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U.S. Soaring Team Day Reports & Results

	<p>Wednesday, July 30</p> <p>Report 9 Better weather today. All classes will be headed northwest and west on assigned tasks of 420 to just over 500 km. All gliders in the air and on course. Slow scoring delays yesterday's reporting. Task is on and all U. S. Team members make it back with good speeds.</p>	<p>REPORTS</p> <p>LATEST REPORT</p> <p>JLY 22</p> <p>JLY 23</p> <p>JLY 24</p> <p>JLY 25</p> <p>JLY 26</p> <p>JLY 27 -Day 1</p> <p>JLY 28 -NCD</p> <p>JLY 29 -Day 2</p> <p>JLY 30 -Day 3 ◀</p> <p>JLY 31 -NCD</p> <p>AUG 1 -Day 4</p> <p>AUG 2 -Day 5</p> <p>AUG 3 -Day 6</p> <p>AUG 4 -Day 7</p> <p>AUG 5 -Day 8</p> <p>AUG 6 -Day 9</p> <p>AUG 7 -Day 10</p> <p>AUG 8 -Day 11</p> <p>AUG 9 -Day 12</p>
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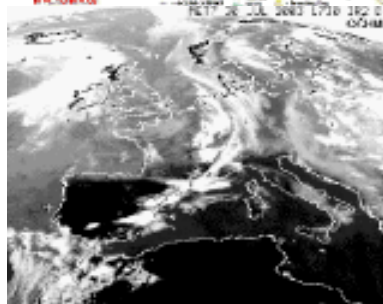
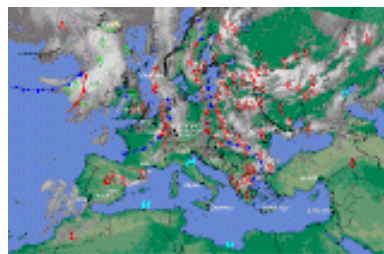
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EARLY REPORT - July 30, Contest Day 3

Much improved weather today with long tasks called. The briefing is held at 10:00 and the launching starts at 11:30. Only 57 minutes later all gliders are in the air for a new towing record. The tracking system may be working today. By noon the sky is beautiful. All U.S. team pilots start around 1:20 with the exception of Ron Tabery who is underway at 1:04 and by 5:00 some gliders are getting close to final glide with first finishes shortly after. There are some landouts and several very close to the airfield.

All tasks are assigned or racing tasks as they are called by the organizers. In the Standard Class 432.9 km is the call. The 15-Meter gets a 449.8 km, the 18-Meter a 420.0 km and the Opens will fly 501.9 km. The rumor is that tomorrow will be a great day and the tasks will be huge. Its only a rumor.

PREDICTED WEATHER



Synoptic situation: the region of Leszno is still under the influence of the low the warm front, the inflow of cold air mass from the North with the speed of about 25km/h. Clouds: 3-6/8 Ac and 1-3/8 Cu h=600-800m, the base of Cu clouds will rise up to 1400-1700, on the West locally h=1700-2000m Thermals: 0,5-1m/s rising 2-2,5m/s max. 4m/s (on the West) Visibility: >> 10km Wind: 310-360 degrees 3-6m/s Hazards: Layers of Ac clouds especially towards NE,E,SE, locally blue thermals Upper wind: [m/s] 500m 031/4 1000m 353/6 1500m 341/6 2000m 353/7 2500m 350/7

AFTERNOON REPORT

The task today was more what was anticipated at Leszno using most of the soarable day. The U.S. Team is all back at Leszno with some goods news

Click the dates!

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SCHEDULE

Official Training
22nd - 25th

Opening
26th

Contest Flying
27th - Aug 9th

Closing
10th August

to report. In the Standard Class Tom Beltz was 9th and Chip Garner 12th. In the 15-Meter Class Karl Striedieck was 10th with Dave Mockler 35th. Gary Ittner was 7th in 18-Meter and Ron Tabery was 10th in Open Class.

WGC 2003 – Leszno, Poland, Report for 30 July

By John Good

It took some time and effort, but we finally have what look like correct scores for yesterday. In addition to occasional difficulties obtaining copies of current scores, we have seen that score calculations are occasionally incorrect. Two such problems affected the US Team yesterday.

Dave Mockler elected to extend his flight into the second turn area because soaring conditions were good there. He had some moments of doubt during an occasionally marginal final glide, but made it home with what looked like a good distance and a good score. He was thus not pleased to find himself listed near the bottom of a preliminary scoresheet, credited with just 167km – far less than what he believed he'd flown. I went to the scoring office to investigate this, and after a couple of minutes was told that the problem had been fixed. It took another several minutes to learn his true scored distance: 237.9km, which is what we'd independently calculated. I wasn't able to get an answer to what had gone wrong, but this fix put Dave in 10th place for the day – much better.



