publicity to be crass, it does provide an important path for public awareness.
- The accomplishments of the team at international events is a reflection of the importance of the sport itself in the country of origin. The performance of the team compared to their counterparts gives a measure of the levels attained and the goals to be pursued in the sport. Hopefully there is an exchange that takes place on those occasions, which would allow the knowledge of different and new techniques to trickle down to the rest of the soaring practionners at home.
- The combination of key sponsorships and well-orchestrated media coverage will serve to raise awareness, attract fans and new pilots. This creates a positive spiral effect - especially if the US Team pilots are competitive enough to secure a podium spot!
- The more publicity the soaring community can get from participating and winning national and international competitions, the more opportunities we will have to add new members to the sport of soaring.
- The most visible.
- The professional level of the sport is what drives the bottom. If we want a growing participation and interest in this sport, we have to have the competition and have it publicized.
- They represent the cutting edge of performance in our sport. They also prove to the world what the American Soaring Pilot is capable of.
- The sport needs role models to help encourage new pilots.
- The Team and pilots act as inspiration to new and upcoming pilots
- The Team gives some meaning and goals to the entire US competition scene. It is the carrot on the end of a stick. The competition scene in turn serves the dual purpose of selecting that team, but in my opinion, just as importantly, to promote and promulgate interest in high performance cross-country soaring, the ultimate expression of our sport. Participation at the international level has a little rah-rah value, but not much. It should, however, allow our best pilots (and the rest of us who

have measured ourselves against our best) measure and add to their relative skills, and to stay abreast of changes in the sport. For this in turn to have any value to the rank and file of the sport, we have to see something come back to the US from these adventures. The team members need to give something back. Organized seminars, training camps, training regionals (Karls Mifflin Sports Regional was exactly what I am talking about). For me, the current appearance that the team members are somehow ENTITLED to a free ride simply because they won a couple of nationals, is a turn-off. If, on the other hand, the team funding becomes an investment in the promotion of the best aspects of Soaring to a larger audience, then I become a zealot, with both funds and time to contribute

- The teams gives our younger members a goal to strive for.
- The U. S. Soaring teams are the usa pilots that represent us in the world competitions and it is like the Olympics.
- The US must be represented in this type of world sport, whether it be funded privately or commercially.
- The US should endeavor to excel in all things, particularly if we wish to continue growing the sport in the US.
- The Worlds are the highest expression of our sport and our ability to field US teams participation builds participation at home. With the new classes this has never been more true.
- Their accomplishments motivate others
- There is a famous quotation about the American distace runner Steve Prefontaine. Steves coach Bill Bowerman thought he should run the 3 mile, but Steve wanted to run the mile because it was the glory event. Bowermans response was No one cares about the 3 mile because you havent given them somthing to care about yet. If the US Soaring Team pilots gave people somthing to care about then the people would care. Did anyone care about running before Prefontaine? Not many people. A similar situation could happen for soaring. You need someone that gives people somthing to care about.
- There is a game to be played with the sport. Much like the Olympics, every country or most countries are represented. There is much national support for teams competing. The US should play the game the same as the Germans, the Brits, the French, and others. Its a well developed, well supported sport that has great participation. The lower or smaller classes should receive more support from the US as that seems to be the place where we are more competitive.
- They are a natural extension of x-country flying.
- They are important because they represent the highest achievement in competitve, bring honor and recogition to the sport, and set a benchmark for other competitive pilots to aim for.
- They are important in the fact that they bring recognition to the sport & to the individuals participating. As to the other benefits it might bring, I havent a clue. This is an expensive hobby to be affiliated with.
- THEY ARE THE MOST ACTIVE AND ALL EYES ARE WACTHING THEM.SOME PILOTS ARE NOT COMP. PILOTS BUT ALL WATCH THE CONTEST AND MOST ARE WANT A BEES
- They bring attention to the sport in the USA. It helps provide goals for up and coming pilots to aspire to.
- they encourage others to reach that skill level to compete with the best in the world

- They give competition pilots a pinnacle to strive for.
- They provide exposure to the sport, help create awareness of soaring. Show the flag internationally.
- They provide the pinnacle of excellence in soaring flight in this country. Without them and without world competition, soaring performance standards would stagnate.
- They, (Soaring Teams), provide role models for aspiring cross country pilots.
- This is a no brainer -- the highest competition brings out the best, both in piloting skills, sportmanship, and technical improvements for sailplanes and equipment. Having our US Team pilots excel in world competition is inspirational to all, even to non-pilots like myself.
- To represent USA
- U.S. Team representation at World Soaring competitions, promotes the sport, stimulates interest in the sport and lends to the technological improvement of the equipment available to the soaring public.
- US participation at the Worlds draws attention to our sport and increases overall enthusiasm for competition soaring.
- US Soaring Teams should be the ultimate goal for a competition pilot... somehow new and seasoned pilots must be encourage to achieve this level... maybe through sponsorship and/or more competition...
- US Soaring Teams will help revitalize the sport for the US, as well as show world that the best sailplane pilots reside right here in the US of A!
- Very important to generate excitement in competition. When the US team wins, we win.

Why Aren't US Teams Important To Sport? (42 responses)

- Absolutely no coverage except by SSA and Soaring Magazine.
- Again, see above. Safety here, protection of our rights, and encouragement of more people to be involved in this wonderful sport seem like the priorities. (Weekend boating vs. competitive yachting might be an analogy.) We need a good base--how many people could realistically do any sort of real teamwork in a borrowed/rented/club glider and without at least a silver? Again, I get the impression--and it may be wrong--that the emphasis is high end at the expense of the rest of us trying to make a living. Maybe its based on how the sport began, but if that is accurate it seems like a receipt for long-term disaster. Why should the federal govt. care, or the public be involved, in something like this?
- Although, I enjoy competition, many US soaring pilots do not fly competition. We should strive to keep the cost of soaring down in the US.
- Are the majority of pilots flying contests or just flying. Except for the selling of gliders to others for newer(better) models, just what is the contribution of these teams to the average pilots knowledge/skill base.
- As a student pilot, I am more interested in seeing grass roots development in glider aviation. If the SSA benefits from more US pilots in the World Championships, then I support its efforts. However, I see more benefits in supporting new membership with more student pilots, as well as safety training to defend and foster current members.

- Because they take focus away from other more important issues that seem to be getting short shrift - like lobbying for airspace availability, for instance.
- Competition is by itself more self serving than I am comfortable with.
- Competition is only for a very few. SSA should focus its efforts on the wider group which makes up its membership.
- Cost/benefit ratio is too high. The type of flying (team flying, including help from the ground) is not compatible with our personalities (individual effort). Their benefit is solely publicity. It is expensive publicity.
- Few individuals can actually participate.
- Having a US Soaring Team does not make the sport more visible. Instead, creating a contest with a more television friendly format could do wonders for the sport.
- I don't see the relationship between the national team competing against the world and supporting soaring activities in America. The importance to the sport for Americans should be for the national club, i.e., the SSA, to support FBOs and clubs here. Maybe with some education, I could be shown how SSA support for the national team helps soaring in America, but until then, I don't see the importance to our sport.
- I feel that the team is currently quite unimportant to the sport of soaring in the USA. I think the team could be important to the sport, but without substantial efforts to publicize the team activities (to people NOT currently in the sport) it has no recruiting effect. For example, this year Mr. Ittner did very well in South Africa, but there was not even a single press release on the event or his accomplishments (at least that I am aware of).
- If, and I emphasize if, there could be more publicity in national news, I think that it would enhance the growth of our sport.
- I'll ask you a question. What do they do for the general membership of the SSA? The team members and their groupies represent a very small part of the organization. Spending a lot of SSA resources for such a small group does not seem to be a great benefit to larger non-participating members. I felt and continue to feel the very strong efforts of the SSA to raise funds for the Robertson Trust. This is at the same time that the SSA is in financial difficulties. The U.S. Teams should be on the same footing with the SSA as are the 126, Aux Power groups.
- It's just a way for the membership to pay the expenses of people who would go anyway. It does not add any knowledge or prestige to the sport in the eyes of the general public. Moreover the money would be much better spent promoting the awareness of the sport to the general public. I personally have never received any perceivable benefit from any U. S. Team participation in international competition. Further, the idea of soaring as an Olympic sport is ludicrous. For a parallel, the Olympic sailing classes have a miniscule following in the U.S. compared to the general sailing population. International competition: who benefits other than the pilots?
- Membership is falling, which means the sport is dying. SSA should concentrate on promoting the sport, not just protecting the (shrinking) status quo.
- More needs to be done to promote the joy of soaring. Competition is geared to the competitive person. Soaring is broader than that. More is needed for fun flying, gatherings, mutual support, etc.
- Most glider pilots in the US cannot afford the equipment necessary to be competitive
- No one other than those already participating in the sport notices, so it does not increase awareness.

- Normally this would be a good way to get publicity and more knowledge of the sport. However, the SSA is not very good at publicizing its activities to non members. the importance of soaring Teams to the sport would increase greatly if more people knew about the sport.
- Not important because competitors do not give back their skills and knowledge to the sport here in the U. S. The SSA spends hundreds of thousands of dollars sending a few pilots abroad to various venues, but it is difficult to identify any return on this investment of the membership.
- Not visible to the general population and probably not majority of members
- Only successful teams are important to the sport . Teams that do only OK are not held in high regard and members are not excited or motivated by the only OK performers. So if the team does not succeed in achieving top finisher positions were wasting SSA member funds ! We must send very competitive pilots.
- People entering the sport generally arent aware that glider racing exists as a sport, much less that there are world championships or that we have a team. It may be possible to capitalize on racing and the U.S. Team to promote the sport, but so far, no one has done anything in that area since the 60s or early 70s.
- Primary importance to the sport is 1) growing the membership, and 2) maintaining access to the airspace. Given the total lack of SSA publicity focus, U.S. team participation in international competition contributes to neither.
- SSA funds a great vacation for a limited number of members. Rather see money spent on club contests, better magazine, more training materials, more sponsorship for internet soaring weather, etc.
- The amount (or lack of media coverage) does not support the sport the way other SSA activities do. It looks very much like clique for a few, and since they on average dont do all that well, appears to be what it really is.
- The cost to return ratio is low for attracting new pilots and members of SSA. Putting the money into marketing would be better spent.
- The highest priority is saving us all from the FAA. I think international competition is good for the sport in the USA, but I want to see more build-up of excitement for it.
- The sport is about the feel of the wind, the art of thermalling, the hardcore ridge flying. If we were to win the WGC or other national contest, it wouldnt change the interest in the United States.
- The standing of a national team reflects on the ability of that nation to train, encourage, endorse, and promote soaring. Why would I, as a newcomer to the sport, want to learn from a system that only generates mediocre pilots when I could go to Europe/UK and learn from a system that consistently produces pilots ranked first, second, or third in the world?
- The U.S needs to be recognized as a significant participant in these types of competitions. These events, if publicized in prominent places like the WX channel will help grow our sport.
- The U.S. did not send any pilots to the first World Womens Gliding Championship. The SSA doesnt appear to be doing much for women pilots at the international level of competition.
- The US Team effort is not well publicized outside of Soaring Magazine to the general US population, if at all. The US Team effort has no impact on the sport to pilots or non-pilots in other countries. If it also has little to no impact to publicize soaring in the US, I view it to have little value overall. It is a personal opportunity for the individuals.
- There is not enough publicity to general public, to attract new sailplane pilots

- They are important only if they serve to recruit new blood to the sport. there must be adequate publicity before and (especially if they do well) after the events in which we sponsor participation. Otherwise, the investment in sending them is wasted. If the intent is to do well, youth training in racing and sponsorship of those we train is needed. At the highest level, racing is a young mans sport. We need something like the operation at Gap-Tallard or the Wills school down under where racing is taught by (former) racers.
- They do not prepare like the Europeans. They do not have the team flying mindset that is so important.
- US team is a small almost invisible activity. This is not a spectator sport. I think it is more important to have people participate in soaring than to watch others do so.
- US Teams are important because the rest of us benefit from advancements in soaring technology and technique. These things can generally only be learned through participation and personal comparison.
- Very few SSA members (2%?) actually compete. The other 98% need more and better services from the national organization.
- Very, very few glider pilots are involved in or interested in competition. The vast majority are out there having fun in more limited ways, in more affordable ways. The rich guys can go play with their fancy toys, but the rest of us have jobs and ordinary equipment. We are part of different cultures.

2.13: Why do you consider U.S. soaring teams to be moving in the right direction or wrong direction?

2.00	U.S. Soaring Team Benchmarks:	All		World Champ	National	Regional	Fun Contest	Other Contest	Do Not Compete	Other
2.12	Over the long term and based on what you know do you think U.S. soaring teams are generally moving in the right direction or the wrong direction?	Right Direction	44% 101	77%	53%	50%	32%	-	34%	-
		Wrong Direction	17% 38	15%	27%	15%	7%	-	10%	25%
		Don't Know	36% 82	8%	18%	30%	61%	100%	52%	75%
2.13* *	Why do you consider U.S. soaring teams to be moving in the right direction or wrong direction?	44% 100		54% 7	62% 45	45% 18	14% 4	-	37% 25	25% 1

US Teams Moving In The Right Direction (48)

- Having the Task Force has been important and its a major step. No more spending like we have it. We dont have it, and until we do, we need fiscal responsibility, we need the task force to set limits and control spending. A team financial person who would monitor, and make arrangements would be ideal.
- Better organization. Indications that communications to members is improving (e.g., France, Australia club class). More managed fund raising (recent Robertson Fund efforts).

- I do not know of any specifically wrong direction taken at any point. I think that this review is a good idea and should make it possible to have a strong team management, resulting in a good representation at world events.
- I believe they are moving in the right direction because we have formed a new taskforce headed by John Seborn, an extremely competent individual who has expressed the direction our new efforts will take.
- I think the idea to selectively target classes to tune the benefit gained from having pilots attend is good. By flying 3 WGC events (say 15M, sports and World) is one pilot really going to improve 3x? No, the farther reaching effect is to let three separate pilots fly the classes. There's an argument that you should always send the best entrant, but if the pool of competitors is deep enough, the top 2-3 from each class should be within a few percent without having to send pilots twice. If it's not (Junior and Feminine most obviously) then there's something to be fixed in attracting pilots into these events THEN select the team. Maybe the funding should be targeted towards the first of those THEN the second. (I'm sure this has come up already in discussions)
- Better communications in the form of the US Teams page. 2. Dedicated, well-managed funding in the form of Robertson Trust.
- At least we now send a team based on performance rather than being a good old boy.
- Better management and accountability of funds and other resources. Better coaching.
- Better organization and , hopefully, better funding now
- Better organization is good, but the trend towards involvement in fringe classes (club & PW5 is worrisome in that it will dilute fund and effort
- Good - Self managed and good leadership. Bad - Std class 9 pound wing loading unrealistic compared to world level comps. Multiplace class (20 meter) needs to be implemented as in Europe, and club class needs to change to European rules.
- I have no specific complaints against the direction of the team
- I like the club class- perhaps because it mirrors the very popular Sports Class in the USA which I participate in.
- I see a greater emphasis on fund-raising, training and effective management.
- I think the team is moving in the right direction. I am especially pleased to see the leadership that John Seaborn has brought to the teams. The growth of the teams depends on having resources and John really kick started that process. I've done fundraising and the key is someone to push. By all indications, there are many good people involved in the teams and the recent improvements in organization will definitely lead to greater competitiveness.
- If winning is important at International levels, there needs to be coaching on team flying as this seems to be a dominant requirement for bringing home Golds. Personally, I would like to see gliding as an individual effort but there are no rules to prevent team flying.... in the meantime, learn to fly like the Europeans.
- Increasing trend to team focus rather than competing solely on an individual basis.
- Lots of good things are happening. The Team Task Force effort, Doug Jacobs as team chair, Ken Sorenson as contest chair, the team web site, the Robertson Trust. On the down side there is a lot of apathy out there about the US team.
- more support and better funding have increased

- more support for Junior, Feminine, Club classes more accesible to more of the membership.
- Most of the members chosen have demenstraited good to excellent sportsmanship.
- Moving in the right direction because look at the interest now in competition. People will join up and race. It has to be shown how they can do it. If they cant find out how to get involved, they will go other places.
- No evidence that they are going in the wrong direction
- Our team effort has come a long way.
- Recent teams seem to be more willing to work together. They are also very well run an organized.
- Right direction. I feel we are the most organized as a team in the last 25 years. I believe, you can see this with the results from South Africa. We need to keep the momentum and focus going...
- Right direction: Attempt at a more open, fair, equitable, responsible process and documents for planning, selecting, preparing, financing and managing the US Soaring Team. Wrong direction: With the growing multiplicity of events and classes, the new organization seem to prone toward increased segregation, dissenssion, and disconnect (conflict between?) between sub-teams. Such tendencies can only result in negative effects in the long-term for the US Sport and its Spirit.
- The focus on funding contributes to the right direction. Concerned about the same pilots always flying at the Worlds and yet we havent garnered a world champion in some years.
- The recent US Team Task Force creation, Gary and Johns efforts on the trust fund and sponsorships, Burts activities with the media all are moving us toward the place the teams must be - however, there is another critical issue: getting the team pilots the necessary seat time here at home and at the pre-contest competitions (such as MataMata this year), on a funded basis. Team pilots need to spend time with active coaching prior to the actual comps.
- The Team Committee and Treasurer whould improve team financial appearances and realities
- The U.S. is selecting well qualified pilots and trying to get them to the World competitions. Regretably, the best pilot often cannot attend due to the cost.
- Their top ranks are ably filled, in my judgement. Preparing or fostering the next generation is a question to my mind.
- They are always well publisized, and suppourt for them seems to be good.
- They are moving inthe right direction in that they are paying more attention to fundraising - \$\$\$s after all is what makes anything happen in this world.
- This survey is an indication of a move in the right direction. To me, it indicates planning and organization toward improving US performance and participation.
- Toward self-sustaining. Need to be little drag on SSA and pottential SSA fundraising
- We are getting better in the following: 1. Sound financial support. 2. Clear selection criteria. 3. Participation in all FAI classes.
- We are stressing the need for more adequate funding. Management seems to be getting better. <SNIP FOR PERSONAL COMMENT>
- We are trying to get better organized.
- We have a bunch of young pilots who I hope will do better in the next few years.
- We have had good chances to medal in 1999 and 2001, but just missed.

