



SOARING SOCIETY OF AMERICA

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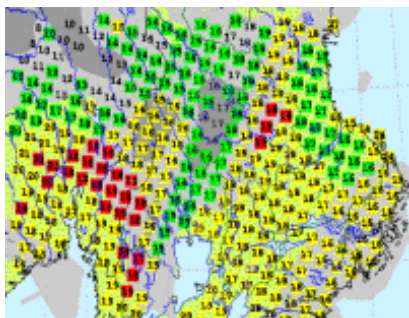
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U.S. Soaring Team Day
Reports & Results2006 FAI 29th Multi-Class WGC
Open, 18-Meter, 15-Meter, Standard

Eskilstuna, Sweden, June 4-17, 2006

**Thursday, June 15th - Day 8**

Weather cold but sunny. The WX is looking good. Tasks are set, all classes launched and the day is on! Mid-Day report filed. evening Report posted. The latest team news will appear on this page every day. Bookmark this page.

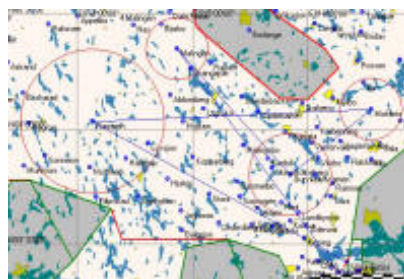
**TEAM REPORT - Thursday, June 15 Mid-Day report**

A cold front passed by yesterday and cold and dry air covers the competition area! The whole area is without clouds at the moment we might however see the odd cloud on track. One person mentioned he saw already one during briefing. Thermals will go up to 1500 m. and have started already. A sniffer will go up to see if we can start at 11. So mostly

dry thermals up to 2000 m max with 3 m. climbs max. Visibility is MORE than 50 k. and sunset at 22.14. Temperature will be 21, on the ground and just a weak wind.

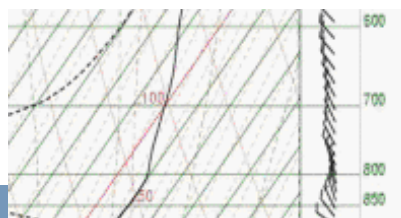
Today's Tasks

Standard, 5 points and 344.4 km. **15 Meter**, 6 points and 394.7 km. **18 Meter**, AAT 5 areas in 3:45 and 328.8 km Min. 629.6 km max. km. **Open**, AAT 5 areas in 3:45 3 points and min. 402.5 km and 707.5 max. km. 229.2 km. All gliders have launched and are flying task A. Many pilots are on course for Day 7. Open Class task at right.



Yesterday's cold front passed by Eskilstuna around 4pm. It was a treat to find ourselves in cool, clear air. Jackets that had been packed away for nearly a week again saw service. A number of late-day cumulus clouds were seen to form, indicating unstable air and promising better soaring weather than for quite some time.

In view of this, the weather briefing at this morning's pilot briefing was disappointing. We were told to expect another mostly blue and not-very-strong day. Indeed, according to the current view of things, none of

**REPORTS****LATEST NEWS**

MAY 24
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JUN 15 Day 8
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Official training
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Contest



the three remaining days look likely to be boomers. The good news is that the day is not forecast to shut down early. No doubt a lot of pilots are hoping they'll have less than the usual struggle during the last 40 km of their task.

Today's tasks are a bit longer, probably due both to somewhat better weather and some grumbling about previous tasks being rather short. Both Open and 18-Meter classes have Turn-Area tasks with a minimum time set at 3:45; the Short-wingers again have assigned tasks: 344 km for Standard class and 395 km for 15-Meter class. Unless the weather decides to be unusually treacherous, we have a good chance of un-devalued scores today (i.e. 1000 points for the winner).



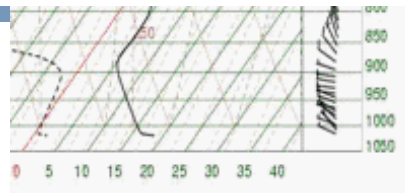
Two new designs competing in the 18-Meter class are the LS-10 and the ASG-29, and they share some general features: Each can be flown at both 15- and 18-meter spans. The break where outer wing panels join is relatively far inboard (since it's been found hard to optimize performance at two different spans without doing this). Each has a fuselage that's quite similar to an earlier 15-meter-span glider (the LS-6 and the ASW-27, respectively). For each, a sustainer-engine version is planned, though not yet in production.

The LS-10 has been in the works for quite some time. The prototype first flew in 2003, but serial production is just getting underway; two examples are competing at WGC2006. The wing planform looks not too different from that of the LS-8-18. It has curved winglets as found on other LS gliders and (so far as I know) no others. Mark Maughmer (who knows a thing or two about winglets) feels this approach is less than optimal, but it's fair to say that the LS-8 has acquired an excellent reputation for its ability to climb, and indeed to score well. The LS-10 has a published wingloading range of 6.13 to 10.8 pounds per square foot.



