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U.S. Soaring Team Day Reports & Results

POLAND 2003
LESZNO
28th WORLD GLIDING CHAMPIONSHIPS

Sunday, July 27

Report 6

Gliders on final glide and first finishers at Leszno. Preliminary scores are posted. Ittner has a bad day, Tabery has a good one. More to come.

REPORTS

LATEST REPORT

[JLY 22](#)

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Click the dates!

EARLY REPORT - July 27, Contest Day 1

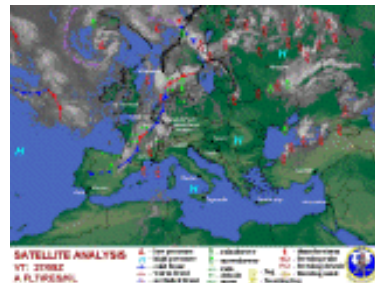
The tasks have been set and towing is under way in Poland on Contest Day 1! The Standard class has a 286.3km task, 15-Meter a 285.2km, 18-Meter 297.7km and Open 295.6km.

PREDICTED WEATHER

Leszno is under the influence a warm sector of the low pressure system that has a centre over Netherlands, after passing of an inactive warm front.

Thermals: at the beginning 1-1.5 m/s, rising 1.5-2.5m/s max about 4.5m/s

Visibility: >>8-10km in showers 8-4km Hazards: On the North locally showers and thunderstorms, locally 3-5/8 Ac. Tonight the cold front will move over Leszno, therefore thunderstorms are possible tonight.



AFTERNOON NEWS FLASH

The gliders are coming back to Leszno for gaggle

• [Website Feedback](#)

US TEAM E-NEWS

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finishes. Early preliminary results show Standard Class pilots Tom Beltz and Chip Garner taking late starts at 14:43 with no preliminary score posted yet. The preliminary winner in the Standard class is Rendra Tomas of the Czech Republic at 117.5 Kph. In the 15-Meter Karl Striedieck takes 14th and David Mockler 21st. In the 18-Meter ZQ Gary Ittner has landed out early and is scored for 9.1km. The Open Class score sheet has Ron Tabery in 4th. Chip Garner and Tom Beltz are now on the score sheet and place 11th and 21st respectively.

WGC 2003 – Leszno, Poland, Report for 27 July

By John Good

It's the first scheduled competition day at WGC 2003. The sun was bright this morning, but by 8:00, a thick band of cirrus had drifted in from the southwest. There were some holes in it, giving optimists cause for hope.



The contest weighing procedure went into effect today: on the way to the takeoff grid, every glider must roll across one of three sets of scales. It's okay to show up a bit overweight – the normal procedure is to dump ballast until you are down to the maximum allowed weight.

This process did not go smoothly today. The scales were supposed to be tested and ready for business by 8:00. Gliders were lined up by then, but that was about the time that the scales were being set up. Long backups developed (scarcely surprising – the final entry list has 129 pilots) and by 9:30 it was clear that things weren't going well. The scheduled 10:00 briefing was postponed until 10:45 (it actually got underway at 10:55) to allow those caught in the lines to get to the grid and then make the meeting. The organizers were feeling a bit sheepish and promise things will go better tomorrow. I expect they will. The lesson is that if you don't practice during the practice period, you get to do so during the real show.



The weather briefing was a bit hard to interpret. Despite the possibility of stratus, lift would be generally good, perhaps to 6000' with occasional 6-knot thermals. The

WEB LINKS

[WGC Reports & Scores](#)

[Weather](#)

[Photo Gallery](#)

[Meet this Team](#)

[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

Flying with Steve Jones, the current World 18-meter class champion.
(photo by Gary Hoots)

possibility of late-

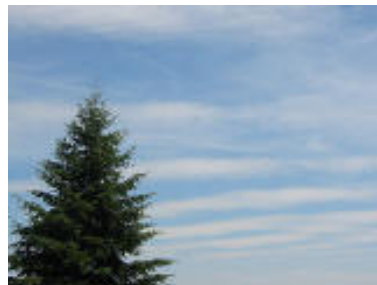
afternoon thunderstorms was mentioned, though these would mostly be seen north of the area in which tasks were set. In the face of this, the task sheets called for assigned tasks of around 300 km to the south and southeast – rather modest unless you believed that thunderstorms would put an early end to the day.

In contrast to the weighing process, the launch itself was a model of efficiency.

