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US Soaring Team Day Reports & Results



Thursday, December 20

27th World Gliding Championships,

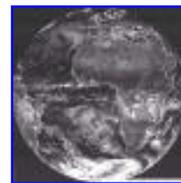
Mafikeng, South Africa, December 18-31, 2001.



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Day Report - December 20

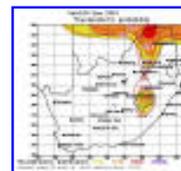
NEWS FLASH - Ray Gimmy Wins Day! Gary Ittner maintains his lead in 15-Meter.



1200 GMT 12/20/01 Satellite

December 20 Preliminary Scores

Day Place	Points	Pilot	#	Overall Points	Task	Contest Day
1	1000	R. Gimmy	7V 2	1416	400.8 km	Day 2
8	950	J. Payne	HW 4	1390	400.8 km	Day 2
2	999	K. Striedieck	KS 18	1351	380.8 km	Day 2
9	947	G. Ittner	P7 1	1947	380.8 km	Day 2



T-Storms? 12/20/01

15	804	C. Garner	W3	15	804	387.5 Km	Day 1
27	381	D. Jacobs	DJ	27	381	387.5 Km	Day 1

See all the scores on the official web site - [here](#)

Jim Payne reports that both he (HW) and Ray Gimme (7V) will have trackers in their sailplanes so web watches can view their flights in near real time. The tracking program in South Africa is designed to provide real time views of the gliders in flight over the ground maps. SeeYou has provided a special edition of their software as well. See the South African web under "Tracking".

Bulletin 12, Thursday, December 20 - Gary Kemp

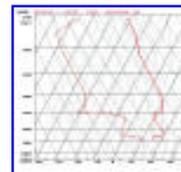
We really appreciate receiving the support of all of the SSA members. Some have asked for a specific listing of pilots, ships and crews.

The U.S. Team in South Africa

Ray Gimme	7V	ASW 22BLE	Crew	Ruth Gimme and Kenny Price
Jim Payne	HW	Nimbus 4	Crew	Jackie Payne
Karl Striedieck	KS	ASW 27	Crew	Iris and Wally Striedieck
Gary Ittner	P7	Ventus	Crew	Stan Foat
Doug Jacobs	DJ	LS8-18	Crew	Martha Jacobs and John Good
Chip Garner	W3	Discus 2	Crew	Mary Lattimore and Paul Weeden
Team				Kerry Huffstutler, Nancy Kemp and Gary Kemp

Today was another different day, no two days have been the same since we got here. Blue sky, hot, no cu. Thermals to about 9600 feet, operating band 7200-8500, miss one thermal and your in deep trouble. Open class task is 400K to the Southwest. Ray Gimme takes first for the day and Jim about 9th, and 950 pts. Karl Striedieck takes first on a 384K task, with Gary about 8th. Chip finishes in the middle of the pack with about a 375K task. Please forgive me if these don't turn out exactly right since I don't have the paperwork in front of me.

Today's story is Doug Jacob's. Landed about 6 miles short of the runway at about 6:30. As I talked to him I good hear a lot of voices and noise but he gave me his coordinates and hung up. We left the airport and got a frantic call from



Sounding
12/20/01



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Gallery



Time in
South Africa

Read
Jim Payne's
South Africa
Odyssey
Adobe PDF

Martha that Doug was surrounded and fearful for his safety and to bring a lot of help. I flagged Ray Gimney and crew down and as we discussed the situation it was decided to call Brian Spreckly and request police assistance. I did this and then headed for the landing site, which was about a 15 mile drive by road. As we finally got to the turnoff about 2 km from Doug he calls and says the glider is in the trailer and they were on the way out. Great! I call Brian and inform him, he says, "well if you see the tanks, artillery and police to stop them and apologize", this I did. They were very gracious about it, and said that was what they were there for.

Well, here I am writing this at 9:00 PM, but if you can get first in two classes it has to be a good day.

From the weatherman...

No official word but Gary Kemp & Jim Payne report skies are sunny and the wind is light and it looks to be a good day.

Bulletin 12, Thursday, December 20 - John Good

After two scheduled days of competition at Mafikeng, there has been a grand total of one contest finish. It happened yesterday around 5 pm, and the pilot was Gary Ittner, flying P7, his Ventus B. As you might guess, it was another tough day. The strong crosswind conditions (20 knots, with gusts to 25) and the threat of rain approaching from the west brought an early end to launches and the cancellation of the tasks for Open and Standard classes, but the 15-Meter class had launched and found decent lift.

In view of the forecast (powerful thunderstorms developing early), many pilots read this as a day to start early. Not all were able to get high for a good early start; Karl Striedieck was one who did, and initially the



Lucky farmer's children in Doug Jacobs LS-B after landing

strategy looked good, as an early storm formed west of Makikeng and proceeded to dump rain on the field. But Karl found very little on the first leg and wound up landing about 90 km out. Those who started a bit later found that some lift had developed and were able to get to the first turn with few problems.

