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

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

**Monday, July 28**

### Report 7

No flying today due to rain, rain and more rain. Standing by for news tomorrow.

### REPORTS

#### LATEST REPORT

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[AUG 1 -Day 4](#)

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[AUG 5 -Day 8](#)

[AUG 6 -Day 9](#)

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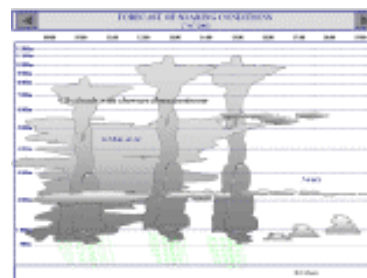
[CLOSING](#)

*Click the dates!*

### EARLY REPORT - July 28, Contest Day 2 ??????

Looks grim for a contest day today...

### PREDICTED WEATHER



The low with a cold front over Leszno. Clouds: 8/8 Sc, Ac, As after 15.00 7-5/8 Ci, Ac and 2-4/8 Cu h=600-800m rising up to 1000-1200m, locally single Cb clouds with thunderstorms and showers Thermals: 0,5-1,5m/s max. 2,5m/s Visibility: 8-10km in showers 4-2km. Hazards: showers, and thunderstorms, strong wind.

**WGC 2003 – Leszno, Poland, Report for 28 July**  
**By John Good**

• [Website Feedback](#)

## US TEAM E-NEWS

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[Click For Details](#)

## U.S. Team Apparel

- ✓ Shirts
- ✓ Hats
- ✓ Jackets
- ✓ Polos



[Click Here](#)

It's Monday morning, the second scheduled competition day. Arriving at the field this morning, the aftermath of last night's high winds was in evidence: there were a number of downed awnings and bent supports. But the overall damage is minor and will no doubt soon be repaired.



Workmen were here early to take down the seating used for the Opening Ceremonies. This was done with the same banging and crashing used to put them up, a problem because it takes place at the entrance to the large hangar where our "offices" (more like cubicles) are set up. Every hammer blow reverberates – we hope it will be done quickly.



Rick Shogge (US Team assistant, foreground) and Tom Deltz install the right tip of PA, the A2W-50 loaned to Tom by the Schleicher factory.

Our view of the weather from the ground is unpromising. The promised low clouds are here, and there are occasional rumbles of thunder. Only a few pilots are assembling. A look at an internet satellite weather loop suggests

there is still hope for the front to clear in time for an afternoon task, but this is by no means certain.

(The workmen have encountered a problem removing the seats: someone chained a bicycle to them. They are looking for the bicycle owner and also for a set of bolt cutters.)

With half an hour to go until the 10:00 briefing, rain is pouring down. Pilots (including the US Team pilots) who elected to keep 'em in the box are now much happier than the others. Our chances of a task today are obviously diminishing, but not yet actually gone.

(The bicycle's lock has been cut, and the seats are now gone. We are glad that the sledgehammer-wielding workmen have gone with them.)

One rather strange thing at WGC 2003 is the way start altitude is being controlled. The initial scheme was to set a maximum



A beautiful Polish glider during the early practice period. (Photo by Gary Winer)

## 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

start height and require that pilots be below this for at least a minute before their start. A minute is short enough that a high-speed dive has value – a ballasted glider that arrives at the max height at redline speed will be able to maintain that height for at least a minute, so a dive was looking like the optimum strategy (though its contribution to safety was somewhat dubious).



Tom Bantz (left) and Chip Garner after Sunday's first competition flight.

The next scheme that was tried was a limit on ground speed – 150 kph. This sounds reasonably simple but has some complications. For a given groundspeed, airspeed will vary depending on whether the glider is

headed upwind or downwind – the maximum difference will be twice the wind speed. And it can be challenging to measure a momentary ground speed precisely: there are problems with the accuracy of GPS fixes, and in coping with both long and short fix intervals.

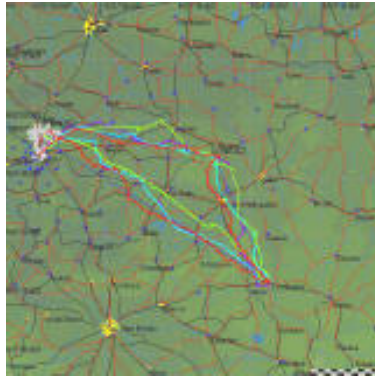
The final decision by the contest organizers was to punt – they announced that no speed control would be imposed. Thus, the best strategy is to get high and do a near-redline dive to start. With many pilots headed in various directions with no radio calls and heads in the cockpit, this looks to me like a very questionable scheme. It could be rendered safe by setting the maximum start height above the height of the lift, but that might make problems for the late launchers in a class. I hope this does not lead to problems.



