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U.S. Soaring Team Day Reports & Results

POLAND 2003
LESZNO 2003
28th WORLD GLIDING CHAMPIONSHIPS

**Saturday,
August 9**

Report 18

The last day brings good flying weather. All tasks are racing tasks. The tow planes roar to life and the final day of the 28th WGC is underway. U. S. pilots are back and the final results are in. Its over!

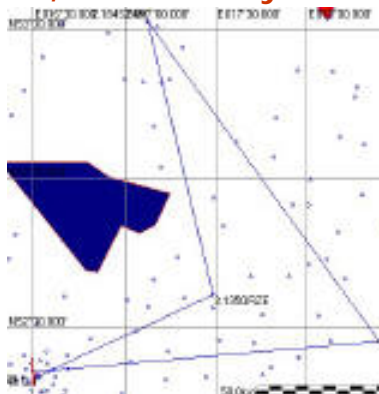
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- CLOSING**

EARLY REPORT - August 9, Contest Day 12

The last day of the 28th World Gliding Championships and the weather is still good. The briefing is on for 10:00. All classes will be on Racing Tasks today. In a now familiar routine its grid at 11:15 and first launch 11:30. By 11:15 the sniffer reports 1600 meters at 2-3 m/s. The launch is on for 11:30 and by 11:53 all pilots are in the air. Yesterday was a new launch record of 123



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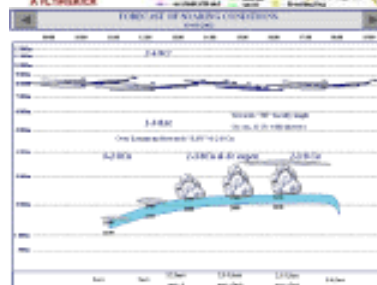
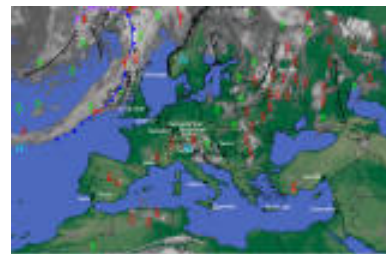
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competitors in 43 minutes! Ron Tabery has a tracker today so visit online tracking. The starts open and the final race of the 28th World Gliding Championships are underway.

Today all classes are on racing or assigned tasks today. The Standard Class: 431.6 km, the 15-Meter: 456.3 km, the 18-Meter: 472.6 km and the Open: 522.8 km.

The starts are again interesting. You can tell allot about what the day looks like and what pilots are thinking based on their start time. Garner and Beltz start at 1:30 which is at the back of the pack. They are going for it! In the 15-Meter Mockler goes at 1:21 with Karl starting at 1:46. Ittner goes at 1:12 in the 18-Meter and Tabery starts at 1:09. Now we wait as the drama of competitive soaring plays out. Will the leaders go make mistakes or go down and open the door? Who will be fast today?

PREDICTED WEATHER



Synoptic situation : the region of Leszno is under the influence of the high-pressure system with the centre over Scandinavia, the advection from the direction of about 350o, with the speed of about 30km/h. Clouds: Near Leszno 0-2/8Cu h=900-1200m will rise quickly to h=1400-1700m after 12.00 h=1700-2000m after 14.00n h=2000-2400m over thermally active areas h=2400-2700m, towards The North 1-3/8 Cu and locally spreading out of Cu clouds, above 1-3/8 Ac, Ci towa Thermals: 1,5m/s rising 3-3,5m/s locally max.5m/s Visibility: >> 10km Wind: Variable 1-3m/s after 11.00 between 320-010 degrees 2-5m/s Hazards: Towards the South areas of blue thermals, towards "NE" tendency to local spreading out of Cu and local Cu & Cb clouds with showers, towards "N, NE" and also towards "NE" many layers of Ac Clouds Upper wind: [m/s] 500m 067/2

WEB LINKS

[WGC Reports & Scores](#)

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[Team News](#)

[Junior & World WGC Reports](#)

SCHEDULE

[Official Training 22nd - 25th](#)

[Opening 26th](#)

[Contest Flying 27th - Aug 9th](#)

[Closing 10th August](#)

1000m 350/5 1500m 006/8 2000m 008/8 2500m 355/9 Prepared by Jan Młynarczyk, WGC Chief Meteorologist

AFTERNOON REPORT

The last day of any contest is laced with exhausted melancholy for the crews and a last shot at victory for the pilots. There is a quite that descends over the airfield when the pilots



are out on course, then the first finishers start to appear. By 4:58 57 pilots have finished back at Leszno. By 5:00 72 are back. By 5:22 115 gliders are back with no landouts reported. By 5:39 only 5 pilots have not been heard from. No word from the U.S. team pilots. Stand by...


