



SOARING SOCIETY OF AMERICA

THE OFFICIAL SITE OF THE SOARING SOCIETY OF AMERICA, INC.

USA SOARING
TEAMS

- SSA Home
- Home
- About
- News
- Reports
- Open
- 18-Meter
- 15-Meter
- Standard
- Club
- World
- Junior
- Feminine
- Camps
- Press
- Gallery
- Committee
- Financials
- Calendar
- Funding
- Selection
- Organization
- Links
- Archive
- History
- Champions
- Site Updates
- Contest Results

**US Team
eBulletin
NEWS**
Sign Up Here

U.S. Soaring Team Day
Reports & Results

2006 FAI 29th Multi-Class WGC
Open, 18-Meter, 15-Meter, Standard
Eskilstuna, Sweden, June 4-17, 2006

**Wednesday, June 14th**
Rest Day

Rest day. Party recovery and a salad for lunch. The latest team news will appear on this page every day. Bookmark this page.

TEAM REPORT - Wednesday, June 14 Mid-Day report

Today is indeed a rest day. As I noted, this was announced at yesterday's morning pilot briefing and caused some grumbling and even a petition requesting that the decision be reconsidered. At the team captains' meeting called yesterday evening to discuss the matter, the Stewards pointed out that at least one rest day is required by the rules. One of the three non-flying days we've had could, perhaps even after the fact, have been designated a rest day, but this wasn't done. Therefore, the decision would stand.

In the event, the weather seems to have made the controversy unnecessary: A front is approaching, winds are strong from the southwest and the sky looks as if motorless aviation is a dubious prospect. In view of this, it's probably just as well we didn't go through the exercise of assembling, ballasting and gridding 116 gliders.

REPORTS**LATEST NEWS**

MAY 24
MAY 29
MAY 30
MAY 31
JUN 01
JUN 02
JUN 03 Open
JUN 04 Day 1
JUN 05 Day 2
JUN 06 NCD
JUN 07 NCD
JUN 08 Day 3
JUN 09 Day 4
JUN 10 Day 5
JUN 11 NCD
JUN 12 Day 6
JUN 13 Day 7
JUN 14 RST
JUN 15 Day 8
JUN 16 Day 9
JUN 17 Day 10
JUN 18 Closing

SCHEDULE

Official training
MAY 28- JUN 2

Opening
JUNE 3

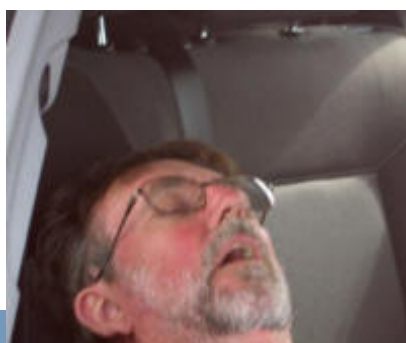
Contest



The big event last night was a party sponsored by the Dutch and German teams.

In yesterday's report, I told Biggo Berger's (photo above) story of the "repair wars" at WGC1985, in which he was one of the soldiers. Last night he was hard at work in an airfield hangar, but this time his skill was applied to operating the beer tap. Some 300 liters was dispensed, which put the crowd in a fine mood and allowed most to face the prospect of another non-flying day with equanimity.

In conversation with Pall Einarsson (the contest Scorer) over a couple of those 300 liters, I heard the story of surströmming, a notable and indeed formidable Swedish delicacy. Surströmming means "soured herring". The herring is from the Baltic Sea and the "souring" process is actually fermentation. The fish (headless and perhaps 3 to 4" long) are sealed in tins with a certain amount of salt and kept there for about 10 months. If things proceed according to plan, the tin will have swollen as the fish ferments. When the tins are opened (outdoors, and preferably covered with a towel, or under water) the smell is somewhere between intense and ungodly, depending on your tastes. The herrings are then eaten (traditionally accompanied by new potatoes and onions, and washed down with milk and/or aquavit) by dangling them into your mouth and withdrawing a bare skeleton. They have a strong flavor, though different from and not as intense as their smell.