- WE HAVE HAD WINNER AND SOME VERY GOOD STANDINGS. WE ARE REALLY NOT DOING TO BAD.
- We leave a positive reflection of the general populous while keeping our collective skills and equipment honed.
- Web site has given great access to the different teams and the contests. Teams seem to be managed much better and the funds used wisely..(SNIP FOR PERSONAL COMMENT) Valuable information has been brought back to the Team from PreWorlds.
- Were moving in the right direction because were trying to properly fund as many US pilots for as many classes as possible. Kudos to John Seaborn for his efforts in this regard.
- Seems to be getting less political - need to keep moving that way - and definitely goal oriented. The support side seems to be much stronger which optimizes the teams chances.
- With the new Task Force, the direction of the US teams is for a leaner team, better overall management, and better financial management while maintaining or improving our competitiveness at the world competition level.
- With the Robertson fund in place we have the base we need to make our team the best in the world. With John Seaborn and his plans we should see a real improvement in the amount of funds available for the team. This is the direction we need to go in to make our team strong.

US Teams Moving In The Wrong (or No Particular) Direction (41)

- Cutting back on the Open class pilots is a mistake ,and the World Class is a joke because they are so few airplanes in use.
- 1.It usually breaks down into a group of individuals rather than a team. 2. Our contests do not allow or train for team flying. 3. There have been past inequities in funding among individual pilots creating dissention
- A state of flux seems to exist, without firm direction at this time. The SSA has been long on racing talk and short on action for quite some time, with the notable exception of the Robertson trust recently.
- Again, not a wide enough base of interest. Its out there far removed from the clubs and individuals. At least, thats my impression.
- Apparently very individualistic approach of pilots. Perceived lack of team orientation compared to European teams.
- As stated earlier, the number of potential teams have outrun the ability of the SSA to internally fund the teams. We need to look for external funding sources.
- From my observation point US Teams are stagnant - neither improving or getting significantly worse. However no forward motion is in fact moving in the wrong direction. I think they are stagnant because only a select few old boys in the right circle are selected. There is also inbreeding, i.e. the ones who were mediocre team members are the ones who select other mediocre members. (Teams are selected by formula based on performance in US Nationals according to % of winners score– NOT by other team members - Ed)
- I believe that the general performance of the US soaring team over the past 20 years compared to other countries has been lackluster. George Moffett and Doug Jacobs each did wonders for our US self esteem. Yet you cannot ask these men to manage a soaring team. When Mercedes ruled the world in automobile racing, a non race driver ruled the team, Herr Neubauer. Team leadership is

critical. We have the soaring pilot talent to win in the US. We do not have the team leadership with the Power and support to demand team cohesion, training and discipline. Study the coaches of the winning US Hockey Team, Soccer Team etc. There is a lesson to learn. I am not sure we are choosing the right pilots to send in all cases. I am not sure that winning US National Contests should automatically place a pilot on the team. That should be weighted against other important criteria. I know it is the easiest way to choose that perhaps makes it difficult to argue against. But it is not working. If we know that the next World Championships are going to be held in X country and we know generally speaking what the soaring conditions are in that country then why don't we schedule our National Contests in a part of the US that train toward that site. I know that doing that is easier said than done. I just believe that our pilots are not properly trained before they go to a World Contest despite the fact that they have won an National Contest.

- I don't believe they are moving in any particular direction. As the selection process is in my opinion inadequate and as it continues I don't feel the direction is changing for the better .
- I don't see a movement towards Team, just the best way to choose more individualist.
- I haven't followed closely enough to have a strong opinion. With the increase in number of classes, we have an opportunity to have more US pilots fly internationally. It seems that with the current selection process, only the folks who have the income/time to devote to ranking racing in the US will have the chance to compete internationally. So we continue to select the same names to go to more events, more flying days, same guys to benefit from the fundraising. Not perceived as a welcoming, opening move to the general member.
- I like to follow the racing but it seems to me that the US Team just isn't competitive, and I don't think it's the pilots. The British Team seems to kick ass because they have a better organization than anyone else and until the US Team has that level of support they just aren't going to be able to compete.
- In the past it's been a black hole for money and an obscure source for the larger organization to dip its hand into when a financial crisis popped up. That appears to be changing.
- It seems to be a good old boys club.
- Little evidence that it is other than a collection of individuals
- Moving toward a small number of doers and a large number of spectators. (The car racing paradigm.) I want to see more participants (the Boston Marathon paradigm).
- Need to make the selection process fit the type of flying that will be needed. I think that OUR national champions should be first and only OUR national champions. Our rules should reflect the characteristics that we would like to see in OUR champions. The selection for the Worlds should be mostly independent of the selection of our national champions. The World team should be selected using different criteria.
- No structured training with goals
- not recruiting, training and sponsoring young pilots.
- Not saying they are moving right or wrong... point is everyone else is making it to the top... there might be a good reason...
- Need to pull more people into competition. The World Class can make it affordable.
- Our performance tells the story. We are the only ones that don't ascribe to the team method, and we lose.

- Our poor showing in the past 20 years shows that we are not moving in the right direction. Case and point!
- Same guys all the time. Newer guys might be more motivated.
- Same old, same old. Like begets like, same input, yields the same results. Soaring as a whole needs to start thinking outside the box, a paradigm shift, if we hope to move beyond where we are as a sport, in national and world recognition, and in numbers involved; however, or by whatever, yard stick you want to measure progress and growth. Soaring has the same (give or take) monthly readership as it did when I first was a member in 1975.
- Selected based on individual skills, not team flying skills. At present, the selection is some sort of prize for doing well under US Nationals rules, which have little to do with the worlds rules, and tend to promote the exact opposite skill sets needed to win at the worlds.
- Team members are not trained as a TEAM
- That's the wrong question. It doesn't matter very much what the Team organization does. What matters is what we do to prepare and choose team members. That's the function of the Regional and National Contests. That's where the practice and selection take place.
- The Open class and World class teams should be dropped UNTIL participation is increased.
- Trend is that every SSA contest competitor will eventually go to the Worlds in a one person class of their own. If FAI invents 100 classes that doesn't mean we should take advantage of the chance to participate in them. Further, even if the lure of silly proliferation of world championship classes proves irresistible, we should still select the teams from highly competitive competitions in no more than 2 classes (standard, 15meter). Cutting off funding for Juniors: too wrongheaded to even comprehend.
- USA Team placement at Worlds is not getting any better!
- very vague question. We are not developing new competitive racers, like we used to.
- We are doing worse. We are losing. We are not publicized.
- We are fragmenting the funding. Because of this you are no longer getting the best possible team due to financial considerations.
- We are not developing a broad base of participation in competition because of the limited types of competition. It is difficult for pilots to take 10 days of their time to compete in a contest that may only have a few flying days. We need to make competitive events continuous for EACH region over the flying season.
- We have some of the best pilots in the world. I believe that the difference in rules between US and World racing does not benefit the US team.
- We have the same competitors on the team time after time without them doing well. (We should have a three strikes and your out policy). The SSA spends lots of resources getting these guys funded, without any help from the competitors themselves to tap resources outside the membership. We spend lots of money on international competitions without any measurable return of any type on this investment.
- We keep sending the same ones and they keep getting older and older and less competitive with the younger guys.
- What is their direction? To win more contest? Soooo? Have not seen a real improvement in standings.

- Without members there is no SSA. Increasing membership and being an advocate is what SSA needs to do, first and second!
- See 2.7.....We are stagnated.

3.2: Why do you favor or disfavor the creation of a U.S. Team Committee?

3.00	U.S. Soaring Team Committee & Organization:	All		World Champ	National	Regional	Fun Contest	Other Contest	Do Not Compete	Other
3.10	Under consideration is a U.S. Team Committee that would be formed under the SSA Board of Directors and consist of the Team Chairman, Contest Chairman and three elected positions. The role of the five person committee would be to provide oversight and support to U.S. Soaring Teams. Generally, do you favor the formation of a U.S. Team Committee as described? Check one only.	Strongly Favor	21% 48	46%	27%	18%	11%	-	18%	-
		Favor	46% 105	46%	45%	50%	46%	50%	48%	25%
		Disfavor	7% 15	8%	1%	8%	4%	-	10%	25%
		Strongly Disfavor	6% 13	-	7%	3%	7%	50%	6%	25%
		Don't Know	18% 40	-	18%	18%	29%	-	16%	25%
3.20* *	Why do you favor or disfavor the creation of a U.S. Team Committee? Fill in answer below.	55% 125		54% 7	58% 42	50% 20	46% 13	50% 1	60% 40	50% 2

Why do you favor the creation of a U.S. Team Committee? (95 Responses)

- Because with a complex range of challenges, a team effort will be more effective than an unstructured ad-hock approach
- It will provide well needed management ,that is not present at the SSA
- An infrastructure is necessary for co-ordination.
- As long as they are all willing volunteers, then I see no reason not to get the extra help.
- Because such a Team Committee would be instrumental in making sure our US team pilots are properly funded for world competition.
- Better accountability to the Board and to the SSA Members
- Better continuity of management and better organization of the effort to support the pilots
- better management can equal a stronger team
- Better organization equals better support.
- Better team organization will result in communications.
- Cant hurt to have a dedicated Committe overseeing out team efforts. Provide focus or their needs.
- Centralizes the promotion and oversite of the team.

- continuity
- Continuity. Predictability.
- Coordination of efforts. Quick response to needs and situations resulting in timely action.
- Current interest in better organization.
- Direction needs to be given, past chairmen and captains have operated much in the dark as to funding in particular and certain specific goals
- Favor as long as the committee is strong on racing and winning
- Favor, because we need to bring business management to the Team operation, and establish policies that will bring reasonableness to the process.
- For the reasons already cited - it is a large undertaking if the sport intends to become more competitive on the world stage. Funding, including sponsorships and media coverage, along with pilot pre-contest support are essential if we are to become a winning force. It can be done, just look at the results of the British teams efforts over the last 3 years.
- Get the process out of the closet and instill a sense of accountability
- Give a broader view of the role of the team
- I already stated that because of the small repeat year after year people involved, this should be further removed from the SSA.
- I am not sure the SSA is qualified to organize a U.S. Soaring Team. I would favor a team organization that is not affiliated with the SSA.
- I believe it could get more of the membership and the country as a whole behind the Team.
- I do favor a US Team Committee. But if you staff the committee improperly you will have people preaching to the Choir and the same old solutions being kicked around. A new paradigm is needed. Something has got to change or nothing new is going to result. It costs a hell of a lot of SSA money to send team members and support people half way around the world. The SSA can not afford to continue to support a Team that doesnt bring home the Gold. Either we get serious about this or quit going for a vacation. You can bet other contries get damn serious about this.
- I favor a committee for advice and direction, but not a very powerfull one. I worry that it will be a political arena for non team members
- I favor a USD Team Committee but not as you have structured. Again inbreeding of mediocre pilots. Get outside the tradional box for new ideas. Get committee members from US Americas Cup teams, world soccer team, and other international sport activites where the USA has been successful. Develop new ways to train and to work as a team. That sort of committee I would strongly favor.
- I favor creation of a formal committee, so the hard work of volunteers is not waisted.
- I favor it as I presume it is a movement in the direction of greater financing, greater training, and greater management.
- I favor the formation of the committee because for too long our efforts have lacked continuity in the direction we wish to go. There needs to be a mechanism to assure that we are not always starting our team efforts from scratch as a new person takes over, but a continuation of an ongoing, well organized effort.

- I support such a proposal with some reservations. I believe competition is good for me as an individual and it helps foster interest in soaring in general. But, there are many projects, such as safety and public promotion of soaring issues that compete for the SSA budget. Creation of the committee may place too much emphasis on the competition aspects of the SSA program.
- I think it would allow a team of mostly non-competitors the opportunity to present the team with the viewpoints of the general ssa membership populous
- I think the SSA leadership spends way, way too much time and energy on racing and way, way too little time helping ordinary folk enter and grow into affordable soaring. Spelling note: in item 3.5 you mean principle, not principal.
- I think the team needs the guidance and development that a Team Committee can contribute. There are a lot of new or juniors that could benefit from a structured program. They may be more inclined to participate or continue in the sport if it was more structured and managed better.
- I would favor the approach if the goal of the committee is to increase the base of members participating in soaring competitions of all types and classes. If the group is just focused on working with the small group of competitive 15M pilots then I think that it will be destructive of the sport.
- I would hope that it would select some of the part time pilots. It seems to me that the team is dominated by people that are in the soaring business or retired people
- If its not just a layer of bureaucracy then cant hurt.
- If the creation of this committee is to ensconce the current world team members in positions of power, then I strongly disfavor. However, if this committee can be impartial then I support it.
- It cant hurt.
- It could provide the strength and emphasis needed to reform our proceedings
- it seems like good thing
- It will help individuals and teams to improve their chances at winning, but if you want to see our sport in general grow, we need better and more visibility, coverage, exposure.
- It would help bring the entire effort together...
- It would provide continuity from one contest to the other
- Liason with US team and SSA
- Management now seems to be the stuckee de jour. (Although they have done yeoman service, and certainly have enhanced our chances of winning). But, more heads = more ideas, maybe even a few good ones. Also spreads the work load. Finally, spreads the blame if they decide to institute an unpopular strategy that could significantly improve our chances of winning.
- Management of the US Teams should be moved fully into the hands of the pilots and away from the SSA Board and SSA staff. An elected committee is the best way to do this. This approach worked well for management of contest rules.
- Many of the questions asked in this questionnaire are the sort of thing that would be dealt with by such a committee.
- Might help by creating a more formal body, but not sure it will add all that much with the possible exception of better coordination among [increasingly competitive] multiple classes.

- Might relieve the SSA staff from duties. I recommend Sam Fly of Dallas for the first Chairman position.
- More democratic principles and operation through committee. More views and ideas.
- More focus on the operation of the team is needed.
- More organization and focus would seemingly be a good thing.
- Need general committee for team and individuals responsible for each event. Although this sounds more like a manager than a captain
- Now someone is thinking!
- OK - just as long as it costs the SSA nothing.
- Other contries are more organized than us. our pilots could probably benefit from a stronger organization. Also practicing together would be helpful.
- Perhaps it would help.
- Politics. The Team members should chose and run the organisation.
- Positive direction with accountabilty and continuity.
- Provided the committee is given the challenge to find ways to send a more competitive team to the next Worlds I think we could only gain by trying this . (The committee should comprise at least 2 or 3 pilots who have placed in the top 3 in some previous World contest).
- Resources are not infinite and there should be a defined organization to ensure that the distribution is fair and in the best interests of the teams and the SSA.
- Right now it seems to be the team members and former team members who do most of the work. Hopefully this will spread out some of the responsibilities.
- See 2.7....We need oversight with a hammer. Right now, if you qualify, you go, regardless of attitude.....
- Simply to allow a greater political strength to exist that would protect the interests of the US Team.
- Sounds like a good governance mechanism, Makes me wonder what todays mechanism is and why it needs to be changed??
- Sounds like a good idea to me.
- Specific focus would provide better direction than the generalist approach of the Board as a whole.
- Stronger organization for fund raising and administration details.
- The Association must have a committee with the knowledge and experience to be able to adequately make recommendations to the Association.
- The better organized we can be, the better we can compete as a team.
- The board of directors needs to be involved in the team and its direct funding.
- The team(s)need all the help they can get.
- There should be a group in SSA that is focused on US Team Soaring.
- This approach will provide consistant focus from year to year and team to team.

- This team experience has been spend it like you have got it for years and it shows in the irresponsibility of some actions. Its hard to raise funds when the contributors feel they are contributing for the summer (or winter) vacation for those rich guys who race fibreglass sailplanes. That is NOT what it is all about and if we show fiscal responsibility by using a team committee and watching the pennies, we can gain the confidence of the little guys who contribute their hard earned dollars to support the team.
- This would provide continous organizational support, therefore stability, to the team management.
- To begin setting standards, best practices, and qualifications for the team that will result in team flying, not individualist flying in a group called a team.
- To effect better oversight of funds, and to help draw attention to the sport among non-pilots.
- To elect committee members would prove short lived. The WGC commitment is huge and we are lucky to get volunteers for each event as it comes up.
- To keep it from becomming a insiders only operation.
- To make sure that it is going in the right direction
- To select a team after a month long training camp
- We need a group of knowledgable folks focussed on team issues. SSA leadership does not provide this.
- We need a plan to WIN more.
- We need strong leadership that is focused on the team.
- We need to get away from the clique that has run things for the last two decades.
- We need to make the leadership more consistent.
- Will provide an organization that can oversee the more complex world of US Team participation. The US needs to stop reinventing the wheel with every team manager and build some consistency in management espically funding.
- With any TEAM, you need better organization. Up till now it has been only a handful of guys whose only interest in the Worlds are themselves, and why the team is not winning. The team members have the talent, not the organization of a team to win. A team committe would help steer and show all who get into contests that maybe they will make the top level someday.
- With the large number of teams we have now, there needs to be some kind of top level organization. If the committee could help with budgets, glider rentals, car rentals, and lodging, the pilots can have more time to focus on studying the area before they go.
- Without a driving force, the U.S. Team would tend to atrophy.
- Without any contest experience, I cant really say how well or not racing issues are handled. Forming a U.S. team committee will at the least give the pilots a support system that they may not already have
- Yes, but the average contest pilot knows so little about the team and how it operates that it is hard to give a complete answer.

Why do you disfavor the creation of a U.S. Team Committee?

- Dont see that it would change any thing.
- ??to much management????
- Again, what is the long term benefit for the average member? It be better to use energy to develop instructional promotional programs
- As long as you are not using SSA funds to support these elite teams, I dont care what you do. However, if the SSA is going to fund some new unneeded committee, then forget it.
- Bigger is not what is needed. In following with a previous comment, how about a Communications/Publicity chairperson? I dont see how formally involving the SSA board will change anything.
- Concerned over the creation of another bureaucratic institution.
- Eliminate the superfluous teams instead -- then it wont be time for the above.
- I dont want the committee to be a bunch of good ol boys deciding who gets to represent the US. It should be based SOLELY on performance in most recent National and regional contests.
- I would only support this if it is not funded by SSA.
- It doesnt matter, without support at the lower level of competition, rules that adhere to World Soaring rules. There needs to be clear identification as to what the SSA expects to achieve at all U.S. competitions.
- If their service is voluntary, fine. If it is funded through SSA general funds for travel/meeting rooms, etc, I am not in favor of it. I think this likely happens now, without the titles.
- NO - all you need is a very few excellent people - you do not need another large unwieldly buracracy to gum up the works
- Not sure if we need more bueaucracy--it must be fast moving, focused and responsive.
- Seems to work well as is
- SSA is top-heavy enough as-is w. committees.
- SSA should be focused on the needs of its membership. It should not be concerned with the elite few.
- The gentelmanly factor would I think be erroded.
- The SSA always seems to form a bureaucratic group which really doesnt solve problems, but, becomes invested in keeping the bureaucracy going.
- The SSA is not oriented toward racing, only absorbing fees from racing. While some of the BOD are racers, many are not. There is a definite schism between the two groups. This must be a single-minded effort, not a compromise.
- The track record of the board in racing matters doesnt inspire confidence.
- This should not be a paid position. People that are interested in competition should participate.
- we dont need more burocracy. What is needed is a chance for any international team to train more together and develop common strategies
- Would provide direction in the off years.

