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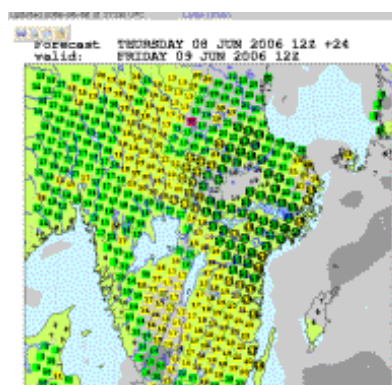
U.S. Soaring Team Day  
Reports & Results2006 FAI 29th Multi-Class WGC  
Open, 18-Meter, 15-Meter, Standard

Eskilstuna, Sweden, June 4-17, 2006



## Friday, June 9th - Day 4

Weather is better but challenging. Launch starts at 13:45. All glider on course by 15:46. 15-Meter finishers. Dick Butler lands out. Evening Report posted. The latest team news will appear on this page every day. Bookmark this page.

TEAM REPORT - Friday, June 9.  
Early Morning Report

Today's forecast looks better than yesterday with 1-2 m/s shown in most of the task area. Cloud base of 1000 meters with a maximum in the competition area of 2000 meters but also with a risk of spread out. Weather might change very rapidly. You can follow the weather on the official site [here](#).

At around 1:45 the web cam is showing clear skies with cu. There

will be a flying today as Day 4 gets underway. Here is [today's weather](#) brief in PDF format.

## Today's Tasks

**Standard**, 3 points and 222.4 km. **15 Meter**, 4 points and 228.8 km. **18 Meter**, 3 points and 225.8 km. **Open**, 3 points and 222.7 km.

See Dick Butler's IGC flight trace for Day 3 [here](#).

## TEAM REPORT, WGC 2006 – Mid-day report

Today we awoke to warmer weather and mid-level clouds with patches of sunshine. We were promised some improvement from the west, though it's not clear that this will be at all prompt. Once it does arrive, we can expect a rather short period of weak lift, to end around 5pm with high clouds and a loss of solar heating. In short, not a great soaring day. We are now waiting for a second pilot briefing, which has just been postponed from noon to 1pm.

This morning more than a few folks were talking about the weak wave seen yesterday at the start of the launch. As noted, the 18-Meter class (the first to launch) was most affected. Many of the early launchers found wave climbs that weren't available later. This gave them a serious edge on the first task leg which involved a long glide to connect with good lift well south of the start. Those who didn't get a wave start were thus a good 10 to 20 minutes behind the leaders just as they started.

## REPORTS

## LATEST NEWS

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JUN 01  
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## SCHEDULE

Official training  
MAY 28- JUN 2

Opening  
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Contest



It's true that at a flatland site like Eskilstuns, wave should be rare. During the morning briefing the met man explained that it was due to a couple of stable layers in the atmosphere and a wind that veered from west at the surface to north at 15,000' and above. Yet when it does appear it can throw some luck into a day's results. One way to control this would be to set a maximum start height not too far above the altitude that can be reached in thermals. At WGC 2006 there is no specific control on start altitude – the maximum height anywhere is just over 9000'. In yesterday's conditions, this had a big effect on the results.

The mass landouts and retrieves seem to have gone rather well. The tasks were set in the eastern part of the task area, where fields are good. In the area where most pilots came to earth (about 20 miles northwest of home) they are very good – some could easily handle 10 gliders at once. One field did collect six gliders, and there have been some repercussions from this. Apparently none of the six pilots made contact with the farmer, who is now (understandably) quite annoyed to have some of his crop trampled without so much as a "by your leave". At the morning briefing, several team captains were invited to meet with contest organizers to get this straightened out.



This brings to mind an incident from the 1995 WGC in New Zealand. A bunch of pilots did much the same thing there: they landed in a paddock (that's kiwi for a farm field) that was part of a remote sheep station (a ranch) then simply summoned their crews, de-rigged and departed. The next day was declared a rest day, except for the captains of the teams involved, who were required to purchase flowers, chocolates and other gifts, then make their way back to this station and humbly beg forgiveness of the little old lady who owned it. This ranch was the only safe place to land in a vast area, and good relations with the owner were thus vital to the future of soaring in the Omarama area.

At the 1pm pilot briefing, short (220-km) Assigned tasks to the north were set for all classes. The sun is shining, low cumulus clouds are popping and the sky is looking hopeful. On the grid, crews are frolicking in shorts and short-sleeve shirts – the first day on which this has been seen in more than a hardy (lunatic?) few.

The launch began at 1:45 and pilots seem to be having no trouble staying airborne. Yet there's little sense that such lift as there may be (the forecast is for 2 to 3 knots) will last well into the evening. I expect we'll see most pilots playing it rather safe – it looks like a day on which it will be easier to lose a bunch of points than to gain them. - *John Good*

### Starting

It looks like pilots are of two minds today. Many top runners started early including locals Pettersson and Ax. Notably the French and British teams have taken starts toward the end of the pack. Do they know something?

The 15-Meter Class is the first through the start gate today with the first starter Giorgio Galetto of Italy at 14:41:00. Mockler and Coutts are gone by 14:44, Centka by 14:46 and Ittner at 14:48. French champion Gilles Navas at 15:00. The last 15-M is gone by 15:13.

In 18-Meter Australian Tony Tabart is first to go at 14:55 followed by local Åke Pettersson at 14:58. Zimmerman starts at 15:02 and Indrebo at 15:04. The last 18-Meter starter is gone by 15:32.

Standard Class has its first start at 15:22 and all are on course by 15:38. Jacobs starts at 15:37.

