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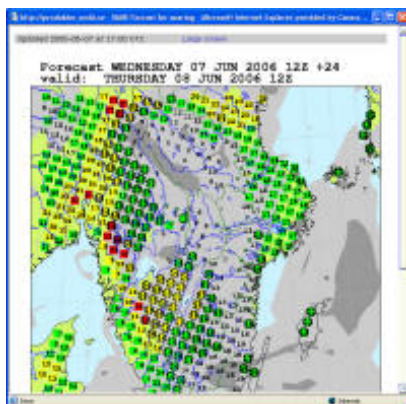
U.S. Soaring Team Day
Reports & Results2006 FAI 29th Multi-Class WGC
Open, 18-Meter, 15-Meter, Standard

Eskilstuna, Sweden, June 4-17, 2006



Thursday, June 8th - Day 3

John Good's PM report is in. Mass landouts for most classes. **Big day for team USA. Dick Butler takes over top position in Open class, Dave Mockler fifth overall in 15-Meter.** The latest team news will appear on this page every day. Bookmark this page.

TEAM REPORT - Thursday,
June 8. Early Morning Report

The Thursday forecast is not all that promising with areas of overcast and 1-2 m/s shown in most of the task area. You can follow the weather on the official site [here](#). How would you task the fleet or fly the task?

At around 7:00am the web cam is showing clear skies with light cloud in the distance (SW). There is some hope for a flying day! Here is [today's weather](#) brief in PDF format.

Today's Tasks

We have an A and a B task for all 4 classes. **Standard Class**; A task; 229 km. B task 185.8 km. **15 Meter**; A task; 245.7 km. B task 204.3 km. **18 Meter** A task; 268.3 km. B task 207 km. **Open Class**; A task; 264.9 km. B task 203.4 km.

By 1:30 the weather is looking better than expected and all classes have launched. It is looking like contest day 3 will become a reality after all. Expect John Goods report shortly.



TEAM REPORT, WGC 2006 – Mid-day report

Today began with overcast skies that looked much like the worst of yesterday. At the morning pilot briefing, we were told of a couple of approaching fronts (both rather weak) and the dim possibility of a task. Nonetheless, we went through the full drill of assembly, ballasting and gridding. This time it seems to have been

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worthwhile: after several postponements, the launch began around 1pm into a sky that's now looking reasonably good. Indeed, the short tasks Assigned Tasks that have been set look as if they could wind up as undercalls (this could be avoided with Turn-Area tasks, but the organizers seem to shy away from that option in difficult weather, for reasons that aren't clear).



We have plenty of not-very-high cumulus clouds and lots of low wave clouds. As the nearest real hills are quite some ways to the northwest, I assume the wave is generated by a wind shear. It certainly looks to be controlling the cumulus clouds beneath. Pilots are reporting weak wave lift to 6000' or better, and no doubt are looking to climb higher for their starts (the height limit throughout the task area is just over 9000').

As I reported, yesterday wound up as a rest day (two classes were launched, but all tasks were canceled). The Jacobs family and I declared the task to be Gripsholm Castle and return. One of 10 royal castles in Sweden, it's located about 35 miles east of Eskilstuna on the shore of a lake. It was built around 1540 and has been overhauled and added to a number of times since. It lives up to an idealized image of a royal castle with a moat, drawbridge, all sorts of towers, battlements, loopholes, embrasures, a couple of giant brass cannons, many smaller guns, lots of passageway, and seemingly hundreds of rooms of every shape and size, most with elaborate paneling and carved ceilings.

The castle doubles as an art gallery displaying a huge collection of portraits of Swedish royalty. The overall impression is that Sweden has enjoyed a vast quantity of kings, queens, princes, princesses over the past 500 years, nearly all of whom were fond of having their pictures painted. More than a few seem to have had somewhat oddly shaped noses, but whether this is due to the royal DNA or a persistent fashion among painters is hard to say.



