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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, May 30th - Practice It's the weather

Rain. Certifying the gliders. Local observations.

TEAM REPORT - Tuesday, May 30th

From the perspective of soaring pilots, Sweden's weather pattern of the past several days has been troublesome: the early morning sky is clear, but by 9am cumulus clouds are already widespread and tending toward vertical overdevelopment; by mid-afternoon, rain is widespread and staying aloft has become challenging. Today we have broken that pattern: we had low clouds and light to moderate rain all night; at 9am the ceiling was perhaps 400'. With temperatures around 48 degrees and a northwesterly wind, thick jackets, raincoats and even winter caps are the style for today.

At the morning pilot briefing we were told to expect more of the same for another two days, perhaps with some stronger winds and heavier rain by way of variety. Following this we may see some soarable weather. Today's task for all classes: "scrutineering" (official weighing, measuring and document checks) followed by tourism.

As you might expect with this weather, the airfield (of a decent size, though none too big for a world contest) is showing signs of strain. As fully ballasted Open-Class gliders are towed across the soft grass toward the scrutineering hangar, their wheels have created serious ruts. A few stakes have now been driven to warn others away from these traps, but this causes traffic to be concentrated in adjacent areas which don't look as if they can hold out for long. I was quite happy to get Doug Jacobs' Discus 2C certified early this morning while the grass was still more or less passable, even if it did mean rigging and de-rigging in the wet. Since then we've had a good inch of rain and the scrutineering hangar is in some danger of being cut off from the rest of the airfield.

It turns out that my estimate of yesterday's soaring prospects was overly pessimistic. The weather was indeed quite grim in many sections of the Turn-Area Task (the same one for all classes), but there was a lot of cycling and some very skilled pilots to take advantage of it. Not too surprisingly, the Jones Boys (Phil and Steve, from Great Britain - where, it's said, rain is not unknown)

29th WGC Day Reports



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were among those who did well: flying in the 18-Meter Class they managed 243 and 224 km, not too shabby on a day when many pilots found it difficult even to register a valid start. Sweden's Jan-Ola Nordh managed 200km in Standard Class. Is it a coincidence that all three pilots over 200km had an engine aboard?

One pilot with perhaps more skill than discretion managed to do a final leg of about 100 km almost entirely within prohibited airspace. This flight was displayed (without identifying the pilot) at the morning briefing by way of showing what not to do. Such a blunder during the contest proper would earn a big penalty.

It will be surprising if we can entirely avoid airspace penalties at WGC 2006. Eskilstuna is located within 80km of Stockholm, and European notions of airspace prevail in Sweden. The result is a rather narrow corridor of legal airspace leading north and northwest to where the task area opens up considerably (though it includes a substantial "island" of prohibited airspace surrounding Borlange, site of the 1993 World Gliding Contest). With problems easy to find within 10km of home, it would be strange if 120 pilots are sufficiently alert and careful to stay clear of trouble during a 2-week contest. In most areas of the world airspace restrictions are a fact of life for soaring pilots, but a nice, high, flat-bottomed cumulus cloud can prove notoriously seductive to even the most experienced and careful of them.

There's some evidence of strain on aspects of the contest infrastructure. Broadband internet access is now standard at world contests, and Sweden is said to be one of the most "connected" countries anywhere. The plan seems to be to rely on the contest website as the main way that task results are distributed here. But 120 pilots plus crews, team organizers, etc. can generate a serious load. Internet telephone calls via Skype are popular in Europe. There has already been an announcement that these should be restricted to evening hours, but it's unclear how well folks will comply with this request. We had a long internet "outage" this morning. – I'm hoping this will not recur.

Another idea here was to use cellphone text messaging to distribute information about such things as meeting and grid times. As all pilots and crews are required to have cellphones, this sounds as if it could be a good scheme. But we're talking about a population mostly over age 30 (often well over), so the level of familiarity with this technology isn't high. A more serious problem arose when the contest administration actually tried to send some messages: the volume necessary to reach everyone was deemed to be "spamming" and so message originating privileges were removed by the cellphone service provider. It's not clear when (or whether) these will be restored.

Leaving the current weather to one side, Sweden make a good – though perhaps not a vivid – impression on a visitor. The terrain around Eskilstuna is mostly flat with plenty of small and a couple of large lakes. The tree varieties and occasional exposed rock remind you of northern New England without the mountains. It's very clean and green. People seem friendly and helpful. Much English is spoken – it's unusual (though not impossible) to find a clerk in a store that can't speak it well enough to be helpful. Yet Martha Jacobs reports that asking a group of strangers for directions can produce some embarrassment: they have probably all studied English in school, but not all will be accomplished enough to answer your question (though they feel they should be).

The Swedish language is interesting to a visitor. It's spoken by some 9 million people and is closely related to Norwegian and Danish. Indeed, these three languages are mutually comprehensible (though each has some local dialects that can be quirky). Interestingly, Finnish is a completely different kettle of fish, utterly unrelated to any language but Hungarian and Estonian (for reasons that linguists and anthropologists have not yet entirely puzzled out).

Swedish has 29 letters: the 26 that English boasts, plus ä, å, and ö. These look as if they should be minor variants of a and o, but they are in fact entirely different. Accurate pronunciation is not especially easy for foreigners: the name of the southern port city of Göteborg

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](#)

(often rendered in English as "Gothenburg") looks as if it shouldn't be too tough to pronounce. But in Swedish this comes out as "yeteburry" (with the two e's having much the same sound as the u).

John Good

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](#).

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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.

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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.