All U.S. Team pilots are back. Here are the preliminary results. In the Standard Class, Tom Beltz is 22nd and Chip Garner was 38th. Andy Davis places 2nd and wins the title of World Champion. In the 15-Meter, Dave Mocker was 3rd with Karl was 20th. John Coutts is 7th and is the new World Champion. In the 18-Meter, Gary Ittner takes 4th with Ron Tabery was 2nd. Leader Holger Karow is 3rd and is the new Open Class World Champion.

WGC 2003 – Leszno, Poland, Report for 9 August By John Good

The morning of the final competition day at WGC 2003. The sky looks about as it did yesterday at this time, with perhaps a bit less cirrus. I'd guess we're in for a rather hot day that will offer the same sort of soaring as yesterday (i.e. some cumulus, good lift). This will make for a total of 12 competition days at Leszno, of a possible 14. The weather really has been quite good – probably better than the contest organizers (or almost anyone else) hoped for.



There were some rumblings in the cumulative scores yesterday. In Standard class, leader Andy Davis (80) of Great

 Britain stumbled a bit, with a 13th place finish. Yet his two French rivals, Laurent Aboulin (A5) and Olivier Darroze (EF) had some real problems, finishing 24th and 29th. As a result, Andy has increased his lead to 140 points, and is in a good position to earn his second World title today. (Yet it's worth noting that he finished 144 points out of first yesterday -- there is still some flying to be done.)

In 15-Meter class, leader John Coutts (47) of New Zealand had a reasonably good flight, finishing 4th. Dave Watt (DW) of Great Britain found some real trouble, finishing 28th and dropping from 2nd to 4th in the overall standings. Andreas Allenspach (PS) of Switzerland took over second place with the fastest flight of the day. As a result, John has increased his lead to 160 points, which gives him a little breathing room (but scarcely the chance to let down his guard).

Nothing has changed at the top of the long-wing classes: In 18-Meter class, Wolfgang Janowitsch (WO) of Austria had another brilliant flight and has increased his overall lead to more than 440



points. He can take it easy today – all he needs to do is finish to become World Champion.

In Open Class, Holger Karow (1X) of Germany was a very solid third yesterday, and has an overall lead of just under 500 points. He, too, can go sightseeing today if he chooses – he will be World Champion the moment he crosses the finish line this afternoon.

The 10:00 briefing had a glowing weather report: conditions will vary through the task area, but we can expect generally good cumulus clouds with bases reaching as high as 8000' (!) by late afternoon, and lift occasionally as good as 10 knots – a genuine “ripper” of a day. In the face of this, the tasks (all of them assigned) are very short, ranging in length from 432 km for Standard class to 523 km for Open class – genuine drag races in the weather that's predicted.



The trouble with this is



that it means the best time to start is rather late, and with the launch already underway at 11:30,

there will be a lot of gliders milling around the skies near Leszno for at least a couple of hours. If you figure you can do the task in 3:30 and the right time to finish is around 18:00, you (and a lot of your friends) will be starting around 14:30, which can mean close to 3 hours of local flying before you're on your way. Short tasks on a good day don't necessarily change the amount of flying pilots do, they merely affect where that flying is done (and, indirectly, how crowded are the thermals).

Nonetheless, I doubt there are a great many pilots here who are disappointed not to have 800-km tasks today. Counting the practice period, most pilots here have flown 16 or 17 days (many of them long days) during the past 3 weeks, and few are feeling deprived.

We had an informal US Team pizza party at the airfield yesterday. The mood was certainly good – the day proved better than expected and all of our pilots had placed in the top 10 in their classes. I received a gift from the pilots that I will treasure – a hand-turned wooden plate commemorative of WGC 2003.



The final day at a World contest is tinged with a bit of sadness. Tomorrow, we'll have closing ceremonies at 10:30 and then be abruptly parted from a whole bunch of friends, some new and some we've seen at previous contests. We also have a furious amount of work to do getting everything packed up, which pretty well distracts us from any melancholy thoughts.

WGC 2003 – Leszno, Poland, Report for 9 August – Mid Afternoon **By John Good**

It's now 15:30, and today is looking almost as good as the forecast. We see not quite so many cumulus as predicted, but they look plenty high. I think there will be few problems today.

Here's a report from Rick Sheppe on his night glider flight of yesterday:



After three and a half weeks in Poland, I finally got to go flying. Although I wasn't able to stay up very long, the flight represented a lot of "firsts" for me. It was my first Wilga tow, my first Bocian flight,

and my first lesson in a language other than English. Oh yes, it was also my first flight at night.

We all have stories about landing a little after sunset, but this was definitely a different experience. Night glider flying is fairly common in Poland, and the Leszno Gliding School had no trouble booking introductory lessons in the two-seat Bocian throughout the contest. Flying began every night at 9:30 pm and ended around 3 am.

