



[SSA](#) | [Flying](#) | [Contests](#) | [Badges&Records](#) | [Merchandise](#) | [Classifieds](#) | [Magazines](#)

## 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](#)
- [About Website](#)



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

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

**Tuesday, July 29**

### Report 8

Weather looks to be on the weak side with not much chance of flying early but they launch. John Good sends an early report for your reading pleasure. Official Web has over 700,000 hits in one day! Gliders on final glide. U.S. Team back home for flying finish.

### 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](#)

**CLOSING**

*Click the dates!*

### EARLY REPORT - July 29, Contest Day 2

The pilots briefing has been held this morning under threatening skies and early it looks like there is only a 25% chance of flying although there is a predicted slight chance later. The first launch is delayed to 12:45 but sure enough the pilots grid and the sniffer is sent aloft reporting 3/4 m/s. Launch postponed to 13:30 with low cloud base. Sniffer reporting 600 Meters (2,000 feet) and 1 m/s. (200 fpm). They start launching at 13:37 - so here we go!

All tasks are Assigned Area Tasks as follows: Standard 2:45 (139.8-250 km), 15-Meter 2:45 (148.3-326.6 km), 18-Meter 2:30 (169.3-298 km), Open 2:30 (148.7-335.9 km).

• [Website Feedback](#)

## US TEAM E-NEWS

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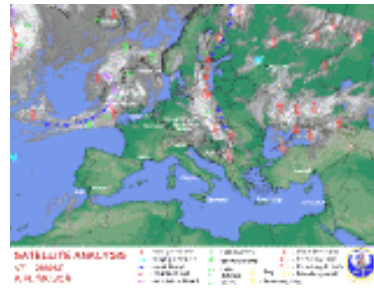
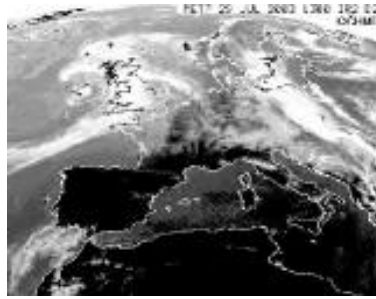
## U.S. Team Apparel

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



[Click Here](#)

## PREDICTED WEATHER



Synoptic situation : the region of Leszno is under the influence of the low now with the warm front that is moving towards "SW" Clouds: 7-8/ 8 Ci, Cs, below 1-4/8 Ac and 1-2/8 Cu fra h=800-1000m locally h=1200m Thermals: 0,5-1m/s locally 1-1,5m/s max. 2m/s Visibility: 8-10km Wind: 300-350 degrees 3-5m/s Hazards: Many areas without Cu clouds, weak thermals Upper wind: [m/s] 500m 353/3 1000m 004/3 1500m 339/4 2000m 333/6 2500m 327/7

## AFTERNOON NEWS FLASH

Several pilots use their three tows and cannot get away from Leszno. Early landouts reported but the U. S. pilots are doing well. Official web site is excellent and reports over 700,000 hits in one day! Gliders report on final glide around 5:20! Polish team is back. Several landouts reported. U.S. Team still flying by all accounts. U.S. Team Pilots finish their tasks and are back at Leszno with no score yet for Gary Ittner.

Preliminary day standings are Tom Beltz 17th and Chip Garner 18th in the Standard class at 70.7 km/h against the winners 79.3 km/h. U.S. 15-Meter pilots Karl Striedieck placed 18th with 68.3 km/h and David Mockler was 28th with 60.8 km/h. Ron Tabery was 9th with 84.9 km/h in the Open class. Mockler moves up in the final day standings and Ittner gets a score. All team members completed the task. See standings and scores below.

## WGC 2003 – Leszno, Poland, Report for 29 July - Early Report By John Good



We left the field late last night, after a successful Team USA / Team Canada party. What looked like an

## 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

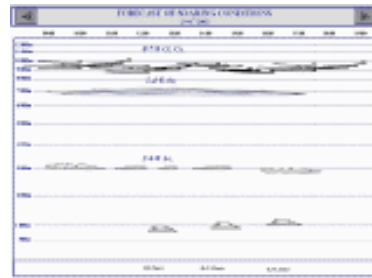
Opening  
26th

Contest Flying  
27th - Aug 9th

Closing  
10th August

ample amount of munchies disappeared rather quickly down the throats of about 350 pilots, crews, family members and camp followers. But the beer held out, the jazz band was good and the weather cooperated – the sun poked through the clouds about half an hour before it set.