4.8: Comments on U.S. Soaring Team Goals & Policies.

4.00	U.S. Soaring Team Goals & Policies:	All		World Champ	National	Regional	Fun Contest	Other Contest	Do Not Compete	Other
4.70	It has been proposed that the overall U.S. Team organization adopt four founding policies. These are organizational accountability, transparency, competitiveness and sustainability. Do you favor these policies be adopted by the U.S. Team Organization? Check one only.	Strongly Favor	34% 78	54%	41%	30%	29%	-	31%	-
		Favor	43% 98	43%	38%	40%	55%	39%	43%	50%
		Disfavor	2% 5	8%	3%	-	-	-	3%	25%
		Strongly Disfavor	1% 3	-	-	-	-	-	3%	25%
		Don't Know	13% 30	-	14%	5%	21%	50%	15%	25%
4.80* *	Comments on U.S. Soaring Team Goals & Policies. Fill in blank below.	31% 71		31% 4	44% 32	20% 8	11% 3	50% 1	31% 21	25% 1

With more teams and classes participating in World Soaring Championships (WSC) what goals should U.S. Soaring Teams be pursuing? While winning is the most obvious goal of any competitive undertaking there may be other legitimate goals for specific US teams to undertake. What do you want our teams to do? Aim for the best individual pilot performances or emphasize the highest overall team placing? Should there be different goals for different classes say to encourage participation, reward performance and develop new talent?

Good Work/Good Ideas/Agree With As Stated

- Congratulations on lots of hard work and excellent results. The task force documents on the website show amazing amount of thought and dedication.
- Sound very good. Implementation is the key.
- Sounds right to me.
- Mom & Apple pie goals, but valid!
- From a cursory look, it seems like a good start.
- I think these four policies very well sum up how I feel the task force should operate
- If the competitiveness goal is about building a true team flying perspective, then youve hit on the key to building a winner. This is the single most important goal for any team sport. Funding will be generated out of the perception of what will work, not whos doing the flying. Top football organizations tend to draw better than top football teams, although top orgs usually have the better teams.
- I like the new idea of the U.S. Team structure where Team Captains would be responsible for organizing each teams participation in their respective championships with support provided by the SSA and the U.S. Team Committee. I would like to see a Team Captian commit to 2 contests to enable the lessons learned applied to future teams and contests. If we went with this approach we need to ensure these is a communication mechanism and a forum to enable all teams to share information.

- Im pleased to see sustainability as a policy. I included develop new talent as a goal in all classes because it is necessary to sustain a long term, competitive presence. A pilot being developed in Sports may be far different than a pilot being developed in Open class. The Sports person is probably a relative new comer to soaring, while the Open guy may be transitioning from Standard where they were a world class competitor. Never the less, both are developing new talents in their respective classes.
- Moving in right direction. Its an individual sport so its sometimes difficult to promote cooperation.
- It has to be sustainable, not just rely on a couple of overachievers who burn out after a bit.
- It will be interesting to see the accountability and transparency come about. It will be hard for the present click to open up to everybody.
- The more openness in financial recordkeeping will be productive.
- We have some of the best pilots in the world in the U.S. It should show at the world level. Organization does make a difference.
- Who would not support question 4.7 above? Who would be against such a motherhood and apple pie activity.
- I think we are starting to go in the right direction. Of course this means a lot of volunteer work. Right now in the SSA we are a low point when it comes to volunteerism. We have to work hard to make volunteering for the jobs needed easier and more attractive. This is the only way we will grow our team and our team effort.

Cut Participation/Cut Classes/Cut Teams

- Drop participation in at least 1 international class. Feel that dilution of talent/funding is counterproductive. 2. Re. suggestion 1, recommend that unless a certain number of competitors participate in US Nationals (say, 20, for example), we should not a field a team in that class. For the World Class, unless we can get 20+ people participating, why should we spend money on funding that international team?? Potentially 18 meter may fall into the same category.
- 15 m Standard Junior Boycott the rest
- 4.6 above: I disagree with having separate categories for women and men; be it in badges, records, or races. Soaring is a combination of many things - mental, piloting skill, etc.; but physical strength, sexual differences really dont figure into the equation. [\(These decisions are out side of the US team world as the IGG/FAI have created these classes - Ed\)](#)
- Drop everything except 15M and either 18M or Open. Especially drop World, Club, Feminine, Junior. We should do everything possible to ELIMINATE the ability for team flying or ground assisted flying in the Worlds rules. Until that is done, there is no reason to have a worlds champion named. There is no reason for so many classes.
- The 18 meter class seems to be poorly supported in this country. Unless it becomes more popular, we should not fund a pilot for this class. This is probably due to the fact that Standard and 15M regularly finish better in contests. Why have a feminine class? Strength is not an issue. In fact, their body is better suited for long flights than the male (see NASA reports)
- I am female and strongly disfavor the Feminine class.
- I believe that there are too many classes developing. We may need to eliminate new classes such as the World, 18 m, Feminie, etc..

- I don't think we should try to support the Feminine, Junior, and Club classes. It just drains our resources without any return.
- I think focussing on a small number of classes is the right thing to do generally. Also, there should be a focus on developing racing talent as generally the trend seems to be to make
- the barriers higher and higher for budding racers. (I am not talking about financial barriers here..)
- Too many classes. Keep it small and simple. Stick to FAI classes. Avoid club and junior classes. Feminine classes are not appropriate to soaring where women can compete equally as there is no physical requirement. (the Club, Junior, Feminine, World, 18-Meter and the multi-class ARE ALL sanctioned FAI classes- Ed)
- We need to support the FAI team, and the juniors, and only after their needs have been met should any money go to the other teams
- We should always field the maximum number of pilots in all classes even if the funds need to be spread out to achieve this. The goal should be maximum opportunity for participation.
- Why should women be in a separate competition (class). They should (and can) compete on an equal footing with men in this sport. Proof of this has been Liz Scwenklers performance in the Jr. Worlds.
- My answers to the goals for classes questions are trying to reflect the feeling that participation and development are important in two cases, One, where current US activities are low (Junior and Fem) Two, where a recently introduced FAI class needs support. The Junior class specifically is a case where as a result of US participation two things need to happen, one the Juniors get better, two the pool of active XC junior pilots increases. The establishment of the British Junior Nats. event took 8 years to produce the current crop of medals at international levels. What did that take? Paying for tow for ~25 competitors for a weeks comp with two national coaches present. The thing is in the US, there is a drastic shortage of club-class gliders that youngsters are able to beg/borrow/rent from clubs. I myself participated in Junior Nats in the UK in Ka6CR (University club owned) ASW 19 (club owned, I rented) Open Cirrus (insurance share deal), Mini Nimbus (1/4 owned by me) That covered my years 19-24. The other issue is size, as all these contests were within 3 hours drive of my home. On the other FAI classes, sure send the best we've got.
- Focus on the classes that we can win at WGC only! The rest will follow.

Goals For Classes/Organization/General Policy Comments

- Put results first, develop new talent second, have an excellent Team Coach with full authority, give him the support he needs and requests - if he does not perform, get a better one. But absolutely do not start some large and unwieldy bureaucracy with umpteen old foggies bogging down everything. Add an excellent weather man - in fact there should never be another national contest held without a hired and excellent weather man on duty for the full contest and on site as well. <SNIP ON PERSONAL COMMENT>
- The policies must support the primary vision and objective of the US Team. That vision and objective must be defined clearly and kept as the guiding priority in the creation and application of the policies. Additionally, personal politics and power trips must be eliminated or actively minimized to allow the achievement of a goal larger than any single individual - this is about the achievement of visibility and success for the US and for soaring. Yes, individual excellence and accomplishment play an important part in that, but NOT to the exclusion of the team and the sport.

Add Something/Do Whatever It Takes /Emphasize/Focus On/Encourage/ Different Policies/Team Captains/Get Real/Training/Recruitment/

- Add Fairness and Sportsmanship and Team Spirit
- Recruitment, training and support are key. We should provide aircraft and training for entry level classes at a minimum.
- Do what ever it takes to develop new talent to be more competitive on the world scene. Look at the structure of our organization and decide what it needs. I think it is quite inbred and self perpetuating.
- emphasize the highest overall team placing
- encourage and foster any talented woman.
- Help those who are interested in becoming a team member in getting there. I am 16, and Ive flown a few fun meet contests here at New Castle, won 1 of the two. Id like to see more soaring competition scholarships available. I am interested in becoming a team member, however I dont feel I have the skills required yet.
- I didnt answer any of the 4.x questions because there wasnt a selection that reflected my opinion. The primary goal of all the US FAI classes should be to choose the pilots who are most likely to win at the World Championships. That will, in turn, mean: picking the Best Pilot Performance (if thats what it takes), picking the Best Team Performance (if thats what it takes), encourage US Participation, Reward US Performance, Develop New Talent, and Other. Fundraising and organizing alone are not going to make much difference.
- I dis-favor the policy that makes pilots ineligible for club class if they have participated on a worlds. We should send the best we have.
- I feel that the guiding principle should be to compete in a honest wholesome sportsmanlike way. Winning is nice but in this day it is terribly important in the international arena for Americans to be viewed as honest forthright people who validate life with integrity.
- I like the way competition pilots are selected in the UK. I wouldnt want to see selection subject to criticism, based on personal relationships, biases, etc
- Id like to add encourage new talent. I favor participation over competitiveness.
- I believe Junior Teams should really be Junior Teams age 18 or Less. There are many pilots in the USAF flying combat missions, that the SSA would consider Juniors. (Age limits are established by the IGC not US Teams –Ed)
- Lots of BS in section 4. The WC is about individual achievement, and moving more in that direction. And the best pilots are going to be after that 1st place. If they get it , the team will do well. I think the junior and feminine stuff is misdirected. Juniors can learn what they need far more efficiently here in US nats and regionals. And why should the 6-8 females in US racing be subsidized, other than the obvious politically correct answer. Same for the World Class. It is a concept that was good, but an implementation that is a disaster. It will die (soon, I hope). The Club Class is another monster. Its really just another class to gobble funds as presently conceived and implemented in this country. The pilots we are sending do not represent either our best or our next generation, just a junket for some guys who figured out the system and planned to go to the right contests.
- U.S. Teams have performed quite well with the resources that have been made available to them. I would prefer the SSA not be involved with the organization of funding of U.S. Teams.

- Motherhood and apple.
- Team flying should try to be improved.
- The selection process should be very clear and adhered to.
- The US Soaring Team has no business being concerned about accountability, transparency and sustainability. This is the job of the President of the SSA. It sounds like you are planning a huge organization so that no one is overworked and accountability is difused. The Team focus is competitiveness, period. Someone has to be clearly in charge of the Team Captains and anyone that has to do with training the team. One National and two regionals a year does not train a team pilot. A soaring Team Camp with ground instruction and flight instruction for the specific championship must be accomplished. Even the best of our pilots can learn certain things that can make the Team more competitive. If our pilots do not believe they need training then we are dealing with a bunch of primadonas that will never perform well in the Worlds. Are our pilots going to World Championships for their personal best or for the best for the team. It is pretty expensive for the SSA to send pilots to a World Contest who focuses only on their own personal performance. Believe me, if the German or French team Leader or Coach determined that a potential team pilot was not a team player that pilot would never be chosen to represent his country.
- There has been way to much politics in USA team management for the past 10 years.
- Those are just words. You need a good committee (already discussed makeup). They need to establish a goal and thinking outside the box they need to establish a plan for reaching that goal. The PR geeks can then put the spin words to it.
- You have enough euphemisms here to fill a basket.

Communication/Promotion/Build Sport/Growth

- National visibility of soaring to the public in general and other non-soaring pilots needs to be a priority. Without the publicity the teams and their activities are just preaching to the choir and provide benefits to a small number of individuals.
- Possible 5th policy of growth.

Play to Win/Go For Win/Win

- GO FOR THE WIN
- In my opinion the main goal should always be to find ways to maximize our chances of winning by fair means ! An important secondary goal is to foster strong and positive team spirit
- Play the game to win. Under the present World rules, this means developing teams with excellent pair flying skills. Surely we can find other ways to reward individual competitive skills than a slot on the US team!

Staffing/Volunteers

- I truly support the plan but I think its going to be difficult if not impossible to get volunteers for all the positions. Right now its all seen as a thankless job and there are a certain few who bust their balls to get things going. We need to do a better job of recognizing the efforts put in by the volunteers and make efforts to show that volunteering your expertise is a great thing and its more

than personal satisfaction, its also doing good for the Society. Again, maybe special pins and recognition for the volunteers at convention time, etc.

Write Them Down

- First off the team needs some written goals and policies so that the organization can develop the needed accountability, transparency, competitiveness and sustainability.

5.7: If the total U.S. Team budget was \$100,000 - How would you divide this funding up between the teams? Multi-Class (Open, 15-Meter, Standard), 18-Meter, Club, World, Feminine, Junior. Fill in blank below.

5.00	U.S. Soaring Team Funding:	All	World Champ	National	Regional	Fun Contest	Other Contest	Do Not Compete	Other
5.70* *	If the total U.S. Team budget was \$100,000 - How would you divide this funding up between the teams? Multi-Class (Open, 15-Meter, Standard), 18-Meter, Club, World, Feminine, Junior. Fill in blank below.	69% 156	77% 10	81% 59	70% 28	50% 14	50% 1	61% 41	50% 2

By Participation/In Class/Nationals (18 Responses)

- According to participation in US nationals. See comments below -- I think money should be spent on development rather than the actual contest.
- According to participation, then by amount allocated per person.
- Allocate based on participation. High participation in a given class should mean more potential talent in that class.
- Base on national participation per class
- Based on average pilot participation at US Nationals over the last three years.
- Based on number of entrants per class and adjust by location of the contests.
- If it were my money, Id fund it on based on the class that demonstrated the best chance of winning. This should be found to some degree in size of participation, but not always. Lets send the folks who do the best job of team flying regardless of the class. Winning can change a lot of things.
- Based on participation levels
- By participation at Nationals
- I would consider a baseline allocation plus an amount based on the applications for national contests by seeded pilots
- I would suggest consideration of a process something like as follows: \$12500 per class multiplied by a factor based on the pool of pilots from which each pilot was selected . eg. Assume a standard

of 50 pilots in a US Nationals. Then if the pilot in the Standard class for example was chosen based on their success against 50 or more competitors they would get the full \$12500 . If a pilot made the team based on winning in a class with only 25 pilots or less they would get \$12500 divided by 2 = \$6250.

- In relation to number of entries at National contests used to determine team members.
- Multi Class should have priority to fully fund a minimum of 2 pilots per class. The other classes listed do not have sufficient participation at this time to support world event racing. I would suggest that they all engage in their own funding mechanisms until there is a sufficient number of participants. At the point where entry into a class nationals is gained by regional seeding, they would then be eligible for national team funding. (Motorgliders should be on your list also)
- Open, 15-Meter, Standard, Club, Junior: 95% of total equally divided (19% each). 18 Meter: 5% (pending greater participation) World, Feminine: Eliminate under theory that they can/should be subsumed within other classes or venues (ie. those who own PW-5s can compete in Club Class, Women can compete in any class). An alternative (not to make it overly complex:-)) would be to allocate funding based on relative number of entrants within US nationals. In other words, if sum-total of US Nationals is 100 participants and 18-meter had 7 participants, funding would be 7%. Net: Strongly believe in funding proportional to participation.
- Perhaps a percentage of participation by entrants in classes in US competitions. However, if a benefactor makes a contribution to a particular team class, it should remain there and not be cross channeled.
- Scale by number of pilots participating in the respective nationals (divided by total participants in nationals) as a proxy for the level of interest in each class. optionally, scale by total cash value of sailplanes in nationals (sorry, couldn't help myself).
- That depends on the level of participation in their most recent nationals.

Fund Evenly To All Classes With Different/Goals/Based on Need/ (18 Responses)

- I think the money should be spread evenly, but have different goals within the classes.
- \$10,000 each then remainder based upon need of the pilot
- 100% divided equally among ALL pilots, independently of class. Allocate class specific donations and funds raised to corresponding classes.
- 16.6K across the board unless there were inadequate requests for participation in any class. for example if there were only two junior entries, provide funds for those entries and divide the remaining funds among the rest of the classes. This will ensure maximum participation among all the classes. Specifying any hard percentage for any class encourages increases in participation in that class and discourages participation in the lower funded classes.
- As evenly as possible to get the best results. If that meant some classes would not get funding or less than other classes, then that would have to happen. Unless you have a way to increase funding so every class could participate, I don't see how you can fund the teams so you get the results you want to obtain without proper funding.
- Assuming equal number of pilots in each class, fund equally.
- (13 Responses) Evenly/Divide evenly/Divide the funds evenly amongst the teams/Equal among all classes.
- Even, but eliminate female - they should compete in whatever other classes are appropriate.

- Evenly across all classes with the maximum allowed competitors in each class.
- Evenly among all pilots. Allow maximum number of pilots.
- Evenly amongst the teams.
- Evenly by available qualified participants
- Evenly split based on the number of pilots per contest.
- Equally, except eliminate feminine support. Encourage them to race with the men.
- I would fund each according equally to cover basic expenses and leave additional fund raising to each class
- I would start with even fundind across the board considering each elemnet of the multi-class as equal to each other class.
- Take the total number of pilots and spread the money around evenly per pilot - not per team.
- Take the total number of pilots flying, regarless of class and divide it evenly.