When my turn came, the ground crew helped me strap in and explained that my instructor knew a few words of German, but no English. My German vocabulary is slightly larger than my Polish vocabulary, which is non-existent. So, Wir sprechen Deutsch.

Both the towplane and glider had position lights, of course, but the secret to success in this operation is a bright blue LED flashlight that the instructor carries. When the instructor wants to make a point, he shines a narrow beam of light on one of the instruments on the student's panel, while describing what is wrong with the reading on that particular instrument. The light, which is on only briefly, completely blinds the front seat pilot. Then it goes out, and it's a race between recovery of night vision and the fading of the fluorescent needles on the instrument.

I don't remember the takeoff, but the tow was quite interesting. As long as there was a little bit of apparent motion of the Wilga, it was easy to keep station. However, if the towplane ever stopped



moving in front of me, its relatively dim lights disappeared against the background lights of downtown Leszno. If you think about it, this problem is self-correcting.



Gena Tabery holds Julius.

Off tow, flying around was fairly straightforward. Occasionally there would be a blue flash accompanied by the word "achtsig" from the back seat. For a few seconds, the only visible object in the world would be a fuzzy airspeed needle. I never was able to read the numbers on that dial.

Eventually, I heard "zwei hunnert" a couple of times, and I knew that the altimeter was about to be illuminated. Sure enough, the altimeter exploded in blue and my brain was left with the image of the big hand pointing to a 2. At 200 meters you enter the pattern. The instructor took over on base leg and made a beautiful approach and landing. I have no idea what he was using as a visual reference for the flare. We rolled right up to the launch point, next to a kerosene-fueled smokepot.

I got out, shook hands with my instructor, and decided that I'll stick to day flying from now on.

WGC 2003 – Leszno, Poland, Report for 9 August – Evening **By John Good**

The contest is over. Today proved not quite as good as it looked, but it still ranks as a strong day in a contest whose weather was far above average. The cumulus clouds were not especially honest today. At their best, they fully lived up to their billing – eight knots to 8000' was widely reported. But there were areas where the sky looked fine, and cloud after cloud offered little or nothing. A lot of pilots reported three good legs and one where they struggled.



Nonetheless, everyone got home, and winning speeds were high. It was a day made to order for front-runners: good lift and short tasks. None of the class leaders had any difficulty at all, and so the 2003 World Champions are Andy Davis (Great

Britain - Standard Class), John Coutts (New Zealand - 15-Meter Class), Wolfgang Janowitsch (Austria - 18-Meter Class) and Holger Karow (Germany - Open Class). There is no one at Leszno with even the smallest doubt that these pilots deserve their titles.

For the US, Ron Tabery finished second for the day and in 5th place overall, one of just a handful of pilots with a total of over 10,000 points. In 18-Meter class, Gary Ittner was fifth for the day, putting him 17th overall.



Dave Mockler was 3rd in 15-Meter class, and will finish 17th overall, a very respectable showing in his first World contest. Karl Striedieck started reasonably early, then

realized he'd started too high and returned for another try. He had a good run for three legs and then ran into "fooler" clouds on the run home; he wound up 22nd for the day and 27th overall.

In Standard class, Tom Beltz had some slow areas and wound up 23rd for the day and 9th overall. Chip Garner was another victim of dishonest clouds on the run home; he finished 37th for the day and 13th overall.

The final events of WGC 2003 are a "Farewell Party" tonight, and the closing ceremonies at 10:30 tomorrow, located at the Sports Arena in downtown Leszno. (We know the way there - it's quite close to the hospital where I spent five days.)

It has been a lot of work, but I have enjoyed this contest and the chance to report to you about it.

John Good

28th WORLD GLIDING CHAMPIONSHIPS - ITS OVER!

These reports are not easy. They are the result of support from the SSA, the U.S. Team Committee and especially John Good and Rick Sheppe. In Poland, John and Rick spent many hours writing these reports, taking the pictures and sending them to me in Colorado. I brought the parts together, added input from the official web site and published the daily reports to the SSA server,

updating several times a day. We are all volunteers so these reports cost the Team and the SSA essentially nothing. I think we can all agree that the effort to deliver you-are-there reporting has been a successful one. We hope you have enjoyed these reports and value this U.S. Soaring team and what the potential of team membership means to soaring in this country. Support your soaring teams. - John Seaborn

About pictures. Some of the images are taken by the U.S. Team Captain John Good or by pilot Gary Ittner. Many of the images used here can be found on the official website and are taken by one of several excellent contributors including Marysia Klamecka. and Ewa Hajek. See the official photo page [here](#).

