



SOARING SOCIETY OF AMERICA

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USA SOARING  
TEAMS

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U.S. Soaring Team Day  
Reports & Results2006 FAI 29th Multi-Class WGC  
Open, 18-Meter, 15-Meter, Standard

Eskilstuna, Sweden, June 4-17, 2006



## Thursday, June 1st - Practice

Team intro. Swedish soaring. Superships.

## TEAM REPORT - Thursday, June 1st

It's high time to introduce the US Team. Our Captain is John Godfrey, who graciously volunteered for this job when Sam Zimmerman (who'd previously held the title) was offered the chance to compete in 18-Meter class. His assistant is Maria Heverly, who some will know as the daughter of Doris Grove.

We have one pilot in Standard Class: Doug Jacobs is flying "D2" - a Discus 2Cx borrowed from the Schempp-Hirth factory. I'm his crew; his wife Martha is here (and a great help); daughter Molly is also planning to stop by.

In 15-Meter Class we have two pilots: Gary Ittner flying "C" - a Ventus 2b borrowed from Åke Pettersson of Sweden (Åke is flying an ASG-29 in his 18th World Gliding Contest - probably a record). His crew is Stan Foat. Dave Mockler is flying "VW" - an ASW-27 borrowed from Gerhard Waibel. His crew is Norm Read.

We also have two pilots in 18-Meter class: Rick Indrebo is flying "99" - an ASW-29 recently purchased by father Jim and headed to California after this contest. His crew is Jerry McCormick, ably assisted by Jim. Sam Zimmerman is flying "SZ" - his Ventus 2Cx which he shipped here for this contest. His crew is Brian Milner and wife Leigh.

In Open class we have Dick Butler flying "DB" - a highly modified ASW-22 (about which more later) also shipped here. His crew is Corey Gillard.

At today's morning briefing, the weather forecast was a bit better. There has been much rain in Sweden. Northerly winds are gathering up moisture from the ground and bringing it to Eskilstuna in the form of low clouds with some showers. But the northern and western sections of the task area have reasonable soaring conditions, and by mid-afternoon this should be near enough that we might be able to launch and even have a task. Tomorrow may be better, and Saturday (the day of the Opening Ceremony, on which no flying will be permitted) better still. "But never fear" said the weatherman, "by

29th WGC  
Day Reports

## 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  
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JUN 09 Day 4  
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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 2Opening  
JUNE 3

Contest



Sunday [the first scheduled competition day] the cold and wet conditions should return." We were told to wait for an announcement at 1pm as to whether we'd launch; at 1:00, this was postponed until 2:00.

The basic problem is a high-pressure area to the west and a low-pressure area east of here. The result is a northerly wind, and when you're as close to the north pole as Sweden is, a north wind is going to be cold, which will tend to wring any available moisture out of the air.

The serious rain ended yesterday, and the field has indeed dried out – some. It has a ways to go. The announcement was made that if we fly today it will be without water ballast. Those who'd already assembled and ballasted their gliders were asked not to dump this water in the assembly area, as this is already badly mud-troubled. (Just where would be a good place on this airfield to dump large quantities of water has not been identified.)

A big news item today is that the Hungarian Open-class glider has at last been moved from its illegal parking spot. This long-awaited event took place at around 11:30, following the third announcement (over a period of four days) at a morning briefing that this must be done. The pilot had been overheard to boast that he could defy the edict indefinitely, but his determination (obviously considerable) was eventually overmatched by that of the contest organization.

The record of Hungarian Open-class pilots in World Gliding contests in Sweden is not all it might be. At the 1993 contest in Borlange, a pilot from Hungary was turning in some surprising speeds. This was in the era of time-recording cameras and this pilot had found a way to snap a photo of the start point but to delay the imprinting of time on the photo; he was thus able to be scored for a time on course of several minutes less than he'd actually used. Officials became suspicious and set a trap: they designated a traffic circle as the start point and sent out a driver with instructions to park his car on the traffic circle at a certain point, move it once per minute, and record the positions. The pilot was thus unwittingly taking a photo of a large clock, which disclosed the fact that he was cheating. He was invited to leave the contest.