Some Money For All Classes/Include Feminine/But Not Feminine/ (54 Responses)

- 18M is now included with Multi-class comps. Multi-class- 78 Club-10 World- 5 Fem- 2 Junior- 5
- 15-M 25% Std 25% Open 25% all other 25%
- 20% of the funding should be evenly split. This would give a base to start growing with. The remaining 80% should be split based on participation. In this case Multi-class should be considered 3 classes. If 500 pilots competed in contests and 300 competed in Multi-Class than Multi-Class should get 60% of the 80% funding.
- 30% Multi-class, 20% Junior, Club, 10% 18m, World, Feminine
- 30%, 20%, 20%, 10%, 10%, 10%, respectively
- 50% 15 Balance evenly divided.
- 50% equally between Std. and 15M. 40% equally among Open, 18M, Club. Remaining 10% among World, Feminine, Junior based on participation and/or if insufficient then funds added to the 40% for Open/18M/Club.
- Junior 25% Feminine 20% World 10% Club 15% 18-M 10% Multi-C 20%
- Junior should get 33% and the rest should be distributed evenly. We must remember that the Juniors are the future of this sport, and many of them do not have the funds available to do this sort of thing.
- 60% (open, 15 mt, standard) 20% (18-Mt, Club} 20% {world, Fem, Jr}
- 60% TO MULTI CLASS. SPLIT 40% EVEN WITH OTHER CLASSES
- 60%....Multi-class 15%....18 Meter 25%....Others
- 75% to Open ,15-meter and standard. 25% to the rest
- 80% multi & 18m, 20% the rest....

- Fully fund the Open, 15-Meter, Standard team. If possible fully fund the Junior team. Give the rest to the Club and World Class. Only give money to the Feminine if there is a meaningful female participation at the National level, and not just 1 lady who wants a free ride to Europe.
- I think Juniors should have the most funding then divide it between the other classes evenly
- According to the needs of each class.
- I think priority should be given to Multi-Class....Secondary consideration to other classes...If funds are limited we should consider withdrawing from secondary classes...
- I think the funding should be weighted in favor of the long established classes. I know this would restrict some new pilots coming onto the international stage but I really think it is important that we are well funded in the classic classes.
- I would allocate \$5,000 dollars per class as a base. Then \$5,000 per pilot/crew combination. Seven classes = \$35,000. Two pilots per class = 14 pilots = \$70,000 for a total of \$105,000. This would be a DEFINED BENEFIT so no other funds would be made available to the teams regardless of expenses. Pilots self funding would need to make up the difference.
- I would like to see at least one participant in each class. Funding may need to be adjusted to account for different costs of participation and ability of the contestant to share the cost. I understand the difficulty, but it should be a goal to help the pilot with limited financial resources.
- I'd fund in order of need assuming the competitor qualifies. Those that can should contribute!
- I would try to allocate the funds as evenly as possible, but weighted towards which competitions would be more costly to participate in due to location or logistics.
- Most to Std, 15 18, Open and Junior. Less to Club, World, Feminine.
- Multi - 30,000 18 - 10,000 Club - 10,000 World - 10,000 Fem - 20,000 Jr. - 20,000
- multi 30%(Better funding due to more pilots also though of as the national team) 18-meter 14% club 14% world 14% feminine 14% junior 14%
- Multi 50% Balance evenly divided based upon # of participants
- multi class - 75% others split evenly
- Multi Class 75% 18 meter 5% Club 5% World 5% Feminine 5% Junior 5%
- multi-class 6 pilots \$35,000 18-meter 2 pilots \$15,000 Club 3 pilots \$15,000 World 2 pilots \$10,000 Feminine 2 pilots \$10,000 Junior 3 pilots \$15,000
- Multi-40K to cover 3 different classes 18-Meter-15K World-10K Feminine-15K Junior-20K to encourage new youth team members
- Multi-class 30,000 Junior 20,000 Feminine 17,500 World 17,500 Club 15,000
- Multi-class 50,000 18-meter 10,000 Club 10,000 World 10,000 Feminine 10,000 Junior 10,000
- Multi-Class 70% 18-Meter 5% Club 5% World 10% Feminine 5% Junior 5%
- Multi-Class, Club, Junior, Feminine, 18-Meter, World - in this order would be my priority. If \$100K was only sufficient to support Multi-Class and Club then that is all that should be supported unless there are dedicated contributions that can sufficiently support another class.
- Multi-class-40% 18-meter-10% 50% evenly divided among the other classes
- Multiclass - 60 18-meter - Club - 15 World - 10 Feminine - Junior - 15

- MultiClass -- 40,000 18M -- 20,000 Club -- 15,000 World -- 10,000 Feminine -- 5,000 Junior -- 10,000
- Multiclass---50% 18M 10% Club Class 15% World Class 10% Feminine 5% Junior 10%
- No feminine class money; multiclass, club, and junior should be ranked based upon participation. 18 meter and world should have small amounts as they seem to have low participation. Take the number of competing pilots in each of the multiclass, club/sports, and juniors and prorate based upon participation.
- Multi-class 60%, 18 meter 20%, club, world, Junior 20%. Feminine 0%.
- Multi-Class: 50% Others: 50% (Feminine 0%, Club 0%) Why is there even a Feminine class? Why cant everyone fly in the existing classes?
- Open \$12K, 15M \$18K, Std \$18K, 18M \$12K, Club \$10K, World \$10K, Feminine \$10K, Junior \$10K.
- Open \$15,000 15-meter \$18,000 Standard \$18,000 18-meter \$18,000 Club \$12,000 World \$10,000 Feminine \$4500 Junior \$4500
- Open - 20,000 15m - 20,000 Standard - 20,000 18-meter, Club, World, Feminine, Junior - 8,000 each
- Open 10% 15 Meter 25% Std 25% 18 M 10% Club 10% World 10% Feminine 0% (Dont believe in Feminine class) Junior 10%
- open 10%, 15m 13%, std 15%, 18m 12%, world 15%, fem 15%, jun 20%
- Open 15% 15m 20% Standard 20% 18m 15 Club 15 World 15
- Open 20,000 15M 17,500 Std 17,500 18M 17,500 Jr. 9,500 World 6,000 Club 6,000 Fem 6,000
- Open = 15 15m = 20 Std = 15 18m = 15 Club = 15 Jr = 10 World = 5 Feminine = 5
- Open, 13,600 15-Meter, 13,600 Standard, 13,600 18-Meter, 13,600 Club, 13,600 World, 12,000 Feminine, 10,000 Junior 10,000
- Strongly support multi class. No support of 18-meter until it replaces one of the multi-class classes. Strong support of Junior, whats left to the World, Club and Feminine classes.
- Top priority on 15M & Standard, 2nd priority 18M & Open, Third Priority Club & others
- World/Club/others

Only Fund Specific Classes/Teams/Pilots (32 Responses)

- 15-Meter, Standard, 18-Meter ONLY
- Multi - 50% 18 meter - 10% Club 15% World - 10% Fem - 0% Jr - 15%
- 100% to the four FAI classes except funds raises by or specifically designated to the others. Would allow class specific (or individual specific) donations.
- 100% to the Multi-Class and zero to the rest.....sorry.
- 15 Meter = 30,000 Standard = 30,000 Open = 10,000 18 Meter = 5,000 Club = 5,000 World = 0 Feminine = 0 Junior = 20,000
- 15m 30,000 std 30,000 jun 40,000 (buy gliders for training in US)
- 15M, 18M and Standard only.

- 25%to each of Open, 15 Meter, Standard, and 18 Meter. None for the rest.
- 60000 Multi 14000 18M 10000 Club 8000 World 0 Feminine 8000 Junior
- 75% Open, 15M and Standard, 25% junior
- 75% open15 meter,stanard,18 meter
- All for 15m, Std. and Open
- All to juniors - for training, aircraft and support.
- Feminine 0\$ Junior 0\$ All others share equally
- Based on your \$15k/pilot estimate and 2 pilots/class for pairs flying (at least some chance of winning): priority #1: junior, 100% funding = \$30k (They cant afford even a fraction) Priority #2: 15m, 50% funding =\$15k Priority #3: 18m, 50% funding = \$15k Priority #4: Club, 100% funding = \$30k Priority #5: Open, \$10k (we havent a chance at winning) World class ? There is no world class in the US.
- Fully fund 15-meter, then Open, then Standard, then 18-meter in that order. Skip the rest.
- Fund 15-meter and Standard
- I dont know! It would depend on team size. Juniors should be fully funded but will probalby have less staff.
- Fund on a limited basis the major classes. There is no obligation to spend everything. Do not fund the Club World or Feminine classes at all. Fund a single junior given out as an award, not necessisarily the best pilot.
- It all depends because it is going to cost more to participate is some locations. The bottom line is if you cant send a competitive team (except maybe club and junior) then dont send one at all.
- multi class - 50% Junior - 15% Club - 15% world - 10% feminine - 10% 18 m - 0%
- Multi Class - \$60 18 M - \$15 Club - \$10 World - \$5 Feminine - \$0 Junior - \$10 This is not a chauvenistic statement but the Feminine Class will die and its a waste of resources to fund it. We already have a number of female pilots capable of competing on the National level against the men and we will have more in the future. Other aviation sports have done away with a separate feminine class. Thsi is not weight lifting.
- Multi-class World Junior Club 18-M Dont believe competition based on gender is appropriate. A woman can fly just as well in any class as a man
- Multi-Class \$70,000 18-Meter \$0 Club \$0 World \$10,000 Feminine \$10,000 Junior \$10,000 Total \$100,000
- Multi-Class (Open, 15-Meter, Standard) 100% 18-Meter, Club, World, Feminine, Junior 0%
- Multi-Class (Open, 15m, Standard) = 100%
- Open - \$10,000 18 Meter - \$15,000 15 Meter - \$30,000 Std - \$30,000 Junior - \$15,000 World - \$0 Feminine - \$0
- Open zero 18M 25 percent 15M 50 percent std 25 percent everybody else zero
- Open and 18m are a rich mans sport, let them fund themselves, divide the others
- Open class only, its the only arena that has any real meaning as far as RACING goes. The other classes are just cheap imitations playing at racing. You might just as well have afixed gear class and a retract gear class, or maybe mechanical vario and electric vario etc., etc.

- Open, then Club, then Feminine, then Junior. World last..
- Open, 15 meter, standard and 18 meter only.

Other Comments

- As the Club Class Worlds in Musbach just showed, this class is hugely popular. 64 pilots from 24 countries flew in this single class contest. In a few years the World Class will reach that level too. These are the classes that are most affordable for a large number of pilots and therefore should receive adequate funding. To encourage more women, the top US woman pilot should be funded to fly in any class she is eligible to fly in (not just women-only competition).
- For the above questions; how do you define participation at a national level? 13 pilots in the World Class is pretty good considering there are only about 100 PW-5s in the country. do the rest of the classes get 13% of available contestants?
- I simply cannot answer what I know very little about. I had no idea there way any funding available. This is very tough. I hate to see it get restricted to rich pilots, but at the same time it seems dont want to see good ones left out. A tough issue! But perhaps you are trying to do too much. Maybe put everything into open and junior (I think I know what those classes are--you havent explained them here, the first is for everyone the second for younger people). That seems fair enough. Oh, and again, mix the women evenly through the groups (or are they already? Seems unfair if they get double classes.) Wish I could afford \$3700--ha! Can barely handle club membership & flying. Bet thats not an unusual situation either.
- I would put a needs based program together. We dont need to fund millionaires to go to the internationals...support should go to the less financially able...this would level the playing field and garner more supporters for the team. Pilots would have to complete a funding request form to apply. If the pool of funds is large, everyone would get something, if the pool of funds is small, only the needy would get something. Alternatively, you can adjust the blend of support between need and performance. The rich would have to win to get money back, the poor would have less funds at risk. While this may seem complicated at first glance, colleges and universities do it all the time. You would need a blind 3rd party administrator (say a CPA firm) to collect and evaluate the info based on published standards. Individual scholarship amounts would NOT be published.
- It is difficult to imagine that the planets superpower cant field a Feminine and a Junior Team. The role of the Club Class is not widely appreciated.
- Leave this descretion of a management who wants to build a team to eventually win a the World level. This may mean a 6 or 10 year program (starting with rules revision in the US). We may want to send more people with less funding just to build a base of experienced pilots who can serve as coaches.
- My goal would be to produce the best overall result (i.e. placings) for the funds available over the long term, thus my answer depends on an evaluation of our specific chances against specific competitors in a specific year. I think I would allocate 70 to 85% of the funds to this placings goal. The remaining 15% to 30% would be allocated to developing new talent in the interest of sustainability (in a year when we were are likely to be very competitive in placings it would be the minimum, 15%. In a bad placings year, development could be as much as 30%).
- Perhaps this idea is silly, but why not have funding work like financial aid, case-by-case rather than blanket policy. Certainly Juniors are less likely to be able to pay the considerable expenses of competing and will probably require a larger piece of the US Team budget than adult pilots. Meanwhile adult pilots can decide if the chance to represent the US and compete at the world level

is worth a bit of their own money, provided they can afford it. Those who cant could then apply to the US Team management for financial assistance. We shouldnt exclude anyone from competition purely on financial considerations, but it is an unavoidable consequence of the sport, and until US Team resources are increased to a point at which each team can be fully funded, why not allocate funding to where it does the most work.

- Until the US Soaring Team demonstrated a real, workable plan to improve World competitive performance acceptable to SSA Leadership, Chairman, President and Executive Committee, I would send only one pilot for each class to the next World Championships. It does not make sense to send more than one pilot for a class when our pilots do not team fly anyway. It has not been demonstrated that sending more than one pilot to each class improves the US Team performance, so why spend the money. It should be obvious that Developing New Talent should be the top priority for the US Soaring Team. It is plain that our present pilots are not competitive in the World Competition environment. Once the US Team develops the capability to train toward team flying
- Whatever the decision, it should be decided by a board, at least some of which are elected. The mission statement of the US Team should guide this kind of decision, not populist opinion.
- The goals of the organization need to be clear and I am not clear as to what the SSAs goals are for racing.

Allocate By Pilot Performance

- I wouldnt divide the team budget between the teams. I would rather see this money to be allocated to top-performing pilots, regardless in which class they start. For example, the financial support could be allocated based on pilots ranking: ranks 1-5 gets 100% financial support, ranks 6-9 gets 50%, ranks 10-15 gets 25%, ranks 16 and below gets 0%, juniors and women get +50% support on top what they get based on their ranking up to 100%. In this way pilots with the lower ranking may need to expense some of the costs themselves. If they cant afford it, either next person in the ranking that can afford to pay for it should be considered, or less pilots should participate.

Keep The Dream Alive

- The future of competitive soaring rest in the club, World, and Junior, and Feminine classes. People in the rest of the classes chose to allocate large sums of money to compete. People like me (I teach in a public school) can only compete because classes like the World Class exist. It is because Oran Nicks and others worked so hard to make low-cost competitive soaring possible that I was able to begin competing. Help people in these classes; keep their dreams alive. Make competitive soaring on a world level a realistic goal for everyone.

5.9: Your Comments on team funding. Fill in blank below.

5.00	U.S. Soaring Team Funding:	All	World Champ	National	Regional	Fun Contest	Other Contest	Do Not Compete	Other
5.90* *	Your Comments on team funding. Fill in blank below.	39% 88	54% 7	47% 34	35% 14	32% 9	50% 1	30% 20	50% 2

Get a Sponsor/Grant/Government/Your Rich Uncle

- I think we should seriously look to commercial sponsorship options as a source. I also believe that contestants will have to contribute to the burden through entry fees.
- Why dont we get the us government to fund the team like they do in the olympics in Colorado springs?
- Can corporate philanthropies be utilized to a greater extent?
- Corporate support. There must be someone willing to do it, we just havent found them.
- Get some outside help! Sponsors! Pepsi! Coka Cola! Whatever!
- Get sponsors like the Europeans do. WGC flying costs a lot of money. It should not be restricted to only the wealthy who can afford it because the SSA BOD overextended slots. I have had to turn down two WGC pilot slots personally due to lack of funding. Wealthy people should not be able to buy their way onto the team. Funding should be 100%, or you dont go. This is an issue of sending the BEST pilots to represent the USA, not the pilots who are pretty good, and have the money to spend.
- I do not see anything wrong with obtaining some funding from the national and/or state governments. And we need a push for corporate funding.
- Seek some corporate sponsors - especially in the aerospace industry.
- The U.S. Team should seek funding on the same bases as the U.S. Olympic Team. Even considering some government funding, corp. sponsors etc.
- We need MORE corporate sponsorships! I do not understand why a well connected SSA membership cannot do 100 times more than it has been doing in getting corporate sponsorships! I dont care if the sailplanes and trailers start to resemble Indy cars with all the sponsors logos, we need to go for the most we can get!
- Look for additional sources of funding such as grants from the government, etc.
- Seek corporate sponsorship to defray costs. Provide a nice printed contest report, similar to a corporate stockholder report.

Fund A Particular Class/Send Specific Number/Spread Evenly/Only Rich

- 15 Meter and Standard are the priority classes to fund. Look at participation in Regionals and Nationals
- 2 pilots in each class should be the limit as long as funding is on such a weak base, although that would put the US in a disadvantage compared with most of the Europaen countries. But even there some countries can afford only one or two participating pilots

- Funding should be biased toward the traditional FAI classes but support should also be provided to the other classes. Funding should be strongly related to participation in the class and the competitiveness of the pilots flying in the class.
- I think juniors should be supported at our national level. They will get much more experience (and hours) and assistance at a US national, than they might get at a European Junior Worlds. Lets subsidize juniors at the national level.
- Only through equity among ALL the US Soaring Team pilots, independently of which class, category, age, etc. can the real Team Spirit be properly represented
- Too many hard feelings are generated if other than equitable funding per team member is used. If you expect pilots to self fund, you will only get rich pilots flying. Witness, Mike Opitz last year.
- I would like to see the maximum number of people be encouraged to participate in competitions, regardless of the class of aircraft. Those guys out there on Saturday morning in the 1-26, K-A8, and Moneraii are the world champions of tomorrow. Please dont discourage them by overfunding the Ferraris to reduce the out of pocket costs at the deficit of those in the VWs.

