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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

**Monday, June 12th - Day 6**

Evening report posted. Dust settles on a tough day. Landouts start reporting in. Mid-Day report posted. Blue not unlike yesterday. Cultural differences. All classes are launched. The latest team news will appear on this page every day. Bookmark this page.

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**TEAM REPORT - Monday, June 12 Mid-Day report**

As promised, today's weather is indeed pretty much a copy of yesterday's: hot, dry, severely blue. The good news is a bit less wind and hope for slightly better climbs. Thermal maps suggest a rather short window of usable lift and the possibility of connecting with better conditions to the northwest. (Once again, we find that Eskilstuna is not especially well located with respect to the best Swedish soaring conditions.)

Today's Tasks

Standard, A. 3 points and 229.7 km. **15 Meter, A** 3 points and 236.7 km. **18 Meter,** 3 points and 250.4 km. **Open, A** 3 points and 354.7 km. All gliders have launched and are flying task A. Many pilots are on course for Day

6.

The day-to-day differences between Sweden and the US seem small but are often interesting. I've mentioned the widespread use of traffic circles. These are very much more common than traffic lights and after a short while they seem easy to use and generally superior. The traffic in the circle has the right of way, so as you approach the circle you look left to see if there's a slot you can merge into; if so, you don't stop but simply join the circulating traffic. As you approach your desired spoke road, you signal a right turn to let cars who wish to enter the circle know that you are about to leave it. This sounds a bit more complicated than it really is. Major intersection will have large circles that can hold a significant number of circulating vehicles; minor ones have small circles.

I've also mentioned how the roads and signs are of high quality. It's





not true that there are no bumps or potholes, but they are rare. The signs are about as good as anywhere I've been, except for a near-total absence of words that equate to "north" or "east". In place of these, names of prominent cities are used. So near Eskilstuna, "Stockholm" means east, "Göteborg" means southwest and "Oslo" means west.

Sweden has something of a "nanny state" reputation, no doubt deserved in some ways. A small example comes when refueling. In the US when the fuel nozzle does its automatic shutoff, you then manually top up your tank. In Sweden, it seems that the automatic shutoff turns off the pump – no more fueling is possible. On our crew vehicle, this means that three-fourths of a tank is the practical maximum. Fortunately, this is a VW turbodiesel with excellent range.

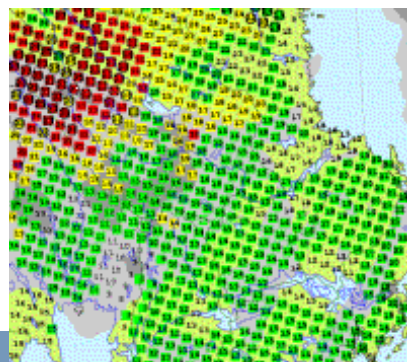
Except for 3.2% beer, all alcohol is sold in state-owned liquor stores. It is about 40% more expensive than is typical in the US, which doesn't seem to hurt the custom of these stores much. Traditional Swedish drinking habits leaned toward a generally abstemious approach, punctuated with the occasional bender. This seems now to be giving way to a more "continental" view, with daily consumption becoming common. It appears that a lot of booze is now bought outside of the state-owned stores, through internet sources, trips abroad, and sometimes outright smuggling. Per-capita consumption appears to be increasing, especially among the young, and there is concern for the implications of this trend.



Stores seem much like their counterparts in the US. Within a couple of kilometers of the airfield, we have the Coop (rhymes with "loop") which sells a bit of everything: groceries, clothes, electronics, toys, books, hardware, building supplies, appliances, and much more. Prices are generally a bit higher than in the US, but not dramatically so. The grocery section reflects different tastes:

There are about 30 different types of flatbreads (all inexpensive), a fine variety of cheeses and lots of pickled herring, sardines, canned fish, etc. An interesting feature is condiments in what look like oversized toothpaste tubes. Mustard, mayo, anchovy paste and just about anything else can be bought this way.

The hotel where the US team is staying is located near a dammed-up section of the Eskilstuna River, which provides an attractive venue for evening walks (especially in the warm weather we're now enjoying). Signs proclaim that this area is off-limits for fishing, but we nonetheless frequently see fishermen with poles in the water, which seems puzzling in such a generally law-abiding society. Adding to the mystery is the fact that we have yet to see one actually catch a fish. Perhaps the mere thrill of flouting the rules is sufficient.



Owe Engström has provided some insight into one aspect of the high-school graduation celebrations: Birch trees have long been used in the biggest and rowdiest of Swedish celebrations: midsummer's day. They have been adopted into the celebration of graduation because this happens at the same time of year and because they are associated with rambunctious behavior that's

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...](#)



tolerated by society.

Since soarable conditions will again be late today, gridding was delayed and the 10pm pilot briefing has been put off until noon. It looks as if we'll get a narrow window of usable weather today – a late start and an early finish. This means that we may not have a long enough day for tasks in all classes. So far there seems to be reluctance to have tasks for just some of the four classes, but pilots are growing restive and I think that if we don't have some competition today there may be serious grumbling. - *John Good*

Starting

All pilots are on task with what looks like a tough day. The first 15 meter class starters were the Italian team of Galetto and Chiorzo at 14:35. Late starters included Ittner and Mockler at 15:25 and 29 respectively.

