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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



Tuesday, June 13th - Day 7

Mid-Day report posted. PM report posted. Better day! Undercall? The latest team news will appear on this page every day. Bookmark this page.

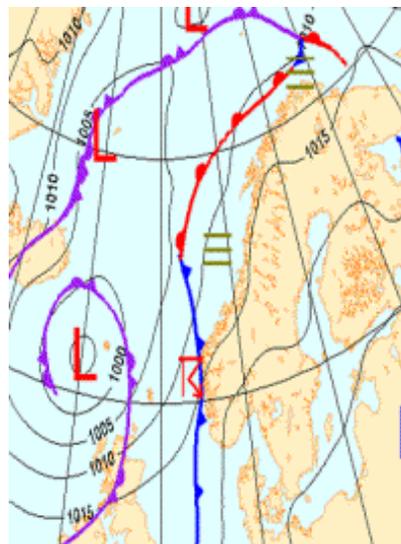
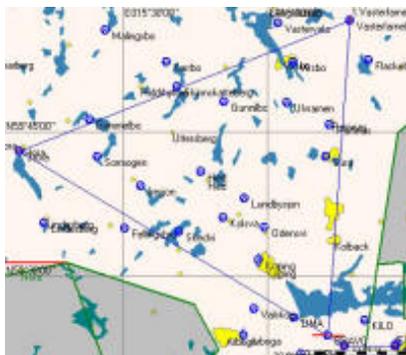
TEAM REPORT - Tuesday, June 13 Mid-Day report

"We are still in the same airmass and we will have clear skies with later, incoming cirrus from the W. In the afternoon Bernt expects stronger winds, 20 to 30 km on the surface and up to 100 km/h at 2000 m. We seem to not reach that height as thermals might go up to 900 m at 13.00 and 1400m. at 15.00 .So weak to moderate thermals only today." - from official web site.

But then cu were spotted to the west and all classes were launched.

Today's Tasks

Standard, A. 3 points and 220.9 km. **15 Meter, A** 3 points and 213.5 km. **18 Meter,** 3 points and 187.4 km. **Open, A** 3 points and 229.2 km. All gliders have launched and are flying task A. Many pilots are on course for Day 7. *15-Meter task below.*



One hundred sixteen pilots set out yesterday, but just 39 completed their tasks. Some of the rest were flying motorgliders and were thus able to motor home. Several landed at airfields and were towed home. But an impressive number of trailers were seen headed west late in the evening. The good news is that most pilots came to earth close to home – many within a 15-minute drive of Eskilstuna. Nonetheless, more than normal weariness was evident in many faces at the morning pilot briefing.

REPORTS

LATEST NEWS

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- JUN 01
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- JUN 18 Closing

SCHEDULE

Official training
MAY 28- JUN 2

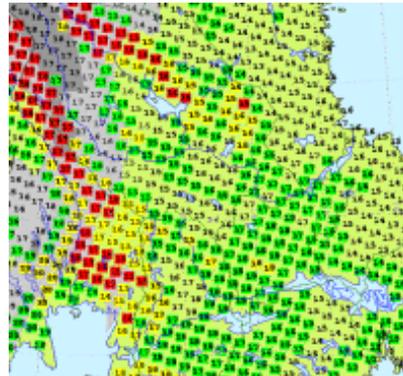
Opening
JUNE 3

Contest



With five days remaining in a two-week contest, strain is beginning to take its toll. A World Gliding Contest is longer than any other type and endurance is one of the skills being tested. Many crews have now assembled, ballasted and gridded their glider on 19 of the past 20 days, and it's getting harder to do this enthusiastically and thoroughly. For pilots, the difficult weather we've endured adds to the strain: a 5- to 6-hour flight in a sky full of honest cumulus clouds is somehow a lot less fatiguing than the same time spent grinding around in weak blue lift uncomfortably close to the ground and often with a gaggle of other gliders to get in the way. Outlandings and retrieves are always an added strain, even when they go smoothly.

Biggo Berger from the Schempp-Hirth factory is visiting the contest. We were chatting about outlandings and the rather low rate of damage and problems here. This reflects the skill of the pilots, the generally friendly nature of Swedish fields (at least in the areas where the tricky weather has largely confined us) and probably a decline in the sense that damage should be viewed as routine. Biggo noted that it has been rather different at some contests he has attended.



Apparently, the 1985 WGC at Rieti in Italy was notable for the "repair wars" that were waged most evenings. Italian fields were generally small and surrounded with stout fences; tasks were bold and pilots had plenty of chances to test their outlanding skills, which were in some cases not all that could be wished. Something like 30 gliders suffered significant damage. Repair teams typically began work around 5pm, when the early landers returned to the field with their broken birds. Work increased to a furious pace as the late landers dribbled in. The repairmen would wrap things up at around 5am and try to grab a couple of hours sleep.

Their prowess was considerable and they gained quite a reputation for restoring basket cases to flyable condition in an improbably short time. But not every patient could be saved. One pilot was indignant when told that his fuselage, which had been so badly bent that most of the internal metal tubes and fittings were beyond help, could not be made airworthy overnight, or indeed until it had spent a couple of weeks at the factory. He had seen and heard of so many miracles that week that it was hard to accept that his glider could not be included among them.