Funding Ideas/More Pilot Involvement/Self Funding/SSA Dues/Needs of Pilot

- Add \$25 to each entry fee for regionals and \$50 to each entry fee for national to help fund the teams.
- Competition pilots and teams should be more heavily involved and visible in fundraising. Should create higher levels of Endowed Funds. Strongly support what John Seaborn is doing for the Robertson Fund.
- Each pilot should be made to pay some part of the cost. All the pilots on a team should pay equal amounts into the team expenses. The minimum contribution should be \$2000 as this is an equal amount to contest costs. An amount set for the contribution by the SSA team funds should be determined several months ahead of the contest for team specific funding, so that the team members can do some fund-raising. Expenses should be collected by the team and team members should get reimbursed equally. The members should feel that the money is coming from their own pockets. (A degree of self-funding is required today – in 2000/01 the pilots chipped in over \$40,000 to participate – Ed)
- GET DONATED SAILPLANES AND HAVE SWEEPSTAKES AS OFTEN AS NEEDED.
- Get the competitors busy seeking out funding from other than SSA members!
- I liked the Sweepstakes idea, or win a glider contest.
- I think funding should be based on needs of the pilots. Some are more capable of a higher percentage of self funding.
- I think funding should be done on sliding scale by performance and class participation. The highest performing pilot (by % of points) would get the most funding compared to the pilots from all teams. You would then split up the remaining funding on a sliding scale across the FAI classes depending upon overall pilot count average from the previous 3 years. If there was an opportunity to send more pilots (ie. the WGC decides they need more), we should allow U.S. pilots to fund themselves.
- In many countries, pilots must fund 100% of their participation in the World Championships. We may not be in that bad shape, but we dont have a luxury to fund a complete team on every contest. Thats why I opt for a mixed approach, where only the top pilots get 100% financial support. (Top

pilots do not receive 100% support and must self fund to the degree that the team funds are not insufficient to cover costs – Ed)

- Incentivize people to put SSA in their WILLS, by perhaps allowing them to come along to the Championships with the team in future years. For instance ... a \$20,000 WILL to the SSA with proof.
- I think the only funding should be transportation to the site, if in another country. All other funding should be by the pilot.
- It appears that funding for soaring is a scarce commodity. How do other teams in other countries raise funds for their teams? Looking at how they raise funds might help the US teams in their funding.
- It will be difficult to balance between the pilot with deep pockets who can go with high ranking, and the youngster or talented newcomer who starts in a small class in the US, and can't pay their own way. It will never be a comfortable position. I do tend to side with the choice of let more pilots go, even if they need to pay their way to do it.
- Merchandize...Patches, posters, cards, hats, Jacket patches. Corporate sponsors. Recognition for members who contribute.
- New talent needs to be developed. I would encourage (through financing) new pilots to take part in the Club, World, Feminine and Junior Championships. The old die-hards would be selected through rankings to see who would be invited to represent the U.S.
- No funding through regionals or nationals or SSA. Run a separate selection contest (or contests). These contests would not be limited on their participation fees.
- Only one thought - I don't think it unreasonable that every pilot be expected to contribute something towards the cost of being on the team. All of us choose to spend quite a lot of money every year on soaring and therefore I wouldn't expect to get to fly for the team for free. (A degree of self-funding is required today – in 2000/01 the pilots chipped in over \$40,000 to participate – Ed)
- Raise funds by charging a team fee from all participants at SSA sanctioned contests. Have a voluntary contribution add-on to all membership renewals. Write more articles about racing and the results of competitions in Soaring (not just at the web site). Have more Teaching Regionals (like the one sponsored by Karl and Iris Striedick this year at Mifflin) to get more interest in racing.
- Strive for self funding with pilots contributing equal to attending a nationals
- 100% private
- Team funding is linked to direct contributions which is linked to how well US teams connect with the contributors in accountable, transparent, competitive and sustainable ways.
- The SSA must take a hard look at the way in which the Team is funded. It may be necessary to cut back on Team expenditures. What I mean by that is the numbers of pilots and support people attending World Championships. The Team should stand alone and not dip into Trust Funds. Donations are going to be difficult to come by given the economic environment that presently exists. The SSA is certainly not in a position to throw more money at the team at this point in time.
- Two identifiable issues. #1 A team position is an opportunity for the individual to compete for a World Championship. Most of us would pay whatever it costs to have such an opportunity to do

that. I think we should let them have their opportunity. If it costs money, then they have to decide if they want that opportunity that much.

- We should try to develop corporate sponsorships for pilots and/or teams. Maybe we already do and I'm not aware of it.
- When I was Team Manager we sent 4 pilots, 4 crew, and 1 team captain to Holland for approx \$20,000 in 1999. We need to work more deals with glider rental, airfare, etc. The hotels we stay at do not need to be 4 star places. I am having a hard time understanding how it takes \$15,000 per person to enter a world championships??? (Just picked this number out of the air and it should not be thought of as representative— Ed)

Market the Sport Guys/Build the Sport/Publicity/Development

- If the SSA would market the entire sport of soaring (I can't say better since it doesn't appear to be marketed at all), funding wouldn't be so limited as to our membership only.
- In an era when a US Curling Team can get olympic level funding, we should be able to get funding. A young, competitive team with the proper publicity would go a long way in this.
- Increasing the SSA membership will to a great degree solve the funding problem. If the SSA focuses disproportionately on racing, then the importance of public awareness could be overshadowed.
- Money should be spent on development. There will not be an instant result but are we in this for the short term or do we want a US dynasty?
- Spend the money on promoting soaring to the general public and grow the sport instead of buying new computers and blowing money on sending a few guys to get their jollies offshore.
- Team funding will be directly affected by aggressive marketing of the sport by the SSA. I am deeply disappointed in the management of SSA to address the shrinking membership.
- The outcome of funding to some degree is the most valid answer to whether we pilots (SSA Members) really care about a US Team. We have so many other more important issues, however, having a strong, reliable, well documented infrastructure, will certainly help sell the concept. I personally choose this as the last thing in soaring that I donate to as it has always appeared to me as we are sending the pretty much same hot jocks and not a real team to do service on our behalf. Give us a concept with valid winning principles, application, and structure, and they will come ... maybe.
- US Teams could be funded by sponsors rather easily if the sport could be elevated in the public eye to the point that advertisers would see it as a good ad buy.

SSA/Should Fund From Dues/Should Not Fund From Dues/

- SSA should begin funding from general membership income. I have been a long time member of the Academy of Model Aeronautics and have participated in a World Championships as a crew member. The AMA funding extends across multitudes of FAI classes and includes limited numbers of crew in the funding as well. The application of funding seems much broader and deeper than the SSA at this time, and without privately managed trust funds. Personal contributions and fundraising special events do play a large part at times.

- SSA should not be funding teams. Most of those picked probably can afford this themselves. In some cases this amounts to a paid vacation. If you can afford the latest in equipment what does an additional \$15,000 mean to you every two or three years?
- Please keep funding outside of SSA dues.
- Should raise funds outside of SSA dues.
- One might also consider an SSA type tax for each member depending on the type of the primary glider that they fly which would go toward the class fund
- Should not use SSA General Funds.
- I favor a modest SSA dues increase to assure funding our team to a minimum level. \$25 in incremental dues should provide a funding floor for the team, and not burden those members who seek SSAs benefits, but arent into the competitive aspects of soaring. More than \$25 could prompt an alternative to the SSA which would dilute soaring legislative influence in a time when it needs to be increased. But maybe even \$25 is too much, glider pilots and sailors seem to be especially thrifty (i.e. cheap). After all many of us reuse our tape!!
- #2Team funding out of the pockets of the SSA membership (and others). These funds are a gift. They are not an obligation. They should be made available in an equitable manner (an interesting issue unto itself). And there should be some sort of finite obligation on the part of the recipients to give something back to the membership.
- While it is a generalization, my view is that the majority of the pilots who are competitive enough to be selected for the US team can be considered fairly wealthy. I think that due to the nature of the contests in the USA, this is almost inevitable. Given that, I am strongly opposed to ANY possible use of SSA funding and I am also opposed to any funding that is not purely voluntary. If the US Team organization were to change and do more to promote soaring in the USA, perhaps my view would change to consider SSA financial support.
- You want to go on a European trip? As long as it is not paid from SSA funds I dont care.

No Treasurer/Yes Treasure/New Job/Management/Control/Accountability/Frugal Spending

- Dont you have a treasurer already???
- I guess my answer NO to 5.8 Team Treasurer Yes/No stems from the reluctance to have one person either actually or perceived to be responsible for control of the money. Its going to be the biggest discussion point and this responsibility would be better spread out.
- But only install a treasurer who can really shake the trees and increase the capital accounts. He should be a salesman.
- As I have already stated. Establish an independent US Team from the SSA and establish the appropriate management and control function.
- As with everything else in soaring, we could manage it better. Probably doing as well as can be expected given reliance on volunteer talent and individualistic nature of sport.
- Dont squander it. Use it wisely, report accountability to the SSA membership, and win some world cups!

- Encourage economizing by Team pilots. As it is now there is no incentive. Give each pilot a set amount and make him/her come up with the difference. Many Team pilots have personal contacts at factories or clubs and if the incentive were there we could do a lot better with the finances.
- Without being called a US Team Treasurer, has not someone always done this in the past?
- Too much bureaucracy - a few excellent people are all that is necessary. Put in the people who can do the job - versus popular or well connected people who cannot do the job and need huge staffs to do the real work - get rid of these figure heads who do not do the work
- There needs to be a person in charge, however, until we can get a large enough endowment, this must be a volunteer position - no taking from the till!!!
- See previous comments: 1) Full time sponsorship/business development position 2) Dedicated media relations for the team 3) Funding determined and available well in advance of competition date (1-year) 4) Standard procedures for accessing and reporting funds by team captains 5) Timely (< 6 weeks) reconciliation of team funds at conclusion of competition 6) Dedicated team logistician and equipment
- Above questions are too general. Management of finances must be tailored to best satisfy the needs at any given situation.
- My wife is an accountant. The one thing she always harps on is accountability with good standards to prepare for audits. She is right--you don't have somebody on top of that and everything falls apart.
- We now have a great seed funding for Robertson Trust. Now we need a team financial guru to oversee expenditures for world comps so there is great reduction in spending until we get the team fund back up to a good number. There should have been a better job of spending team funds at Mafikeng and that should be used as the bad example. Once contributors know we are serious about being fiscally responsible, we may gain their trust and thus their money in contributions.
- Keep the money away from the SSA. Money is fungible... Money is fungible.
- Little better marketing of the Sweepstakes. I always buy a patch and contribute that way. I also think a few dollars should be collected from each contestant to a Regionals and Nationals for the Team fund. That way contest pilots help more than weekend pilots to contribute to the sending of contest pilots to contests. Some of the weekend house thermal pilots don't want their funds going to sponsor the glass jockeys to the Worlds.

Other Comments

- Grassroots contributions to fund wealthy competitors seem a bit silly. It would be nice if those who don't need donations declined them. While financial aid applications would be awkward and embarrassing, making getting a world team handout as humiliating as applying for welfare might free up quite a bit of funding for those who genuinely need it. Class funding by participation seems sensible - although class funding by respecting donors' wishes is also appropriate.
- How much does funding affect pilot performance? I do not understand a direct link. They need a good glider, a hotel room then what would you do with a lot more cash?
- How much does it cost to send a kid to college for a year these days? Is that a benchmark that the membership can understand and expect the team members to come up with? What is the situation in other non-professional sports? What is the situation for soaring teams in other countries?

- I know that getting funding is a huge problem. I think the idea of a dedicated committee is the right direction to go to get our team to place it needs to be in world competition.
- The main thing is to prevent jealousy which destroys team spirit and volunteer willingness. If some pilot has personal money or attracts specific sponsors, so be it. I favor keying disbursements to need in priority order, i.e. first pay the participation fees, glider rental/shipping, airfare, etc. If the money runs out before reaching room and board, so be it. Also, in terms of saving expenses, I question the need to ship gliders for contests in Europe if there are ones that can be rented on site. Beyond a manager and a crew member per pilot, additional support roles are of questionable necessity and expensive. Team trainers, coaches, doctors, psychologists,... it starts to look like a boondoggle. Items extraneous to contest flying like entertainment, touring expenses can be fielded by pilots unless something looks to be a useful team morale tool.

6.60 Thinking creatively what kind of fundraising opportunities can US Teams develop or improve? Fill in blank below.

6.00	U.S. Soaring Team Fundraising:	All	World Champ	National	Regional	Fun Contest	Other Contest	Do Not Complete	Other
6.60* *	Thinking creatively what kind of fundraising opportunities can US Teams develop or improve? Fill in blank below.	38% 87	38% 5	38% 28	40% 16	29% 8	50% 1	39% 26	50% 2

Get a Sponsor/Build Sports Visability/ TV/Publisyty /Promote the Sport/Build General Awareness Using Team

- Corporate sponsorship is vital to the survival of the us team ,if you cant get govt support.
- anything but corporate sponsorship
- Big corporate sponsors, like NASCAR, lets get some big decals on the fuselages!
- Brand affinity, teams named for sponsors, adverts on planes, trailers and uniforms. Self-funding for individual pilots to fill available slots in the less favored classes that the national team cant afford to fill.
- Commercial sources.
- Corporate sponsors
- Corporate sponsored cross US races such as the Smirnoff could provide additional SSA visibility and funding
- Corporate sponsorship Foundation sponsorship
- Corporate sponsorship seems to be the logical area to explore. I know attempts have been made in the past, and they support other sports. Why not soaring?
- Corporate sponsorships may be an excellent avenue to pursue for funds.
- Corporate. Estates. Glider rental (i.e., made available) during the year for donations

- Could do more with corporate sponsorship. Not automatic but can be managed better.
- For several years now, fund raising has over sold the importance of money contributions and organization. Its could be wearing thin. The important stuff is Free (See 2.7) We should pursue corporate sponsorships, but most sponsors will want to back a winning. Well probably have to demonstrate some success before this will work. Thats another reason why this should be a multiyear program.
- Get corporate sponsors.....
- Get professional fund raising help - gratis, if possible. How about Washington NGOs that are international image oriented?
- Go outside of our organization. Bring the sport to the publics attention so that sponsorship would be of some value to corporations.
- Hire a professional fund raiser.
- How about selling TV rights?
- am not anxious to see corporate sponsorship, but if it is routinely used by our international competition, we have no choice if I am true to my goal of long term placings.
- have already discussed these concept with a well-known television director for automotive racing events and media specialists. The mission is to create more public awareness of soaring through racing. Given the opportunity, I will develop Corporate sponsorship of the SSA and the US Racing Teams. A video program can be developed and delivered with complete race coverage of the event including in-cockpit, air-to-air, and GPS coverage, much like the Americas cup.
- I have no idea how it is done now. What is the Robertson fund? Get some time on TV sports shows. Corporate funding seems necessary today. You apparently cant afford not to (but for gods sake stay away from tobacco and alcohol! Terrible examples for flying.)
- I think the area with the most potential is corporate sponsorship. If X-Games type of sports can find sponsors , we should have enough on the ball to do the same.
- In Europe, sailplanes and trailers sport the logo of sponsors. Companies that make TV commercials using sailplanes should be asked to contribute to the cause.
- Legalized sports betting at Nationals.
- Look at NASCAR
- Major sports sponsor funds...see above.
- Make sure that sponsorship is used in a manner that promotes the sport in general !
- Perhaps a TV infomercial to run about a half hour. Show the variety of soaring sites, variety of lifts, show types of typical goals, badges, achievements possible, and generally talk up the sport.
- real-tme media coverage ?
- See 3.2 response. That sort of group knows how to raise large sums of money. Another reason for having them part of the committee.
- Sell the product! sponser labels on the tails wings- like auto, golf, tennis.
- Soaring should become spectator friendly so it can be sold to telivision. When it has public exposure, more corporate sponsorship will be available. Look how much money is raised in race cars & yacht racing. (Americas Cup, Volvo around the world race)

- Talk to FedEx, UPS and USPS about air shipping gliders to contest sites and return. These companies also sponsor other sports teams.
- Team or individual sponsorships by corporations or individuals.
- There are lots of preferences and cliques and fan bases out there in the soaring public. Team-keyed fund-raising can be very powerful and should be taken advantage of: Imagine people who will give their shirt to the Feminine team but won't contribute at all if they think their money will go to the 18m team. Corporate sponsorship can be of 3 broad types: 1) Publicity, in which a Return On Investment must be documented--how much exposure will the company (FedEX, GatorAde whatever) get in what markets? Rather than offering up our membership as customers (as in the American Airline Ads in SOARING), we have a better shot here in focusing on magazine/TV ads bought by the sponsor that associate to our exciting image, and trailer rolling billboards--large decals are quite common now. PR directed outside the SSA is also essential for getting new members and preserving a positive image among citizens and legislators, a double benefit, so this category deserves major attempts. 2) Support, in which a company within the soaring community wants to associate for reasons we hold in common. Here, raffles and sweepstakes directed inwards to the SSA membership can turn product donations (sailplanes, various, etc.) into cash for teams. Several sweepstakes can divide and conquer the interests of factions, e.g. a sailplane as first prize for the multi-team fund-raiser, a vario for Juniors, parachute for Club, Oxygen system for Feminine etc. Presented properly as an opportunity for SSA members rather than as a guilt burden, more is better. 3) Charity. Many companies have philanthropic offices and there are many government agencies and foundations let alone individuals who donate with no expectation of return, just in sympathy with chartering purposes. SSA is a 501(C)3 educational organization. Many Affiliates and Divisions are 501(C)3s as well, and several match up reasonably with various Teams (College to Junior, Women's to Feminine etc.). There is a lot in what our Teams do -- Competition, Sport, Outdoors, Education, etc. -- that legitimately deserves tax deductions for donations. Civil Air Patrol, for example, has been one of many recipients of DEA money for drug demand reduction, by providing alternative productive activities for youth.
- This is a touchy subject - if I was one who wanted to compete on the team, I would rather jealously guard any sponsor/fund-raising schemes until I was actually on the team. However, of course corporate sponsorship is probably THE way to go on this front as far as funding near-term teams. Then the appeals to the SSA membership should be reserved for Robertson Fund/Endowment growth.
- Use corporate sponsorship - but not tobacco or other unpopular or negative sponsorships - The SSA should also contribute to these team finances - again, the seat of new knowledge and information and improvements is COMPETITION - <SNIP FOR PERSONAL COMMENT> stop putting trust money into the falling stock market - lunacy
- Use technology to make it more interesting to the general public and then seek corporate or TV sponsorship.
- Video movie footage on board downlinks it is VERY picturesque and very dramatic. The world just doesn't know it.
- Yes, Yes, Yes! We should seek corporate funding for any and all contests. Corporations fund much less deserving endeavors. I would be happy to put AT&T or XEROX on the side of my glider in support of competition.
- Adopt the NASCAR model - a dedicated office of sponsorship is responsible for the high-level development of potential sponsors which are then allocated down to specific teams, vehicles

(gliders) and drivers (pilots). This model, with some effort, could be adopted and successfully applied to the US Team needs.

- Clearly what the SSA sorely needs is a coherent public relations strategy. We will gradually die out as a sport if we continue to increase dues and lose members. Corporate sponsorship of U.S. Teams would logically be a integral part of the public relations strategy.
- Corporate sponsorship of U.S. Soaring teams.
- Individuals within SSA who can fund such activities should be approached, witness Dianne Nixons efforts
- Merchandise the teams - difficult I know in a narrowly know sport but the challenge is to broaden that base.
- Permit individual teams the option of raising additional funds through their own fundraising efforts. (this is already an option – ED)
- Provide a nice printed contest report, similar to a corporate stockholder report. Publish realtime contest stats and progress on website with sponsors logos.
- Publicity to the general nonsoaring public! Especially the aviation minded. Does the US Team have a display at the most visited museum in the world (Air and Space, DC)? When was the last article on racing sailplanes and world competition published in Air and Space Magazine? How about AOPA Pilot? Flying? Plane and Pilot? etc., etc. etc.

