



USA SOARING TEAMS

- [Main](#)
- [Site Updates](#)
- [About](#)
- [Team News](#)
- [Day Reports](#)
- [Open Class](#)
- [15-Meter Class](#)
- [Standard Class](#)
- [18-Meter Class](#)
- [Club Class](#)
- [World Class](#)
- [Junior Class](#)
- [Feminine Class](#)
- [Photo Gallery](#)
- [Team Tips](#)
- [Team Committee](#)
- [Calendar](#)
- [Funding](#)
- [Selection](#)
- [Organization](#)
- [Team Links](#)
- [Team Archive](#)
- [US Team History](#)
- [WGC Champions](#)

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- [Contact Us](#)
- [Where To Fly](#)
- [What Is the SSA?](#)
- [Clubs & Chapters](#)
- [Benefits](#)
- [How To Join](#)
- [Bylaws](#)
- [Board Reports](#)
- [SSA Directors](#)
- [SSA Leadership](#)
- [Mailing Lists](#)
- [Newsgroups](#)



U.S. Soaring Team Day Reports & Results

POLAND 2003
LESZNO 2003
28th WORLD GLIDING CHAMPIONSHIPS

**Friday,
August 8**

Report 17

It is contest day 11 and they are flying assigned area tasks in Poland. The day is a good one. Read John Good's day reports below...

EARLY REPORT - August 8, Contest Day 11

The briefing is back to 10:00 if that is an omen of things to come. The word is grid by 11:15 and launch by 11:45. All tasks are Assigned Area with a minimum of 4 hours.



The Open has a 4:15 minimum. It looks like a good day but not a great one in Poland. The launch is postponed to 11:45. By 11:37 the sniffer is 1000 meters (3300 ft) at 2ms/s so it looks like a 12:00 launch as the Wilgas and Cmelaks are taxing. All competitors are launched before 1:00. By 1:13 all start lines are open. Looks like tracking is back.

Gary Ittner DID NOT LANDOUT yesterday but was scored as if he did...

REPORTS

LATEST REPORT

- [JLY 22](#)
- [JLY 23](#)
- [JLY 24](#)
- [JLY 25](#)
- [JLY 26](#)
- [JLY 27 -Day 1](#)
- [JLY 28 -NCD](#)
- [JLY 29 -Day 2](#)
- [JLY 30 -Day 3](#)
- [JLY 31 -NCD](#)
- [AUG 1 -Day 4](#)
- [AUG 2 -Day 5](#)
- [AUG 3 -Day 6](#)
- [AUG 4 -Day 7](#)
- [AUG 5 -Day 8](#)
- [AUG 6 -Day 9](#)
- [AUG 7 -Day 10](#)
- [AUG 8 -Day 11](#) ◀
- [AUG 9 - Day 12](#)

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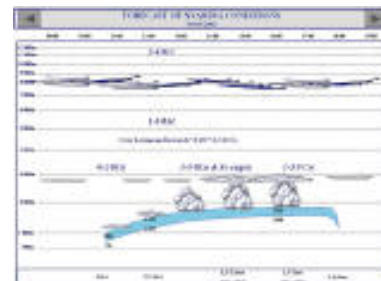


[Click Here](#)

Today all classes are flying Assigned Area Tasks. The Standard class is on a 4h (282.0-631.1 km) adventure, while the 15-Meter will be flying a 4h (317.1-674.6 km), 18-Meter, 4h (314.2-629.0 km) and the Open Class 4h 15' (364.9-729.9 km).

Starts are fast and furious today. In the Standard, Beltz and Garner go near the end of the pack at just after 1:50. The 15-Meter pilots Mockler and Striedieck do things differently. Early 15-Meter starts come just after 1:00 with late starts, including the German team, coming at around 1:45. Karl goes at 1:16 and Dave at 1:36. Gary Ittner starts at 1:30 about mid pack and Ron Tabery is gone by 1:17 in a wad of Open class.

