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

	<p><b>Saturday, August 2</b></p> <p><b>Report 12</b></p> <p>They are flying in Leszno today with long tasks set. Weather delay in launching makes new task sheets needed for 15-Meter and Standard before launch. By 1:45 most competitors are on course. Day tanks with many outlandings. John Good in the Hospital. All competitors land out.</p>	<p><b>REPORTS</b></p> <p><b>LATEST REPORT</b></p> <p><a href="#">JULY 22</a></p> <p><a href="#">JULY 23</a></p> <p><a href="#">JULY 24</a></p> <p><a href="#">JULY 25</a></p> <p><a href="#">JULY 26</a></p> <p><a href="#">JULY 27 -Day 1</a></p> <p><a href="#">JULY 28 -NCD</a></p> <p><a href="#">JULY 29 -Day 2</a></p> <p><a href="#">JULY 30 -Day 3</a></p> <p><a href="#">JULY 31 -NCD</a></p> <p><a href="#">AUG 1 - Day 4</a></p> <p><b><a href="#">AUG 2 -Day 5</a></b> ◀</p> <p><a href="#">AUG 3 -Day 6</a></p> <p><a href="#">AUG 4 -Day 7</a></p> <p><a href="#">AUG 5 -Day 8</a></p> <p><a href="#">AUG 6 -Day 9</a></p> <p><a href="#">AUG 7 -Day 10</a></p> <p><a href="#">AUG 8 -Day 11</a></p> <p><a href="#">AUG 9 -Day 12</a></p> <p><b>CLOSING</b></p>
Empty space for additional reports or results		

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## EARLY REPORT - August 2, Contest Day 5

The weather is good in Leszno today and long tasks are again set.

There is the possibility of thunderstorms today. By 9:00 is hot at the airfield at 31 degrees C. The briefing

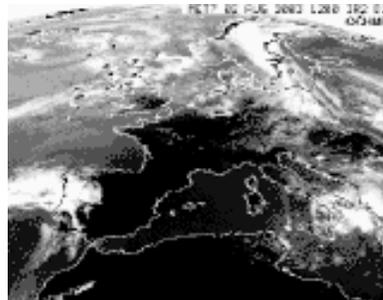
is scheduled for 10:00 and the first launch for a rather early 11:00. First launch is moved back to 11:30 and the Standard and 15-Meter class get new task sheets. The first glider goes at 12:05. The early report is the initial sky does not look to inviting with some cu in the West and some cirrus over the field. Reports coming back for 1500m cloud base and 2-3 m/s climbs. Tracking should be working today. Its Polish Night at the airfield tonight.



The first Standard class starter on course by 1:25 and the last by 1:42. Beltz and Garner start near 1:30. The first 15-meter start comes at 1:33, the Polish team at 1:33 and Mockler and Striedieck apparently take the hint and are gone by 1:34. The Germans, Italians and French all start later in the 1:45 to 1:50 range. The 18-Meter first start is 12:55, Ittner is gone by 1:03, last is 1:33. The Opens are underway by 1:00 and Tabery takes a 12:46 start right behind the Germans and the French.

Today will be another long day with the Standard class flying an Assigned Area Task: 4hour (295.7-727.9 km), 15-Meter is also on an Assigned Area Task: 4hour (310-559.3 km). The 18-Meter will be flying Racing Task of 428.3 km with the Opens a Racing Task of 454.8 km.

## PREDICTED WEATHER



*Click the dates!*

## WEB LINKS

[WGC Reports & Scores](#)

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[Time in Poland](#)

[Official Web Site](#)

[Team News](#)

[Junior & World WGC Reports](#)

## SCHEDULE

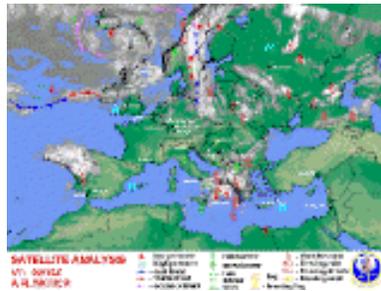
[Official Training 22nd - 25th](#)

[Opening 26th](#)

[Contest Flying 27th - Aug 9th](#)

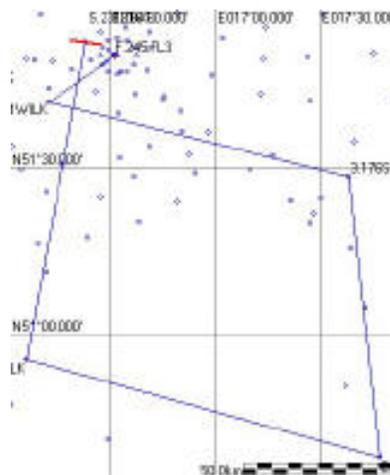
[Closing 10th August](#)

Synoptic situation : the region of Leszno is still under the influence of the high with the centre over Russia, the advection of unstable airmass from the direction 010-020



degrees with the speed of about 20km/h. Clouds: at the beginning 0-2/8 Cu h=1100-1400m after 12.00 2-4/8 Cu h=1300-1600m after 14.00 h=1700-2000 on the East from Leszno locally h=2000-2300m, locally single Cb clouds with thunderstorms Thermals: 1m/s rising 2-2,5 max. 5m/s Visibility: >> 10km in showers 6-4km Wind: variable 1-4m/s after 15.00 NE 2-5m/s, close to Cb clouds QNT 15m/s Hazards: Locally single Cb clouds generally with showers but thunderstorms are also possible! Upper wind: [m/s] 500m 293/1 1000m 021/1 1500m 083/1 2000m 203/2 2500m 305/5. Prepared by Jan Młynarczyk, WGC Chief Meteorologist.