In 64 minutes, 129 gliders were in the air (about a half-dozen of these are self-launchers). The Tchmielaks are amazing:



with a 600-hp turbine engine, they are almost too powerful – rumor has it that they are using substantially less than full throttle, and even so have had to request that glider pilots try to stay at the same level as the towplane. The Wilgas are a different story: they are optimized for speeds slower than ballasted gliders like to fly, and their pilots have to be careful to fly fast enough – and to endure climb rates far lower than they could achieve at lower airspeeds. Some pilots complained of long excursions over the large cornfields that border the airport, with the knowledge that if they had to release during the first few minutes of the tow, there would be little chance of making it back to the airfield. But however it's accomplished, you have to admit that an average of two tows per minute is commendable – there are probably few sites anywhere that could achieve this.



The day seemed to develop well – it was mostly blue as the launch began (around 12:45) but soon started filling in with scattered cumulus. The stratus was long gone, though there were some

short-wavelength lenticular-looking clouds evident in the east for about an hour. Most pilots seemed to discount the thunderstorm threat and delayed their starts until 14:00 – 14:30. At about that time, I took my Kestrel 4000 pocket weather station out to the flight line and recorded 95 degrees, with a dewpoint of 65. US pilots were reporting good lift to altitudes well above 6000'. It was looking like a good day.

And so it proved, in most cases. The storms did not

appear (this is the third time that they have been somewhat "overpredicted") and the tasks proved quite short – something we were led to believe would be most unusual at Leszno. The smart money started late, and found cumulus clouds (albeit not always honest ones) and reasonable lift in most areas. They managed speeds around 115 kph, meaning that winning times were well below the 3 hours that WGC rules require for a 1000-point day. Scoring has been a bit slow, but it looks like the winners will get something below 800 points.

In Open class, preliminary score sheets have Ron Tabery in 4th place, about 50 points out of first. In Standard class, Chip Garner was 11th, about 60 points out of the lead; Tom Beltz was around 20th, another 60 points back. In 15-meter class, Karl Striedieck was 18th and Dave Mockler 26th, about 110 and 130 points out of first.

Among the relatively few pilots who found trouble today was Gary Ittner in 18-meter class. Indeed, that's putting it mildly. Gary didn't find much off tow and headed south, where conditions looked better. But this area didn't work well, and he found himself low – too low to be certain of a return to the airfield. Some clouds were evident a bit further south, and this looked like a better bet than a marginal retreat through an area that had already proved disappointing. Alas, it was not to be. He landed about 15 km south at around 15:00 – before starting.



20 - a brand new Aerobus 20, kindly loaned by Dan Pollock (photo by Gary Ittner)



Marcelo Wiancho

The retrieve went well – we have some street map software that can print a detailed map with the pilot's lat/lon plotted – and Gary and crew chief Stan Foat were soon back at Leszno. Perhaps the example of Laurent

Aboulin (French Standard class pilot) is relevant here: at WGC 2001 in Mafikeng, South Africa he landed out early one day, earning a score of just 56 points. With the reasonably volatile scoring systems and some brilliant flying, he was able to recover from this and win the championship.

The forecast for tomorrow says that a cold front will be passing through. The



morning will have low clouds and possibly rain, but a task may be possible in the afternoon after the front is through. This sounds interesting – especially the prospect of gridding (and weighing) all gliders in a shorter than normal time.



It's now 10:30 pm and the gust front ahead of the cold front has hit the airfield. Trash bags and papers are blowing through the air; tents and awnings are straining and several of them have come down. The giant inflatable Red Bull can has blown into the awning of the beer tent, mangling half of it. I think it's time to head for the hotel.

U.S. Soaring Team - July 27, Day 1

Class	Pilot	Sailplane	Contest Number	Day Place	Overall Place
Open	Ron Tabery	Nimbus 4T	YY	707 - 4th	707 - 4th
18-Meter	Gary Ittner	Ventus 2cx	ZQ	009 - 23rd	009 - 23rd
15-Meter	Karl Striedieck	ASW-27b	VW	636 - 17th	636 - 17th
	David Mockler	Ventus 2ax	W	608 - 25th	608 - 25th
Standard	Tom Beltz	ASW 28	PV	650 - 21st	650 - 21st
	Chip Garner	Discus 2a	CG	714 - 11th	714 - 11th

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](#).

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.

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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