Open Class pilot Shinzo Takizava of Australia is the first starter at 15:31 followed by the German Champion Holger Karow at 15:32. Butler starts at 15:32 followed by X33 eta at 15:37. The last starter are French Champions Laurent Aboulin and Jean-Marc Caillard at

JUNE 4 - 17

Closing  
JUNE 18

### WEB LINKS

[Official Web Site](#)
[Meet The Team](#)
[Time in SWEDEN](#)
[Entries](#)
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[Turnpoints](#)
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### TEAMS

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15:46.

### Finishing - All preliminary so far

By 16:47 the first finishers start arriving and in the lead is New Zealand's John Coutts 1st in the 15-Meter class (02:03:04 111,6km/h) followed by David Mockler 6th (02:10:46 105,0km/h) a few minutes later. Gary Ittner 13th crossed the line at 17:06 (02:19:03 98,7km/h). Coutts looks to have won the day.

The 18-Meter pilots start arriving at 16:56 with Åke Pettersson (01:57:31 115,3km/h) in front followed by several pilots including Sam Zimmerman 6th (02:02:58 110,2km/h). Rick Indrebo 25th makes it home as well. (02:32:20 89,0km/h). The British team's strategy of start late and go fast seems to have paid off as they sit 2 and 3 so far at a good speed. (01:56:45 116,1km/h).

The Standards have a tough day with only 10 pilots finishing. Doug Jacobs has a frustrating day (below) and outlands placing 27th for the day.

Opens seem to be having a more difficult time but when the dust settles all gliders finish but one - Dick Butler. See more in John Goods report below.

### TEAM REPORT - Friday, June 9, Evening Report

Tricky weather was again the feature at WGC2006. The launches got started late, and the sky near Eskilstuna never looked all that great. But in the area to the north (where all four classes were sent) there were at times some good cumulus clouds and some quite respectable lift. There was also clag and large areas that cycled from lift to dead air and back again. One part of the forecast was distinctly wrong: we'd been told that the sky would become unsoarable not long after 5pm, but in fact some pilots were able to finish long after this.



Overall, we had a much better rate of completions than yesterday. Only the Standard class (with just 14 finishers and 21 non-completions) had big troubles. Yet the extreme spread of speeds in all classes tells of a difficult day. In 15-Meter class, the range from fastest to slowest was 112 to 57kph; in 18-Meter class it was 118 to 65kph; in Standard 101 to 60kph and in

Open 102 to 69kph.

Doug Jacobs had a frustrating flight in Standard class. He started late and managed to catch and pass plenty of pilots. But his good speed took him to an area that had gone dead and he wound up landing about 38 km short of home. Some 15 minutes after landing the clag that had brought him and several others to the ground cleared, and a number of slower pilots were seen making their way cautiously toward home.

Doug's frustration was nothing compared to Dick Butler's - Dick "zigged when he should have zagged" in a tough part of the course and was the only landout in Open class. This continued a trend of big names in Open class finding trouble. Yet because of previous good scores, Dick remains within reach of the overall lead, with a lot of flying still to go.

In 15-Meter class, Dave Mockler turned in another steady performance, today good for 6th place, giving him 4th overall. Gary Ittner was 13th, and is now in 8th place for the contest. In 18-Meter class, it was a good day for Sam Zimmerman (6th place) and a tough day for Rick Indrebo, who took a long time to climb to final glide height not far from home and thus wound up 25th.

For a look at an unusual aspect of the WGC rules intersects with a tricky day, consider what the results in Standard Class would have been if the winner had been quite a bit slower. Let's suppose than instead of 101kph, he'd only achieved 89kph. These columns show the pilot's Contest ID, his actual score today, his score if the winner

had done 89kph, and the change in the winner's margin of victory presuming the lower winning speed:

Pilot	Actual score	Theoretical score	Change in MOV
SI	680	799	
LOT	614	711	+22
N3	612	705	+26
ET	602	678	+43
DA	602	678	+43
RM	591	650	+60
GX	590	645	+64
RO	589	644	+64
TA	589	642	+66
E2	589	629	+79

From this we see that under WGC rules the winner gave up a lot of points by going too fast. He'd have 22 more points over second place and 79 more points over the 10th place finisher if he'd taken about 18 minutes longer to complete the task. You'd have to say it's a bit strange to give less reward to a better speed.



It's clear that Sweden has thus far not been interested in serving up much in the way of straightforward soaring weather. We thus have a contest that's rewarding patience and the ability to avoid stepping into the holes that most pilots are finding.

Eskilstuna had a lot of sun today, and temperatures climbed to near 80 degrees – a regular heat wave

at these latitudes. We are told to expect a run of warm weather now, brought to us by generally southerly winds. Unfortunately, we can't yet expect an end to the tricky and troublesome soaring that seems to be the theme of WGC2006. - *John Good*

### **Captions for photos:** *From top to bottom:*

*1.. Dave Mockler finishes direct*

*2. John Good looking a little haggard.*

*3. Now that is a TEAM. Jerry, Leigh, Stan and Jim clean Gary Ittner's glider.  
Photo by Brian Milner*

### **U.S. Soaring Team - Standings**

Class	Pilot	Sailplane	Contest Number	Day Place & Points	Overall Place & Points
Open	Dick Butler	ASW-22 DB	DB	22/205	10/3001
18-M	Sam Zimmerman	Ventus 2cx	SZ	6/505	16/2312
18-M	Rick Indrebo	ASG-29	99	25/329	29/1615
15-M	David Mockler	ASW-27	VW	6/563	4/3016
15-M	Gary Ittner	Ventus 2	C	13/509	8/2842
STD	Doug Jacobs	Discus 2	D2	27/487	19/2697

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 then 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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