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USA SOARING
TEAMS

- SSA Home
- Home
- About
- News
- Reports
- Open
- 18-Meter
- 15-Meter
- Standard
- Club
- World
- Junior
- Feminine
- Camps
- Press
- Gallery
- Committee
- Financials
- Calendar
- Funding
- Selection
- Organization
- Links
- Archive
- History
- Champions
- Site Updates
- Contest Results

**US Team
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NEWS**
Sign Up Here

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

Eskilstuna, Sweden, June 4-17, 2006



Friday, June 2nd - Practice

Outlanding briefings. Practice day with outlandings and some finishers.

TEAM REPORT - Friday, June 2nd

About 20 pilots flew yesterday, and most managed to find some good lift while dodging showers. Not all made it home – a couple of trailers were seen headed west around 6pm. But there were no reports of long retrieves or difficulties.

Due to confusing comments in yesterday's report, I should clarify who's who on the SZ team. The pilot is Sam Zimmerman; crew chief is Brian Milner, assisted by Sam's wife Leigh and Brian's wife Cheri. With four very competent and experienced members, this is probably the most talent-laden crew in the US arsenal (though when Molly Jacobs shows up, she, Martha and I may be able to give Team SZ a run for their money).

The featured event of yesterday evening was an outlanding briefing for all pilots. Subjects included uphill landings, water landings and tree landings. The last of these was quickly covered with the advice: Don't – almost anything is better.

Water landings received a lot of attention, even though they are actually rather rare (about 15 have been done in Sweden in the past 30 years). The points included:

- Make sure the water is deep enough that you won't collide with submerged objects
- Land on the downwind side of the lake, parallel with the shore
- Put your main wheel down
- Use thermaling flaps
- Plan a slow touchdown, but make sure it's mainwheel first
- Close divebrakes just prior to touchdown
- Release belts and parachute straps promptly
- Swim downwind to shore
- Keep your cellphone in a waterproof container

I certainly hope this obviously sound advice proves no more than precautionary during this contest. I recall that the 1993 WGC in Borlange saw one water landing and one in a remote swamp.

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
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 2Opening
JUNE 3

Contest



Despite the rather serious tone of this briefing, spirits were good late yesterday. The sky had almost entirely cleared and hopes were high for a proper task on the final practice day. This was confirmed this morning: we awoke to clear skies and the weather briefing called for a decent day. All classes were given assigned task that head generally north from Eskilstuna, into the eastern half of the task area; they ranged in distance from 286 km in 15-Meter class to 430 km in Open class.

The day was not entirely without weather problems. The prediction was for mostly blue condition with not very strong thermals that would certainly be broken up by a substantial southerly wind. Mid-level clouds are approaching from the west (thus the use of the eastern part of the task area) and were forecast to bring a rather early end to the soaring day and the chance of rain (just what we need!) by late evening. But just the opportunity to grid and fly put everyone in a better mood.

Gridding was a trifle heterodox. The normal launch at Eskilstuna is to the northeast, but today's wind wouldn't allow that. Yet there's less room for gridding at the northeast end of the field (for a launch to the southwest) and that end is a bit lower and thus still wet and muddy. The solution was to grid and launch Standard and Open classes, then have the 15-Meter and 18-Meter class gliders roll into place and launch. This unusual scheme seems to have worked reasonably well.

Launches are done by a fleet of Pawnee towplanes. The story is that Sweden has a substantial timber industry, and until about 20 years ago this called for a fleet of ag planes and a bunch of remote airstrips for aerial spraying of pesticides. Such spraying was entirely banned, which meant the airfields are no longer maintained. This sounds unfortunate for soaring pilots, but was in fact no great loss as these strips were rarely wide enough for gliders. The good news is that a fleet of Pawnees became superfluous are now doing duty as glider tugs.

Some obscure corollary of Murphy's Law dictates that cumulus clouds are much more likely to form in airspace that's off limits. So it was today: Ekeby airfield sits only about a kilometer west of controlled airspace; flying east of the field will earn pilots a severe penalty. Naturally, this was just where the only cumulus clouds were to be found during the entire launch. Pilots were grinding around at 2500' in blue thermals of 1 knot, looking east at flat-bottomed cumulus clouds that could easily have been at 5000'.



But pilots were (mostly) able to climb (typically to around 4500') in the blue and start their tasks. The thermals were occasionally good but were certainly chopped up by the strong wind, especially near the ground. A respectable number of pilots were able to complete their tasks, with best speeds approaching 100 kph; among them was Dave Mockler (VW) in 15-Meter class, who is currently standing in second place for the day. A number of others hit the dirt, including Doug Jacobs (D2), Sam Zimmerman (SZ) and Rick Indrebo (99). All landed safely and were retrieved without problems.

I fetched Doug from a good field some 150km north of Eskilstuna. Driving through Sweden is interesting. As previously noted, roads

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](#)

and signs are quite good. As elsewhere, drivers seem to take posted speed limits as a minimum – it seems as if 10 to 20 kph above what's posted is normal (this despite gas at \$6/gal). Traffic circles are much preferred to stoplights. The countryside is generally quite scenic and nearly always clean and pleasant. Police cars are few, though I did see several of what looked like speed-enforcement cameras. (I'm hoping none of these caught me on film – when on retrieves I'm not the most law-abiding of crews). It's said that Sweden has significant problems with drinking, and one response is severe drunk-driving laws – half a beer will put you over the limit and subject you to savage penalties if nabbed.

It's now evening here and, as forecast, we have low clouds and gusty winds (though mercifully, no rain thus far). Despite this, the forecast for tomorrow seems to be good. It matters little, as tomorrow is the day of the Opening Ceremony, when IGC rules dictate that no glider flying may take place (which argues that it will be a beautiful soaring day). Just what will constitute the Opening Ceremony is anyone's guess. We have been told to dress in team uniforms and shortly before 2 pm to muster near the Briefing Hangar, under national flags carried by a troop of blonde Swedish maidens. Rumor has it that some sort of airshow will then transpire – details have not been provided.

I recall that at WGC 1993 in Borlange, the airshow was intended to be rather grand. A highlight was two Saab Drakken fighter jets. As the ceiling was around 400', these were reduced to making a number of low passes so folks on the ground could actually see them (they were nonetheless well received).

It seems that we've attracted surprisingly little attention from the local community thus far. At launch time – when we've actually been able to launch – we've seen a few spectator vehicles along the road that forms the southwest border of the airfield. There are a couple of small roadsigns saying "World Gliding Championships." But there is little evidence thus far that the town of Eskilstuna knows or cares much that a world-level aviation event is taking place here. (Let's hope they are soon be turning out in droves, proving me wrong.)

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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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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