Gary Ittner's problem was even stranger. He, too, was listed with less speed and distance than he believed he'd flown, and his start time didn't look right. I again went to the

scoring office and noted that he was listed with exactly the same results as another competitor: takeoff time, start time, finish time, distance, speed and score were identical. I pointed out that this made no sense. They agreed, and in about 10 minutes Gary had gained some 120 points and many places. Again, there was no explanation of what had caused this.

Needless to say, this is frustrating and doesn't fill us with immense confidence about the accuracy of

other aspects of score calculation. This likely represents "teething" problems that will soon be ironed out. The scoring office folks are hard-working, competent and have been commendably quick to attend to problems that are brought to their attention. But it's probably fair to say that these are matters that should have been fully dealt with during the practice period.

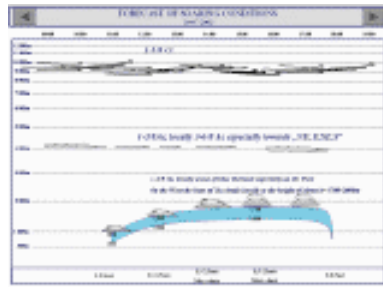
A conversation this morning with the Scorer suggests that the problem lies with the fact that the scoring software makes a copy of each pilot's flight log file. In some cases, these copies are being made incorrectly -- one pilot ends up with another pilot's fixes. I think we all hope that this will soon be fixed.

Yesterday proved to be a better day than it looked, and than most pilots thought when they started their tasks. Credit goes to the task setters for sending



pilots into the one part of the sky that would allow decent tasks and a high rate of completions. Three US pilots wound up wishing they'd flown a bit further into the first turn area, and thus been able to accumulate a bit more distance: Ron Tabery (YY), Tom Beltz (PV) and Chip Garner (CG) all had decent speeds but finished under the declared minimum task times. This costs around 9 points a minute.

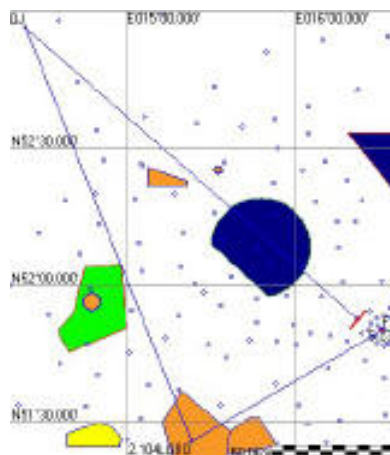
An interesting aspect of yesterday's results is seen in the long-wing classes -- two pairs of brothers were on top: Oscar and Luarens Goudriaan of South Africa in Open class and Steve and Phil Jones of Britain in 18-Meter. I suspect this is the first time this has happened in world gliding competition. All four are excellent and experienced pilots, so no one is especially surprised. But there is a slightly controversial aspect to this: Some years ago, in response to controversy on the issue of team flying, the IGC announced a plan to move toward one pilot per country per class. At WGC 2003, this is the rule for the long-wing classes. But it has always been the case that current world champions receive a special invitation to defend their titles. So countries with world champions can field a team of two pilots in classes that otherwise are restricted to one -- for the ostensible purpose of limiting team flying.



Today's weather looks substantially better than yesterday's, and at the 10:00 briefing (held on time today) the task sheets reflected this: all classes will be headed

northwest and west on assigned tasks of 420 to just over 500 km. But another point of controversy has arisen: Today's tasks are quite close to the western Contest Area Boundary (basically, the limit of all the contest turnpoints). In response to a question about what would happen if a pilot flew across this boundary, the CD stated that such a pilot would be scored as if he had outlanded there.

This surprised me and a number of other team captains. After the meeting we checked the Rules and learned that they are quite specific in stating that a "virtual outlanding" is the penalty for entering Closed Airspace, but the area outside the Contest Area Boundary is not considered Close Airspace. The only penalty for flying outside this boundary is that if you happen to land there, you are instead scored for a landing at the place you crossed the boundary.



The tasks for the Open and 15-Meter classes pass close to the boundary, and pilots may be tempted to deviate toward better-looking clouds. If this happens, there is sure to be a big brouhaha. Those who studied the rules will feel that this is perfectly okay; those

who listened to the announcement may then feel they were denied the opportunity to use good lift. I asked that this point be clarified before the launch, but this did not happen. I'm hoping that everyone stays inside the boundary and the controversy is avoided (but I'm not sure I'd bet on that).

The launch is now complete. The sky to the west and northwest seems to be developing nicely, though the numerous cu there don't look especially high just yet (bases are forecast to be above 6000' later in the day, especially to the west, near

Germany). I'd say the tasks look like the right calls, and pilots will probably be starting around 13:00 – 13:30.

I'll file this report now, and try to update you this evening (let's hope I have better access to scores than I did yesterday).