US Team pilots had a very useful task area briefing from local pilot Owe Engström. The general story is that as you head northwest you tend to find better thermals and worse landability. There are sizeable areas where the only options are forests (a dreadful choice) or lakes (bad, though quite a bit better than trees). Yet the populated river valleys tend to have agriculture, and essentially any farm field would be large and flat enough for a safe landing. In most of the task area there should be a landable field within 30km; it may at times be necessary to choose a route based on where it's safe to fly rather than solely on where the lift may be best.

Farmers are said to be friendly, though not all will be fluent in English. In very rare cases they have been known to seek unrealistic compensation for crop damage. The trick here is to state that of course the local agricultural inspector will need to be called in to evaluate the damage. As this official well knows the value of crops and because a glider has a hard time doing more than about \$20 in actual damage, the farmer will typically become quite reasonable.

In 1997, Owe made the first-ever 1000-km triangle flight in Sweden, flying solo in an ASH-25. He'd been planning this flight for years, and made perhaps 20 attempts (one just 28km short of success) before the big day. He took off at 10am and was quite low for the first 2 hours. Conditions did not improve as soon as expected, but they eventually did – he reached his northern turnpoint an hour late, 250km from home. Some excellent lift at 7:30 pm put him above final glide when 120km out, but he lost all his margin in 60km and it was looking like another near miss. He then found an improbable (and weak) climb long after the day should have died that was enough to bring him home to a landing well after 9pm. The local club members had mostly gone home; the few still on the airfield assumed he'd landed at another gliding club and made it home with an aerotow – it was surely too late for him to still be flying on his own. Eventually, enough well-wishers were

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](#)

assembled for a champagne celebration (his young children were roused out of bed – in the triumphant photo they are wearing pyjamas).

There are two “superships” in the Open class here. One is an Italian Eta, the 31-meter giant. The tale of this ship is by now familiar to most soaring pilots: four copies were built by a consortium of pilots. The cost has been extreme – said to be over a million dollars each. The performance is amazing too – a best glide ratio of 70:1 seems to be accepted. But it’s fair to note that the Eta has not quite set the competition world on fire. In the 2003 World contest in Leszno Poland, two-time World Champion Janusz Centka flew one to second place, but there seems to be little notion that the Eta can leave other designs badly in its dust (indeed, in Poland all Open class pilots were eating the dust kicked up by Germany’s Holger Karow – flying a production Nimbus 4, he won by a huge margin).

Dick Butler’s glider also deserves the “supership” label. It began life as an ASW-22, and indeed retains some of the original fuselage. But the wings have been torn apart and reassembled with an enhanced spar, new airfoil, new flaps, new ailerons, and their span increased to 28 meters. The tail was sawed off and replaced with a longer boom and entirely new vertical fin that includes a retractable tailwheel. The horizontal stab is from an ASW-27. There are a host of small enhancements. This glider’s nickname is the “Eta biter;” this contest may well be where the accuracy of that label is tested.

Dick embodies a remarkable – probably unique – combination of design, construction and piloting skills. To say that he has unusual enthusiasm for advancing the state of the art would be a serious understatement (one clue would be the fact that he is now working on another, entirely new Open-class design, to be built from scratch).

There are other interesting designs here. Among them are the long-awaited LS-10, the ASG-29, the Antares and the Diana 2. I’ll include descriptions of these in future reports.

It’s now 2:30 and the announcement has been made: no task today. The clearing weather is inbound, but not moving as fast as predicted. It’s now raining again – we believe (hope?) it’s just a passing shower. It may be possible to fly later, and pilots who wish to do so may find that tows are available.

The field is certainly still soft and launches will be tougher because of this. We had a demonstration of one problem two days ago when a motorized ASH-25 tried to self-launch. As he advanced the throttle, the drag of the main wheel caused the plane to tip forward onto its nose; the only cure was to close the throttle. This cycle happened several times as the pilot tried to accelerate. Some ways down the field he could finally use full power, but the drag was still considerable and he eventually abandoned the launch when it became evident that he’d not reach flying speed in time to clear the tree line that marks the north end of the airfield.

At 3:30 light rain is still falling and it looks as if soarable conditions are still tantalizingly far to the west. A few gliders are gridded in hopes of a launch, but most pilots have decided to call it a day. I will now file this report and then get to work on some final tune-ups for Doug’s Discus – the CG hook must be sealed and the tape on the gear doors is not up to WGC standards. Let’s hope he soon gets a chance to use this machine.

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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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.