



SOARING SOCIETY OF AMERICA

THE OFFICIAL SITE OF THE SOARING SOCIETY OF AMERICA, INC.

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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, May 29, 2006 Practice starts

Team's on site and practice starts under rather poor skies.

#### REPORTS

#### LATEST NEWS

MAY 24

MAY 29

MAY 30

MAY 31

JUN 01

JUN 02

JUN 03 Open

JUN 04 Day 1

JUN 05 Day 2

JUN 06 NCD

JUN 07 NCD

JUN 08 Day 3

JUN 09 Day 4

JUN 10 Day 5

JUN 11 NCD

JUN 12 Day 6

JUN 13 Day 7

JUN 14 RST

JUN 15 Day 8

JUN 16 Day 9

JUN 17 Day 10

JUN 18 Closing

#### SCHEDULE

Official training  
MAY 28- JUN 2

Opening  
JUNE 3

Contest

#### NEWS BRIEF - Monday, May 29th

The US Soaring Team is now on site at Ekeby Airfield near Eskilstuna, Sweden for WGC 2006. I showed up on Sunday, the last to arrive here. My trip went reasonably smoothly if you discount such things as the TSA handing my passport and boarding pass to another traveler (and denying they'd done so, even as he returned the documents to me), and a devoted tobacco-chewer sitting in the seat next to me.

The main news from Sweden is that the weather has thus far not been good. A number of pilots (including Sam Zimmerman and Dick Butler for the US Team) arrived a week or more ago and found little to do but sit in rain and occasional high winds hoping for some improvement. There was no meaningful glider flying anywhere in Sweden (and apparently little in most of northern Europe) last week.

Things have now perked up a bit. There was flying on Saturday, and as Martha Jacobs and I drove west from Stockholm to Eskilstuna yesterday morning, the sky looked almost lurid – beautiful cu had formed and by 10:30 were well on their way to overdevelopment. There was obviously some great streeting and strong lift, but also the serious prospect of rain by mid- to late afternoon. This is indeed what developed – pilots flying the practice task found lift that occasionally reached 10 knots to 6000', but also significant areas of rain and even snow. They were mostly on final glide by 3:30 (or wishing they'd planned things that way).

The practice period tends to be very busy for crews and team organizers. The goal is by the start of the contest to have reached the point where things run smoothly in much the same pattern every day. A host of details have to be worked out: transporting everyone between the airfield and the hotel, assembly, water ballast, weighing, gridding, radio procedures, recovering gliders after landing, turning in flight logs, trailer tiedowns, etc. Making all this work requires serious effort.

One reason is that the organization at Eskilstuna is (as seems to be the rule just prior to the start of a World Gliding Contest) a bit

#### 29th WGC Day Reports





behind the power curve. Apparently the weather hasn't been great for some time, and this has interfered with some aspects of preparation. For example, the area where cars are to be parked during launch has knee-high grass and a serious crop of dandelions; with luck there will be time, weather and manpower adequate to get it mowed before the contest starts.

Provisions for waterballast are usually a serious complication at a world-level contest, and WGC 2006 is not an exception. Each day, each of 120 gliders will want to take on some 35 to 50 gallons of water – perhaps 20 tons a day. To accommodate this, four water manifolds have been provided here, each with 4 spigots. The pressure and flow rate are excellent. But all four manifolds are within 30 feet of each other, and no hoses have been provided to carry water to where gliders are parked. As you'd expect, this leads to significant crowding and contention. The ballast area is near the US Team Office (a small camper trailer) and on the second practice day is already well on its way to becoming a quagmire. What it will look like in 20 days (more than a few of which will likely have rain) is anyone's guess.

The US Team, being an enterprising bunch, has neatly stepped around the waterballast problem. We were able to buy 100 meters of hose and thus can now ballast our gliders at their trailers, well away from the incipient swamp. As this hose will reach about a dozen other trailers, I expect it will be a popular amenity.