WGC 2003 – Leszno, Poland, Report for 30 July - Evening **By John Good**

I have to say that this is something of a "nail-biter" day to this point. The tasks are the longest ones yet, and while the sky in their direction (west and northwest) looks okay, I'm not fully convinced that it will support flights of 450 to 500 km. There are cu, but also an awkward amount of high clouds (in wide bands, it seems). The US Pilots started rather late and are now generally out of radio range. (I'll admit that this may well be nothing more than the natural pessimism of someone stuck on the ground far from the action.)

The Outlanding Board doesn't lend much support to a pessimistic view of things. This is a large map of the contest area into which are stuck pins representing pilots that have hit the dirt. The rules specify that if a pilot lands he calls his crew or his team Captain to arrange the retrieve, but no trailer can depart until the Outlanding Office is informed of the details. Two hours into the tasks, there is just one pin in the map, showing where some poor Standard class pilot came to grief on the first leg.



It's now 17:30, and the pessimists seem to be confounded - the Leszno task-setters have prevailed again. The day was fairly good, except on the first leg (Karl Striedieck said that halfway down this he considered calling home to suggest that crews hitch up and hit the road – until he looked at the roads and realized that none of them led toward the first turnpoint.) A number of pilots got slow and failed to get the final thermal they needed to reach home. Dave Mockler (VV) was very nearly among them: At one point he called from about 70 km out, suggesting he was in reasonably good shape. Not having heard from him

for a while, I called for a status report. The answer was "Grim – I'm 1000' below final glide." But he persisted, found lift well after it looked as if all thermals should have died, and was one of the final finishers of the day.



I'm in a much better mood this evening. To begin with, I actually was able to take a break and go to dinner (the first time in the past three days). We went to the "Doner

Kebab" restaurant on the town square in Leszno, and had an enjoyable meal with beer and wine that cost \$40 for 7 people. This restaurant had a special English-language menu; one item was "Salad of boss of kitchen" (chef's salad). It also noted that "All of dishes are served with the bread and sauces!" I'd recommend this place (if not perhaps those who provide translation services to it) when you find yourself in Leszno.

Also contributing to my good mood are timely and (so it appears) accurate scores. It feels like quite a luxury to return to the field at 10:00 to file this report and be able to view both daily and cumulative scores of any chosen class via the WGC 2003 website -- long may this continue.

In Standard class, Tom Beltz and Chip Garner were 9th and 13th. They had good runs, but (with many others) struggled a bit on the final leg. Probably no one is surprised to see Laurent Aboulin of France at the top of the day's scoresheet – he is the reigning Standard-class champion who ran circles around the competition at WGC 2001 in South Africa.



In 15-Meter class, Karl Striedieck had a reasonably good run and was 15th for the day. Dave Mockler's struggles on the final leg cost him a lot of speed, but were worth a lot compared to a landout.

Gary Ittner had a good day in 18-Meter class, finishing seventh. He

reported being even with the Jones Boys (Steve and Phil) at the start of the final leg, only to see them execute some sort of razzle-dazzle worth several minutes advantage.

In Open class, Ron Tabery was 11th. He beat one of the Etas and has the satisfaction of now standing ahead of one in the cumulative scores, and within striking distance of the other. (I'll have more on this extremely interesting "supership" in an upcoming report.) Right now, Holger Karow of Germany is dominating the long-wing class, with a lead of over 200 points.

It looks as if no pilot chose to fly outside the Contest Area Boundary today, so the confusion generated by the announcement made at the morning briefing did not lead to a big controversy, as I feared it might. In the main, I'm glad (though I'll admit to at least a small interest in seeing what might have been the consequences).



There are plenty of other minor controversies to occupy us: Many people feel the redline-dive start system in place here is dangerous (my questions about this have not generated much interest from contest officials – I think they're hoping the problem will simply go away). The Polish Team's ground radio reliably bleeds onto other frequencies, including the US Team frequency. So I don't expect to soon run out of things to discuss in these reports.

About pictures. Some of the images are taken by the U.S. Team Captain John Good or Gary Ittner. Many of the images used here can be found on the official website and are taken by one of several excellent contributors. See the official photo page [here](#).

U.S. Soaring Team - July 30, Day 3

Class	Pilot	Sailplane	Contest Number	Day Place & Points	Overall Place & Points
Open	Ron Tabery	Nimbus 4T	YY	11 - 865	11 - 2186

18-Meter	Gary Ittner	Ventus 2cx	ZQ	7 - 938	22 - 1609
15-Meter	Karl Striedieck	ASW-27b	VW	12 - 910	16 - 2229
	David Mockler	Ventus 2ax	W	37 - 678	28 - 2035
Standard	Tom Beltz	ASW 28	PV	9 - 868	14 - 2215
	Chip Garner	Discus 2a	CG	13 - 844	12 - 2256

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](#)
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