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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

Saturday, June 10th - Day
5

Evening Report is posted. Blue day - sort of. All classes launched. John Good's Mid-Day Report is posted. The latest team news will appear on this page every day. Bookmark this page.



will be a flying today as Day 5 gets underway. Here is [today's weather](#) brief in PDF format.

Today's Tasks

Standard, A. 3 points and 318.5 km. **15 Meter, A** 3 points and 373.4 km. **18 Meter, AAT** 3 points and 292.4 km. **Open, A** 3 points and 355.3 km. All gliders have launched and are flying task A. Many pilots are on course for Day 5.

TEAM REPORT, WGC 2006 – Mid-day report

The weather has turned downright balmy in Sweden. Sunshine and pleasant shirt-sleeve temperatures are the rule today. The rain, cold and wind of a week ago are now a fading memory. Winter hats and rain jackets have been packed away. Today we were told to expect reasonably good blue conditions with lift to perhaps 5500'. A few cirrus clouds may cause some small problems, but the calg, spreadout and severe cycling that have scrambled things the past few day seem less likely to be an issue today.



Griding now seems a bit less smooth than previously. The scheme here is not to assign grid positions – each class is given a time when gridding will start; gliders are then taken as they arrive and put into the next open position. This means that the first to arrive will be the last to launch. Following the wave day of 8 June, there's

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Contest



a perception that an early launch is favored, so there's now a notable tendency for crews to hang back, planning to arrive at the last possible moment.



over the leading edge which (it's hoped) scrapes off the worst of the bug residue, resulting in smoother airflow and less drag. When they reach the end of the wing they are reeled back to the root either electrically or mechanically (using what are basically fly-fishing reels). As you can guess from this description, bugwipers tend to be fiddly and unreliable. Yet there are times when bugs are so bad that they are well worth the trouble (during WGC2003 in Leszno, Poland there were days on which wings collected 500 bugs per meter of span).

The warm weather has revived the Swedish insect population. Until yesterday, the number of smashed bugs on wing leading edges had been quite moderate. With the increase, the use of bugwipers will surely increase. These are frequently troublesome devices that spend most of the flight parked at the wing root. When deployed, air pressure drags them out along the wing. They include a thin wire stretched



A curious sight in Sweden at this time of year is fleets of flatbed trucks parading through the streets, honking horns. On board will be high-school-age kids (often dressed in sailor outfits), along with small trees decorated with balloons. This seems to be the traditional way to celebrate high-school graduation. I haven't yet been able to determine the significance of the trees or sailor outfits, but my research continues.

The launch was delayed a couple of times while the sniffer prowled around, but finally got underway at 12:30. The sky is indeed blue. Pilots are reporting lift of three knots to perhaps 3500' – it may take a while for this day to develop. All classes have tasks of around 350 km that head northwest. We just heard a call from an Australian pilot: "They're all playing the waiting game – they're going down in the thermal." (WGC rules do indeed tend to encourage gagging on blue days). At 2pm, we're hearing gliders start. We'll be looking for finishers around 5 to 5:30. - *John Good*



TEAM REPORT - Saturday, June 10, Evening Report

From the airfield, the mid-afternoon view of today's weather was encouraging. The forecast said the sky would be entirely blue, but to the northwest (where the tasks were set) we saw some rather nice-looking cumulus clouds whose bases a willing mind could well believe were at or above 6000'.



A couple of interesting power planes are at Ekeby airfield. Among the Pawnee tugs is a silver one that seems abnormally quiet. Investigation shows an unusual powerplant: a Volvo inline-six auto engine. This is an ongoing project to come up with quieter and more readily available

JUNE 4 - 17

Closing
JUNE 18

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alternative to a standard aircraft engine. Being water-cooled, the Volvo engine requires a radiator, which is mounted below the fuselage. Six exhaust pipes (two groups of three) emerge from the left side of the cowl and then combine in a large external muffler. The result is really quiet, and seems to tow well. I was told that there has been concern it's too quiet – a unaware bystander might possibly walk into an idling prop (this could, of course, be avoided with some sort of low-rpm beeper). Just one example is flying – there appears to be a ways to go yet before any sort of certification happens.

