



SOARING SOCIETY OF AMERICA

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**US Team
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NEWS**
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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

Wednesday, May 31st
Practice

Saturated. Scrutineering. Stockholm. The Vasa. Current state of things.

TEAM REPORT - Wednesday, May 31st

Despite a few breaks in the sky, yesterday's weather held to the prediction: low clouds, some wind, much rain. I'd guess we saw at least 2" on the airfield, every bit of which became thoroughly saturated.

The scrutineering hangar, which saw a great deal of traffic in fully ballasted gliders, had been in danger of becoming inaccessible. At about 4pm the situation was retrieved with a load of gravel dumped on some of the worst of the muddy ruts. It is thus still possible to get a glider checked. It should be noted that the scrutineering crew is experienced and efficient – as they need to be when the task is to carefully weigh, measure and inspect well over 100 gliders.

Today's forecast held out hope of much less rain and even some clearing. The optimistic view was that unpowered aviation might actually be possible. But the decision was made to cancel the day before it even got going. The problem is the airfield – it's now far too soft to withstand launch operations, and it might well be unsafe to try to launch ballasted gliders given the takeoff roll that could be expected on a field in this condition.

So we had a rest day. Doug Jacobs, wife Martha and I set off toward Stockholm, about an hour's drive east. This choice had us chasing the retreating bad weather and indeed we found plenty of rain, but Stockholm has plenty of museums and indoor attractions.

Among them is the Vasa Museum, the highlight of our day. In the early 17th century King Gustavus Adolphus of Sweden was engaged in various conquests around the Baltic Sea and decided that a giant warship would be just the thing. This was duly built and launched in 1628. The Vasa's construction quality was excellent, but its design wasn't – the ship rolled over and sank in Stockholm harbor a few minutes into its first voyage. There it sat for over 300 years until it was rediscovered and salvaged in the 1960s. It now sits in a museum that is Sweden's most popular and certainly one of the best anywhere.

29th WGC
Day Reports

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 2Opening
JUNE 3

Contest



The ship was amazingly well preserved by the harbor mud and its sudden demise meant that an intact warship, thousands of artifacts (and some skeletons) are now on display as a detailed portrait of an aspect of life nearly 400 years old. This would be interesting even if indifferently presented, but the displays at the Vasamuseet are a model of their kind. If you ever get the chance to visit this museum, you'll probably wonder how I was able to be so restrained in praising it.

Driving back to Eskilstuna, it was evident that the weather had cleared as predicted – we saw some sun, cumulus clouds in lines, and just a few patches of rain. It was also clear that the decision to let the field dry was a good one – the takeoff and landing areas look fine, but every place vehicles have been driving is still a muddy mess. The main entrance to the campground (where scores of tents are pitched and caravans parked) looks so bad that it may have to be closed off – deep ruts suggest that some vehicles are having a hard time getting through.

I should note that driving in Sweden seems straightforward thus far. Roads are top quality and signs are frequent and clear (though they seem a bit reluctant to use designations like north or west – city names are preferred). Volvos and Saabs are most common, but most other types are easy to spot – we were passed by a Corvette today. Gas is expensive – around \$6 a gallon; diesel is just a trifle cheaper. I hope my view of the road quality holds up during the contest. If retrievers are necessary (and in view of the weather so far, few are betting on a retrieve-free contest) they will be north and west of here, which we can expect to be a lot more “country” than where we’ve been up till now.

Having attended contests in New Zealand, Australia and South Africa, it's a small relief to note that Swedes drive on the right side of the road. It wasn't always so – Sweden was the last country in Europe to switch, and this happened rather recently. On September 3rd 1967 at 1 am, all non-essential driving was prohibited while crews (including army troops) switched signs. At 5 am driving was again allowed – on the other side of the road. Speed limits were initially set quite low and raised in stages over about a month. The process is said to have worked surprisingly smoothly.

Not everything at Ekeby Airfield is doing as well. The Open-class glider that three days ago parked in an unauthorized area that restricts access to about 60% of the legitimate parking slots is from Hungary. Incredibly, this machine is still there, despite two announcements at the morning briefing that it must go. We are now making bets as to when this glider will actually be forced to move.

No detailed weather forecast was given today, but the general sense (or perhaps wish) seems to be that the improvement will continue and tomorrow will be a flying day. Pilots will be glad to get in the air and perhaps even out on task. I think were all hoping that this soaring contest will soon see some soaring.

John Good

Captions for photos: *From top to bottom:*

U.S. Soaring Team - Standings

Class	Pilot	Sailplane	Contest Number	Day Place & Points	Overall Place & Points
Open	Dick Butler	ASW-22 DB	DB	-	-
18-M	Sam Zimmerman	Ventus 2cx	SZ	-	-
18-M	Rick Indrebo	ASG-29	99	-	-
15-M	David Mockler	ASW-27	VW	-	-
15-M	Gary Ittner	Ventus 2	C	-	-

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](#)

STD Doug Jacobs

Discus 2

D2

-

-

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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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.