The ASG-29 (of which five examples are competing here) is young Schleicher designer Michael Greiner's first "signature" design. Its all-new wings follow modern practice in that they are thin, light and have a high aspect ratio. The wingloading range is also quite good: 7.75 to 11.25 pounds per square foot. It's long been said that under very strong conditions (say, those often seen at Uvalde Texas) a modern 15-meter-span glider is optimal, due to its ability to achieve a very high wingloading. It's clear that designers of 18-meter-span gliders have taken note of this and are now allowing their pilots to achieve the kind of wingloading that will keep them ahead of the short-wingers in all conditions.

It seems as if much of the design action these days is concentrated in the 18-Meter class (I'll be reporting on the Antares tomorrow). Indeed, I've heard several pilots here express concern that the 15-Meter class may be on the way out. The 15-



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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...](#)

Meter class has 22 entries here, substantially fewer than in Standard class (35) or 18-Meter class (36) and just one more than the specialized and hideously expensive Open class. Is it significant that Great Britain (almost certainly the country with the best recent success in world-level soaring competition) has no pilot in 15-Meter class here?



In the face of a slow worldwide decline in participation in the sport of soaring, the IGC has added a bunch of classes over the past 12 years (e.g. World class, Club class, 18-Meter class, 20-Meter Two-Seat class). There's some sense that not all changes can be additions – at some point, one or more classes will be considered for removal.

At 1pm, the launch is complete and pilots are reporting 2.5 and 3-knot climbs to just over 4000'. A few short-lived cumulus have been seen to the northwest, but the forecast of a blue day seems correct at this point. A less-than-welcome development is some cirrus clouds moving in from the west-southwest. At this point they don't look really troublesome, but they won't have to thicken much to become so. - *John Good*

Starting

In the 15-Meter class it looks like the big guns are going later in the day. The first start was at 12:52. Ittner goes at 13:29 and Mockler at 13:37. Coutts at 13:40, Galetto 13:41 and Raimond 13:44. No word from Centka yet.

Early 18-Meter starters go at 12:54 again with the fast pilots going at the end of the pack. Indrebo at 13:16 and Zimmerman at 13:28. Steve Jones from the UK goes at 13:34, local Åke Pettersson goes at 13:43.

Standard starters are bunched around 13:45 with the first start at 13:38 and the final start at 13:52 again a local pilot. Jacobs goes at 13:45. The entire British team goes at 13:47.

Open class first starter is underway by 13:16 which was the French team. Again many of the top pilots hang back and take a later start at 13:36 with Butler going at 13:35.

In all it looks like a good day based on the faster pilots taking back of pack starts hoping to catch the leaders.

Finishes and Retrieves

There have been some finishes and a few landouts including David Mockler. In the 15-Meter class Gary Ittner places 8th moving to 7th overall. David slips to 23rd overall. In the 18-Meter Zimmerman places 8th today and Indrebo landed out for 29th. Standard Class pilot Doug Jacobs is 10th for the day with 955 points moving him to 7th overall. Open pilot Dick Butler places 4th for the day and moves to 13th overall.

Gary's Photo Album



All pictures and captions by Gary Ittner...

26. Alena Netusilova of the Czech Republic, one of two women flying in the contest, was among ten of us that landed out at Koping airfield.



27. Dinner on the hotel veranda. Clockwise from lower left: Cheri Milner, Stan Foat, John Godfrey. Jim Indrebo, Dave Mockler, Rick Indrebo, Norm Page, Maria Heverly, Brian Milner.



28. Overhead view of the contest site.



29. Pre-start gaggle.



30. Sam Zimmerman, dressed in the same shirt as his team photo. He just LOVES that shirt! (Ed)



31. Alberga castle, finished in 1585, remodeled to its present appearance in 1830

WGC 2006 – 15 June, evening report

It was another blue, mostly weak, generally difficult day. Except for Michael Sommer in Open class, speeds were low enough to indicate that even the winners found problems. Nonetheless, most pilots (94 of 115) made it around their tasks and we had 1000-point winning scores in each class – only the second time that has happened.

A continuing theme here is the fact that we're just a bit too far from the areas where the soaring tends to be best. In strong weather, this wouldn't matter much. In the weak conditions that seem to be the fate of WGC2006, it means that getting started is often tough, and that many a good flight ends with a desperate (and frequently unsuccessful) final glide. You can see it in the pilots' faces as they roll to a stop and open the canopy: shouts and smiles are rare; exhaustion, strain and relief are the norm.

It has been a war of attrition, and with two days to go few remain who've avoided big trouble. Today claimed several more victims. Significant among them was Andy Davis, the defending Standard-class World Champion and pretty much the epitome of a wily, experienced, tough-as-nails, never-say-die competitor. He was among many who struggled near home to achieve final glide height. This time, he didn't succeed and wound up 15 km short. This puts him 738 points out of first, which means he won't become a three-time World Champion in 2006.