U.S. Soaring Team - August 9, Day 12

Class	Pilot	Sailplane	Contest Number	Day Place & Points	Overall Place & Points
Open	Ron Tabery	Nimbus 4T	YY	2 - 968	5 - 10364
18-Meter	Gary Ittner	Ventus 2cx	ZQ	4 - 951	17 - 8541
15-Meter	Karl Striedieck	ASW-27b	VW	20 - 888	27 - 8748
	David Mockler	Ventus 2ax	W	3 - 989	17 - 9224
Standard	Tom Beltz	ASW 28	PV	22 - 886	9 - 9651
	Chip Garner	Discus 2a	CG	38 - 755	13 - 9476

See the official scores [here](#)

Points of Interest

CONTACT THE TEAM IN POLAND

Back by popular request you can now e-mail the U.S. Soaring Team in Poland with greetings, an encouraging word and well wishes.

Please note that all team members are very busy while the championships are underway and may not be able to reply to your message. To write and send your message click [here](#) or on the GO TEAM logo.



CONTACT WEB MANAGER

Idea, suggestion, correction on the U.S. Team Web? Please send these along to U.S. Team Web Manager John Seaborn by clicking [here](#).

WGC FLIGHT LOGS

Courtesy of John Leibacher the daily flight logs from the 28th World Gliding Championships are available individually online for fast downloading of your favorite pilots [here](#). All flight logs are available by class single large files on the organizers site [here](#).

OTHER TEAM WEB SITES

Visit other teams web sites for their prospective on the championships. And there are some great sites including the [British](#), [French](#), [Italian](#), [Danish](#), [Austrian](#), [Netherlands](#) and [German](#) team sites.

WGC NEWS JUNKY?

Every modern world championships has a daily newsletter. Over the years these newsletters have ranged from simple one page announcements to full fledged magazine quality productions. The 28th WGC version is of the highest quality with excellent content and many pictures. The editor Janet Hider Smith has done a magnificent job. Available online in Adobe PDF format, go to the Daily News link and look for the "Daily Bulletin on the day" link. See the Daily News [here](#). Check out Karl Striedieck's profile in the 7/30 issue.

PRE-WORLDS REPORT AVAILABLE

Want the real scoop on the site and flying WCG? Click the [pre-worlds report here](#) provided by team pilot Chip Garner for a detailed pilots eye view of the site, weather and the competition.

ABOUT DAY REPORTS

The U.S. Team Day Reports are brought to you by several hard working U.S. Team volunteers. John Good creates the reports in Poland and e-mails them to John Seaborn in Colorado who posts them to the SSA server. The goal of these day reports are to provide the U.S. soaring community with improved coverage of World Soaring Championships and the U.S. Team's participation in these events.

YOUR SUPPORT - THANK YOU!

All US team members would like to thank those of you who have contributed to make participation in these international events possible. If you have not contributed to the team please consider making one! To see how, visit the U.S. Team Funding page [here](#) and the [Robertson Trust Web](#) here.

**THANK
YOU!**

U.S. TEAM COMMITTEE

The newly elected U.S. Team Committee has been working to establish a more stable management structure and better resources for our soaring teams. The objective are more transparent, accountable, sustainable and competitive United States soaring teams. See the full information on the new [U.S. Team Committee](#) here.

U.S. TEAM E-NEWS

Sign up today for the U.S. Team E-NEWS. This electronic newsletter is sent out roughly quarterly and covers all the team news. The sign up process is simple - start by [clicking here](#).

TEAM NEWS, HISTORY & ARCHIVE

To catch up on all the news for the U.S. World Soaring Teams see the [U.S. Team News](#). See the U. S. [Team Archive](#) for team background since 1950. As part of the Archive tour see the [U.S. Team History](#) page for a complete listing of US Teams since 1950 or the [World Champions](#) page for a complete listing of champions since 1937.

Country and Contest Site



Leszno is well situated in the western part of Poland in Wielkopolska (Great Poland) between Poznań and Wrocław. Three European capitals: Warsaw, Berlin and Prague are all situated approximately 300km away from Leszno. Since 1 January 1999 Leszno has been one of the 68

administrative districts. Labor turmoil in 1980 led to the formation of the independent trade union "Solidarity" that over time became a political force and by 1990 had swept parliamentary elections and the presidency. A "shock therapy" program during

the early 1990s enabled the country to transform its economy into one of the most robust in Central Europe, boosting hopes for acceptance to the EU. Poland joined the NATO alliance in 1999.

Map courtesy of the CIA. See the [CIA site](#) for a fact sheet on Poland. Click images to expand.

Web Links

- ▶ The official World Soaring Championship web site [Click Here](#)
- ▶ FAI Web coverage of the World Gliding Championships [Click Here](#)
- ▶ See the team photo gallery [Click Here](#)
- ▶ What time is it at the site? [Click Here](#)
- ▶ Visit the city of Leszno? [Click Here](#)
- ▶ See the 2003 US Team Junior & World Class Championship reports [Click Here](#)

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