A featured event yesterday evening was a presentation on the Concordia, Dick Butler's project to build a cutting-edge Open-class glider. The project includes Loek Boermans doing the aerodynamic design and Gerhard Waibel looking after structures. The glider will have a 28-meter span with thin and narrow wings (aspect ratio will be around 57!). A big emphasis is being placed on a very wide range of wingloading – something like 8 to 13 pounds per square foot. This should allow Concordia to excel both very weak and extremely strong condition, a claim that few current Open-class gliders can make. Naturally, this glider will have state-of-the-art airfoils (the technology for which seems to be developing rapidly these days) and an uncommon attention to detail (no project that Dick is involved with could be otherwise).



At 2:45pm, tasks for all classes are open and pilots are starting. The sky continues to look good. With task distance ranging to 200 to just 270 km, it looks as if we'll see a high percentage of completions and perhaps some good speeds. Indeed, since under WGC rules the winner must fly for at least three hours for a 1000-point day, I'd say we're looking at a good chance of devaluation in all classes.

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](#)**TEAMS**[U.K. Team](#)[South Africa](#)[Germany](#)[Australia](#)[New Zealand](#)[more...](#)

More to follow in the evening report. - John Good

STARTING

No messing about for the Open Class, 15-M leader John Coutts lands out early

In the Open Class the first starter was 14:48 and by 15:08 the entire class was on course. Dick Butler started at 14:59 about mid pack. The three competitors ahead of Dick in the overall standings Goudriaan (14:50), Sommer (15:04) and Rendla (15:02) all started in a similar time window. In the 15-Meter class team Germany (Bauder and Theisinger) started early at 14:14 with leader John Coutts not showing a start yet. Later reports say he out landed early 65km on course after a 14:50 start. USA 15-M pilots Mockler (14:52) and Ittner (14:32) are underway. There has already been one outlanding in 15-M after only 33km. In stark contrast to his 15-Meter teammates 18-Meter German Pilot Holgar Back was the last through the gate at 15:01 with US pilots Zimmerman and Indrebo on course at 14:37. In the Standard Class many pilots gamble that speed points are at stake starting at 15:06 to 15:15. Jacobs goes early at 14:50.

FINISHING - Preliminary results

It was a tough day with outlandings in mass but there are some bright spots for US Team. Butler leads Opens overall, Mockler is fifth overall in 15-Meter.

The 18-Meter class had the best run today with the weather. Nearly all the 18-M pilots turned in a speed from the remarkable 134 km/h of UK pilot Phil Jones to the 81km/h of our own Sam Zimmerman. Rick Indrebo came fifth with 122.3 km/h. Only seven 18-M pilots landed out. The same cannot be said for the other classes.

In Standard all pilots landed out (later scores show two pilots made it back) with the winner in the 190 km range. Doug Jacobs went nearly 180 km for 9th (slips to 11th in latter scoring). It is not likely that his crew John Good will be reporting tonight.

A big story today is with the 15-Meter class. Overall leader John Coutts lands out early going 65km. He was carrying a tracking device so this information was known quickly. There was a tie for the day winner between Janusz Centka flying the Diana 2 and Giorgio Galettio his Ventus 2ax at just over 206 km. Then there were two finishers with Centka moving to 2nd overall, Coutts to 19th. Gary Ittner and David Mockler place 3rd and 4th for the day moving them to **2nd overall for Mockler** and 7th for Ittner. Later scoring looks like Dave Mockler was 11th and Ittner 5th for the day.



Early on it looked like even the mighty Open Class would fall victim to the weather as the overall leaders arrived home under power after distances of around 230 km. Then X33 the ETA mineralized over the airport for a speed of 92km/h. Then Dick Butler and Goran Ax floated home for second and third for the day. **Dick Butler is now in first overall in the Open Class.**

When The Dust Settles

As things progress two pilots actually completed the course in the 15-M Class. While both US pilots landed out late day scoring puts Gary Ittner 5th and Dave Mockler 11th for the day. Dave is 5th and Gary 10th in the cumulative. In Standard Class Doug Jacobs was 11th for the day putting him 13th overall. Nothing changed in the Open class with Dick Butler taking 2nd today and moving into first overall. Bravo Dick!

TEAM REPORT - Thursday, June 8, Evening Report

Despite short tasks, in at least three of the four classes no complaints about undercalls were heard today. The wave we saw during the early part of the launch didn't persist – no one really thought it would. The cumulus clouds did a bit better, but they packed up too early. Except in 18-Meter class, the result was lots of

landouts and some scoresheet shakeups.