### AFTERNOON REPORT



The day is turning south and there are many outlandings reported. So far about Gary Ittner is reported down at 14:50. Many trailers are departing the field and the sky is reported to look grim. Garner now reported to have landed out. By 5:00 there have been no finishers and now none are expected. Wait! YY Ron Tabery reports 10 km out! Ron Tabery is back on the field but it is uncertain if he finished the task. By 5:30 its raining. Late report is that Ron Tabery did not finish the task. Report comes in that John Good is in the Hospital. See his report below.

It looks like a complete landout day. Very preliminary scores have Tero Koivunen of Finland flying 131.5km as early leader in the Standard Class. No news on Tom or Chip yet. Gary Ittner in 18-meter looks to be 7th with 134.7km. Ron Tabery was 5th with 300 km in the Open. No news from the 15-meter but Karl and Dave had early starts while most of the front runners in the class

started much later so they may have had the opportunity to make long flights before landing. Shake up day?

### **VERY LATE REPORT**

When the dust or should I say drops settled no one completed their task today at the 28th WGC. While there have been some minor realignment of the



score sheet no big changes happened today. Tonight's scores show Garner placing 29th and Beltz 26th in the Standards with flights of 140 and 144 km respectively. The interesting point today in the Standard Class was the Polish team placing 1 & 2 with just over 180 km. In the 15-Meter Dave Mockler takes 16th and Karl 31st although only 11.8 km and 36 points separate them for the day. Gary Ittner goes 133.7 km for 10th in the 18-Meter and Ron Tabery places an excellent 3rd in the Open Class. See all the U.S. Team scores below. *Picture at right is of Ron landing.*

### **WGC 2003 – Leszno, Poland, Report for 2 August By John Good**

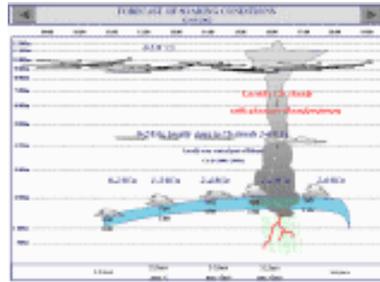
In yesterday's report I noted that I was feeling sick and would be spending the afternoon in bed. I didn't know then that the bed would be in a Leszno hospital. I tried resting in our hotel, but my pain soon reached the point that a hospital visit was obviously needed.

At the hospital, I was diagnosed with gall bladder inflammation. The doctors (who speak English reasonably well) strongly suggested I spend the night, and I was in no condition to disagree. This morning the pain is certainly less. In about an hour a determination will be made whether I require surgery.

It is a real blow to be removed from the action at the Leszno airfield. I think the daily US Team routine is well established, and that team assistant Rick Sheppe can see that things continue to run smoothly. But it hurts to be sidelined.

Nor is it the first time for me. Some of you will

remember that at WGC 1995 in Omarama, New Zealand, I made an early exit. I crashed a paraglider on a hill near the contest site, and spent the next 7 weeks in a New Zealand hospital, recovering from a broken pelvis and other injuries. (I believe and hope the present case will prove less serious.)



From telephone reports, I understand that yesterday's tasks were challenging. The threat of isolated thunderstorms was accurate, and blowoff from these affected all

pilots late in the day. Neither Gary Ittner nor Ron Tabery was sure of finishing until late in their tasks. But in the end, all US pilots made it home. I have no internet connection here and haven't seen scores (apparently, there were again some delays in their publication).

My only view of today's prospects comes from out the hospital window. Blue skies have given way to banded stratus clouds, so I'd guess we won't see much in the way of 600km tasks today.

I'm sure most soaring pilots have heard of the Eta. It is a "superglider" – a two-place motorglider with a 101' wingspan, and measured best glide performance of 70:1. It has been built by a consortium – five Etas are planned (three are now complete) and there is the possibility that more might be built if buyers can be found. Price is certainly an issue – the cost of each of the first five has reportedly long since exceeded \$1 million each.



I got to see the Eta this April at the giant AERO show, held every other year in Germany. It is certainly impressive. But viewing it in an exhibition hall is one thing; seeing it fly is something else again. Two Etas (HW, owned by Hans-Werner Grosse of Germany and X33, owned by Umberto Mantica of Italy) are flying in the Open class at

## WGC 2003.

They attract attention whenever they take off or land. They self-launch, using a pop-up propeller mast rather similar to that in the Nimbus 4DM (the engine stays buried in the fuselage, the exhaust tilts upward). The wing runner is a long way from the pilot, but he usually doesn't have to work hard – a vast expanse of flaperon gives roll control at low speeds. As the Eta gathers speed, the wings begin to flex upward. When the mainwheel hits a bump it generates waves that are visible as they travel along the flexible wing. The upward flex continues to almost an alarming extent, at which point the fuselage pops off the ground and the glider flies away. It's a good show.