Education/Teaching/Promote Cross Country/ Sell What You Have/Ideas/Club Hosted Seminar/Airshow/Rides/ Team Merchandise

- I prefer a truely amateur, club sponsored endeavor. This years Mifflin Week One format provides one fund raising mechanism. Let the beginners fund some of the effort in exchange for competitive instruction by the pilots that directly benefit form Team Organization funds. \$25 in dues, \$10 in contest fees and 3-4 instuctional regionals provides a good funding base
- Hold daily 3-hour Soaring seminars at Regions - charge \$20/session per person or \$100/week (assuming 6 or more sessions). Many sports class people and local soaring pilots would fill each session -(30-50 people/day) yielding \$1000/day for the team. Could also do these locally in the off season to cover more states. This is a way the TEAM can give back as well as obtain funds. Make a good video of team at the Worlds and pre-sell it for \$50 donation. Make it a series so collectors buy in subsequent years. Also make available for \$75 afterwards on the SSA website. Make sure the whole team poses and says THANKS to the Viewer at the beginning of each tape. Consider also providing a team photo signed by the team along with a letter of appreciation for their donation. - For \$100 put a donors name, hometown, and (optional) private ship designation on one of the team trailers. It would show the nations support each year. Arrange on trailer by region. Get people to sign-up at the convention by dispayng the prior years trailer. - Get SSA clubs to sponsor a class or pilot. Designate someone at the Worlds as their Point of Contact, and have the class captain or pilot provide daily updates on the class/pilot progress which would be sent to the sponsors club members. Great way for SSA members to feel connected.
- Clothing lines, XC seminars
- Cross country/competition school benefits.

- Have racing camps where the team members teach newbies how to race. Charge a typical contest entry fee of say \$300 for a 5 day course. Team members donate their time. $\$300 * 3 \text{ camps} * 30 \text{ participants/camp} = \$270,000$
- I think more contests such as the one staged in Mifflin this year would be a great resource for the team. I would have team members be at this contest to mentor and teach. I know pilots who would pay well for such an education.
- If top pilots are willing, auction off two-seater rides or other meet our US top guns activities where highest bidders get to gift themselves or others, or a set price is given for each activity, and the top pilot can sell as many as he or she wishes during the year to help fund the Teams. Perhaps a list of these purchasable rides or activities can be listed on the website, advertised at Nationals, etc. so that it is a year-round source of Team funds. Gift certificates can be purchased for these flights or activities, and the recipient can then work out with the top gun when/where/how the certificate is redeemed at a mutually agreeable time.
- Like what they did at Reedsville, Pa. A lot of new people showed up to try and learn better ways to race and go x-country. These camps when run right will grow and work to bring new people in.
- The US team needs to be cast in a teaching and educational role while the team organization asks for contributions. Get the pilots out of the, give us the money role.
- Training Regionals (like Mifflin this year) with coaches from the team and at least \$250 per participant going to the team. Corporate sponsorships.
- We need more team sports wear, posters, etc. to raise money. Seminars and camps by coaches and members of the Teams.
- 6.7 (club hosted performance seminar) is a great idea!
- I wanted to buy a US Team T-shirt and wasn't able to find one anywhere on the web. I also noticed a general lack of cool Soaring gear in general. So, at least there is a basic area that could be improved. I'd rather spend my money on something that comes from the SSA/US Teams than from Sportys, etc. How about appealing to the more creative members to offer some free designs for US TEAM gear. I'd happily submit some designs. Also, I've never seen a program on competitive soaring on TV. Discovery Wings or TLC would probably bite. Has anyone ever approached them? It's not directly fund-raising, but exposure would help our chances. Does ESPN even know we're a sport? At the very least, there should be some permanent suggestion box for ideas set up on the web site, since I can't think of any more ideas now but would like to send ideas in when they come. Are corporate donations to US team activities tax-free? Any airline pilots in the SSA who work for airlines that would like some intl recognition for contributing to the US teams and its aviators?
- I thought there was already an add-on for team support in the contest entry? In addition to the SSA sanction fee that is. It would make sense, as a pilot entering multiple contests per year would contribute most, and a pilot choosing not to fly in SSA sanctioned events would pay \$0. Team members could get hold of a 2-seater and do mentoring flights for cash (donations). It would A. Allow them to contribute personally to the effort B. Spread the infectious disease of race-itus. <SNIP for off topic> Free entry into the US contest of your choice next year (that's a real one that just popped in. Sorry) <SNIP>
- Enlarge the membership through aggressive advertising in power plane flying magazines, emphasising soarings cost effectiveness, eco-friendly nature, high-performance capabilities, and extraordinary pilot satisfaction. - Membership must be enlarged, or you will be asking more money from the same number of people--which is counter to soarings most basic appeal for many.

- \$100 glider rides in conjunction with airshow events. 2- Corporate sponsorship when they start winning, but probably will have to do that first. This is where you get real money. 3- Corporate advertising on glider trailers (Yuk). But think of how many people look at these unusual trailers when you tow them around. Might not be a hard sell to local businesses. 4 - Fund raising messages need to indicate the expected outcome and what it will do for me, not please or please help us send pilots to represent something. 5 - Why not try to get government grants? Everyone else does. 6- Ask NASCAR how to promote our business. They are masters.
- Attracting personalities to the sport... a fresh new image... our sports looks like the old yacht club... where just the old boys belong...
- Auctions at glider contests... I remember a Std Nats at Sugarbush where a lot of money was raised. Uvalde has also done it several times. There are lots of people who own really cool airplanes in the soaring community. They need to auction off rides. The US Soaring Team baseball caps were really cool. Merchandise needs to be at every contest. Not just Nationals. Appearances at soaring convention by present and past team members. Presentations on past contests or techniques could bring in some money.
- Sell magazine subscriptions
- SSA could help organise a series of airshows (glider and other related airports) around the country specifically for the purpose of raising team funds, in the year preceeding the next Worlds.
- Talk to John Shelton
- The population needs to know that soaring exists. Make soaring accessible and money will follow.
- The team members need to demonstrate some measure of responsibility to the contributors and the general soaring community. Answering e-mail, posting blogs, etc... JPs posts from ZA were exemplary.
- There are many trusts that contribute to such as the team fund; Wright Trust for example. There are also many well monied people who just need to be asked to contribute. Many pilots seem to think it is not their job to ask for contributions, but its all of our jobs and we should do it. Putting a charity listing on the SSA website with specific fund raising needs and ensuring the contributor a. gets acknowledged very quickly after making the contribution, and b. asking for the contributors input on SSA or Team things is a great way to get them involved and keep them involved

Robertson Trust/Wills/

- Encourage retired well off pilots to remember the Robertson Trust in their wills
- I think the capability of increasing Robertson fund to 3M is very possible.

Sweepstakes/Every Year/

- Id like to see a yearly sweepstakes! Id rather contribute and maybe get something back than just be asked to give.
- Raffle off the latest sailplanes - Ventus, Discus, ASW, LS, etc.
- Sweepstakes are good but only happen once every two years. Maybe if they were to coincide with SSA membership renewal there may be more participation.
- Sweepstakes are good.

- UNKNOWN POSSIBLE SOARING SWEEPSTAKES OR FUND RAISERS AT CONTEST

Do Less/Don't Force to Contribute/Get Ted/Not Creative Needed/Get Serious/SSA

- Do less. Keep what is funded simple and have less need for funding. There are more important things to fund in soaring (buying our own airports) than team members.
- Do not force people to contribute. That is what raising contest entry fees would do. Also, doing things to try and embarrass people to contribute will only backfire in the future.
- I don't think you have to be creative. Fundraising is doing the basics and keep doing the basics: 1) Develop compelling goals for your group, 2) share those goals with as many people as you can, and 3) ask for contributions. For the contributions, make it as easy to donate as possible--for example, I donate to my alma mater and they don't make it easy; I've had to push the development office to create a monthly charge to my credit card. I want to donate a little bit of money each month without having to write a check, but they haven't made it easy yet.
- Get Ted Turner interested in Soaring. If he could fly a comp, he would go after it like it was the Americas Cup. ;o)
- The Board of Directors needs to let the office in Hobbs know that it needs to get off the team bus, or get run over by it. It should no longer be acceptable for the President of the SSA to think of the team as someone else's problem.

6.10: Your comments on U.S. Team fundraising? Fill in blank below.

6.00	U.S. Soaring Team Fundraising:	All	World Champ	National	Regional	Fun Contest	Other Contest	Do Not Compete	Other
6.10*	Your comments on U.S. Team fundraising? Fill in blank below.	22%	38%	25%	23%	7%	-	22%	25%
*		51	5	18	9	2		15	1

Cross Country/Competition Camps

- A cross-country/racing clinic which would put Moffat/Johnson/Striedick and other names into a mentoring position for 3-5 days of hands-on flying in 2-place and groups for in-the-air work would be something I'd pay \$300-500 to attend. Many other ways of utilizing these recognized pilots could be devised to increase both funding and the visibility of soaring in general.
- I like the training idea. Yes, reports are needed if only to settle people's minds.
- I think the idea of seminars with a fee that partly goes toward Team fund is very interesting. Have run several seminars locally, and there is certainly interest. On the one hand, there's a certain appeal to having team members work for their funding. On the other hand, I'm not sure that the type of individual who can afford to own a \$70,000 sailplane and compete in 2 or 3 contests a year can then afford to take time off to conduct seminars.
- Idea 6.7 (X-C Seminar) is great. More of that! See comments below.

- Its always hard. Selling what you have .. SKILLS ... works the best and donors get something in return.
- Putting on advanced racing clinics might be a great fundraiser. Id love to hear how the big boys go so fast.
- Youve got to have a product/concept that sells outside of soaring. The fund raising market in soaring is too small. As it gets older, it may be harder to tap with many on fixed incomes. Sell a small, but effective team first. Get a win under your belt, then you have something to build on, but do one well first.
- I really like the idea of the x-country performance seminar.

Sponsorship/Get Sponsored

- Be creative.. Seek corporate support....
- Corporate sponsors are needed.
- Get corporate sponsors.....
- I think without corporate sponsorship, it is always going to take a lot of personal donations from very generous people.
- We need more of it. Corporate support.

Give Back/Disclosure Important/Grow Membership/

- After a Worlds, I think U.S. pilots should have a presentation of the event to the membership. Maybe, one on the east coast and one of the west coast. Something like a slide show and general discussion of the process of getting to the contest, the contest, an
- Be as flexible as possible. Allow each group to get their own funds. Full disclosure. (In the case of personal donations the amount and not necessarily the name (doners option) should be reported.
- Funding is directly connected to the health of the SSA membership. As it grows, so will the interest, participation, and funding opportunities.
- Fundraising is not easy. Every pilot competing on a team should raise some funds. It might make them more responsible in spending for the comps. But, there has been a lot of fundraising that seemed to just be filling the coffers and thats not what people want to contribute to. Need to be specific about what is needed and for what and give a financial accounting when the contest is over so the contributor knows where his money went. It can be posted on the SSA website. [\(the 2000/2001 team numbers are posted on the team web site, more comprehensive coverage next year – ed\)](#)
- More institutionalization (dues+ and fees+) less fund raising ideas du jour. Provide a modest funding base, create an organization, hold them accountable for improved results. Conduct this survey periodically to take the temperature of the sports participants vis a vis international competition. Adjust the programs scope accordingly. This survey is a capital idea!

Not Clear Anyone Benefits Other Than Participants/Spend it on Something Else/Cash Cow/Waning Interest/

- Not clear to the membership that its anything other than a paid vacation for the pilot and crew

- Money raised by whatever means for the U.S. Team is likely money then NOT available for SSA/soaring in general, similar to when many charities saw large drops in contributions when so many sent money to NYC after 9/11. The U.S. Team is a TINY fraction of soaring in the U.S. and they consume in inordinate amount of the funds available. I think the U.S. Team members should pay all, or nearly all, of their own expenses to participate in World contests, as they do when they fly in our Nationals.
- Present U. S. Team fundraising taps the same SSA membership that we tap for lots of other causes. We MUST find other sources!
- Right now it is a bit of a nag and each year I feel less a part of the activity and more like a cash cow that needs to be milked
- Spend less, spend carefully.
- Team fund raising has had a high profile lately...Im more interested in funding other SSA activities...ie youth, vintage, and SSA administration.
- There are too many different fundraisers going on at the same time. Some teams seem to be on their own too much.
- To me, our regionals and nationals are to select OUR regional and national champions. I do not feel that these contests should fund anything other than that goal. BTW - in question 7.3 below, I couldn't erase the bad pick. My answer is do not require
- Use the money for something else!
- Find ways to nip in the bud the perceptions that rich pilot-owners are getting a free ride on the back of the soaring proletariat when they don't need financial support by definition. Make more use of the image of the Juniors and Club pilots if need be. Find ways to nip in the bud perceptions of funding inequity on the part of participating pilots. Insisting that everyone have exactly the same expenditure budget is not a good way, I think. Disallowing pilot-keyed contributions may not be either.
- KEEP UP FUNDRAISING BUT DON'T PRESSURE PEOPLE TO POINT OF TURNING THEM OFF.

Don't Cut Funding/Rich Nation/Try Everything

- The increased multiplicity of FAI and WSCs events have put a stress on funds. The solution is NOT to decrease participation, but to attack the root cause !!: raise more funding! One fundraising manager won't do it alone. At least until more comfortable financial bases (perpetual) are reached, this seems to require more a large team of volunteers rather than left to an individual.
- We need to do more!!!!!! We represent the richest nation on Earth and our team efforts should be a reflection of that fact. I don't mean fancy, expensive extras, but first class equipment and first class effort that allows a pilot of limited financial means to participate
- We should use any means to collect funds as possible. Possibly we could place a fundraising page on the SSA web site dedicated to brainstorming and information sharing of fundraising techniques and methods. It is no less worthy to collect funds for the local soaring weeklong contest as it is for the International team and I think we have a lot of good brain power we could use toward that goal. Sponsorship works for nearly every other sport and I am sure we can make it work for us.

Like Perpetual Funding/Dislike Perpetual Funding/

- Historically, it has been weak. I like the work that John Seaborn has been doing to cultivate the Robertson Fund. Im hopeful because I see the Teams beginning to set a base of fundraising activities.
- I am strongly against endowment type funding as it tends to perpetuate incumbents, both staff and competitors, even if they are ineffectual.
- In the long run the Perpetual contributions are best, however even if the current campaign is hugely successful it is unlikely that that there would be enough income from the trust to meet current needs.
- Moving in right direction. Happy to see increased emphasis on Robertson Fund/perpetual contributions.
- Really need both Direct to stay going while perpetual is built up.
- Seek more endowments to provide perpetual funding.
- Should eventually be self perpetuating as in the perpetual contributions
- These trust type funds should be managed by COMPETENT people - not invested in a falling stock market
- Unless a vary large donor funds the perpetual trust a combination of funds need to be used for team funding in each cycle.
- I think recently weve been hit with a few contests that were more expensive to participate in, NZ and SA being a couple of examples. Two philosophies would be: Make up the difference so a US team position always costs the same to a pilot (with inflation) Fix the amount supported and leave it up to them to make up the difference. Having a combination of direct and perpetual donations would allow either of these or a compromise approach.

Other Comments

- An organized and sustainable multi-year funding effort needs to be put in place that anticipates the \$ needs of the team well ahead of need.
- I believe it has been conspicuous by its absence.
- John Seaborn reports that the SSA fundraising sweepstake took in \$38,000 with a cost of \$27,000. This means that less than 30% percent of the contributions went to where the contributor probably intended. THIS IS TOTALLY UNACCEPTABLE!! The fund raising cost needs to be lowered to less than 50 %, and much closer to less than 10 %. I was one of many pilots at the Tonopah 2002, 15M Nat. that made a contribution to the Bob Brown Fund established as a result of an accident at the contest site. I would be shocked if I learned that something less than 100% of the contribution did not go to Bob Brown and his family. (The SSA sweepstakes did cost \$27,000 but the \$20,000 prize is included in that expense. Only direct costs are applied to the sweepstakes and remember it costs over \$4,000 to do the mailing even at bulk rates) (You can stay unshocked as the Bob Brown fund was funded at a 1:1 basis with contributions – Ed)

8.7: What would you like to see U.S. Soaring teams doing with regard to communication? Fill in the blank below.

8.00	U.S. Soaring Team Communication:	All	World Champ	National	Regional	Fun Contest	Other Contest	Do Not Compete	Other
8.70* *	What would you like to see U.S. Soaring teams doing with regard to communication? Fill in the blank below.	31% 70	23% 3	37% 27	33% 13	25% 7	50% 1	25% 17	25% 1

Web Site/Electronic Media/E-mail/

- A comprehensive website is my preference.
- Continue the online reporting currently being published.
- Daily Team Manager reports.
- Daily reports seem to be most appreciated. Photos as possible are also wanted. Getting the daily report done as quickly as possible seems to be the real key.
- Develop a website, with occasional email reminders, but please, dont over spam us. I think direct mail is still the best way for soliciting funds, but there needs to be more follow up (mutiple mailings). One mailing wont get it done. At least follow good advertising principles.
- Extensive communications uses various methods (e-mail, web-site, Soaring, etc) are all essential!
- Follow the pattern of this last year.
- I like the way South Africa was done. I hope we will see even more improvements at the next worlds. We cannot promote the team without exposure.
- I think the Website has been tremendous. The detailed and colorful reporting from the likes of John Good is fantastic. I dont think theres much more to do, other than to make sure that the membership as a whole is made well-aware of this communication channel.
- Its started to improve with the WWW. Keep it improving.
- Keep the SSA members current via Soaring and on the SSA web site.
- keep up the good work maintining a passive web presence. Puh-leeze stay away from unsolicited direct mail and email broadcasts, or heaven forbid telemarketing. People are becoming hyper-sensitive to spam.
- Lots of pictures and stories on the website are good. South Africa had good coverage.
- Maintain information on a web site and Soaring magazine.
- More email.
- Online 15 minute tickertape updates during major contests.
- Reports like the Charlie Spratt reports on the SSA web site
- Spell role correctly. Seriously, I think you are doing okay, except for no overall explanation of how this works. The contests just sort of come up.
- The African experience is a good pattern to follow!

