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## U.S. Soaring Team Day Reports & Results

**POLAND 2003**  
**LESZNO**  
**28th WORLD GLIDING CHAMPIONSHIPS**

**Wednesday, July 23**

### Report 2

John Good reports halfway through practice period and first score sheets may be available today. The US team is deep in preparing for the first contest day on July 27! More to come!

### WGC 2003 – Leszno, Poland, Report for 23 July - Practice Day By John Good

We are halfway through the Official practice period, and today had our first scored task. The weather looked decidedly grim this morning – cool, moist air has replaced the excellent airmass of the past several days. I doubt that many felt it would be a flying day. The forecast at the 11:00 am briefing held out only a little hope, speaking of a good chance of showers by mid-afternoon. Yet tasks were set for all classes: triangles of around 250 km, with a first leg to the north and a final leg from the west. In the event, the weather was reasonably. There was some overdevelopment and there were some landouts, but most of those who attempted the tasks did okay.

## REPORTS

### LATEST REPORT

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[JLY 27 -Day 1](#)

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It's now 19:00 and we don't have much in the way of scores yet. There are some score sheets posted -- they seems to show that about 40% of the pilots attempted the task and they give a daily rank, but all they present in the way of detail is start times (!). (As we see, the practice period is useful to more than just the competitors.) One report is that both turnpoints for the Standard class were in rain. I suspect we'll have to wait until tomorrow before we really know what happened.

I'll relate a couple of stories readers may find interesting: If you come to Poland, my experience suggests you should not bring travelers checks. Our first experience of attempting to use these came shortly after we entered Poland. We were driving through a small town and spotted a bank, so it seemed like a sensible thing to purchase some zlotys. Rich Sheppe (the US Team assistant) had sensibly brought cash; converting this was rapidly accomplished. But when Karl Striedieck and I naively stepped forward with American Express traveler's checks, the ensuing transaction was only a little less complicated than if we'd offered to buy the bank with junk bonds. An hour and forty-five minutes later, we were finally able to leave, having paid a rather stiff transaction fee (we were by that time not inclined to argue about it). My second attempt (today, in Leszno) took only 20 minutes, but I think next time I'll leave home without them.



We'd been nabbed.

He spoke no English and we spoke no Polish. On his hand he drew "50" and pointed to the ground: the speed limit was 50 kph, as we'd grasped from the sign nearby. He then drew "105" and pointed to Karl: he'd been pinched for 65 mph in a 30 zone. It didn't

**AUG 7 -Day 10**

**AUG 8 -Day 11**

**AUG 9 -Day 12**

**CLOSING**

*Click the dates!*

## WEB LINKS

[WGC Reports  
& Scores](#)

[Weather](#)

[Photo  
Gallery](#)

[Meet this  
Team](#)

[Time in  
Poland](#)

[Official Web  
Site](#)

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## SCHEDULE

Official Training  
22nd- 25th

Opening  
26th

Contest Flying  
27th - Aug 9th

Closing  
10th August

look good.

The policeman (of a rather friendly demeanor) then indicated that he'd like to see the paperwork for the car. This posed a bit of a problem. Karl had borrowed this car from Gerhard Waibel and he recalled something about seeing its paperwork, but not exactly where he'd put it. We'd already looked when crossing the border and failed to find it (why the border guards failed to ask for this is a mystery). Karl thought possibly the papers might be in his suitcase, so he got out of the car and opened the trunk. The policeman saw the confusion of suitcases, glider parts, parachutes, batteries etc. that it contained, smiled, and waved us on our way. No doubt the glider trailer helped convince him that, crazy though we obviously were, we were not fundamentally depraved or vicious. We motored off timidly, praising our luck and the policeman's grace. Sometimes, ignorance really is bliss.

Walter Striedieck, Karl's crew, later located the car's paperwork, stuffed in a corner of the glove compartment. (The ability to locate it quickly could have been a serious liability in this emergency.) This event convinced us that Polish people are among the best-natured anywhere, and nothing since has done much to change this view.

US Team gliders seem to be rounding into shape. We found a local source for glider batteries and have replaced several that seemed a bit suspect. In the face of extreme demand, we managed to secure bugwipers for both Gary Ittner and Chip Garner, so all our gliders now have them. (This probably means that bugs will decline, as on Polish pilot has predicted. Never mind – we are ready).

For a final anecdote, consider this about Dale Kramer, a US resident and member of the Canadian Team. He arranged to borrow a glider from the Schempp-Hirth factory, but had some trouble renting a tow vehicle – apparently, German rental cars may under no circumstances be driven in Poland. The solution was to fly to Warsaw (or Warszawa ["Varshava"], as the Poles render it), rent a car there, drive it to the Schempp-Hirth factory, grab the trailer and return to Poland.



Landing in grass - Organizers

The problem with this plan (apart from the 22 hours of driving it entailed) became apparent when, glider in tow, he and team captain Carmen Waters reached the Polish border. Canadian citizens require a visa to enter Poland, and this visa is for a single entry -- Dale needed another visa to re-enter Poland. They had to retreat to Leipzig, site of the nearest Polish consulate. A night of camping on the embassy doorstep yielded a visa the next day, and they are now here and ready to compete.

## U.S. Soaring Team

Class	Pilot	Sailplane	Contest Number
Open	Ron Tabery	Nimbus 4T	SS
18-Meter	Gary Ittner	Ventus 2cx	ZQ
15-Meter	Karl Striedieck	ASW-27b	VW
	David Mockler	Ventus 2ax	W
Standard	Tom Beltz	ASW-28	PV
	Chip Garner	Discus 2a	CG

## Points of Interest

### 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.

### 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 competition.

### ABOUT DAY REPORTS

The U.S. Team Day Reports are brought to you by several hard working U.S. Team volunteers. 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 helping the team financially through a contribution. 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](#).

## US-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 U.S. Teams since 1950 or the [World Champions](#) page for a complete listing of champions since 1937.

## 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](#)