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U.S. Soaring Team Day Reports & Results

2006 FAI 29th Multi-Class WGC Open, 18-Meter, 15-Meter, Standard

Eskilstuna, Sweden, June 4-17, 2006



Monday, June 5th - Day 2

Mid-day Report. Longer tasks. Iffy weather, is there enough weather for the day?

The latest team news will appear on this page every day. Bookmark this page and check back!

Day Report



TEAM REPORT - Monday, June 5th Mid-day Report

Today's weather looks similar to yesterday's, though perhaps not quite as high or as strong. The forecast includes a good chance of some spreadout - unlike yesterday, where this was pretty well missed. Indeed, we were told at the morning briefing that some of the weather models are predicting mid-afternoon rain showers. Notwithstanding this less-rosy outlook, the tasks are longer than yesterday's, perhaps reflecting a sense that on a good day at a world-level gliding competition, 3-hour tasks are a bit wimpy. Indeed, though the sky offered some problems yesterday, good-

looking clouds persisted until well past 7pm, arguing that even with substantially longer tasks most pilots would have got home.

At launch time the sky was full of cumulus clouds and there were early reports of 5-knot climbs to 4000' and better. But there was also some spreadout and some clouds were looking well past their prime. If this is the case before noon it could be a tough day on which to do 400 km or better. I'd be happy to be wrong, but my guess is that this will be a day with more than a few landouts, and a conspicuous shortage of complaints about tasks being too short.



It appears that flight log submission will likely go more smoothly today. The option now exists to transfer log files directly to a folder on the local network, and even to simply take them (on a memory card) to the scoring office. There's a saying that low-tech usually beats high-tech, and this may well prove to be the case here.

It's now 12:30, and the tasks for all classes are open; most pilots started promptly. The sky is looking troubled - more than a few clouds have overdeveloped and turned into showers, including one over the airfield. So far this is not general, and many cumulus

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Contest



clouds look as if they still offer good lift. But four to five hours will be needed to complete today's tasks, and I'm not sure this sky can now be expected to give that. I'm going to file the report now and then check to see that all is ready in case a retrieve might be needed.

EVENING REPORT WGC 2006 – Monday, June 5

An interesting day today – hard work for many pilots. The possibility of rain mentioned in the forecast became a reality in many parts of the task area, and certainly at the home airfield (which saw a whole series of rain showers, fortunately none of which lasted more than a few minutes). All pilots spent some time flying in rain and a lot of time trying to avoid it. Some fell victim to it, but most managed to find a way around the problems and complete their tasks.



The surprise was the fact that, although areas of rain were visible even as pilots began their tasks, these never became truly widespread. The rule of the day was patience in detouring around the rain or waiting for it to pass. In most cases this led to speeds lower than the lift should have allowed, but it's safe to say that more pilots (84 of 117) completed the task than seemed possible early in the afternoon. A few of

those who failed to get home missed by very little – one pilot landed in the adjacent field.

Some of the landouts happened rather early, in rain showers about 100 km north of home. Rick Indrebo (99) was among those who were caught. He got through some rain, but couldn't connect with lift on the far side. His retrieve was easy: he landed at a glider field and took an aerotow from the local club. He was just a bit disappointed to find that conditions had cycled and it was easy to soar home in good lift.

The short-wingers got off reasonably easy today – their tasks were around 400 km and kept them in areas with mostly adequate landability. Typical times on course were around 4 hours, and with the exception of twice World Champion Janusz Centka's brilliant result of 115 kph in 15-Meter class, speeds were 109 kph or slower.

There's no question that the long-wingers (18-Meter and Open classes) had the tough assignment today. Their tasks (around 500 km) took them north, west, then southeast, over some of the rougher terrain in the task area. (Sweden has places you really don't want to be flying a motorless aircraft on anything less than an excellent day.) I heard a number of pilots say they were either contemplating water landings (in some cases in areas with no apparent roads) or doing their best not to look down. Typical times on course were five to six hours (one pilot took over 7.5 hours). Speeds were substantially lower than in the short-wing classes, reflecting tougher conditions and more problems to solve.