- The recent team reporting from South Africa was great. More of that type reporting is the way to go.
- The recently created US Team Website is GREAT !!! Keep keeping it updated, and filled with up-to-date info as has occurred this past year. A magnificent piece of work and informational materials. Thanks John Seaborn
- The team coverage for South Africa was excellent. Send John Good to every Worlds!
- The team web site has been a great addition as was the coverage from South Africa.
- The Uvalde Worlds model for communication. I subscribed gladly to the daily rag. Would pay for something just as good over E-mail.
- Timely reporting with multiple daily updates. JGs reports were wonderful, but other sites were much better about keeping us abreast of the intra-day situation.
- We should keep the momentum and work going on the Team Web site. It was a wonderful way to follow the events of the US Team and other activities in South Africa. The next best thing to being there.
- Web site coverage has improved communications dramatically. But that doesn't reach SSA members who have little interest in competition. So still need good, well-written coverage in SOARING mag.
- Web site is good tool. Magazine can be too heavy about racing, which has only limited appeal. A final report from each event should be at least summarily recapped in SOARING, as it is the historical record. Electronic pages disappear in an electronic flash. Those who want emails, it is cheap and easy, and builds loyalty.
- Web site updated monthly off-season and daily during contests. Team web site should be linked to SSA and SRA sites.
- <SNIP> Communication is at a high level already, no immediate improvement is needed in this area. In any case, radical improvements seem to be made on a volunteer basis from the private sector.

Soaring Magazine/

- The article in Soaring answer is really to make sure you're reaching as wide an audience as possible. Especially during championships the web-site is better as it allows following events as they unfold rather than a rather historical account in Soaring, which should happen anyway.
- The people that right the Soaring mag. reports should go back and read the reports that were written in the 70s as they were captivating and made people interested in the internationals.
- The magazines reporting has gotten shorter and more superficial in the last few years. Go back and look at the 1970s Marfa or 1983 Hobbs write-ups, almost the whole magazine! That's how you generate interest and funds for the next Worlds. Now it's just kind of a sideline item. Have members host more cross-country camps to share their experiences with the rest of us. Also, a full review presentation by the Team members at the next convention after a Worlds. Show videos, photos, give the audience a taste of what it's like to go to one of these Worlds. Basically tell us USA glider pilots how OUR Team did, successes and failures. Kind of like a stockholders meeting would be a good chance for the Team Captain to explain to contributors just how darn expensive these contests really are! I would like to see much longer reviews of the Worlds in Soaring.
- More articles in Soaring. The team web site is probably not read by the members at large.

- Make Soaring Magazine the chief source of information and reports - I would prefer to hear directly from the team members and captain(s) - I would like to hear from KS why he flew away from the gaggle on the last day of 99 WGC and was the only land out - in the form of a Soaring Magazine article written by KS
- MAKE A FULL REPORT ON THE CONTEST AFTER THE CONTEST IS OVER
- I think an ongoing, regular, and continuous effort via e-mail, a website, and regular updates in SOARING would facilitate and maximize our fundraising efforts by maintaining a high level of interest.
- I personally don't like computers. Soaring is a great publication, use it. By using this form of survey you are skewing the results, I believe, toward your own ends.

More Ideas/Seminars/Specific Coverage/

- Giving seminars. Writing articles in SOARING. Write books. The stuff George Moffett used to do.
- Communicate their experience and how I can become a better pilot and take their spot on the team
- Communicate with SSA membership
- Continue trend of real-time GPS, and post contest GPS traces. It would be wonderful if an expert could analyze the traces after the contest, and point out strengths and weaknesses. I would be ideal if this could be incorporated into some of the software such as SeeYou. This sport needs some type of commentary for the spectators. [\(The real time GPS information was provided by the WSC organizers not the SSA or the team – ed\)](#)
- During contests there should be a communications officer. They should try to get the information out faster. Scores/summary the same day (evening).
- First thought is continuance of the data link used in Italy. Real-time reporting Striedieck's effort was very exciting.
- Generally, if I want to know what is happening at the worlds, I can find out. I feel there is adequate information available. The real communications issue is that people NOT in the sport have no idea what is going on.
- Get on the calendars of local clubs to give a talk at a club meeting. We are always looking to hear from good speakers. Would also be a venue to promote XC and to introduce fundraising options more directly to members. One retired guy might like to travel the country doing this for the team.
- Given the low manpower of our teams I think they are doing a good job keeping the home crowd informed what happens. I personally would like to see a bit more of the happenings around a world championship site reported. Reading the daily tasks gets a bit boring.
- Go back to the answer, encourage team flying. I feel racing today motivates racers by and large to focus only on their own performance. I would like to see team approach to encouraging and supporting and ensuring that the newer racers exceed the performance of the current list of racers. My opinion is that many of the current racers are only interested in their own performance. I would like to see the team increase its rings of influence to touch or include all racers, future, or present. Some don't have the social skills to do so, in their case, then they can use their special talents for other benefit to the team as fund raising, or other contribution. Example, Dick Johnson.
- More is better. What they have learned through hard work, sweat, and being there is invaluable. Anything I can glean is great.

- One of the key challenges to the communication mix is the level of access at some of the world competition sites (such as Spain). This must be considered and plans devised to support timely communication without undue burden on the team members (cost or time).
- Personal stories of flights, team activities, fundraising efforts, and public awareness and education campaigns.
- Please, Please, Please - lay everything out on the table so that aspiring pilots and others can know what is required of them to get on the team and send the team overseas to do well. (actually all you need to do is read the selection procedures and then go out and win a nationals or two – simple! Ed)
- Pre, contest and post contest information... what where and when type of information...
- Publicize!
- report the status of fund raising, member selection, etc
- Tell interesting stories rather than an outcomes report.
- Tell us they won the contest!
- The more high quality communication, the better exposure and interest.
- This survey should be repeated periodically (every two to three years)
- Timely seeding lists
- Travelling around the country to meet other pilots/give seminars so they develop more visibility to non-contest pilots. Not sure you should try fund-raising at the same time, though.
- Use the communications to promote soaring, and to promote competition and XC within SSA. Why doesn't the SSA get footage of competition onto the news and ESPN ?
- We need to try to get media coverage of the events

Good Now/Better/Improved

- It is now better than ever before.
- I think it's pretty darn good. That takes a lot of effort.

9.2: If the current selection process needs modification, how? Fill in the blank.

9.00	U.S. Soaring Team Selection:	All		World Champ	National	Regional	Fun Contest	Other Contest	Do Not Compete	Other
9.10	The current approach to team selection is based on two years performance at U.S. Nationals. Should the basic approach of the current selection system be modified?	Yes	24% 55	23%	27%	38%	29%	50%	10%	25%
		No	48% 108	62%	58%	50%	43%	-	34%	50%
		Don't Know	23% 53	15%	10%	10%	25%	50%	48%	25%
9.20* *	If the current selection process needs modification, how? Fill in the blank.	26%		23%	38%	30%	25%	50%	12%	25%
		60		3	28	12	7	1	8	1

New Ideas/Vote/Super Nationals/Combined

- Ask top seeded 50 pilots choose who to send.
- Combination of regionals, nationals
- Consider moving to a process whereby the top 10 finishers in each class in the two years prior to the next Worlds get to vote in the one or two pilots to represent the USA . Each pilot would be encouraged to vote for the pilot most closely matching the profile of the winner in the past 5 Worlds . This profile would be compiled by a panel of experts (made up in part of ex US World champs or top finishers)
- Do not give any priority to previous Team participants or winners of previous world championships.
- Do not let the same pilot represent the US in more than one class.
- For current US Nationals to be viable, they need more entries. Currently, the focus on just select a team pilot --- has disenchanted the not quite top level participants. They know they are not going to a Worlds. They dont want their summer vacation to be overshadowed by the selection process. Tasking should keep a recreational balance in US events....
- Getting the Club class sorted this year was an abomination and I prefer to not have that repeated. I have no real suggestions other than if you make it to the top ten of a worlds you should automatically get on the US team for the next one.
- Hold supernationals like the Germans in the C years. Run all 3 classes simultaneously from the same site. If size is a problem, limit entries to those who are seeded, and have a chance to make the team. This keeps the wealthy guys with all the free time on a level playing field with others that aspire to a team slot. You have to chose, and only are able to fly in ONE class. You cant fly all the different Nationals while rolling the dice for a good finish in one of them. You get one chance like everyone else. Otherwise, it is becoming something that only the wealthy with a lot of free time can hope to aspire to do. You are excluding a lot of people.
- I believe we need to put more focus on the Juniors. Thats how the Brits did it..
- I think there are pilots who dont win championships that could do well in World competition

- I wonder if would not be appropriate to pick the best pilots, not necessarily the best pilots from each class. There is no substantial diff between 15M and Std
- I would not want to go back to the cult of personality that set the teams before our current approach. I would like to see, perhaps one pilot picked for a Team (multi-class) by the Team Committee. Sometimes the obviously better pilots have a bad day and miss the team.
- If teams are underfunded, permit participation by self-funded pilots who meet minimum contest requirements.
- If we face team competition, then should we select pilots of the basis of their willingness to practice as a team or should all our efforts be directed to abolish team flying? I vote for the latter.
- If you win the Nationals in the previous year, or even 2 years - you are on the team - but no political decisions - plain and simple - if you win the nationals you are on the team - the point system is complicated and not appropriate
- Include other contests in addition to the U.S. Nationals.
- Include performance in regionals should be weighted in to the formula for selection. Sometimes, good pilots from one coast are unable to participate in contests on the other coast. Using a wider base of performance evens things out.
- Include regional results based on the number and ranking of the pilots attending.
- It is tough for some to have the time to attend nationals each and every year. It would be nice to consider alternatives to allow those of us not retired or on other incomes to be able to be competing evenly with those that are.
- It should be a combination of past performance and selection criteria by an unbiased committee. The criteria should take into account not just contest performance, but past placings in Worlds, and the likelihood of that pilot well representing the USA at the particular World site. (Dont send a pilot who wins a Nationals in Ohio flatland to a Worlds held in the French Alps, etc.)
- It seems unnecessarily complicated.
- Its just fine the way it is. Dont complicate the current system. Everyone has equal opportunity to attend and compete.
- Juniors and Feminine could be selected on the basis of any previous years and any Nationals, and/or less tangible elements like overall time in type, contest experience, age, etc. The way it is written in Aland Adams last draft of his team selection paper is acceptable to me, and it supersedes the Contest Committee notes from Fall 00 where I think no one cared passionately about the issue or thought through the implications. The pool of Juniors and Feminines is small and subject to large fluctuations. There isnt a large group of people competitively trying to make it on the team and needing carefully structured eliminations. The selection should be flexible enough to accomodate a rising pilot who literally just came of age or a pilot who has not flown a Nationals in a year or two because of budgets or school/work commitments. Some of these classes have more to do with development and internal role models than ultimate excellence and competitiveness. At the moment, Juniors, Feminine, Club, World need as big teams as they can get, not smaller. While Club Class is the right match for Sports Class here in the USA, because of the same defocus of equipment, often expensive equipment in fact, there needs to be more of a mechanism to reward with an international berth the people that are stuck in Sports Class or prefer it. A guy like Bob Barber or who has attended almost all the Sports Nationals is a more satisfying pilot choice to me than a Karl Striedieck or other regularly non-Sports pilot who happened to fly the Sports Nats because it was convenient or because they just fly too many contests a year. Adams elimination of pilots who had been on a previous non-Club World team seems like some solution, but not perfect.

Is there some other way we might screen for people who do most or all of their competition soaring in Sports Class?

- Make more transparent. A judgement factor is ok so long as everyone knows who is doing the judging (and maybe gets to vote for the Judges??)
- More consideration given to performance in other competitions.
- more thought required, but fundamentally, there are more areas to be considered which should carry some additional weight in the selection process (related to our overall and sport objectives)
- Nationals winners to worlds.
- NO CHANGE
- Not everyone can afford to go to nationals. Lets open the gates a bit somehow...
- Perhaps best two out of three years- in case family obligations kept one from flying a particular year. I would support a development farm team. Pilots would be nominated based on their commitment, performance, and character. They would be coached and receive supplemental funding for US contests, but would not fly in the Worlds (probably crew). After a set amount of participation on the farm team, they would be given an advantage when running for the majors I would also encourage the SSA to look at bicycle racing and how competitors are developed in that sport.
- Pick the top three winners and then screen out through special training camps
- Please see above. Past success should be a factor. Some people do well among the world soaring community. Other pilots may be intimidated or feel out of place which will reflect on there performance. AGAIN, George has great info on the subject.
- Provide opportunities for younger pilots that may not be at the top of the score sheet to develop and contribute to the team by exposing them to U.S. Team flying
- Qualification trials using the example of Olympic trials
- See comments above, but generally we need to take into account many more types of competition for qualification. We may also want to have the regions much more involved in the selection so that participation across the US is more balanced.
- Select based on ability to win while pairs flying, not winning at our national competition.
- Separate contest. <SNIP on question comment>
- Should not allow repeat teams, but could allow repeat team members in all classes including the one they were in previously
- Some allowance needs to be made for up and coming competitors should they do extremely well during their first year of competition.
- Some pilots cant afford to fly in the U.S Nationals. Id love to fly contests, but I cant afford it with power training going on at the same time.
- Sponsor team flying competition at a regional level. In most cases I am sure there will be a difference between the best individual flyer and the best team flyer. But to have an organization that offers winning teams, flying under team guidelines has to be developed first and then reinforced with practice and competition. Again, we will need US Team flying standards (probably from European standards), best practices, qualifications, and simulations as guidelines.

- The best way would be to have try-outs. The team coach would pick based on the results of the try-outs. Next best is to alter the process according to Moffats observations: If youre over 50 and havent won, you odds are low; If youre havent won in 3 tries, you wont. Pilots in these categories need to have deductions to their qualifying score.
- The contest sites can be in totally different parts of the country. The current process favors those who attend more contests/classes.
- The current process works. No modification needed....
- The current ranking system creates too many pilots with rank 100. There should be a modification that reflects performance in multiple classes. For example, pilot that wins two national contests the same year should be ranked higher than a pilot that wins just one.
- The goal is to win. To win, you pick the best pilots. We artificially restrict ourselves by using performance in one class only to pick pilots. The skills across at least standard, 15 and 18 are so similar that there is no case to measure skill in one class only for selection in that class. Pilots who want to go to the worlds are now either driving all the way across the country to compete in their class, or buying 2 and 3 gliders and going to 2 and 3 contests to improve their chances of doing well in one class. Of course, average performance rather than best results have to count if we look across classes -- we dont want to pick the guy who came in 35th in 6 contests and managed to win one over the guy who placed 2nd in every contest.
- The present system works well.
- The selection system is not working. Why doesnt someone analyze why our talented pilots are not doing better. Lets face it, we have some dynamite pilots. Why do they fall on their ass at the Worlds. Evidently there is more to the selection process than just picking pilots that have won our Nationals. If a pilot attends the worlds twice and bombs out, maybe that should be it. Maybe there should be a limit on poor performance at the Worlds. Of course that would hurt someones feelings. Well, it hurts my feelings to donate to the team and not have better performance.
- The system needs modifications. Better ranking systems, etc.
- The worlds year current nationals should be team selection. Spots should be won and not awarded. Right now it looks like a bit of an old boys club and the same people on the team. If I am flying well I should have a legitiment shot at representing my country even if the nats are my first FAI contest.
- There will need to be some clarification based on the IGCs intent to expand the multi-class by reducing the number of pilots per class and adding classes. US team management needs to get ahead of this effort when it comes to selection.
- There are many pilots out there with a lot of talent and not much cash available to attend a National contest. A talent search should be undertaken.
- There needs to be some provision for consistency in competition flying. For example, this years club class team was primarily picked based on 1) a poorly attended nationals in the west and 2) by past club class team scores. Welll ... this basically leaves the east coasters <Snip> out of luck if they were not able to make it to Montague and anyone else who might be flying better overall, but who did not get to compete at worlds last time (i.e. almost all of us) <SNIP> out of luck. There needs to be a reward for 1) consistency over the past years AND/OR 2) the hot hand. How you do this, I do not know. Maybe you pick one position based on two years prior performance, and then one based on the current year performance (i.e.e the hot hand) (pilots who really want to earn a sport on a team do what is takes – Ed)

- Use a 5 year period. Include the Nationals and the average for all regionals flown, per pilot, per year.
- Very good pilots might be limited because of funds or available time...
- We send the same pilots year after year with the same results.

10.1: What question or questions should we ask on the next poll? Fill in the blank.

10.00	U.S. Soaring Team Poll Wrap Up:	All	World Champ	National	Regional	Fun Contest	Other Contest	Do Not Compete	Other
10.10 **	What question or questions should we ask on the next poll? Fill in the blank.	15% 35	15% 2	22% 16	18% 7	14% 4	-	9% 6	-

Pre-Worlds/Ranking Publishing

- Is it important to attend the Pre worlds or is a week of practise at the site before the actual event just about as good in preparing the pilots for the event ? (Consider Ittners performance in SA vs Jacobs and Gimneys !)
- The only guys who care about team ranking, already have it figured before it gets posted anywhere. The rest of the folks are probably not that concerned? A pilot going to a Worlds should have the personal option to fly or not to fly at a Pre-worlds. Yes it gives them experience and high ranking ultimately, but should not make a financial burden on the individual by must go... this still reflects the individuality of the sense of soaring. You go right, I go left. You take two more turns, I dont.

Money/ How To Spend/How To Make/Willing To Contribute/Incentives

- How much expense and effort should the SSA spend on lobbying other countries to support the limitation of pilots at worlds contests to one/country/class? 2) Would you support an SSA award of \$100k to the highest placing pilot in the international multiclass (open, 15, standard) contest that is the only entry in his/her class from his/her country? (incentive) 3) Would you support a \$100k donation by the SSA to the national aeroclub that entered the pilot winning the award in 2) (more incentive)
- Are you willing to contribute to the team on a regular basis.
- Do you think that the \$25 portion of our dues allocated to the US Team organization should increase, decrease, or stay the same? If it should be increased, by how much? If it should be decreased, by how much? (Currently there is no team funding from SSA dues – Ed)
- Who do you know who might be influential in providing sponsorship to the US Team and would you be willing to perform a personal introduction?

Organization/Training/Free Gliders/National Participation/Willing To Help/Organize/

- Do you favor organization along multiple teams (i.e., several sub-teams typically organized along classes) or along a single US Team concept (where all pilots or classes are treated equally)
- Do you think that we should provide our 2 best junior pilots with free of charge competitive gliders for an entire soaring season?
- Do you want so many classes to have nationals - diluting the quality of the fields and hence diminishing the training effect for worlds comps?
- Are you willing to organize a racing camp? YES
- How to get more volunteer help at contests.