This is apparently a popular dish in northern Sweden; the traditional season begins around mid-August. In the south, some participate and others view the entire concept with horror. It's said that Swedish emigrants to Germany are responsible for a law there that makes it illegal for any resident of an apartment to consume surströmming, lest all

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...](#)



neighbors feel forced to evacuate. And there was recent controversy when certain airlines banned surströmming, citing the possibility that the tins could explode and render an aircraft uninhabitable.

Pall noted that there is a tradition in his native Iceland that makes even surströmming seem tame. The idea is to catch a shark of suitable species and size and bury it near the shore (perhaps because the salt content of the soil is right). The shark stays underground for months, until the right level of smell can be detected when walking nearby. It is then exhumed and enjoyed.

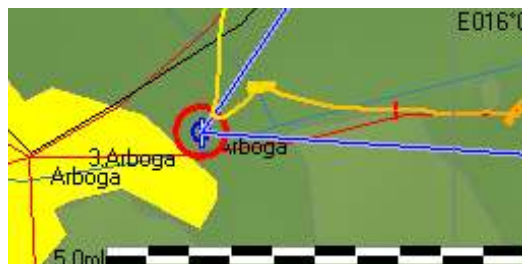
It's now lunch time here, and I find myself in the mood for a fresh green salad. Stay tuned for my usual reports on tomorrow's races. - *John Good*

Rest Day IGC File Fun

How do the really good guys do it? What its like to shoot a 44/1 final glide or be one a few to make it home in a blaze of glory?

Using flight analysis software like SeeYou and a pilots IGC file you can see exactly what each pilot is doing on course and review their compare their flight statistics with outhr competitors. The 29th WGC IGC files are helpfully linked to each days final results under the pilots contest number. So pick and day and a pilot. The IGC files are also available on the scoring page in .zip format [here](#). It is helpful to download the map of Scandinavia (its free but 14 megs) from the SeeYou web site [here](#). You can also find the WGC29 waypoint file on John Leibacher's amazing worldwide Turnpoint Exchange [here](#). Or just download the file [here](#).

On Day 5 Polish two time WGC champion Janusz Centka (BB) flying the new Dianna II was one of just three to make it back in the 15-Meter class. Go to the [scores](#) for that day and click BB to download the IGC file. Or just download the file [here](#) and open it in SeeYou. Lets have a peek at this winning flight.



Everything is going well on the flight right up until the last turn, Arboga about 18 miles from the finish. BB arrives at 1590 feet after a rather long glide but still with a 64/1 glide to the finish. He needs another thermal to make it.

Bravo Bravo rounds the turn and makes a few tentative circles then decides to glide on getting down to 1100 feet 14 miles out with a 71/1 glide to the finish. It is not looking good. In fact many top pilots landed in this area. Then BB finds weak lift and demonstrates why he has been world champion twice. Over the next 20 minutes BB struggles to climb 1500 feet for an average climb of .4 knots or 40 feet per minute! Mr. Centka then glides conservatively home to finish first for the day scoring 913 points, 117 points over the nearest landout. Sometimes patience wins the day.



It is instructive to run several flights together to see how the winners are winning and the losers are losing. Enjoy!

Captions for photos: From top to bottom:*Photos by John Good and ???**1. Biggo Berger from the Schempp-Hirth factory**2. Hard working US team crew taking full advantage of the rest day***U.S. Soaring Team - Standings**

Class	Pilot	Sailplane	Contest Number	Day Place & Points	Overall Place & Points
Open	Dick Butler	ASW-22 DB	DB	-	14/4572
18-M	Sam Zimmerman	Ventus 2cx	SZ	-	18/4047
18-M	Rick Indrebo	ASG-29	99	-	26/3729
15-M	David Mockler	ASW-27	VW	-	14/4437
15-M	Gary Ittner	Ventus 2	C	-	7/4834
STD	Doug Jacobs	Discus 2	D2	-	11/5050

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.