We have a slightly better forecast today, if only for the fact that our bout with this pattern of hot, blue, stable air is coming to an end. Thermals should be a bit stronger today, but an approaching cold front will likely bring increasing southwest winds by late afternoon. We might actually see some cumulus clouds and there is even a small chance of thunderstorms to the west and northwest late in the day. The increasing wind may once again mean that pilots have trouble getting home at the end of their tasks.



We had a visit from a police helicopter this morning. It seems that the signal from an ELT (Emergency Locator Transmitter) beacon is being sent from an aircraft on Ekeby airfield. All pilots were told to check their gliders, most of which carry an ELT. Brian Milner did some checking with a handheld radio and found that the signal was weak except in the area where the towplanes are parked. No word yet on whether

the source has been found.

Mark Maughmer (of winglet fame) is visiting in his capacity as a

JUNE 4 - 17

Closing
JUNE 18

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member of OSTIV (International Organization for the Science and Technology of Soaring), whose congress coincides with each WGC. He reports that OSTIV did an outing yesterday to the Saab aircraft factory, where the Gripen jet fighter is built. They were apparently given the full red-carpet treatment, rather as if they were potential customers (it appears that no orders were placed, though at around \$35 million a copy the Gripen is a relative bargain). This factory also builds parts for Airbus Industries, including the forward wing spar for the A380.

It's now 12:30, and the first launch has been set for 1pm. For the first time in the contest, Standard Class will launch first – perhaps they can hope for better than 50% completions. A few cumulus clouds are visible to the northwest. Perhaps the optimists will be right today. - *John Good*

See what flying in Sweden looks like [here](#). Air-to-Air pictures taken by Per Carlin and posted on the official web site.

WGC 2006 – 13 June, evening report

Definitely a better day today – enough so that the tasks look like undercalls. At a World Gliding Competition, if a class winner flies less than 3 hours, the day's value is reduced below 1000 points. Today we have the following for the winners:

Standard class:	2hr 11min	671 points
15-Meter class:	1hr 53min	553 points
18-Meter class:	1hr 37min	448 points
Open class:	1hr 53min	555 points

This certainly argues that the tasks should have been longer.

Of course, there's another alternative: Turn-Area tasks. With these, pilots can choose how far to fly within large turn areas. To score well, they must fly at least for the specified minimum time (which today could have been at least 2.5 and perhaps 3 hours – the soarable weather did last that long). Such tasks have been used at WGC2006, but rather sparingly and not much at all on difficult days – or perhaps I should say days that are difficult to forecast – which would seem to be when they are most useful.

But it's safe to say that most here were happy to have a day on which the issue was principally how fast you got home, rather than whether. In contrast to yesterday's mass-landout day, we had just 9 incomplete tasks today, and at least one of those was a pilot who returned home having narrowly missed one of his assigned turnpoints (he is said to have been "constructively" outlanded).



For the US, Dave Mockler bounced back with a fine flight today, second only to Gilles Navas who pretty well smoked the 15-Meter course; Gary Ittner was 14th, and now stands 7th overall. In 18-Meter class, Rick Indrebo was one of the first home, and wound up 8th for the day; Sam Zimmerman found some troubles, but still managed 102 kph for 21st place. In Open class, speeds were impressive for a day that started out looking tough: three pilots exceeded 120 kph. Dick Butler was 11th with 107kph.

Despite their early launch, Standard class once again managed to have the toughest time of it: the winning speed of 101 kph was much the slowest of the four classes. But there were only three outlandings, a huge improvement over recent days. Doug Jacobs had a flight that was like the curate's egg: good in parts. He had unexpected trouble climbing for his final glide, then lost all his margin in extended sink. A couple of km from home and down to about 500', he found the lift he needed for a "direct" finish. He finished 18th but at the same time managed to gain a place and now stands 11th overall.



A frontal passage is forecast for tomorrow, its precise timing uncertain. At this morning's pilot briefing it was announced that tomorrow would thus be a rest day. This was not especially well received – we have lost 3 days already and flown a number of short tasks: the general feeling (except perhaps among the class leaders) is that we're rested

enough and should not be canceling any days until forced to do so by adverse weather. This afternoon a petition was circulated (to be signed by team captains who concur) to the effect that this decision should not be taken in advance, but only when tomorrow's weather makes itself clear. It appears that most team captains did support this petition.

Chances are the matter will be moot – there's only a small chance tomorrow's weather will allow tasks. Nonetheless it will be interesting to see how this plays out. A team captains' meeting has been set for 7:30pm, no doubt to resolve this. So I may or may not have a contest report for you tomorrow. - John Good

Captions for photos: From top to bottom:

Photos by Dave Mockler

1. Team mate Gary Ittner on course

2 & 3. Diana II flown by Janusz Centka

U.S. Soaring Team - Standings

Class	Pilot	Sailplane	Contest Number	Day Place & Points	Overall Place & Points
Open	Dick Butler	ASW-22 DB	DB	11/422	14/4572
18-M	Sam Zimmerman	Ventus 2cx	SZ	21/342	18/4047
18-M	Rick Indrebo	ASG-29	99	8/402	26/3729
15-M	David Mockler	ASW-27	VW	2/499	14/4437
15-M	Gary Ittner	Ventus 2	C	14/368	7/4834
STD	Doug Jacobs	Discus 2	D2	18/575	11/5050

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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