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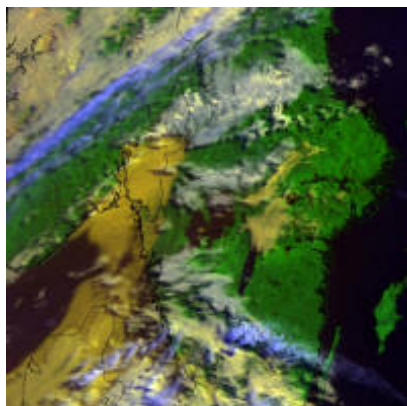
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U.S. Soaring Team Day
Reports & Results2006 FAI 29th Multi-Class WGC
Open, 18-Meter, 15-Meter, Standard

Eskilstuna, Sweden, June 4-17, 2006

Saturday, June 17 - Day 10
Final Contest Day

Wx is looking good, tasks set and they launch the fleet. Mid-Day report filed. Starters and finishers posted. The 29th WGC are over! Final Report posted. The latest team news will appear on this page every day. Bookmark this page.

TEAM REPORT - Saturday,
June 17 Mid-Day report

Synoptic situation: Weakening high pressure ridge. Another warm day with good soaring conditions. However, high clouds may cause some problems in some parts of the competition area during the day. Find the official weather brief in adobe PDF format [here](#).

It's the final contest day of the 29th World Gliding Championships. There's a touch of sadness in the mood of most

participants today. When 117 elite pilots compete for just four trophies, a great many of them are by now feeling they didn't achieve what they'd hoped. But the real sadness comes from the knowledge that friendships made or resumed over the past three weeks are just a few hours from a long interruption – if they are renewed again, it may not be until WGC 2008. (And, for the first time in anyone's memory, that contest will not include Standard class, which will from now on be part of the contest that includes the World and Club classes.)



view of recent experience was greeted with some skepticism.

An early morning look at the weather suggested that we'd have another warm and blue day, though possibly with some problems from cirrus clouds. These obligingly dissipated by 10am. The forecast at the morning pilots' meeting ran on rather long and boiled down to a good day with a cirrus threat that was hard to measure by probably small. Pilots were told to expect help from just a few cu, which in

REPORTS

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Contest



By the start of the launch at noon, there were indeed some cumulus clouds – just east of the field in prohibited airspace. (All through the contest this has been a reliable place to find the best-looking local conditions.) The skeptics were still thinking it would be a blue day – we've been fooled enough that most here have grown a bit cynical.

Yet it's looking like a day for the optimists: We have early reports of 7-knot climbs to over 6000', and (best of all) honest cumulus clouds in much of the task area. Perhaps there will be some late-day spreadout to confirm the pessimists in their views, but we appear to have a legitimate chance for a real racing day. With a whole lot of pilots facing just one last chance to "make a statement", we could see some sparkling speeds today. (We might also see some risky flying in the name of gaining a place or two – something by no means unknown on the final day of a big contest.)



I'd like to conclude this penultimate report with a short appeal to you. The US Soaring Team is entirely funded by voluntary contributions. If you've enjoyed these reports of our experience in Sweden, would you consider sending a small (or possibly not-so-small) contribution? Here's the address: US Soaring Team P.O. Box 2100 Hobbs, NM 88241-2100. If you feel these reports merit it, perhaps you could include a note saying that you found them interesting and would like to see them continue at future events. My sincere thanks go to those who are able to offer this kind of support.

I'll end with thanks to Doug Jacobs – he's the one who paid for my travel, accommodations and food. He has also tolerated my neglect of crewing duties for hours a day while I work on these reports.

In just a few hours we'll have some winners to congratulate. This evening is the grand farewell party (which, if past experience is any guide, may get rather rowdy). I'll file my final report late tonight. Tomorrow, I set out on a two-day drive to the Schempp-Hirth factory, to return the Discus 2cx they so kindly loaned to Doug. - *John Good*

Reporter John Good Keeps a lot of balls in the air



These reports have been brought to you by John Good. John has faithfully filed two reports per day during the championships in his unique style often late at night after a long retrieve. These reports are read around the world and are the most popular web page accessed on the SSA Web server.