Build Sport/Create Awareness/Priorities/More Important/Not Important/Rank the Team In importance To Sport/Recruitment/What You Know about Teams

- Do you think the U.S Team management should spend more time and resources in obtaining greater public awareness of team participation in International events?
- Do you, as an SSA member, want your money used to send US teams to soaring competitions around the world, or would you prefer the money spent to promote the sport of soaring? [\(The only funding the US teams receive are personal contributions – nothing from the SSA – Ed\)](#)
- How to balance our efforts between US team and other important activities in Soaring.
- Does anyone remember who won the last Worlds in any class?
- How connected do you feel with the team members ? Scale of 1-10.
- More thoughts on the newer classes and the roles of development or outward publicity. For example, a visible Womens team could bring us many benefits such as attracting more SSA members and outside funding, even if there are precious few women pilots to select from and even if not a very competitive environment.
- Public awareness and media campaign. AOPA collaboration partnerships.
- Put together a list of projects of importance and interest to soaring pilots, which are being accomplished by the SSA, include the U. S. Team project, and ask for a numerical ranking of importance. This should show how much effort and SSA resources we should put into the U. S. Team, comparatively.
- Spend more time on recruitment issues instead of financial goals for the team. The money will come, but without new pilots showing interest, the pilots won't.
- What do you know about the U.S. team? (And go from there to see just how well the whole process is understood. Maybe I'm just the only person out of it.)

Class to Compete In/Selection/Criteria/Rules/Purpose

- Regarding 9.4 of course flying 2 nationals is an advantage. Is it unfair? If one wants badly enough to win and be a competitive part of the US team, one will race as much as possible. No not unfair.
- If you do not now own a recent model racing sailplane, would you more likely participate in sports class contests if the latest technology was not permitted to fly in the sports class? If you now own

can rent or borrow, or have on order, a 20 meter 2 place glider, would you attend a multiplace contest limited to 20 meter span or less (as in Europe) and handicapped scoring?

- More questions about what criteria should be established for developing US Teams. Not just funding questions.
- Should the US rules statement of Purpose be changed to The purpose of the US National Championship is to choose the pilots who are most likely to win at the World Championships? Should the US rules be harmonized with the rules expected to be used at the next World Championship?

Responded to Different Question/ Non-Response/

- <Snip for personal comment> get rid of POST and its follow ons - start team flying in order to be competitive in WGC - or stop going and spending the money to produce poor results - get some one to wisely manage the trust money and other funds - gaggles are a fact of life - get used to it - find ways to fly safer in gaggles - you will never eliminate gaggles and have an actual glider race - stop trying to make every position a big staff and another unwieldy buracracy - get leaner and meaner - and less expensive per unit if results - let/make the SSA financially support the Team Funds - remember how important the information which comes from the contest scene really is - like all other sports - the seat of new information, technology, advancements - is Competition <Snip for personal comment>

Good Survey/ Benchmarks/More Focused Survey/Too Long/Not 6 Minutes/Bad Questions/More Explanation/

- Ask entrants how much they believe you/we have improved since this survey.
- This is the most professional survey the SSA has put out in my memory. Quite an improvement over the biased and poorly worded SRA polls.
- If the choice is other, offer an opportunity to elaborate. Some of the questions are rather loaded The poll is probably more extensive than a lot of people would take the time to complete
- A more focused poll please with fewer questions although this is a good start. Putting the poll on the net is great!
- Fewer questions, with more background. This one took 3/4 hour, not 6 minutes. The pro and con and reasons for many questions are obscure.
- Some questions need restructuring: especially those expanding on a previous question, where a Dont Know or No type answer could have been given. This was NOT a 6 minute survey

10.2: Any final comments on United States Soaring Teams?

10.00	U.S. Soaring Team Poll Wrap Up:	All	World Champ	National	Regional	Fun Contest	Other Contest	Do Not Compete	Other
10.20 **	Any final comments on United States Soaring Teams?	26% 59	23% 3	26% 19	35% 14	29% 8	-	21% 14	-

Good Luck/Good Job/Fly Safe/Thanks/Keep It In the Air/Want To Help

- Tough job. Thanks for taking all this so publicly. It needs it. Other wise, it feels clubby/clikey to the guy who is asked to send in a donation.
- Good first attempt on the survey! Thanks.
- (2) Good luck! / Fly fast! Fly safe! / Keep it in the air guys. / Keep up the good work.
- Great job to date representing the US with hit, miss, or personnal resources from year to year. Imagine what we could do with a Program!
- Hooray for Gary Itner and Karl Striedieck!
- I applaud your looking at the entire process to help make our US Team program better!
- I encourage the SSA and US team to think outside the box on this one. Thanks for asking the rest of us.
- Im thrilled that there are people who are stepping up to improve the teams. Ill keep contributing as Im able to support your efforts. In the future, I hope to be able to serve as a volunteer.
- Lets get with the program. John Seaborn is getting a good start, and his efforts should get the SSAs full support.
- Love to be part of it. It takes a hell of a lot of time and effort to do even a minimal job but its very rewarding in knowing you really did a great job.
- For many years I have offered my time and energy to be involved and have not once, with the exception of raising money via tee shirt sales, have I been approached to be part of the process. I wonder how many others have had the same experience. I am retired and have the time. I am a resource being wasted.
- Present management has done a great job!
- We are doing well, we can and must do better in WGCs.
- Well, thanks for doing it. Holding a world event here would generate some interest, though dont know how likely that is in the near future. Good luck and happy flying.

Build Sport First/More Money/More Important Things/Fewer Teams/Selection /New Blood/Team Selection/Old Buddy System/No Real Team/Harmonize Rules

- The U.S is fortunate to have within its ranks, a few pilots with the resources to participate at the International level. This can come across as the old buddy network so it would be nice to see some new names in the championships. Whatever happened to the Liz Schwenklers of the soaring world?

- Even though we don't have the government support that other nations enjoy, we can still rule the skies.
- Fewer teams
- There are many other more important issues to SSA and soaring in the US
- For the World Class team the team pilot should be HIGH TIME PW-5 Pilots. The pilots representing the US in World and Sport/Club class should fly 50-100+ hours per year in that model glider. I do not think a guy should fly all year in an ASW-27 then go fly a world contest in a PW-5. They guys that win will often be the guys that are well practiced in that glider and know it inside and out. Different topic: Why did the US team at the International Club class competition not fly with a good moving map program to prevent them from flying into bad airspaces? Winpilot should be the team software. [\(There were no US team airspace violations at the recent WSC and they did fly with moving maps and SUA airspace files - Ed\)](#)
- Approaching the AOPA would be largely beneficial to the SSA. Their membership exceeds ours by 10 times. We can pull from their membership and resources to increase our ranks and our awareness.
- I see the teams made up of the same old, mostly retired pilots. Look at the average age and compare that to other top teams. Look at the average age of the German team, very low and they do very well.
- In my humble opinion until the selection process is modified to pick pilots more likely to win at the Worlds we are not likely going to win or finish in the top places on a consistent basis.
- Question 9.4 is an interesting question; I never looked at it that way. Obviously, the more you fly, the better you will do (at least for most people). This is actually in some ways an economic question; you could almost ask: Do rich retired guys have an unfair advantage? I'm not sure what the purpose of the question was, but I'm wondering if there's a thought behind this toward either a) restricting number of competitions (bad idea) or b) doing some averaging (interesting idea).
- Why doesn't the U.S. have a feminine team?
- The US Team seems more a collection of individual pilots than a real team. Team to me suggests a group with common goals. As you mention, the Europeans are better at coordinating their pilots, especially through team flying. I strongly believe team flying in the US should be permitted to harmonize us with the rest of the world and believe the US rules should be changed rather than the other way around.

Education/Training/How To/Communication/Soaring Magazine/No Return/No Give Back/Too Heavy A Load On SSA

- Soaring magazine should include more World events. I think the Pilot ranking list should be published in Soaring at the end of each summer. This would give everyone a goal. I also think it is very important to have the US at all the different Worlds (even if it is only one pilot). With more teams and fewer team members, it will become much more competitive to get on the team. This might result in better results at the Worlds (especially if Team flying is canceled).
- I think the US Soaring teams should work hard to recruit future pilots and team members. I would like to participate in about 8 yrs after I retire. When I visited a regional competition this year I felt like an outsider, which I was, however, I do have an ATP and CFI and considerable financial resources to pursue this activity in the future. A little time spent encouraging interested folks would

go along way towards keeping soaring and racing alive in the US. The first impression I got was it was an insiders only program.

- The current U. S. Team effort draws far too much of SSA resources, time of staff and money, compared to the return the sport of soaring gets from the effort. The U. S. Team effort should be carried much more heavily by those that directly benefit from it, ie the participants and volunteers that have this as their main interest. And the U. S. Team should figure out a way to give back to the sport out of their experiences.
- Team member selection should consider also how deserving the pilot is based on how much they give back to the sport. Some feel they deserve full sponsorship with no history or intent to really give back to the sport. Just winning the NATS should not be the only criteria especially if they expect others to pay their way to the WORLDS. Many top competition pilots alienate themselves and thus the core SSA member has little desire to help the team.

Money/Funding/Fundraising/How To/Sponsorship/Team Organization/SSA

- The way that the Team concept has grown over the past 20 years it is obvious that soon there will be insufficient funds to totally pay the cost. The only way to pay the costs would be: (1) to have pilots & crew pay their own way. This would be undesirable as it would exclude the people that do not have excess financial resources. (2) To force contributions. This would create more than a few enemies. (3) Get new sources of contributions. The current sources (donations) are being close to being capped-out. Not many big businesses care to contribute... at least not currently. With the present state of the economy, the perpetual funds are not growing very well. Until the economy improves the ambitious ideas for funding all of the possible team members to all of the possible World contests may have to be cut back.
- This program needs leadership by team visionaries (look at NASCAR, etc) and people managers, rather than top pilots who I believe are often neither. The current program has an elitist appearance and does not necessarily select pilots who will work together to win as a team (just the ones who are good individualist and can afford to pay some of their way). If the desire is to develop a world team flying organization, then it must be developed and managed with only that in mind. If the world wants to sponsor the best individualist contest, then we already have a good process in place and plenty to offer.
- Funding IS available. If NASCAR, CART, NFL, NBA... could get 100s of millions in sponsorship we ought to be able to get our share. We would probably have to give up being a bunch of guys out flying and start acting professional, but we could have enough money to send everyone and not on a shoe string budget. 2. The bigger picture... We lack a system of development of world class glider pilots. Look at any other sport (car racing, gymnastics, football...) and they train & develop their athletes from a young age. What do we do? (Spoken from a 46 year old, 9 year glider pilot, just breaking into glider racing) 3. based on the questions in this survey, the issues are Funding and Management. If these issues were resolved, How are we going to show up at the next world championships and win all classes? We certainly should be able to. <Snip for address>
- We need corporate sponsors...we need a national sight for team training.
- I THINK TOO MUCH EFFORT IS PLACED ON THE PILOT AND NOT ENOUGH ON THE TEAM, WHICH INCLUDES SUPPORT STAFF, COACHING, ETC.
- I would prefer the SSA not be affiliated with U.S Soaring Teams.
- We try to do too much.

- Only comment now: Back in, I believe, 1985, I was stationed in Germany. I planned on visiting the competition at Rieti, Italy, but my job in the Air Force intervened and I couldn't get the time off. I have visited only one regional contest (New Castle, VA), but have never been to (as a visitor, not a pilot) a national or world. Would like to someday, if the chance arises. Your idea of fund raising by getting Team Members to visit a club and give a presentation on cross country soaring is a good one.
- Selected pay their way. Select a team if you must but until the US becomes serious about soaring as a sport it will remain the recreation of a few.

Pre-Worlds/

- Attendance at pre-worlds: It should not be required unless the site is a local knowledge site. That would include places like St Auban, Rieti, Omarama and Wiener Neustadt. Flat areas with generic soaring (Borlange, Leshno, Uvalde, Australia, etc.) don't require previous experience, especially in the last few years with gps.
- I DON'T THINK WE SHOULD PILOTS FOR THE PRE WORLDS CONTEST. IT'S HARD ENOUGH TO GET MONEY FOR THE WORLD CHAMPIONSHIPS

USA Participation Important/Team Flying/Team Training/Team Flying/Competition vs. Winning/Strategy/Winning Not Everything

- Watch out that some SSA members resent the International Team focus out of jealousy etc. The concept of your team, our team, that you could be a member of, needs to be felt. Elitism is good to an extent but it can backfire. Take advantage of opportunities to point out the usefulness of the International circuit to technology development, sailplane sales and availability, recruiting, positive image PR visibility, training, pursuit of excellence, reward for participation, etc. Winning isn't everything.
- The well heeled will always drive competition, be it soaring car racing or tiddally winks. Competition is about competing, not winning. It is about sportsmanship and comradery, develop pilots who like Doug Jacobs make a lasting impression on the community at large.
- I have been at 3 World Championships and can only comment that our teams represented their country very well even when not winning the contest or under adverse conditions. Our team members are usually well liked in the international soaring community.
- I was confused by question 7.1 and 7.2. I thought that the new way the Worlds would be run was that each country would be able to send only one pilot for each class. This would effectively put an end to team flying at the Worlds. If that is the case, then it would not be necessary for the U.S. Team to practice team flying. On the other hand, if teams are still allowed in the Worlds, then the U.S. Team should definitely make it a priority to practice team flying.
- If we compete, compete to win. This means team flying and as many competitors per class as possible. Enough marketing will raise the money.
- They are important for any sport: role models, technique development, prestige.. The perception - right or wrong - is that the US has done extremely poorly over the years, with the exception of the few Champions, and that the team members are not - they are just a bunch of individuals out for themselves
- In the survey, you bring up the question on emphasized team flying. If most of the European teams are now doing this & are successful, why isn't the US team doing this? Things changed with the use

of GPS & data loggers as to how competitions are done. So why do the US team place more emphasis on team flying to get better results as opposed to individual results? Times change & so should the thinking as to what is important & what the end result should be. Let's face it, a win or great placing is only important to a small number of individuals.

- Team flying is part of WGC - well known - those who are good at it do well - those who are not good at it do poorly - get team flying back into our contest scene - change the rules - get rid of these fly alone type tasks (POST/PST/ TAT, etc.) - you have not been able to accomplish ridding yourselves of gaggles - stop wasting time and energy on the un-accomplishable - gaggles are a fact of life - get used to it - find ways to fly safer in gaggles - Do not build big staffs with endless division of duties - get the right people and forget about putting more bodies into the loop - just get the right people. If you send team members to the WGC, for gods sake make sure they have the proper support, coaches, crews, and funding. We are the USA and we should be able to do very well in WGC. Your survey is good - it gives me a way to point out those things that I believe are mistakes and to point out what I believe should be done - sure most will be politically correct and say the nice thing to say - I believe it is more important to say it the way it is. <Snip for personal remarks>
- The new organization, focus, and effort are admirable. Keep up the good work! Let me suggest an additional focus for some of the US team building activities, with some background. First, the vast majority of SSA members, and even the majority of contests pilots, do not see funding the world team as a big priority to them. They view the top pilots as an elite bunch of wealthy retired guys. Why should they dig in to the new vario for the 1-26 fund to subsidize an international gliding trip for a bunch of guys with the money to buy 2 or 3 state of the art gliders and a motorhome, and the wealth and leisure to fly 2 or 3 nationals every summer already? I know this is unfair, and that many team members don't fit in to this category, but that is the perception. Second, the focus on winning in the team documents is admirable. But I'm not sure that better funding of teams the way we pick them now is the main obstacle to winning. I notice that the french, brits and germans have extensive team development programs at home. And our nationals do nothing to develop team flying and related skills that are valued at the worlds. Let's start with fantasy. Imagine that there were a St. Auban in the US -- a place where the skills and techniques appropriate to world class flying were constantly developed improved and taught. It provide a focus for current team development. It would also help to develop the pilots that will be the next team, and it would help develop all the pilots who will never be on a team, but will feel part of the effort. It would connect the average contest or cross country pilot with team activities. Of course, St. Auban is a dream, but there are lots of other activities and programs we can do here in the US with the same goals. A US team contest run in a location similar to the next worlds, with briefings (sort of like the mifflin regional but for aspiring world pilots), run on international rules, and with explicit encouragement of team flying would be great training for the current teams and the 50 or so pilots who have a chance to be in future teams. Those not on the team would pay to make the event run and generate some team cash. Even St. Auban lite is not out of the question. The marfa camp for example seems to be a success. Doing this sort of thing with US team training camp would be beneficial. Again, aspiring pilots would be willing to pay subsidizing both team training and other team activities. (It's amazing that we spend close to 100k on this sport, but there is essentially no coaching available!) Your suggestion 6.7 is a good one. I leave it here. Activities in the US that generate money, that train the current team, help develop the talent of future teams, and involve other competition and cross country pilots seem like a good focus for US team building efforts -- and over the long run may help us to win more than paying a little more airfare for people under the current system. Point 2: A clarification on team flying question 7.1. As it stands now, world championships are dominated by successful team flying. Were not very good at it, which is the main reason I checked not very competitive above. The combination of banning team flying,

choosing pilots by class specific results, and not allowing past FAI team members in club class seem strong ways we shoot ourselves in the foot if the goal is winning. As long as team flying continues to be the dominant strategy for winning worlds, and if we want to win, we have to develop team flying in the US. I think facing this reality is going to be one of the biggest challenges you face. Its not easy to do. The skills and knowledge to pull it off effectively are not learned in a week. Im not sure anyone in the US really knows the details of successful team flying as well as say the people at St. Auban. At least it would seem sensible to have some contests where its allowed. Successful team flying also really requires a strong captain, with the power to put people on and off the team. In the tour de france, if the captain tells you go break the wind for lemond you do it, or youre off the team next time. That opens the can of worms of political rather than objective team selection. And we need some sort of US team coach who really knows the nuts and bolts of how to do it successfully. No easy answer At the same time, the advantages of team flying are entirely due to the rules, and the US should take the lead in getting rid of the rules that make team flying so vital at worlds. Again, no easy answers. Im not sure that one pilot per country is going to make that much difference. It will lead to international teams. And the one good thing about teams is that they can break the gaggle mentality. If things stay the same but one entry per country, well go back to leave late and leech which is even worse than teams. As in the US, more pilot selected and large assigned area tasks help, but are controversial. <SNIP for Attribution>)

Win/Start Winning/

- Lets get well-funded and consistently take podium positions!!!!
- Lets start winning

Publish

- Please publish the results of this poll as it is a step in the right direction.