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

	<p><b>Thursday, July 31</b></p> <p><b>Report 10</b>                  Pilots meeting held at 11:00. No flying today in Leszno. Weather is the problem with grey skies. OSTIV opened yesterday. Today Mark Maughmer will give a presentation to everyone on "Why winglets?". Contact the team and WGC daily newsletter links added to Points of Interest below. Stand by for tomorrow!</p>	<p><b>REPORTS</b></p> <p><b>LATEST REPORT</b></p> <p><a href="#">JLY 22</a></p> <p><a href="#">JLY 23</a></p> <p><a href="#">JLY 24</a></p> <p><a href="#">JLY 25</a></p> <p><a href="#">JLY 26</a></p> <p><a href="#">JLY 27 -Day 1</a></p> <p><a href="#">JLY 28 -NCD</a></p> <p><a href="#">JLY 29 -Day 2</a></p> <p><a href="#">JLY 30 -Day 3</a></p> <p><a href="#">JLY 31 -NCD</a> ◀</p>
<p><b>EARLY REPORT - July 31, No Contest Day</b>                  The weather is the problem today with grey skies and overcast. While the briefing was held at 11:00 the word was no flying. John Good has sent along an update which is posted below.</p> <p><b>PREDICTED WEATHER</b>                  Synoptic situation : Leszno is under the influence of the low with a warm front, the inflow from the East of warm and humid airmass                  Clouds: 8/8 Sc, Ac, As, after 14.00 8-7/8 Ac, Sc. Cu fra. and locally Cb with</p> 		<p><a href="#">AUG 1 -Day 4</a></p> <p><a href="#">AUG 2 -Day 5</a></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> <p><i>Click the dates!</i></p>

· [Website Feedback](#)

## US TEAM E-NEWS

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[Click For Details](#)

## U.S. Team Apparel

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

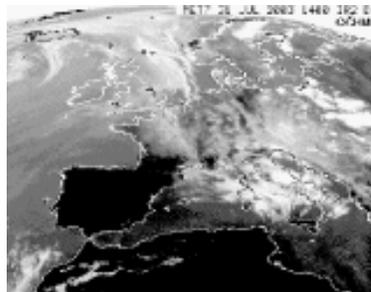


[Click Here](#)

thunderstorms and showers. Thermals: --- Visibility: 6-10km in showers 4-2km Wind: 350-070 degrees 3-6m/s during thunderstorms gusts 20m/s Hazards: Thunderstorms and the strong wind

### WGC 2003 – Leszno, Poland, Report for 31 July By John Good

Today's weather is thoroughly grim. We have a serious dose of moisture headed our way from the southeast -- not normally a good-weather direction here. Today we can expect low clouds and afternoon rain. Tasks have been canceled, and most pilots are on sightseeing or laundry missions (the latter can be challenging -- Laundromats are not a common feature here). The outlook for tomorrow is not great, either.



Control points and special-use airspace have been complicated issues at WGC 2003. For reasons that aren't clear, World Gliding Competitions seem to feel that when it comes to turnpoints, more is better

(perhaps there's some sense of national prestige involved). Whatever the motivation, WGC 2003 at Leszno has set a new (hopefully never to be surpassed) record of 250 turnpoints (100 would be far more than enough). This creates a number of problems: Some navigation devices have limited memory and can just barely handle that many points. As a holdover from camera days, the organizers published (no doubt at considerable expense) a booklet that includes color maps and photos of each of those points. Few pilot will be carrying this, since GPS-only flight documentation makes it almost irrelevant (perhaps these booklets will become valued souvenirs; if not, maybe the pages can be used as drink coasters).

As is the case throughout Europe, airspace is an issue here. With one exception, the airspace around Leszno is not a problem, but 45 km north is Poznan, 55 km south is Wroclaw ("Vrotswav") and 40 km northwest is Babimost. All of these are sizeable



## 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

cities with busy airports and a generous helping of controlled airspace. Further from home but within the task area are perhaps a couple dozen other prohibited, restricted, terminal and miscellaneous areas. Each task sheet lists the areas that are closed (i.e. "hot") today, and woe betide the pilot who puts a foot wrong – one fix where it isn't allowed is scored as a landout. The first day's tasks were short and seemed to stay reasonably clear of problems, but one pilot got nabbed.

There is also a blanket restriction on maximum height. This is set each day (apparently based on the weather forecast) and is usually low enough that if the day comes up to or exceeds the prediction, it may be possible to climb high enough to be in trouble. The idea that a couple more turns in a 7-knot thermal could cost you the flight seems strange, but here it is a reality.