John has certainly left his mark on our sport. Since taking

JUNE 4 - 17

Closing
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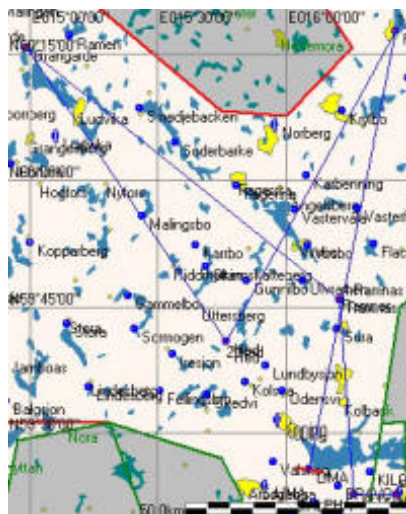
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up gliding in 1980, John's flying accomplishments have included a world distance record, two US National distance records and three flights of over 1000 km. He is a regular competitor in US contests, often placing in the top ten. Around the US team, he is known as an excellent crew, reporter, and Team Captain.

Back home, John has served as SSA Director, chairman of the Contest Board, advisor to the Rules Committee, and club CFI. He has been a frequent contributor to Soaring magazine, and for three years, its editor. John has worked as a database developer, programmer, and instrument designer. His contributions have also included the "IGC format" for flight logs and the introduction of the Turn Area Task and the Critical Assembly Check.

Between soaring safaris and contests, John can occasionally be found at home in central Pennsylvania. -

Rick Sheppe & John Seaborn



Today's Tasks

Standard, 6 points and 351.5 km. **15 Meter**, 5 points and 395.7 km. **18 Meter**, 5 points and 417.8 km. **Open**, 6 points and 414.6 km.

The launch starts with the first glider rolling at 12:00 in the 15-Meter class. Many pilots are on course for Day 10, the final day of the Championships. *15-Meter task at left.*

Starting

In the 15-Meter class the first starter is underway by 13:24. Coutts goes at 13:33, Ittner at 13:34, Mockler at 13:48. The leader György Gulyás takes a relatively early start at 13:31

while number two Centka goes at 13:47.

Standard Class first starters go at 13:36 but there seem no rush to get on course as many hang back. Jacobs goes last at 14:03. The British team goes at 13:59 along with about half the fleet.

The first 18-Meter class pilots begin that task at 13:18 and by 13:49 all pilots are on task. Zimmerman goes at 13:22 and Indrebo rolls the dice with a 13:49 start the last man through the gate. Local Åke Pettersson goes late at 13:34. The first place pilot Phil Jones goes at 13:22 while second place Wolfgang Janowitsch started at 13:21.

Early open class pilots go at 13:53 with all pilots gone by 14:14. Leader Michael Sommer starts at 14:11 with the second place ETA going one minute later. Dick Butler stated at 14:10.

In all the contest point leaders are starting about mid pack in a conservative strategy while many fast pilots including the US team and those in second and third are taking late starts in a gamble to catch the leaders.

Finishers

The late starters rule the day! In the 15-Meter class David Mockler places 4th (15th overall) for the day and Gary Ittner is 12th (5th overall). Later starter Centka wins the day but is it enough to win his 3rd WGC from the firmly entrenched György Gulyás? YES! BB Janusz Centka of Poland flying a Diana 2 is the 15-Meter World Champion with 8160 points over György Gulyás with 8147 total points.

In the 18-Meter class Rick Indrebo places 4th for the day (24th

overall) and Sam Zimmerman is 16th for the day and (17th overall). The Jones brothers finish 17th for the day and 210 Phil Jones of the UK flying a Ventus 2cxT is the 18-Meter World Champion with 7746 points.

In the Standard class, Doug Jacobs scorches the course for first place for the day and 5th overall. The British team including overall leader Leigh Wells finish in the top ten today and LS Leigh Wells of the UK flying an LS 8 is the new Standard Class World Champion with 8244 points.

Open class pilot Dick Butler places 21st today and 18th overall. Germany's HM Michael Sommer flying a ASW 22 BLE places 3rd for the day holding off the Italian ETA to become Open Class World Champion with 8491 points. Congratulations to all! One more report tonight from John Good and the closing ceremonies tomorrow.

WGC 2006 - 17 June, Final Report

The pessimists were frustrated today – the weather was as good as the most optimistic view of the forecast suggested it might be. WGC 2006 thus ends on a high note, with some of the best speeds of the contest.

Indeed, the tasks were a bit short for such excellent weather. On the final day, a shortish task can always be justified with the argument that it's important to get everyone home for the banquet. But when you are given the best weather of the contest, there's something to be said for making hay while the sun shines (or in this case, the cumulus clouds rise to above 6000', all over the task area).