PREDICTED WEATHER



Synoptic situation : the region of Leszno is under the influence of the high-pressure area that is connected with the High over the North Sea, the advection from the direction of about 350o, with the speed of about 30km/h. Clouds: Near Leszno 0-2/8Cu h=700-100m after 12.00 h=1100-1400m after 14.00n h=1500-1800m over thermally active areas h=1900-2000m, towards The North 1-3/8 Cu and locally spreading out of Cu clouds, above 1-3/8 Ac, Ci towards the north rising to 2-5/8 Ac, Ci Thermals: 1,5m/s rising 2-2,5m/s locally max.4m/s. Visibility: >> 10km Wind: Variable 1-3m/s during after 12.00 between 340-030 degrees 2-5m/s Hazards: Towards the South areas of blue thermals, towards "NE" tendency to local spreading out of Cu Clouds, towards "N, NE" many layers of Ac Clouds Upper wind: [m/s] 500m 300/9 1000m 308/6 1500m 333/7 2000m 322/10 2500m 329/12. Prepared by Jan Młynarczyk, WGC Chief Meteorologist

AFTERNOON REPORT

WEB LINKS

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[Weather](#)

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[Time in Poland](#)

[Official Web Site](#)

[Team News](#)

[Junior & World WGC Reports](#)

SCHEDULE

Official Training
22nd - 25th

Opening
26th

Contest Flying
27th - Aug 9th

Closing
10th August

By 5:20 the first gliders are on final glide. By 5:55 over 80 are back and by 6:08 over 100 are back. All US team members finish. John Good is back in action so read his reports below.

In the preliminary day scores the late start in the Standard Class pays off handsomely. Tom Beltz is 3rd for the day and Chip Garner is 8th. In the 15-Meter Karl Striedieck is 6th and Mockler is 9th. Gary Ittner takes 9th in the 18-Meter and Ron Tabery takes 4th.

WGC 2003 – Leszno, Poland, Report for 8 August **By John Good**

I apologize for not filing an evening report yesterday. I have a reasonably good excuse: all team captains were invited to a reception at the Leszno town hall given



by the Lord Mayor. It was pleasant, if a bit hot (air conditioning is almost unknown in Poland – the temperatures we’ve been seeing are rare.) The usual friendly speeches were made about international companionship, the third WGC at this site, 10 flying days so far, hospitality of the town of Leszno, etc. I made a short presentation along these lines:

Mr. Mayor, along with all the team captains I wish to thank you for the hospitality your city has shown us. Last week I became sick and had the chance to learn about a place I hadn’t expected to visit: the Leszno hospital. I was treated well there and just six days later I am feeling healthy. I wish to present you with this US Team T-shirt as an inadequate token of my appreciation – but I feel it is a better thing to leave behind than simply my gall bladder. (John can just slay them! - Web Ed)

Yesterday was an interesting day. It started out looking like it might be a fast day through cumulus-filled skies, and finished as entirely blue with moderate lift that weakened considerably after 18:00. Yet there were relatively few landouts and some amazingly late finishers. As I was headed to the Lord Mayor’s reception around 19:30, the air was distinctly cooler and it looked as if it would have been impossible to stay aloft for at least the

past half-hour. But late finishers were still dribbling in.

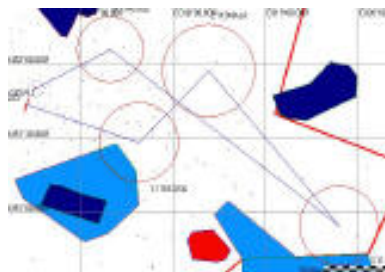


Gary Ittner had a good flight, and might have won the day but for a fumble on the final leg. He was with a small gaggle trying to climb high enough for final glide. He left the 3-knot

thermal with a 500' margin, while the other gliders stayed for one more turn. On most days here, he would have beat them home. But they all ran into enough sink that he had to stop in a weak thermal, while the other gliders cruised on home. It cost several minutes. (Oddly, Gary appeared on preliminary scoresheets as a landout. He'd been unaccountably "landed" at a random point along his first task leg. When this anomaly was pointed out this morning, the Scorer quickly put it right, though there was no obvious reason why it should have happened in the first place.)