The first 18-meter pilots were done by 13:19 and the last to start was 15:16. Zimmerman started at 14:51 and Indrebo at 14:56.

There is little waiting in the Standard Class. The first pilot starts at 15:06 which are the fine German team of Schramme and Lauer. Unfortunately they are already scored for distance having landed out after only 23 km. By 15:34 all are gone. Also troubling is that Doug Jacobs does not yet have a start shown on the board. His start shows later at 15:24.

Open class is showing some start strategy with Karow and the X33 eta flown by Italian Pilot Ballarati going early at 14:22 and 14:26 respectively. Local Ax and USA pilot Dick Butler start at the end of the pack at 15:23 and 15:28.

Pilots again of two minds today one start early and hope you make it back or have the best distance or go late and jump the gaggles on course for the best speed. The conventional wisdom is that going early on a blue day is a bad idea as its easy for the late starters to catch up.

Finishing and Landing - Preliminary

Several pilots in the Standard, 15-Meter and Opens are reporting landouts some after only 20-30km or shorter! David Mockler lands out early after 20 km. The 18-Meters seem to be having the best of it with reports of some pilots close to the finish.

Only three finishers in the 15-Meter class and Polish Champ Centka was in the lead today. Ittner goes 187 km for 12th and Mockler 20 km for 22nd. Twenty one pilots made it home in the 18-Meter with Zimmerman going 232 km for 28th and Indrebo finishing the task in 14th. All contestants landed out in Standards today with Jacobs going 218 km for 9th. In Open class Dick Butler is one of seven to land out for 19th. It was a tough day.

TEAM REPORT - Monday, June 12, Evening Report

At launch time, the day indeed looked similar to yesterday. The good news was lower winds. The bad news was cirrus clouds – thin in the area of home, but looking thicker to the northwest. The launch got underway at around 1:15pm and the initial reports were reasonably good (at least in view of some dire projections): 2.5-knot climbs to nearly 3000'. One aspect of the forecast sounded really grim: the prospect that thermals would be dead by 5pm. If true, this would pretty well guarantee no finishers, even for the rather short tasks that were set.

In the event, the cirrus clouds actually thinned a bit, and the day did not die especially early. This is not to say it was easy – nearly all pilots found their task quite challenging, and a great many trailers left the airfield late in the day. But it's fair to say that for most the day was more accurately described as "desperate" than "hopeless".

18-Meter class was the first to launch, and 21 of 36 pilots managed to get home. The winning speed was just under 80 kph, which would be considered dreadfully slow on anything like a normal day. Rick Indrebo was among the finishers, though he was just barely able to get the height needed for a successful final glide. After wringing everything he could out of a final weak thermal, his radio call was "Well, my computer says I might make it, but I'm not

sure." He did a "direct" finish – no pattern. Sam Zimmerman was among those who came up one thermal short.

15-Meter class was second to launch, and didn't have nearly the same success – just three pilots finished. The winner (to no ones great surprise) was Janusz Centka. The speed was a bit surprising: just 66 kph. On a normal day, the last-place pilot would easily beat this. Gary Ittner was 11th with a distance of 187 km; Dave Mockler unfortunately landed just 20 km into his task.

Standard class was one again third to launch, and once again had not quite enough day to get home – this time there were no finishers. With just a few exceptions, pilots got near home and thus there was little point spread. Doug Jacobs landed only 11 km from home, in a field with some 8 other gliders, which gave him 9th place for the day (but just 25 points out of first).

Open class pilots put their long wings to good use, managing 15 finishers of 21 pilots. Unfortunately, Dick Butler was not among them. He took a late start and late in the day added himself to the list of those who needed just one more thermal to get home.

Predictions for tomorrow vary. Some sources say it will be a repeat of today, others that it may be meaningfully better. A day like today beats not flying, but is one heck of a long ways from the kind of experience that most pilots have in mind when they think of a World Gliding Championships. It's safe to say that a lot of folks at Eskilstuna are hoping we can finish this contest on a higher note. - *John Good*

Captions for photos: From top to bottom:

Photos by John Good

1. *wx for area*
2. *Sounding for the day*
3. *101 in Swedish Condiments*

U.S. Soaring Team - Standings

Class	Pilot	Sailplane	Contest Number	Day Place & Points	Overall Place & Points
Open	Dick Butler	ASW-22 DB	DB	19/442	15/4150
18-M	Sam Zimmerman	Ventus 2cx	SZ	28/546	20/3689
18-M	Rick Indrebo	ASG-29	99	14/912	27/3323
15-M	David Mockler	ASW-27	VW	22/70	16/3938
15-M	Gary Ittner	Ventus 2	C	12/660	9/4463
STD	Doug Jacobs	Discus 2	D2	9/849	12/4475

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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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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