



[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](#)

WHAT THE SSA IS

- [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

	<p>Tuesday, July 22</p> <p>Report 1, Arrival</p> <p>U.S. Soaring Team arrives in Poland. Team Captain John Good files the first report from the 28th World Gliding Championships. The US team is deep in preparation for the first contest day on July 27! More to come!</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>NEWS FLASH - WGC 2003 – Leszno, Poland, Report for 22 July By John Good</p> <p>Greetings from Leszno. Along with a huge number of other pilots and crews, the US Team is here, preparing for the 28th World Gliding Competition. The quick summary is that Poland is inexpensive and friendly, the weather has been great (at least for flying) and the amount of work to get six gliders fully ready for World-level competition is enormous.</p>  <p>Most of us arrived via car from Germany. All six US Team gliders came from there (as did many of the gliders here). Leszno is in</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> <p>CLOSING</p> <p><i>Click the dates!</i></p>

· [Website Feedback](#)

US TEAM E-NEWS

[Sign Up Here](#)
[Click For Details](#)

U.S. Team Apparel

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



[Click Here](#)



Pilots meeting - John Good

western Poland, about 2.5 hours drive from the German border. (See map below) Poland is not (yet) a member of the EU, so the border crossing is not necessarily simple, but most of us encountered only minor delays and a quick passport check. I saw a huge (3-mile) line of trucks waiting for customs clearance, but fortunately we did not need to undergo that (we might still be there).

Things change a bit when you enter Poland from Germany. Polish roads are reasonably good, but there isn't much that comes up to the standard of the excellent German autobahns. The terrain is generally quite flat, forests alternating with agriculture – pleasant, if not especially scenic. There are a great many cultivated fields, most of them large. Driving by, we were a bit disappointed to see that rather few were landable – most had tall wheat or oats. But much harvesting is being done, so the number of landable fields is increasing daily. The report from pilots is that landability looks like it will be no problem.

Poland is rapidly leaving its socialist past behind. There are plenty of dull-looking buildings and areas that more or less live up to the stereotype of a tightly

controlled economy, but new buildings seem to be going up at a rapid rate, and home-improvement stores look to be about as popular and well-stocked as in the US. People are friendly, stylishly dressed, and generally hard to tell from the inhabitants of any western society. (Though I may cause myself difficulties for mentioning it, I'll note that the standard of feminine beauty seems conspicuously high here.) Prices, especially for food, are quite favorable at the current exchange rate (not quite 4 zloty for one US dollar). The quality of the food here is high. Beer is cheap and excellent.



Flowers in Poland - John Good



Wigaa ready for towing - John Good

The airfield at Leszno is something to behold. It's an all-grass, all-landable field, roughly in the form of a square with the northwest corner removed. It's huge: I haven't determined the exact area, but it has to be at least 400 acres (mowing all that grass must be a formidable task). WGC 2003 has 132 gliders – the most ever. The area devoted to trailer parking would be a serious problem at most airfields;

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

here, it scarcely makes a dent in the available space.

The weather during the early practice period has been remarkable. It has been hot (temperatures in the low nineties) and humid (dewpoints in the low sixties). This has produced excellent lift (6 to 8 knots, occasionally better) to generous altitudes (7000 – 8000' MSL, over terrain that's mostly below 800' AGL). Beautiful cumulus clouds have been plentiful, often in streets. This is about as good as thermal flying gets in Europe. Pilots not occupied with preparing their gliders or getting their paperwork in order have been touring the task area at speeds around 120 kph over distances often exceeding 500 km.

Today – the first scheduled official practice day -- had weather that was a bit trickier. The forecast called for good lift early, turning to possibly severe thunderstorms by 14:00. In the face of this, no task was set and most pilots elected not to fly. As it turned out, the thunderstorms held off until around 18:00, and the day was almost as good as the others have been.



