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US Soaring Team Day Reports & Results



Wednesday, December 19

27th World Gliding Championships, Mafikeng, South Africa, December 18-31, 2001.



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Day Report - December 19

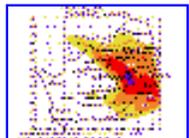
NEWS FLASH - Preliminary reports have U.S. Team 15-Meter pilot Gary Ittner as the only finisher today. The day is devalued with 966 points to Gary and 822 points to second place UK pilot Justin Wills. Our congratulations to Gary for completing a very challenging task.



0900 GMT
12/19/01
IR Satellite

From the weatherman...

The synoptic chart today indicates a deepening low pressure system just south east of the competition area. From there a trough line is situated northwards through the western part of the competition area. There is a strong dew point gradient that corresponds with the surface trough. At the 250 hPa level there is a jet stream and upper air divergence. There also appears to be a perturbation at 500 hPa to assist the development. The morning's upper air sounding indicates unstable conditions for today with showalter index values in the order of -5 to



T-Storms?
12/19/01

-6. The trigger temperature for the first convective clouds is 30 °C, with no cap (inversion) to limit development. We are in for a tricky day today with a good possibility that flying today will not commence. The final decision will be left for 12:30.

Wednesday, December 19 - Gary Kemp, U.S. Team Captain

Yesterday gave new meaning to a "White Christmas", here in South Africa that means hail. Though we were fortunate enough to not have hail, many crews encountered it and we all saw a splendid celestial light show. The forecasters mentioned seeing a funnel cloud as well. When all pilots were back. Jim Payne was in 3rd with 440 points with A. Kunath of Brazil in first with 510, P. Stouffs, Belgium in second with 444 pts Ray was fifth with 416 pts. Both Great Britain pilots were below 339 points.

Today, we tried to get everyone off, but we had a 20kt crosswind that blew one towplane off the runway and 3 others said, "no thanks", so the organizers were left with 3 towplanes after launching the 15 meter class and subsequently cancelled the Standard and Open Class tasks. Just got interrupted at 2:30, Karl Striedieck has landed out, the same place as yesterday. We have a heavy thunderstorm over the field and it is raining hard..... waiting for a report from Gary Ittner.

Gary was the first back, it was a very difficult task, as he turned into the second leg he was confronted by a 30 kt wind. He would thermal up, look down and be over the same spot. Finally, he climbed to cloud base and spear chucked into the second area. He, at one point, contacted a wave and went to 12,500. His last leg with a strong cross wind component was difficult, rarely getting over 8,000 feet in a clear, blue sky. We are optimistic about his placing.

Bulletin 11, Wednesday, December 19 - John Good

It was a somewhat subdued group of pilots who gathered for today's 10:30 briefing. All were back safe from yesterday's retrieves, and damage was minor – gear doors and scraped bellies needed attention. The most dramatic report was from Steven Raimond of the Netherlands, whose ASW-27 was struck by lightning. Damage was said to be minor, but apparently at least one flight recorder was fried – he was looking for a replacement.

There were certainly lots of crews at the airfield early to re-assemble gliders and clean mud from gear wells. But no gliders were retired from the competition, which, with 63 outlandings, says something for the landability of the task

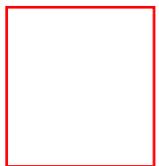


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area and the skill of the pilots.

We once again had a stiff northerly morning breeze, which was backing northwesterly by briefing time. The weather briefing was not encouraging – the area south of Mafikeng was predicted to have a 40 to 60% chance of thunderstorms, with very high tops and an abnormally high potential for hail. The early ones could be expected around noon.

By grid time (12:30) the sky wasn't as threatening as forecast, and some encouraging cumulus clouds had formed north and west of the field. Early launches in the 15-Meter class reported 4 and 5-knot lift to above 5000' AGL – some of the best seen so far. But the wind was now around 330 (nearly a pure crosswind) and gusting above 20 knots, which made the launches rather interesting. A Cessna 182 did a groundloop while landing and wound up in a ditch (no reported injuries) which made several other tow pilots think of other things they'd rather be doing. This slowed down the launch considerably, and with threatening weather moving in the organizers elected to scrub the day for Open and Standard classes.

I suspect few in those classes much envied the 15-Meter pilots, who were sent out on a task of about 300 km. It looks considerably more hopeful than yesterday, as the task will take pilots west of the area predicted to have the worst thunderstorms. But at 3pm Mafikeng airfield has had rain and is now enduring a gust front that threatens to uproot all tents and temporary structures. To the southwest, where the 15-Meter class is flying, overdevelopment has cleared and it looks fairly good. But the winds there are probably stiff, and the ground is undoubtedly wet from yesterday's storms. No one will be surprised if there are many outlandings again today.

Wednesday, December 19 - Gary Kemp, U.S. Team Captain

Written December 19, at 6:45 AM.....Well yesterday started off looking bad, with cirrus blow off from thunderstorms and ended bad. I think all but motor gliders landed out and though we don't have scores yet, it appears that in the 15 meter and Standard class not enough ships went the required distance (100K) to make a contest day for those two classes. In Open Class it appears that Jim Payne went the farthest and Ray was close by with a constructive landout and he motored home. I went out with Jackie as did Jay Ellis because they had never taken the Nimbus apart and wanted someone who had. Jim landed in a nice big dirt (red) field in which the farmer was planting sunflower seeds. He was a little disturbed because Jim had interrupted the planting and

towed him from the field to the gate with his tractor. We were fearful that he would have gotten rained on, we would get there after dark or it would rain on us when we were de-rigging, none of these happened and we were safely out (ship's fine Heinz) of the field by about 7:45 and back home around 10:30. Hope today is better, though rain is forecast.

First Hand Account. Now there is last minute and then there is very last minute. Jim Payne thought he would be sitting at home reading these pages like the rest of us - until a few days before the 27th World Soaring Championships started. Read all Jim's account of prepping for a world championships at the very last minute. The article is in Adobe PDF. [Click here to read.](#)

Editor - Check out the competition. Visit the [German team](#), the [Canadian team](#), the [Dutch team](#), the [British team](#) and the [French team](#) as they all have excellent sites. Not a master of these languages? No problem! See the [free web translator](#) for the rather humorous "gist" of the sites.



USA Soaring Team Results 2001/2002

To catch up on all the news for the 2001 U.S. World Soaring Teams see the [US Team News](#) for the top finishers in each class plus the U.S. pilots final standings. See the U.S. [Team Archive](#) for team background since 1950. As part of the Archive tour see the [US Team History](#) page for a complete listing of US Teams since 1950 or the [World Champions](#) page for a complete listing of champions since 1937.

US Team Web Additions? Problems? Corrections? [US Team Web Master](#)

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