The US Team had some good results. In 15-Meter class, Dave Mockler was 4th and Gary Ittner was 12th. This means that Dave finishes 15th and Gary 5th for the contest. As is the case for all classes here, Gary's high final placing is the result of consistency in a contest that presented many problems to solve.

In 18-Meter class, Rick Indrebo was 4th and Sam Zimmerman was 16th (both at speeds rarely seen in this contest). In keeping with the theme of consistency, Rick (who had more high finishes) wound up 24th for the contest, and Sam (who was more consistent) wound up 17th. In Open class, Dick Butler was 21st, and thus winds up 18th for the contest.

In Standard class, Doug Jacobs finally had the brilliant flight he'd been looking for. He won the day (by a meaningful margin) with a speed of 120 kph – the best on any Standard-class task during this contest. This moved him into 5th place overall, and indeed brought him within one point of 4th – just two seconds would have given him one more place.

Doug flew about as well as any pilot over the last half of the contest. Had he been granted one or two more days like today, the outcome might have been different. As it is, his climb up the scoresheet has been inspiring. At 12:58 today, I released his right wingtip as he made what is likely to be his final launch in a World Gliding Contest. He is pleased to have won the day in his final chance, as he did on the first day of his first World contest (Rieti, Italy in 1985 – a contest that he won). Doug is a true gentleman and rather obviously one of the best soaring pilots our country has ever produced. It's an honor to have crewed for him here.

Now let's take a look at the winners. In Standard class, Leigh Wells (with the help of teammates Andy Davis and Jez Hood) had little trouble holding off young Frenchman Olivier Darroze. The British have had remarkable success developing young pilots in recent years. There's every reason to believe that their two young pilots here will prosper in future competitions, and that other young pilots will be brought along.

It's interesting to speculate on Andy Davis's emotions tonight. He flew well, but was not able to win his third World title. He deserves a lot of the credit for the success of his younger teammates. There's evidence that in this contest he was often the one who led out from thermals and reported the conditions back to his teammates (who were thus able to profit from his advice and

warnings). Andy didn't win two World titles by his outstanding tendency to defer to others. How must it feel to him to realize that the next generation has arrived? Is the satisfaction of having helped to form his successors sufficient?

In 18-Meter class, the winner was Phil Jones. Previous champion Wolfgang Janowitsch put up a good defense, but was not able to resist the challenge of the Jones Boys. Phil's brother Steve (the 2001 18-Meter class World champion) flew with Phil every day. It's likely that two brothers born into a gliding family and exposed to the sport from before they could walk would be able not only to fly well, but to fly well together. Though two brothers are something of a special case, chalk this up as another success for the British system of developing competition pilots.

The only big change today happened in 15-Meter class. There, Janusz Centka, clearly a man possessed, went out and won the day at 114 kph. He knew that nothing less than a brilliant flight would do. His rival, György Gulyás, started the day with a formidable 154-point lead and had been flying very consistently in a contest that was clearly rewarding that approach. As a two-time World Champion, Janusz was not disposed to regard anything short of first place as acceptable. We can assume that he was prepared to take some real chances today. And it worked – Janusz was able to stick his nose in front in the overall standing (by 13 points) – he thus claims his third world title.

In Open class, it was again consistency of that determined the champion. Michael Sommer had some tough results early in the contest, but came back strong to win several days and leave all the rest wishing they'd had his steady approach.

Thus ends WGC 2006. The weather was more difficult than most expected, and than most recent World contests. The tasking was also a challenge – you've heard my remarks to the effect that more Turn-Area tasks might well have helped. In the end, it was a contest that rewarded steadiness much more than brilliance.

This is my final report. If you've enjoyed my efforts, I'd once again ask you to let the SSA know (see this morning's report). With your blessing, I hope to have the chance to do this job again. - *John Good*

Captions for photos: From top to bottom:

1. Sat. picture of contest area
3. Ready to tow. Photo by Thomas Briesch
4. Eta Cockpit. Buttons! Photo by Thomas Briesch
2. 15-Meter Task
3. John Good juggling. Australian team web site

U.S. Soaring Team - Standings

Class	Pilot	Sailplane	Contest Number	Day Place & Points	Overall Place & Points
Open	Dick Butler	ASW-22 DB	DB	21/	18/
18-M	Sam Zimmerman	Ventus 2cx	SZ	16/	17/
18-M	Rick Indrebo	ASG-29	99	4/	24/
15-M	David Mockler	ASW-27	VW	4/	15/
15-M	Gary Ittner	Ventus 2	C	12/	5/
STD	Doug Jacobs	Discus 2	D2	1/	6/

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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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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