***ETA on Launch - bending wings***



Landing is often better. The Eta has two divebrakes in each wing that reportedly do a good job of glidepath control. When they are deployed, the outer wings must generate more lift, which increases the wing flex noticeably -- I'd estimate that the tips are 12' above the fuselage. The Eta looks as if it wouldn't have much trouble landing in reasonably tall crops – the wings are still flexed upward until it slows to near walking speed.

There has been some controversy surrounding the Etas at WGC 2003. One matter is weight. Because of their huge wings, open-class gliders generally want more

of this, yet they have long been limited to 750kg. At WGC 2001 in South Africa, a new rule went into effect whereby 2-place self-launching motorgliders could fly at 850kg, provided they used no waterballast. This itself was controversial, as it meant that certain glider could fly far heavier than others. Manufacturers seem to believe that there is a breakpoint around 820kg – building machines much above that could raise costs enormously.

Most people assumed that the 850kg would apply at WGC 2003, but it seems that this limit has been removed and a 2-place motorglider can fly at its certified weight. For HW, this is 920kg – just over 2000 lbs. X33 is the Eta that was at the AERO show, and there was much discussion there of the many steps that had been taken to keep the weight down to 850kg (steps that were successful, as that is its weight here). The question now is: why go to all the expense and trouble of keeping the weight to 850kg, when there is no longer an 850kg limit? I haven't yet been able to find the answer.

The net result is that two Etas are flying here, and they are the heaviest gliders in the contest. Their results so far are reasonably good, but it can't yet be said that they are



blowing the competition into the weeds. They have placed well, but have not yet won a day. Reports from pilots suggest that they glide well, but may be slightly disadvantaged in thermals, especially small or hard-to-center thermals. There is still much flying to go, and it would make sense to reserve judgment. Picture at right is of Janusz Centka and Henryk Muszyński in ETA  
The photo taken by Ewa Hajek

Another controversy concerned Hans-Werner Grosse and his desire to fly in the back seat of his Eta with Janusz Centka of Poland (twice World Open-class champion) as the pilot of record. Apparently, Hans-Werner got a verbal okay for this from someone in the IGC, and made plans accordingly. Unfortunately, the IGC rules are clear that in a 2-place glider, both pilots must be of the same nationality. Hans-Werner made an eloquent plea at the pre-contest Team Captains' meeting to be allowed to do this (he is a better speaker in his



were having trouble reading his signal, and asked him to hold. During this delay he realized he'd made a mistake: Transponder Use Required is not the same as Clearance Required – he could have simply turned on his transponder and proceeded without any radio calls. Eventually, he had permission to proceed, but much time had been lost. Consulting the record of the 1972 flight, he saw that he was a good hour behind schedule and reluctantly decided it was best to turn around and head home.

It was during the successful flight back to his home in northern Germany that a depressing realization came on him: unlike in 1972, Daylight Savings time is now a feature in Europe. In fact, he had not been an hour behind schedule – he'd been on time. Such is life.



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

### U.S. Soaring Team - August 2, Day 5

Class	Pilot	Sailplane	Contest Number	Day Place & Points	Overall Place & Points
Open	Ron Tabery	Nimbus 4T	YY	3 - 861	9 - 3773
18-Meter	Gary Ittner	Ventus 2cx	ZQ	10 - 411	18 - 2884
15-Meter	Karl Striedieck	ASW-27b	VW	31 - 324	21 - 3264
	David Mockler	Ventus 2ax	W	16 - 360	24 - 3188
Standard	Tom Beltz	ASW 28	PV	26 - 526	14 - 3627
	Chip Garner	Discus 2a	CG	29 - 512	17 - 3607

See the official scores [here](#)

## Points of Interest

### CONTACT THE TEAM IN POLAND

Back by popular request you can now e-mail the U.S. Soaring Team in Poland with greetings, an encouraging word and well wishes.



Please note that all team members are very busy while the championships are underway and may not be able to reply to your message. To write and send your message click [here](#) or on the GO TEAM logo.

### CONTACT WEB MANAGER

Idea, suggestion, correction on the U.S. Team Web? 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](#). All flight logs are available by class single large files on the organizers site [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.

### WGC NEWS JUNKY?

Every modern world championships has a daily newsletter. Over the years these newsletters have ranged from simple one page announcements to full fledged magazine quality productions. The 28th WGC version is of the highest quality with excellent content and many pictures. The editor Janet Hider Smith has done a magnificent job. Available online in Adobe PDF format, go to the Daily News link and look for the "Daily Bulletin on the day" link. See the Daily News [here](#). Check out Karl Striedieck's profile in the 7/30 issue.

### 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 the 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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