Bugs, Bugs and more Bugs! John Good



This is what 800 bugs per meter looks like (photo by Gary Ittner)

Not everything has been quite as favorable as the thermals. Leszno does not

have a reputation for bug problems, but this year they are a real issue. After one flight we counted rather carefully and came up with an average of 5 smashed bugs per cm on the leading edges of wings and tail. That works out to 7,500 bugs for a 15m span glider. Gary Ittner found that during a long final glide in his Ventus 2cx (18m span), the performance was degraded by over 15% from what a clean wing would give.

This means that bugwipers are essential. These strange-looking devices sit at the wing roots until the pilot deploys them during flight. They then spring open and air pressure causes them to slide along the wing toward the tip. As they do, they drag a very thin wire along the leading



Bug wiper - John Good

edge that is supposed to scrape off much of the smashed bug residue. When they have reached the limit of their travel, the pilot then reels then back via a length of fishing line to which they are attached. In theory, this restores good laminar flow. In practice, it does seem to work, though not without occasional problems

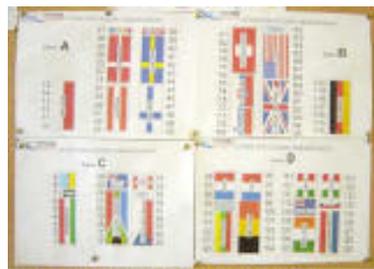
The weather that has been so good for soaring has been a bit less so on the ground. These are very high temperatures for Poland, and they make it unpleasant for folks on the ground. Few buildings have air conditioning, so indoor temperatures around 85 degrees are not uncommon. Neither people or computer equipment are at their best after a day of this.

Leszno is the largest and among the oldest gliding sites in Poland. A vast number of contests have been held here, including two previous World Gliding Championships (the most recent was in 1968 – A.J. Smith took the Gold Medal for the USA). WGC 2003 thus makes Leszno the first site to host three WGCs.



Wild Trailer - John Good

The experience shows in a generally low-key and competent contest organization. People are friendly and there is very little in the way of over-regulation of pilots and crews – they tend to assume that those competing in a World-level event tend to know what they are doing.



Parking? This is your Trailer Plan - Photo John Good

Not every detail is yet perfect. 132 gliders will need a vast amount of waterballast each day. They will have to take turns at about a dozen water taps, most of which are not very accessible

due to trailers and vehicles parked nearby. We heard early rumors that additional water lines would be run along the long lines of parked trailers so everyone would have water nearby. This proved unfounded, and indeed it seems that long water lines will neither be provided nor allowed to be put in by any team. The best setup seems to be a bunch of 5-gallon jugs that are filled the night before.

Weighing may also be an issue. Most days, every



pilot will want to take off with as much waterballast as the rules allow. To control this, every glider must be weighed every day, on the way to the launch grid. So far, just a single set of scales is in operation, and the daily weight check is not in effect. Two more sets of scales are promised, but even with a total of three there may be a bottleneck.



AK2 - Yes its big! See the scales near the tail. - John Good

So far, no formal practice tasks have been set – it has been do it yourself, fly where you choose. Most of us feel it is time the contest organization began setting tasks in exactly the way they will during the contest itself, so all the procedures connected with this can be tested.



Sunset in Poland - John Good

pictures as well.

I'm going to end this report now, as a host of Team Captain duties are calling for my attention. I'll continue my report on Team preparations soon, and will send along some

U.S. Soaring Team

Class	Pilot	Sailplane	Contest Number
Open	Ron Tabery	Nimbus 4T	SS
18-Meter	Gary Ittner	Ventus 2cx	ZQ
15-Meter	Karl Striedieck	ASW-27b	VW
	David Mockler	Ventus 2ax	W
Standard	Tom Beltz	ASW-28	PV
	Chip Garner	Discus 2a	CG

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](#).

US-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 U.S. 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](#)

Copyright 1997-2003 Soaring Society of America