The "Whisper Tower" – a wooden tower used by Karl and Walter Smiedek to get waterballast into VW, Gerhard Wölber's ASW-17. (Photo by Gary Rowe.)

The morning briefing is now complete. The weather is not promising, and today's tasks have been scrubbed. The next event is the Team USA / Team Canada party, scheduled for tonight at 19:30 -- beer, munchies and a jazz band. I'll let you know how this turns out.

## Flight Analysis - Day 1



It used to be impossible to find out what competitors actually did on course during a competition. When asked the perennial, "how did it go?" question at the end of a day answers would range from "fine" to a blow-by-blow account of the days flight

often with certain embellishments and that was that. No more. With a GPS flight log, a computer and flight analysis software it is possible to see exactly what went on during the days flying. In fact you can compare flights statistically, run them in 3D over a very realistic map and compare what in the past was called the barograph trace view to name a few features. Four pilots from contest Day 1 have been analyzed on SeeYou and the results are interesting. The pilots are Karl Striedieck (VW) in Purple and David Mockler (W) in Blue plus day winner Gyorgy Gulyas (V8) in Green and reigning World Champion Werner Meuser (WM) in Red. Click the image at left to see a bigger overhead view of the flights.

Statistically, as generated by SeeYou, the day winner Gyorgy Gulyas (V8) from Hungary flying a Ventus 2A took 2:22.10 to complete the course for an average speed of 120.3 Kph. Gulyas circled for 19% of the flight or 27:24 minutes with an average rate of climb of 4.7 knots, gaining 13,350 feet in 13 thermals. He turned right in thermals 5 times, left 8 times and made 5 attempts at thermaling. V8 flew straight for 81% of the flight in 14 glides with an average speed of 101 mph and an average distance per glide of just over 13 miles with an average L/D of 59.8/1 using streeting. And these statistics are only the very basics generated by SeeYou. Find the Day 1 winning flight log for your analysis [here](#). To learn more about IGC flie viewing see the [Team Tips](#). See all the WGC flight logs [here](#).

### U.S. Soaring Team - NCD, July 28

Class	Pilot	Sailplane	Contest Number	Day Place	Overall Place
Open	Ron Tabery	Nimbus 4T	YY	NCD	707 - 4th
18-Meter	Gary Ittner	Ventus 2cx	ZQ	NCD	009 - 23rd



15-Meter	Karl Striedieck	ASW-27b	VW	NCD	636 - 17th
	David Mockler	Ventus 2ax	W	NCD	608 - 25th
Standard	Tom Beltz	ASW 28	PV	NCD	650 - 21st
	Chip Garner	Discus 2a	CG	NCD	714 - 11th

See the official scores [here](#)

## Points of Interest

### WEB CONTACT

Idea, suggestion, correction? Please send these along to U.S. Team Web Manager John Seaborn by clicking [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.

### 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

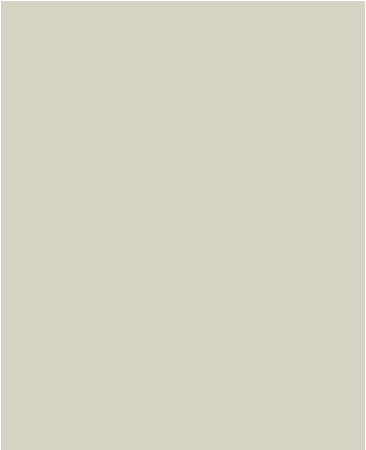


Leszno is well situated in the western part of Poland in Wielkopolska (Great Poland) between Poznań and Wrocław. Three European capitals: Warsaw, Berlin and Prague are all situated approximately 300km away from Leszno. Since 1 January 1999 Leszno has been one of the 68 administrative districts.

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               | <a href="#">Click Here</a> |
| ▶ FAI Web coverage of the World Gliding Championships            | <a href="#">Click Here</a> |
| ▶ See the team photo gallery                                     | <a href="#">Click Here</a> |
| ▶ What time is it at the site?                                   | <a href="#">Click Here</a> |
| ▶ Visit the city of Leszno?                                      | <a href="#">Click Here</a> |
| ▶ See the 2003 US Team Junior & World Class Championship reports | <a href="#">Click Here</a> |

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