



SOARING SOCIETY OF AMERICA

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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



## Friday, June 16 - Day 9

Mid-Day report filed. Evening Report posted. The latest team news will appear on this page every day. Bookmark this page.

## REPORTS

## LATEST NEWS

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## TEAM REPORT - Friday, June 16 Mid-Day report

It's the second day after the passage of a cold front. A high-pressure area is sitting just south of Eskilstuna. By rights we should be in for a weaker and more stable day than yesterday, which itself was more than a bit troublesome. But the forecast is substantially better – we are told to expect good lift to above 6000' in the best part of the day, and possibly even enough cumulus clouds to be of real use. The Assigned tasks are some of the longer ones set here (it's by now clear that regardless of their potential merit, Turn-Area tasks are not much favored) and we are looking forward to what most pilots came here for: a genuine racing day.

At the morning pilot briefing there was a short address on the etiquette of thermaling and the dangers that ensue when this is ignored. Not surprisingly, a weak blue day generates complaints. These are some of the best pilots in the world, but they are racing hard and there is a constant incentive to sacrifice a bit of safety for a climb advantage.

Doug Jacobs reports that the problem is especially bad in the Standard class. There have been times when most of the fleet of 35 is in one thermal, and there's a conspicuous reluctance on the part of many to lead out once the top of a thermal is reached: better to let someone else go – if he finds a climb, the gaggle can soon share it; if he finds trouble, the followers can avoid it. Doug said "I don't know which is worse – that these guys are still circling when the 3-knot thermal has dropped to 1 knot, or the fact that the rules make this a sound strategy." It is indeed true that on a tough day WGC rules often make it better to stick with a slow gaggle than to charge out on your own. Not to beat a dead horse, but another merit of Turn-Area tasks is their tendency to break up giant gaggles, as pilots choose to fly to different points within a large turn area.

I'd like to make a point of thanking just a few folks who've given some direct support to the US Team here in Sweden. Please note that this is very far from a complete list – it's those responsible for some "hands-on" help.

- |                        |                    |
|------------------------|--------------------|
| • Leo Benetti-Longhini | • Magnus Dahlstram |
| • Grove Printing       | • Ward Hindman     |



• ILEC Gmbh	• Knauff & Grove
• The Sign Factory	• Don Pollard
• PMR Telecenter	

I reported on the ASG-29 and the LS-10 yesterday. Another new 18-Meter class entry here is the Antares. This is an ambitious project that has taken some time but has now reached the point of serial production. The really radical aspect to the Antares is an all-electric self-launch propulsion system.



Large lithium-ion batteries in the wing roots drive a compact electric motor & propeller to give the Antares about 10,000' of climb on a charge. A sophisticated onboard computer system manages the engine operation, battery charging and other functions (it can give voice messages and is rumored to be capable of calling the factory if any sort of serious problem is noted). The

advantages of electric propulsion include very quiet operation and no starting issues.

But in a world-level competition a wide range of wingloading is more important than self-launching, so the Antares that's here has had its batteries and engine removed. What's left is still a sophisticated and innovative glider. The main gear is actuated by an electro-hydraulic system. Each wing has three ballast tanks. The tailwheel is mounted on the rudder and thus is steerable. This unusual new glider will be interesting to watch.



The launch is now underway, into a sky that indeed has some promising cumulus clouds. Initial reports are 4.5-knot thermals to 5000' – in other words, some of the best conditions we've yet seen early in a contest day. The tasks are at least "longish" – 400 to 450 km. The notion of a genuine racing day looks like it will hold. Who knows, we might even see

some happy pilots faces at the end of the tasks today.

### WGC 2006 – 16 June, Evening Report

Again today, Swedish weather was a bit stingy. We did enjoy some cumulus clouds. There was some strong lift to comfortable altitudes – we heard reports of 6-knot climbs and occasionally 6000'. But the cumulus were found in just a few areas, and they'd pretty well folded up by mid-afternoon. For most pilots most of the time, it was another blue day that ended with another struggle to glide home, though perhaps a bit less desperately than in recent days. Of 113 pilots who started, 18 did not complete their task.

No complaints about short tasks were heard today. All finishers were on task at least 4 hours, and some took well over five. For the second straight day, all class winners received 1000 points. This is much more in the spirit of a World Gliding Contest.

For the US, Rick Indrebo had a fine day, finishing second in 18-Meter class; Sam Zimmerman was 20th. The leaders in 15-Meter



JUNE 4 - 17

Closing  
JUNE 18

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class all went around the course in the same gaggle, leading to an unusually small point spread: Gary Ittner was 9th with 975; Dave Mockler in 11th place had 971 points. Dick Butler was unfortunately one of three Open class pilots with incomplete tasks. Doug Jacobs had a decent day, finishing 4th in Standard class and moving into 6th place for the contest.



With one day to go, let's look at the races: In 15-Meter class, György Gulyás is in great shape, with a strong lead. Janusz Centka has been applying relentless pressure of the kind that perhaps only a two-time World Champion can bring to bear, but so far the Hungarian has been fully equal to it. It will likely take some very fluky conditions tomorrow for the lead to change at this point.

In 18-Meter class, Phil Jones is the one who's sitting pretty. He had a difficult day today and gave up more than 100 points of his overall lead. But his lead is still almost 200 points, and he has his brother Steve (the 2001 18-Meter World Champion) to help him. It's a solid bet that he'll retain his lead and finish as the 2006 champion.

In Standard Class, the story has been the superbly consistent flying of the two young British pilots, Jez Hood and Leigh Wells. They are two recent products of the British training "system" which has become the envy of the competition gliding world. Leigh lost some of his lead today after a brilliant flight by Olivier Darroze of France, but with Jez lurking a close third and with former champion Andy Davis flying well, this team of three is likely to find a way to win. It's worth noting that many at this contest have been impressed not only by the scores the young Brits have posted, but by their attitude and maturity. Few will be surprised to see these two near the top of the sport for a long time to come.

In Open class, Michael Sommer of Germany has recovered from early problems with a series of strong flights to take a 211-point lead into the final day. Giorgio Ballarati of Italy has been consistent, but not enough so to hold the lead he had for several days. The trend says that Michael will prevail, again unless tomorrow's weather is unusually treacherous.



Alfred and Agnes Spindelberger (of Cobra Trailer fame) stopped by the US Team trailer this afternoon. Alfred is a regular visitor to soaring events, and often is consulted on how to fix trailer damage incurred during contest retrieves. It appears that his visit to WGC2006 will be less eventful than most – despite plenty of retrieves, we've had no report of any difficulties worse than mud in some fields.

(Perhaps the good Swedish roads get some credit here.) The mangled trailer seen at Ekeby airfield during the practice period is a mystery. It certainly looked as if it would need serious factory attention, but Alfred has heard no more of it that what he read in these reports.

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

*1-3. Antares. Photo by John Good*

*4. Team Indrebo, Jim, Rick and Jerry.*

*4. Alfred and Agnes Spindelberger. Photo by John Good.*

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

Class	Pilot	Sailplane	Contest Number	Day Place & Points	Overall Place & Points
Open	Dick Butler	ASW-22 DB	DB	20/398	18/5834
18-M	Sam Zimmerman	Ventus 2cx	SZ	20/788	17/5770
18-M	Rick Indrebo	ASG-29	99	2/910	26/5068
15-M	David Mockler	ASW-27	VW	11/971	15/5662
15-M	Gary Ittner	Ventus 2	C	9/975	5/6639
STD	Doug Jacobs	Discus 2	D2	4/924	6/6929

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.