Lots of other pilots struggled on the final leg, as the day slowly died. Dave Mockler took about 40 minutes to do the final 40km, and there were plenty who took longer. We heard transmissions like this on the final glide frequency "Leszno, glider XXX kilometers ten [i.e. I'm 10 km from the finish line] – but I don't think I make it home." Yet almost all these troubled pilots did make it – some of them so late that people on the ground had all but given up hope. After one pilot landed, we heard his teammates transmit on the official contest frequency: "ZZZ, this is for you:" and then a loud chorus of cheers.

Tom Beltz had a good flight in Standard class, finishing fifth (just 12 points out of first). Chip Garner was among the many who caught the "slow train" home on the final leg – though he was well ahead of the really late finishers. Ron Tabery was 7th in Open class, with a very respectable flight.



Unfortunately, the airspace "minefield" appears to have claimed some victims yesterday. Chief among them were the two Open-class pilots from South Africa: Laurens

Goudriaan and his brother Oscar (the current World Open-class champion). But there are some questions about the airspace and the application of the rules in this case, and it is possible that this could be the subject of an inquiry or a protest. It is certainly unfortunate for this sort of complication to mar an otherwise low-problem contest.

I should note that despite one all-landout day and a great many flights, the contest has been nearly damage-free. The worst events have been a couple of gear-up landings (partly due, no doubt, to stressed pilots making "direct", no-pattern finishes and landings, and one rolled trailer. This latter was an interesting event: a Swiss ASH-25 was making its way home at night on the big landout day (5 August). The driver was surprised by a deer in the road, swerved, and both car and trailer wound up inverted in the ditch. (The deer ran off without so much as offering to exchange insurance information).

The shaken crew was unhurt, and with some effort managed to get both vehicles upright and limp home to Leszno. Amazingly, the glider suffered only cosmetic damage, and has flown every day since (no doubt with instructions to avoid another outlanding). The badly bruised trailer has been parked near the US Team tent ever since. Yesterday, Alfred Spindelberger (Mr. Cobra Trailer) was here to inspect it. He said this sort of thing happens a couple of times a year, and it should be no problem to beat the trailer top into a shape such that it can be transported to the factory in Germany for a full repair. I hope I'm able to see the "precision Cobra trailer repair team" (Alfred, armed with a 5-kg sledgehammer) in action today.



Today we are under the influence of high pressure and expect warm temperatures, cirrus, light winds and not many cumulus clouds. The sky looks unpromising, but given

that yesterday's blue conditions were better than they looked through most of the day, no one seems glum. Turn area tasks have been set for all classes: the minimum time is 4:15 for Open class and 4:00 for the other three.

The launch began around noon and was again

complete in about 45 minutes. (I have calculated that the "turn-around" time for the Čmelak towplanes is about 4 minutes.) Pilots reported good lift – as much as 6 knots to 5000'. Most had started by 14:00, which means they should be on the ground by 18:00 – I don't think many wish to emulate those who were flopping on the field so late yesterday.

It's now 14:30, and the sky to the northeast (where the first turn areas lie) is beginning to look rather good – small cumulus clouds at what look like generous altitudes. Cirrus continues to move in from the northwest, but it is thin and probably not much problem to this point. We have reports of lift occasionally as good as 8 knots. It will probably take a long flight and a good speed to win today.

WGC 2003 – Leszno, Poland, Report for 8 August - Afternoon **By John Good**

Since we're now getting close to the end of the game (2 days to go, both of which are very likely to have valid tasks), it's high time to take a look at the races in the four classes.