Certain people can be counted on to make things more difficult than they need to be. Among these is the pilot of an Open-class glider who yesterday parked his trailer and glider so they neatly blocked access to all four water manifolds. Today he was apparently told of the shortcomings of this scheme and has thus moved to a spot specifically forbidden for glider parking as it complicates access to about 60% of the parking slots here (by WGC standards, Ekeby is not an especially roomy airfield). Presumably he will soon be told to move his glider and trailer to an approved spot, just 48 hours later than he should have been able to figure this out for himself.

As I write this, today's practice tasks have effectively been canceled. The morning weather was reasonably good but some overdevelopment was evident as early as 9am, and the forecast made it clear there would be plenty more. Many gliders launched, but by the time tasks opened it was raining in most start cylinders and most pilots "voted with their feet" and headed home. I seriously doubt whether any managed the minimum distance of 100km. Had this been a contest day, we'd probably have seen 100% landouts and many a muddy retrieve.

There were a few such today, including US pilot Dave Mockler flying VW, an ASW-27. He landed in a good field about 40km from home. Thanks to the miracle of onboard GPS navigation, the retrieve vehicle directed his crew along a rough dirt road that soon turned into a cow path. The retreat from this dead end was a bit tricky and so the final kilometer was covered in no more than 45 minutes.

We hear a few tales of woe, as could be expected when 120 pilots and crews pack and travel to a glider contest. The trailer parked nearest to the US Team office sits partially open despite rain that's now pouring down. This is not carelessness – inspection shows that the left side of this trailer has been mangled to the point that it will not close. The story is that the trailer started to jackknife on a slippery road and was sideswiped by another vehicle, resulting in significant damage to the vehicle, trailer and glider.

A nearly new ASH-25 two-seat motorglider has recently emerged from the "scrutineering" hangar where all gliders are weighed, measured and inspected to ensure they conform to all rules. The two prospective pilots of this glider were chagrined to learn that with both of them aboard the glider will exceed its maximum legal weight by some 50 pounds – either one pilot or the motor must apparently be left on the ground.

John Good

JUNE 4 - 17

Closing  
JUNE 18

#### WEB LINKS

[Official Web Site](#)

[Meet The Team](#)

[Time in SWEDEN](#)

[Entries](#)

[Web Cam](#)

[Turnpoints](#)

[Airspace](#)

[Team News](#)

[Team Committee](#)

[WGC Calendar](#)

**Captions for photos:** From top to bottom:

## U.S. Soaring Team - Standings

Class	Pilot	Sailplane	Contest Number	Day Place & Points	Overall Place & Points
Open	Dick Butler	ASW-22 DB	DB	-	-
18-M	Sam Zimmerman	Ventus 2cx	SZ	-	-
18-M	Rick Indrebo	ASG-29	99	-	-
15-M	David Mockler	ASW-27	VW	-	-
15-M	Gary Ittner	Ventus 2	C	-	-
STD	Doug Jacobs	Discus 2	D2	-	-

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](#).

### START RECEIVING THE U.S. TEAM eBULLETINS - FREE!

You are invited to join the 300+ subscribers and start receiving U.S. Team eBulletins. This electronic newsletter is sent out roughly quarterly throughout the year and covers international, team and pilot news. Subscribe by [clicking here](#) and using the simple sign up form.

### 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](#).

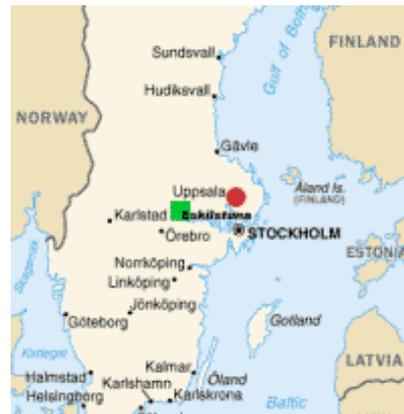
## Country and Contest Site



### 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.