18-Meter class caught most of the breaks today. They were first to launch and so were best able to take advantage of climbs in wave (altitudes above 7000' were reported by some). Their task went south, and thus avoided the problems that overtook the northern part of the task area. Some scorching speeds were recorded: Phil Jones (210) of the UK managed 135 kph. But his very short time on task led to serious devaluation (just over 400 points for first place).



It was a different story in the other classes. The sky to the north looked good early, but pretty well folded up when most pilots were barely halfway through their tasks. From then on it was survival mode. Just 9 of 80 pilots got home, some at pitiful speeds (Erik Jensen of Denmark took first in 15-Meter class with just 58 kph – below his glider's stall speed and about half of what would be considered respectable on a decent day). Some heavy hitters struck out: John Coutts of New Zealand, the defending 15-Meter class world champion, hit the dirt rather early and thus lost his overall contest lead.

US pilots had some interesting results. In 18-Meter class, Rick Indrebo was among those who found a pre-start wave climb and this helped him to a 5th place finish. Sam Zimmerman didn't have a high start and paid the price. He struggled for a final climb as conditions died and finally made it home, slowest of the finishers.

In Standard class, Doug Jacobs was among a number of pilots with respectable distance who ran out of lift about 50 km short of home (I retrieved him from a nice, flat, dry field – a beauty). Because there was just one finisher, those who landed with good distance got good scores. In 15-Meter class, both Dave Mockler and Gary Ittner were in the same situation: good distances and good scores given that just two pilots finished.

Dick Butler had a great day in Open class. Long wings were better able to cope with the dying conditions, so despite launching last this class had six finishers. Dick was among them, finishing a close second. Some of his rivals found trouble today (one theory is that those with engines had just a bit too much temptation to use them). The result is that Dick now stands in first place overall.



Airspace issues reared their head again today. Shortly before takeoff we were informed that due to a malfunction in some Air Traffic Control radar, the maximum permissible altitude in a small section of airspace covering the home field would be 1350 meters (4400'). The third turnpoint for the 18-Meter task lay within this airspace, and it appears that local favorite Ake Petterson got nabbed, and thus

lost what looked like an excellent flight (he was home first, well ahead of others). When the best pilots in the world, flying with state-of-the-art instrumentation, have continuing problems staying out of closed airspace, you know this is a problem that will be affecting our sport for years to come.

As I write this, a couple of glider trailers are parked at the water taps near the US Team Office (our cozy little camper-trailer). They are not taking on ballast. Fuselages are out and mud is being cleaned from the landing



gear. Their pilots obviously landed in remote and mucky fields, and are now tidying up in preparation for tomorrow (when, we're told, we can expect improved weather).



Despite the rather desperate nature of today's flight for many pilots, I think most everyone is glad to have flown a task after two days of sitting on the ground. Even mud-clogged landing gear is better than not flying. - *John Good*

Captions for photos: *From top to bottom:*

WX soaring forecast for today.

Web Camera from early this morning

Today's photos brought to you by team pilot Gary Ittner

20. It looks like an impending gear-up landing, but Phil Jones is actually on tow. He sucked the gear up as soon as he lifted off.

21. On Tow. All of the towplanes are Pawnees.

22. Rain on course, second day.

25. Tightly packed grid.

Dick Butler on the grid

24. Giorgio Galetto, Dave Mockler, John Coutts.

23. John Good, Gerhard Waibel, Sam Zimmerman.

U.S. Soaring Team - Standings

Class	Pilot	Sailplane	Contest Number	Day Place & Points	Overall Place & Points
Open	Dick Butler	ASW-22 DB	DB	2/942	1/2796
18-M	Sam Zimmerman	Ventus 2cx	SZ	27/215	19/1807
18-M	Rick Indrebo	ASG-29	99	5/360	28/1286
15-M	David Mockler	ASW-27	VW	11/763	5/2453
15-M	Gary Ittner	Ventus 2	C	5/779	14/1554
STD	Doug Jacobs	Discus 2	D2	11/690	13/2210

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.