US pilots had their share of troubles. Dave Mockler landed at about the halfway point in his task, one of 5 pilots in 15-Meter class who failed to get home. Gary Ittner managed 8th place after yet another grim struggle to cover the final 30 km; he now stands 7th for the contest. Close to home and feeling quite low indeed, Gary was interested to see another glider perhaps 100'

lower and proceeding slowly toward the finish. That was Doug Jacobs who had a tough start, a good middle of the flight, and a truly desperate final glide. But it gave him 10th for the day and moved him from 11th to 7th overall.

In 18-Meter class, Rick Indrebo came up about 6 km short of what he needed after a decent flight. Sam Zimmerman "squeaked it in" after a struggle and wound up 8th for the day, putting him in 17th for the contest. Dick Butler had a good run in Open class, managing 101 kph over 435 km for 4th place, which put him 13th overall.

Andy Davis isn't the only current champion in grave danger of being dethroned. In 15-Meter class, John Coutts, who flew brilliantly at WGC2003 in Leszno, Poland, has had several great days and several that were far from what he wanted. Today was one of his better efforts – he was second at 86 kph. But he has found plenty of trouble (he's had a couple of outlandings and two days ago was stuck on a low ridge – not much more than a tree line – for some 15 minutes) with the result that he's now some 750 points out of first which even with volatile WGC scoring is effectively insurmountable.

In 18-Meter class, the defending champion is Wolfgang Janowitsch.

He "smoked 'em" at Leszno, winning by an impressive margin. He has flown well here and stayed near the top of the scoresheet, but an indifferent speed today put him 325 points out of first, which is like one foot in the grave and the other on a banana peel. If he can somehow pull this one out, people will be saying that his brilliance in 2003 was as nothing to this.

In the Open class at Leszno, Holger Karow put up the most impressive victory of all – he won by nearly 500 points and on only one day placed worse than 4th. Here, he's among those who've had lots of trouble with the weak and fickle Swedish weather. He's 861 points out of first, and with two days to go that's awfully close to hopeless.

The World Cup match this evening was Sweden vs. Paraguay, which naturally drew a good crowd to the hangar where a wide-screen TV is set up. Soccer isn't quite my cup of tea, but this match pretty well held my interest. Sweden had the best of the play but late in the game hadn't converted any of their chances – it was looking like yet another zero-zero tie. Then a fine double-header play put them up 1-0 with just minutes to go (somewhat oddly, the exact time remaining is known only to the officials, who keep this to themselves). It was no trouble to hold that lead, and Sweden claimed the victory, to the approval of the crowd.



A strange aspect of top-level soccer (*John is warming up to the sport it appears - Ed*) is the dives that players occasionally take. They are apparently trying to influence the referee into awarding a foul for what was actually minor. A good example occurred in the first half when a player for Paraguay went to the ground like a poleaxed steer after what looked like routine contact. Replay showed that he'd been lightly touched on the left leg – there was clearly no foul. By instinct he recovered his balance and then, after a short but perceptible delay, remembered that it was his job to assume the role of one who'd been savagely and grievously hit. Down he went as if he'd been shot. He lay on the ground holding his leg and grimacing. But no foul was awarded, and he was soon on his feet and rejoining the game with a slightly sheepish "you can't blame a guy for trying" look on his face.

I was assured that this sort of performance is routine, and that although referees are fairly savvy they do get fooled by a good act on occasion. I was pleased not to be able to think of anything comparable in the sport of soaring. - *John Good*

Captions for photos: From top to bottom:

1. Today's wx
2. The Open Class task
3. Today's upper air temps
4. Two pics of the LS-10. Photo by John Good
5. Two pics of the ASG-29. Photo by John Good
6. Gary Ittner's Photo Gallery
7. Norwegian Standard-class pilot Steinar Øskenholt (AJ) and his son.
8. Soccer fans from, oh never mind...

U.S. Soaring Team - Standings

| Class | Pilot | Sailplane | Contest Number | Day Place & Points | Overall Place & Points |
|-------|---------------|------------|----------------|--------------------|------------------------|
| Open | Dick Butler | ASW-22 DB | DB | 4/864 | 13/5436 |
| 18-M | Sam Zimmerman | Ventus 2cx | SZ | 8/935 | 17/4972 |
| 18-M | Rick Indrebo | ASG-29 | 99 | 29/429 | 26/3729 |
| 15-M | David Mockler | ASW-27 | VW | 23/253 | 18/4687 |
| 15-M | Gary Ittner | Ventus 2 | C | 8/840 | 7/5664 |
| STD | Doug Jacobs | Discus 2 | D2 | 10/955 | 7/6005 |

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

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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.