Not all problems were solved in the air: This evening the small workshop at Ekeby airfield was quite busy – at least three gliders that suffered damage in off-airfield landings were being attended to. This is a long-standing tradition at world contests, now much less featured than formerly. Tales are told of gliders with badly broken fuselages being furiously repaired

by teams of factory-supplied experts in time to make the next day's launch – the final sanding taking place just as the towrope was being hooked up. In this case the damage amounted to such things as a groundloop leading to a cracked aileron and a gear-up landing that produced a slightly mangled belly and seatpan. Yet it's still a treat to see true experts go to work, producing in a matter of hours

JUNE 4 - 17

Closing
JUNE 18

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a result that would normally require a week.



Sam Zimmerman, flying in his first World contest, had an eye-opening flight. Like others in the 18-Meter class, he took a long time to get home and was often unsure he would. The conditions near home were not good, and the final glide was no sure thing until he cleared the tree line on a straight-in glide – no spoilers needed. On his face was an expression that mixed fatigue and satisfaction in about equal measures. His speed gave him 17th place for the day, but with so many landouts, this results in a reasonably good score (under WGC rules, lots of landouts tend to reduce speed points and increase distance points).

Flight log submission went more smoothly today, but there is still room for improvement. (Despite my best efforts, Sam Zimmerman's flight log wasn't where it needed to be until 3 hours after he'd landed.) Much has been done to improve network services at WGC 2006, but I'd guess we are likely to see at least occasional problems throughout the contest.

Captions for photos: *From top to bottom:*

1. Airfield looking over town. Taken prior to contest by Gary Ittner.
2. Glider on the run. Gary Ittner
3. Finishes on a less than inspiring sky. Pierre Wolf
4. Fixing gliders for the next day. Pierre Wolf

U.S. Soaring Team - Standings

Class	Pilot	Sailplane	Contest Number	Day Place & Points	Overall Place & Points
Open	Dick Butler	ASW-22 DB	DB	8/932	4/1854
18-M	Sam Zimmerman	Ventus 2cx	SZ	17/887	15/1592
18-M	Rick Indrebo	ASG-29	99	16/66	17/892
15-M	David Mockler	ASW-27	VW	6/870	6/1690
15-M	Gary Ittner	Ventus 2	C	10/831	14/1554
STD	Doug Jacobs	Discus 2	D2	20/865	16/1526

See the official scores [here](#)

Points of Interest

ABOUT DAY REPORTS

The U.S. Team Day Reports are brought to you by the US Soaring Team and Team Committee. Veteran reporter John Good (also crewing for Doug Jacobs) will be bringing you up to the minute coverage from the U.S. Team as they go for the gold in Sweden. The daily reports are posted by Frank Whiteley and John Seaborn.

EMAIL TEAM

You can send the team in Sweden an email using the mail box set up for this purpose. Click [Team email](#). Communication will go direct to Team Captain John Godfrey and cannot normally be replied to.

U.S. TEAM COMMITTEE

The U.S. Team Committee has been working for over five years to establish 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 [U.S. Team Committee page](#).

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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 including scans of all the original articles as they appeared in Soaring magazine. Also 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.

YOUR TEAM SUPPORT

Our participation at the international level depends on the generous contributions from the larger soaring community. Thanks to 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](#) and the [Robertson Trust Web](#).

Country and Contest Site



10/27/04 - SITE CHANGE FOR 2006 WGC

The 29th World Gliding Championships originally slated for Uppsala Sweden have been moved to Eskilstuna Sweden (Ekeby airfield). This site was where the 1993 US Team had a week of practice before Borlange (site of 1993 WGC). The two sites share very similar terrain.

Sweden and Eskilstuna will be the host of the World Gliding Championship 2006. Approximately 120 pilots from all around the world will gather at the Ekeby airfield 5 km west of Eskilstuna to compete in four classes, Standard, 15 meter, 18 meter and Open class, on June 5-17 2006. The management for WGC 2006 have decided to move the competition site from Uppsala to Eskilstuna.



The reason for this is that the original competition site in Uppsala no longer has the possibility to adequately



serve the needs of the competition due to a much higher degree of other activity at the airfield than originally anticipated. Eskilstuna is an excellent alternative with all necessary facilities already in place. Eskilstuna also has a tradition in large international competitions.

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