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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



Wednesday, June 7th - Day 3?

No Contest Day. Blue skies turn to grey and the day is canceled after half the fleet is launched. Photos now in [Gallery](#). John Good's Mid-Day report posted. The latest team news will appear on this page every day. Bookmark this page.

TEAM REPORT - Wednesday, June 7. Early Morning Report

One picture says it all. Web camera 2 at 5:30 AM. More to follow...



Welcome to WGC2006 in Eskilstuna
05:26:48, Wednesday, 2006-06-07.

Wednesday, June 7 Mid-Day Report

Everyone looked rested and refreshed at the morning assembly party, which gets started around 7am. The pilots are, of course, disporting themselves in idleness at the hotel while eager crews are hard at work. The task is made a bit more challenging by the fact that the trailers are parked quite close to each other – much cooperation and coordination are needed, but we are a congenial group and have no problems with this.

REPORTS

LATEST NEWS

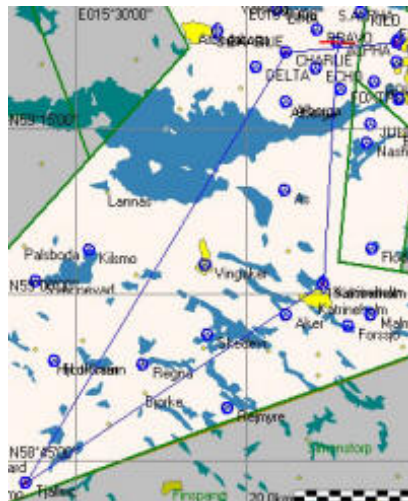
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SCHEDULE

Official training
MAY 28- JUN 2

Opening
JUNE 3

Contest



a time when it's not in demand.

Once gliders are assembled, they must be dragged to one of four scales that are set up each morning to check that weight limits are met. During the pre-contest "scrutineering", all gliders were weighed with the pilot on board, then the main wheel weight without the pilot was measured. This allows very quick weighing each day: we roll gliders onto a scale while still hitched to the tow vehicle, wait for the signal that weight is below the limit, then proceed to the grid.

The grid itself is quite "tight" here – lots of gliders are packed into a small space. This is done quite efficiently by a large team of volunteers. But it's necessary for each class to have its own grid time, and for crews to be quite punctual. If you show up late, you are placed to one side of the rest of your class.

You'll recall that during the practice period an Open class glider was parked in an unauthorized place that restricted access to many glider parking slots. He was finally obliged to move, having become rather a cause celebre on the airfield. Incredibly, another glider was parked in the area last night, and was late in moving it this morning. We assume the pilot will be singled out for some public chastisement.

I failed to mention in yesterday's report that a fighter jet did a roll over the field around 3pm. We weren't sure if this was simple exuberance or perhaps he was part of the Opening Ceremony and got the date wrong.

We awoke to clear skies today, but a depressing forecast: clouds ahead of an approaching front would by mid-morning have closed off the entire task area north of Eskilstuna. There is a small peninsula of task area south of the field, and it was said that this might remain flyable late enough to allow short tasks in weak, low and perhaps blue conditions. No one was especially happy with the idea of stuffing 117 gliders into this limited area, expecting that most thermals would rapidly become crowded.



At the scheduled launch time of 11am, the clouds had covered the field, but south of the field indeed looked somewhat promising. The 18-Meter class was launched and contrary to expectations, was able to find lift and stay airborne. 15-Meter class followed. But that was it. It was apparent that the thermals near the field were sufficiently crowded to be dangerous, even with just half the fleet in the air. All the start points lie west of the field, where the sky looked grim, and getting worse. There were cumulus clouds to the south, but far out of reach. **So the day was canceled.**

Our 100-meter water hose allows us to ballast the gliders in place, in contrast to many teams that must drag their gliders to the water taps and contend with others wishing to do the same thing at the same time. Another common arrangement is to fetch water in plastic jugs and then carefully pour this into the glider. The British team uses this scheme with an interesting twist: they have a couple of small carts carefully designed to hold the right number of water containers. Their routine is to hitch this to a vehicle and tow it to the water taps just after the launch is done. That way, they get their water at

JUNE 4 - 17

Closing
JUNE 18

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Few questioned this decision, though there were comments to the effect that if we'd tried harder yesterday (with a sky that looked better and was improving) it might well have been possible to have valid tasks for at least a couple of classes. (We heard reports of an 800-km flight in Sweden yesterday, done from Borlange, which did not have the troubled air we were blessed with.

So we're now 2 for 4 on contest days. We are told to expect warmer weather in the next couple of days, which is not necessarily an indicator of booming soaring conditions.

We've been receiving many e-mails with good wishes and encouragement. Thanks very much for these, and keep 'em coming.

Captions for photos: *From top to bottom:*

1. Web cam at 5:30 AM - Looking good!
2. The Open Class Task
3. Web cam at 2:20 PM - Looking BAD.

U.S. Soaring Team - Standings

Class	Pilot	Sailplane	Contest Number	Day Place & Points	Overall Place & Points
Open	Dick Butler	ASW-22 DB	DB	-	4/1854
18-M	Sam Zimmerman	Ventus 2cx	SZ	-	15/1592
18-M	Rick Indrebo	ASG-29	99	-	17/892
15-M	David Mockler	ASW-27	VW	-	6/1690
15-M	Gary Ittner	Ventus 2	C	-	14/1554
STD	Doug Jacobs	Discus 2	D2	-	16/1526

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.