Another notable aircraft is an L-19 Bird Dog that showed up today. This one apparently came from France, where it was doing duty as a glider tug. As seems to be the fashion these days, it has been converted to a sort of poor man's warbird, complete with military paint job, DF antennas and bomb racks. The tow hook has been removed, since this was certainly not original equipment. It's in fine shape and can apparently look forward to a bright future at airshows and aviation displays. But the fact that it will never again tow a glider seems a pity.



Finishers began appearing not long after 5pm and they generally had a better tale to tell than on recent days. The cumulus clouds that we saw from home were reachable (for most) and were working – lots of 4 and 5-knot climbs were available. But the cumulus clouds were confined to a limited area, and it was necessary at times to leave them and sally forth into the blue. Here, lift was much more capricious and speeds not nearly as good. At the end of the day, some pilots bounded home rather easily; many others struggled, not all of them successfully.



Once again, the Standard class had the worst of it. The Open class always grids first, due to the space required by their absurdly long wings. For reasons not yet explained, the Standard class has always been second to grid, and thus the third class to launch. This means that they are starting well after the 15-Meter and 18-Meter classes, both of which enjoy higher performance. Yet the Standard class has typically had

tasks about as long, and often into areas at least as challenging. The result has usually been a notably lower rate of completions.

So it was today. The fleet (it's now 116 gliders) had a total of 12 incomplete tasks, of which 11 were in Standard class. Unfortunately, these included T1, an LS-8 flown by Damian Goldenzweig of Argentina. He had been flying brilliantly and leading the contest, but today was added to the list of big guns that have found big problems (a theme of this contest) by landing out just 43 km into his task. What's a bit puzzling is that he started among the first in his class: on a blue day, conventional wisdom says the contest leader should start in the middle of the pack and enjoy the benefit of other gliders marking thermals – why not make it hard for your rivals to gain points on you?

For the US Team, Doug Jacobs had a good run in Standard class. His 5th place finish moved him from 19th to 12th overall. In 15-Meter class, Gary Ittner was 6th and Dave Mockler (who got stuck for a while near home) was 16th. They now stand a very respectable 8th and 6th overall.

18-Meter class had a Turn-area tasks (one of relatively few during this contest, which many observers find a bit puzzling). Sam Zimmerman was back



promptly, but didn't have enough distance to give him a speed among the leaders. Rick Indrebo had the opposite problem: decent distance, but got delayed on his way home. They wound up in 22nd and 27th place today, and now stand in 16th and 29th place for the contest. In Open class, Dick Butler went for a late start and wasn't able to make it work as he'd wished. He was 19th for the day and now stands 11th for the contest.



Eskestuna traffic was apparently brought to a near-standstill today by the truckloads of high-school graduates I described in the morning report. This is apparently a widespread and well-accepted Swedish tradition that's viewed as troublesome only by visiting glider pilots who hope to drive 6 km in less than a half-hour, or to find a restaurant where it's possible to be served a meal. I haven't yet been able to come up with any sort of explanation for the trees or the costumes – every Swede knows of this tradition, but none, it seems, can explain it. - *John Good*

Captions for photos: From top to bottom:

Photos by Leigh Zimmerman, John Good and Brian Milner

1. Web Cam 2 shows clear day
2. John Good and Brian Milner talk it over
3. Bug wiper in the stowed position
4. Reels for moving the bug wipers
5. Team USA hut. Humble but its home
6. Silver Pawnee
7. Green Bird Dog
8. Our pilots talk it over
9. Gary Ittner gives the thumbs up for launch

U.S. Soaring Team - Standings

Class	Pilot	Sailplane	Contest Number	Day Place & Points	Overall Place & Points
Open	Dick Butler	ASW-22 DB	DB	19/707	11/3708
18-M	Sam Zimmerman	Ventus 2cx	SZ	22/831	16/3143
18-M	Rick Indrebo	ASG-29	99	27/796	29/2411
15-M	David Mockler	ASW-27	VW	16/852	5/3868
15-M	Gary Ittner	Ventus 2	C	6/961	7/3803
STD	Doug Jacobs	Discus 2	D2	5/929	12/3626

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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