Today looks much more promising than yesterday, though it's no sure bet we'll have a task. With the passage of a cold front, temperatures and dewpoints are lower and the threat of rain seems past. The trouble is a thin but nearly solid layer of mid-level clouds that will need to burn off before we can expect much heating. Probably few of those here were much troubled by having yesterday off, but nobody is looking for two non-flying days in a row.



Talking with several pilots from various teams makes it clear that the current start procedure of a relatively low maximum height and no form of speed control is questionable. It means that the best strategy is a near-redline dive with no announcement, no assurance that the area is clear, little idea where other gliders might be coming from, and with heads in the cockpit for the most part. (Indeed, I heard some reports of speeds well over redline.) I'll be submitting a recommendation that this safety hazard be reduced by pushing the maximum start height up to an altitude that's hard to reach in normal lift.

The weighing of gliders on their way to the grid went much more smoothly today. As we expected, Sunday's problems led to much better preparation by the scale crews, and it now looks as if this will be an untroublesome part of the daily routine.

The morning briefing, which we were told would be at 10:00 each day, was for the second day in a row postponed (no reason given – it was probably due to no hope of an early launch). The weather briefing reinforced the notion that we'd be lucky to get in a task today. The cold front that passed yesterday seems to be backing up as a warm front; stratus and cirrus mean that we should see little sun today. It looks like the plan will be to launch a local glider as a sniffer and to start the launch if and when he can stay up. As they will



The glider of Rüdiger Tack, near the Hahnwald, in Germany. (Taken by Gary Blinn during his first flight in the Venus 2000.)

probably use an unballasted Jantar for this, I'm not sure this means that pilots of fully ballasted 15-meter-span gliders will be confident as their launches commence – I expect we may see a lot of water dumped on tow.



Hand-drawn buggy ride around the Leans airfield are popular on good-weather days.

It's now 14:00, and the launch is complete – it took just 57 minutes to get 129 gliders in the air, and that included about a dozen relights. (This really is about the most efficient launch I've ever seen.)

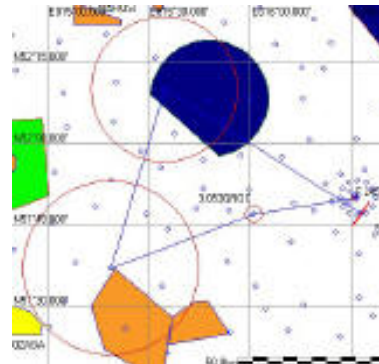
Conditions look tough – the mid-level clouds have persisted, but enough sun is leaking through to produce plenty of scruffy cu with bases around 3000'. Lift is obviously weak – the reports from US pilots indicate that 2 knots is about it. Twice we have seen large gaggles get low, but in each case only 3 or 4 gliders have had to land.

As I suspected, most pilots elected to dump at least some ballast on the grid or while on tow. One gaggle got quite low right over the grid and some of these were dumping ballast while circling. This annoyed some of the late launchers – it's no fun starting out on a tough day with wet wings. As circling low in the area designated for towing is prohibited, I suspect that some warnings will be handed out for this.

All four classes have turn-area tasks that head northwest for the first leg and south or southwest for the second; minimum possible distances are around 140 km.

Unfortunately, the way the sky has developed is making the northwest look like about the grimmest

part of the sky. Karl Striedieck and Dave Mockler in the 15-Meter class were the first to start, and it sounded as if they were doing reasonably well in weak conditions – they reported being close to cloudbase and passing a number of gliders who were not that high. There's no question that this is a tough day. Many teams are checking their trailers and crew vehicles -- it will be surprising if we don't see a bunch of these heading out before it's done.



We now have the report that all US pilots have begun their tasks at reasonable altitudes. There are still



plenty of gliders circling rather low, and a couple have just relighted. I'll file this report now, and try to follow up this evening when we know more.