The administration of all this is complex. Among other problems, there are several schemes by which airspace can be described, and it's almost impossible to ensure that two different schemes exactly agree (sort of like trying to ensure that a book produced in two languages has exactly the same meaning in each). After some deliberation, the

Organizers have settled on a single official description, but that is inconvenient for some pilots. (The photo at left is Dave Mockler and Ake Pettersson)

Yesterday's controversy has made things more complicated. The Rules state that the contest Organizers must publish the Contest Area Boundary (CAB) – this is basically the area covered by all turnpoints. According to the rules, the CAB's purpose pertains to outlandings – should you land outside this, you get distance credit only to the boundary. Yet an announcement at the morning briefing said something quite different – that if you crossed the CAB, you'd be treated exactly as if you'd flown into forbidden airspace (the penalty for the first offense is that you are scored as having landed at the point of the infraction).

The team captains I've spoken to agree that the



rules are clear on this point – closed airspace must be declared as such, and the CAB is not closed airspace. The French captain is Roland Stuck, who is very sharp about rules and actually was in the IGC group that drew up the CAB rule. He confirms that it pertains only to outlandings. Yet the statement has not yet been corrected, and indications are it won't be. So we have a situation where some pilots may feel they can fly in an area that others believe is off limits.



All this doesn't make me sorry that I mostly fly in a country that has relatively few airspace problems. The counter view is that the US is catching up, and crowded skies and airspace restrictions will be affecting more and more soaring pilots as time goes on.

*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. See the official photo page [here](#).*

### U.S. Soaring Team - July 31, NCD

Class	Pilot	Sailplane	Contest Number	Day Place & Points	Overall Place & Points
Open	Ron Tabery	Nimbus 4T	YY	NCD	11 - 2186
18-Meter	Gary Ittner	Ventus 2cx	ZQ	NCD	22 - 1609
15-Meter	Karl Striedieck	ASW-27b	VW	NCD	16 - 2229
	David Mockler	Ventus 2ax	W	NCD	28 - 2035
Standard	Tom Beltz	ASW 28	PV	NCD	14 - 2215
	Chip Garner	Discus 2a	CG	NCD	12 - 2256

See the official scores [here](#)

### Flight Tracking at the 28th WGC

It has been increasingly common at World Gliding Championships (WGC) to provide some sort of near real time tracking of the competitors in flight and to display this information over the Internet and at the contest site. Real time tracking of competitive soaring has great potential to bring some excitement and spectator appeal to a sport in which most of the drama happens miles from the home field. While the potential of tracking technology is intriguing, up to now the results have been inconsistent as the technology matures.

This year, LX Navigation, which looks to be a GPS global tracking division of the LX soaring instrument manufacturer, is providing the tracking for the 28th WGC. The system has been slow to be implemented at this championships for a variety of reasons but now seems will be in place for the remainder of the contest. See the official WGC tracking page [here](#). The following information provides some background on the tracking technology used at the 28th WGC and is from LX Navigation. - John Seaborn

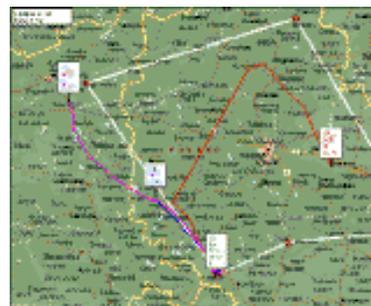


System configuration. The system consists of mobile units installed into gliders, base station with monitor and relay stations. Using of unlimited number of relay stations allows to make system global, that means we are able to

monitor the gliders during the whole flight.

Mobile units. The mobile unit has GPS receiver for positioning and radio transmitter for sending position data to the ground. The units have autonomy that means no power requirements from the glider energy blocks and are sending positions immediately after switched on. For the telemetry 430 MHz telemetry band is used and for future is planed the last channel of the air band.

Base station. The base station has three main parts: telemetry receiver, PC program with monitor GSM modem, The telemetry receiver is receiving data coming from the gliders that are close to the base station.



The data are sent to the PC via serial port and

visualized using LX Navigation well known Track Nav program. Several maps are available and the decision depends on the system operator. The gliders out of base station range are received from relay stations. The relay stations are sending position data of the gliders via GSM to the base station.

Relay stations. The relay stations are simple units which doesn't need any manipulation, that means could be installed wherever in the competition area. They only need 12 V power and that is all. The relay station consist of: telemetry receiver, micro controller, GSM modem The costs of operation are pretty low using SMS and more positions in one SMS.

WWGC-2003 configuration. Jihlava airfield - base station, Ceske Budejovice (Hosin Airfield) - relay station, Zbraslavice airfield - relay station. See the official WGC tracking page [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 Wroclaw. 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](#)