Starting with the long-wingers first, Holger Karow (1X) of Germany has total command of the Open class. His lead is almost 500 points over former champion Gerard Lherm (EC) of France. He's almost at the point where all he has to do to win is simply finish each task. Janusz Centka (HW – the "heavy" Eta) of Poland, twice World Open-class champion, is a close third. Ron Tabery is in fifth (though it should be noted that this could change if the rumored protest of the penalties applied to the Goudriaan brothers for yesterday's airspace problem stands up).

In 18-Meter class, the lead is almost as great. Worlgang Janowitsch (WO) of Austria has almost 400 points on the reigning champion, Steve Jones (250) of Great Britain. He has won a number of days and is not giving his rivals much hope that he'll falter. With two extra landouts, Gary Ittner is well down the sheet, but obviously has been flying well the past couple of days.

In 15-Meter class, it's more of a race. John Coutts

(47) of New Zealand has been flying brilliantly, but he'd been dogged by Dave Watt (DW) of Great Britain; the lead is currently 96 points (which isn't much of a cushion given the volatile scoring here). In third is Andreas Allenspach (PS) of Switzerland, another 140 points back. Dave Mockler is currently 20th, and Karl Striedieck is 30th.

Standard class has the closest race of all. Former champion Andy Davis (80) of Great Britain has a 54-point lead over Olivier Darroze (EF) of France. Current champion Laurent Aboulin (A5) of France is another 100 points back. The two young French pilots have been flying very well indeed, but have not yet been able to generate the momentum needed to overhaul the wily Brit. It will certainly be worth watching how this develops. Tom Beltz is standing 10th, and Chip Garner is 12th.

WGC 2003 – Leszno, Poland, Report for 8 August - Evening **By John Good**



A day that looked difficult to many early in the morning wound up easy. After many "crawl home" final glides yesterday, today's finishes had little drama about

them. The cirrus was widespread, but never thickened enough to be a problem – indeed, by the end of the day it was mostly clear of the task area. Some areas were blue, but many had some cumulus and even streets. To the east especially, conditions were really quite good – 7 knots to nearly 6000'.

The US Team turned in some good results. In Standard class, Tom Beltz was third and Chip Garner was 8th. Both reported good runs with few problems. Based on preliminary scoresheets (which we have learned not to take too seriously) this puts Tom in 6th and Chip in 9th place overall.

In 15-Meter class, Karl Striedieck was 6th and Dave Mockler was 9th, both with speeds approaching 120 kph. The preliminary scores are too incomplete to say much about cumulative standings, but top-10 finishes don't tend to hurt.

In 18-Meter class, Gary Ittner was 9th at just over

120 kph. In Open class, Ron Tabery was 4th, just 17 points out of first place.

This is probably the best single day's result for the six US pilots. After 11 days of flying, stamina starts to be a factor. Posting consistent results at this stage really pays off, when plenty of competitors have had enough and will be happy to see the contest come to a close. Those who are still eager to fly tend to have a big advantage now.

One attraction at Leszno is the opportunity to make a night glider flight. As I write this, it's 10:30pm and team assistant Rick Sheppe is waiting for his chance to do this.



Leszno is not a lighted airfield, but apparently a set of "smudge pot" runway lights are set up. We've seen the Wilga towplane and Bocian trainer overhead on a number of evenings. I'll try to get a report from Rick on his flight.

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 8, Day 11

| Class | Pilot | Sailplane | Contest Number | Day Place & Points | Overall Place & Points |
|----------|-----------------|------------|----------------|--------------------|------------------------|
| Open | Ron Tabery | Nimbus 4T | YY | 4 - 983 | 5 - 9396 |
| 18-Meter | Gary Ittner | Ventus 2cx | ZQ | 9 - 908 | 17 - 7590 |
| 15-Meter | Karl Striedieck | ASW-27b | VW | 6 - 897 | 28 - 7875 |
| | David Mockler | Ventus 2ax | W | 9 - 871 | 15 - 8251 |
| Standard | Tom Beltz | ASW 28 | PV | 3 - 917 | 6 - 8782 |
| | Chip Garner | Discus 2a | CG | 8 - 901 | 9 - 8740 |

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.



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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