## WGC 2003 – Leszno, Poland, Report for 29 July - Evening

### By John Good

Shortly after posting my earlier report, we had the first clear indication that it was looking like a tough day: an early landout by a very good pilot, in this case Steven Raimond (1R) of the Netherlands in 15-Meter class. Soon after this, three other pilots landed out on the first leg. A couple of pilots took more than one relight (you are allowed a maximum of three launches a day) and at least one landed without attempting the task.



One of the newer designs at WGC 2003 is the Lavi-18, being flown by the Lithuanian team in Standard class. It can be thought of as an unflapped



The WGC waterwing team in action. From left to right: Jiri Strnadick, Dennis Wadell, Karl Strnadick and Walter Strnadick.

Yet it's beginning to look like a pretty good set of tasks. By 16:00, the only area of the sky that looked flyable was the sector from southwest through northwest -- where the pilots were flying. All

reports indicated that the first leg was tough – weak lift and a 20-knot headwind. But our pilots seemed to get the message early about the value of staying high, and generally had few problems. Most elected to go fairly far into the first turn area. Along their second legs (generally south and southwest) they had tailwinds and some respectable-looking cu.

Around 17:00 they were in the final turn area and deciding when to turn for home. The turn-area task is time-limited: if you come home in less than the declared minimum time (2:30 to 2:45 today, depending on class) you get charged with having flown for this minimum time, which obviously hurts your speed. Against this is the point that getting home is a lot better than landing out because you were trying to add a few extra miles.

Shortly after five we had the first calls from pilots on final glide. Ron Tabery (YY) was the first to land. He expected tough conditions from a dying sky on his final leg, but



The Day 2 launch is slated to commence in 87 minutes. 23 competitors will drag 126 gliders into an unglorified sky.

actually found the residual lift to be quite good, and finished around 9 minutes undertime. This gave him some cause for regret: "It's a little hard sitting on the ground, knowing the meter is still running." But this looked a lot more like a "defensive" than an "offensive" day.

Karl Striedieck (VW) was next, followed by Chip Garner (CG) and Tom Beltz (PV). The sky to the west was clearly starting to fold up, but soon we heard both Gary Ittner (ZQ) and Dave Mockler (VV) saying they were on final glide (though not with a great deal of margin). It was good to see them all safely home.



It's now almost 21:00, and we still don't have much in the way of scoresheets (this delay is certain to lead to some complaints). There is supposed to be a screen with scrolling scores in the bar (and a

very well-stocked bar it is), but that isn't working. Some very preliminary scoresheets with a bunch of large errors were posted at one point, but these have been taken down and have not yet been replaced. The WGC 2003 website seems to be off in a corner and sulking just now. So, despite a rule that we must turn in flight logs 30 minutes after pilots land, we don't have scores to report some 4 hours after they have all been accounted for. Frustrating.

I will update you tomorrow.

Sailplanes at the WGC

Standard - 44 Total		15-Meter - 43 Total		18-Meter - 24 Total		Open - 22 Total	
LS-8a	25	Ventus	22	Ventus	9	Nimbus	12
Discus	14	2	15	2c	4	4	4
2	3	ASW-	2	DG-	6	ASH-25	2
Lak 19	2	27	2	800/8	3	ASW 22	2
ASW-		LAK 17		LAK 17	1	ETA	
28		LS-6		LS-8 18			
				LS-6 18			

All gliders with same design in one category regardless of model changes.

U.S. Soaring Team - Day 2, July 29

Class	Pilot	Sailplane	Contest Number	Day Place & Points	Overall Place & Points
Open	Ron Tabery	Nimbus 4T	YY	13 - 614	9 - 1321
18-Meter	Gary Ittner	Ventus 2cx	ZQ	12 - 671	23 - 671
15-Meter	Karl Striedieck	ASW-27b	VW	24 - 683	23 - 1319
	David Mockler	Ventus 2ax	W	11 - 749	19 - 1357
Standard	Tom Beltz	ASW 28	PV	23 - 698	18 - 1347
	Chip Garner	Discus 2a	CG	22 - 698	14 - 1412

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](#).

### 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](#).

### 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. 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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