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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

**Sunday, June 11th - NCD**

Evening report posted. Day is blue and weak then cancelled. Dianna II report. Mid-Day report posted. WGC web site having problems. The latest team news will appear on this page every day. Bookmark this page.

**Day Report****TEAM REPORT - Sunday, June 11 Mid-Day report**

Sweden is now firmly under the influence of a high-pressure area located over northern Germany. This means hot, dry and very blue conditions. Thermals should start rather late, end early, and generally be weak and low.

We can also expect some seabreeze effects, both from the larger lakes and (late in the day) from the Baltic Sea. If there were some chance of clouds to mark these seabreeze-affected areas, they might be quite useful. But if the forecast for severely blue conditions holds, it will be hard for pilots not familiar with

this area under these conditions to sort out the good from the bad areas.



As you know by now, Eskilstuna lies pretty much at the extreme southeast edge of the task area. This also tends to be the weakest area on many days, and in keeping with this it has often been a struggle for pilots to get home at the end of the day. Many have found it's easy to fall in a hole close to home and kill a good flight with a 15-minute battle to gain the altitude for a glide home. In more than a few cases, these struggles have been in vain – the fields near home (fortunately, there are some good ones) have seen their share of landouts. If you believe the forecast, today will be another one where the

return home will be tough.

Both gridding and the morning pilot briefing were delayed today, reflecting the view that the temperature necessary for soaring (said

**REPORTS****LATEST NEWS**

**MAY 24**  
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**SCHEDULE**

Official training  
MAY 28- JUN 2

Opening  
JUNE 3

Contest



to be 24C, about 75F) will be late in arriving. Yet so much sunlight has been reaching the ground (bear in mind that it starts, albeit weakly, at around 3am) that we're confident some soaring will be possible. Nonetheless, it looks like a tough day on which distance will be more important than speed.

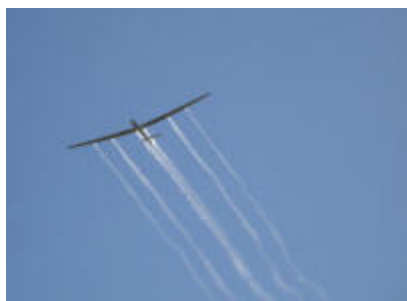
You've probably noticed from the scores thus far that when most pilots in a class finish with good speeds, the reward for speed is high. When the winner finishes in three hours or less, score differences are around 11 points per minute. But when a class has a good number of landouts, the value of speed decreases rapidly. Distance become the main contributor to a pilot's score, and a pilot who lands close to home may give up only a few points to one who finishes. On a day like today, when (so it seems) the chance of landouts is reasonably good, it can make sense for a pilot to de-emphasize speed in favor of simply trying to get as much distance as possible. As against this there's the prediction that the day may die early; in that case, you won't get good distance unless your speeds is also good. All in all, strategy can get complicated. - *John Good*



### TEAM REPORT - Sunday, June 11, Evening Report

The weather at Eskilstuna was indeed the hot, blue day that was forecast. An additional problem was a southwest wind that was perhaps a bit stronger than predicted. The launch was delayed, but finally got underway for the 15-Meter class around 1:15. All gliders were able to stay aloft – they could be seen grinding around in sizeable gaggles west of the airfield, none all that high, none desperately low. The general sense was that we were looking at a soarable but difficult day, with a lot of landouts.

But it was not to be. The launch was halted after the 15-Meter class. Their task opening time had arrived when the announcement was made that the day was canceled for all classes. So we made our way back to the trailers, dumping lots of ballast water on the now dry grass.



This decision was controversial. I have already mentioned that the practice at World contests is usually to send pilots on task if at all possible, with little regard for the possibility that most or all of them will not return home. When you have 116 pilots contending for just four trophies, you can expect that most are not as high on the scoresheet as they feel they should be and would like the chance to improve their fortunes

on any flyable day. As against this there is the fact that on a low, weak blue day there will inevitably be huge gaggles and flying that's less than 100% safe.

The organizers' decision may have been influenced by a midair collision yesterday at a Swedish gliding club south of here. An LS-4 and an ASK-21 (with apparently just one person aboard) collided in a thermal. The LS-4 lost a substantial part of its left wing; the pilot bailed out successfully. The '21 lost some of its right wing, but the pilot was able to land safely. Neither pilot was injured.

In pictures shown at this morning's pilot briefing, the LS-4 was lying forlornly in an area of low scrub. Remarkably, the canopy was still attached (and intact) – the pilot failed to jettison it but was nonetheless able to bail out. (Note to pilots who read this: practice your emergency exit procedures.) The '21 showed some substantial cracks on its right wing inboard of the ragged end. It appears that the fuselage received such a wrench that the canopy could not be

JUNE 4 - 17

Closing  
JUNE 18

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opened – it took about 10 minutes to get the pilot out. (It's a good thing he didn't need to bail out.)

The FIFA World Cup (of soccer) is now underway in Germany and commanding the attention of many here. I've just returned from the food hangar where a wide-screen TV is set up and a sea of fans in orange jerseys tells you that Holland is competing. They are playing Serbia, are heavily favored and seem to be doing well. The Swedes are a bit downcast at having been tied (at zero) in yesterday's game with Trinidad and Tobago. I enjoy many sports but haven't been able to fully warm up to football (at least this form of it). No doubt many of the billions of football fans around the world would feel much the same way about gliding.

One of the new designs competing at WGC2006 is the Diana 2, a new version of the already radical Polish 15-Meter class glider that first flew in the early 1990s. The original Diana is notable for an extremely small and thin wing, a radically narrow aft fuselage, a small empennage and very small rudder, a side stick, and a number of other innovations. The Diana 2 uses about the same fuselage and tail, but has an entirely new wing with updated airfoils.



The pilot is twice World Champion Janusz Centka, a national sports hero in his native Poland. He likes the glider a lot, saying it's extremely maneuverable and light on the controls. An excellent feature is its large range of wingloading, from 6.6 to 11.6 pounds per square foot. This allows the Diana 2 to be at home in an unusually wide range of lift conditions from very weak to extremely strong. This pilot and glider obviously are a formidable combination. They currently stand

in second place for the contest. - *John Good*

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

*Photos by John Good*

1. Task area
2. Busy panel
3. Water ballast away!
- 4 & 5. Diana II

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

Class	Pilot	Sailplane	Contest Number	Day Place & Points	Overall Place & Points
Open	Dick Butler	ASW-22 DB	DB	-	11/3708
18-M	Sam Zimmerman	Ventus 2cx	SZ	-	16/3143
18-M	Rick Indrebo	ASG-29	99	-	29/2411
15-M	David Mockler	ASW-27	VW	-	5/3868
15-M	Gary Ittner	Ventus 2	C	-	7/3803
STD	Doug Jacobs	Discus 2	D2	-	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](#).

### START RECEIVING THE U.S. TEAM eBULLETINS - FREE!

You are invited to join the 300+ subscribers and start receiving U.S. Team eBulletins. This electronic newsletter is sent out roughly quarterly throughout the year and covers international, team and pilot news. Subscribe by [clicking here](#) and using the simple sign up form.

### 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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