The second leg was short (in distance) but brutal – the sky was blue, lift was 1 to occasionally 4 knots, and the headwind was a solid 30 knots. There was some weak wave to about 12,000' MSL (around 7500' AGL), but it was not widespread. All pilots struggled on this leg, and some didn't complete it. Gary fought hard and found himself tantalizingly close to the second turn area. He decided to plunge for it and was able to reach it and also to catch a weak thermal at low altitude. Now the strong wind was

nearly a tailwind as he made for home on the final leg. Conditions remained blue and reasonably weak, but he made good progress to the finish line, completing 313 km at 91.8 kph -- a great flight.



He now stands in first place with 1000 points – the international rules don't provide for any devaluation for landouts, unless more than 20% of pilots go less than 100 km. He doesn't have quite the lead in points that you might expect, as all pilots are scored with a speed based on

the distance they achieve in the 3 hours after their start. Some pilots took a good deal longer than 3 hours to complete their flights, and so they have reasonably good distances but low speeds.

Gary wound up with a 149-point lead over second-place finisher Justin Wills of Great Britain – a nice advantage, but in our view not one that fully reflects the merit of his flight. Yet he certainly raised some eyebrows when he called "P7, at the dam, direct finish" on the contest frequency (all tasks use a dam 3 km southwest of the field as a final steering point; and with a 14,000' runway, most pilots land straight-in). It was great to see him accept his daily prize (a bottle of wine and a six-pack of beer) at this morning's pilot's meeting.

We informed Stan Foat (Gary's crew) that he might be in the running for the "pampered crew" award. Until now, Kenny Price was the clear leader here, as Ray Gimmey (his pilot) is flying an ASW-22 with an engine, which has so far spared



Kenny from retrieve duty. But a pilot who gets home on a day when 20 of the world's best can't is certainly looking out for his crew, and if he shares that beer and wine, I think we can say that this rises to near the threshold of pampering.

Today's weather seems more promising. The air looks and feels much dryer, visibility is great, and indeed the forecast is for an entirely blue day. If this sounds less than exciting to you, you obviously haven't spent the last week trying to fly at Mafikeng -- we've had enough thunderstorms and rain to last us several weeks. The wind is also agreeably moderate – about 10 knots from the southwest, which means that launches will be much less entertaining than yesterday's.



The incident involving the



Cessna 182 towplane proved to be less serious than it appeared. It wasn't a ground loop – the strong crosswind simply pushed the plane to the edge of the runway, where its right wheel

caught the grass and veered it into a ditch. The Cessna went up on its nose, narrowly avoiding going over on its back. Damage was reported to be surprisingly minor, with the pilot shaken but not hurt.

Launches are now complete. Pilots are milling around in local gaggles and reporting that conditions are okay but not great. Unlike nearly every day so far, this looks like one where the best strategy may be to delay starting for a while. The sky remains entirely blue except for a few cumulus clouds perhaps 70 miles to the east, far outside today's task area.

Side Bar - Sailplanes & Equipment in South Africa

Nimbus 4	9	(6 with engines)	As this is the third scheduled competition day, it's high time I reviewed the field for you. There are 70 entrants here, representing 22 countries. The Open class has 20 pilots, the 15-Meter class (known in many countries as the Racing class) has 22, and there are 28 in Standard class. This is a smaller field than at most World contests, no doubt because South Africa is remote from most soaring countries and it is expensive to ship gliders, pilots and crews here (though, as we've seen, it's very inexpensive once you're here). The newest design here is the ASW-28, and I'm a bit surprised that there is just one of these (I've been to US contests where there were several). I think the explanation is that the glider has only recently been certified in Germany. But it's long been true that
ASW-22	6	(5 with engines)	
ASH-25	3	(1 with engine)	
Nimbus 4D	1		
Nimbus 3	1		
Ventus 2	9	(1 with engine)	
ASW-27	7		
LS-6	3		

Ventus	1	Schleicher has been less aggressive at getting their new models into the hands of the top pilots at the big contests than some other manufacturers. Schempp-Hirth has long been a leader at this sort of promotion – Klaus Holighaus was brilliant as a designer, a pilot and a businessman, and well understood the value of this.
DG-800	1	
LAK-17	1	
LS-8	13	
Discus 2	10	
Discus	3	
ASW-28	1	
LS-4	1	

There doesn't seem to be any piece of equipment that's attracting an unusual amount of buzz at Mafikeng. Nor is there much sense that there's a big difference in any of the top gliders in each class. This contest will be won on pilot skill, preparation and stamina (and, to at least the normal extent, luck, especially if the thunderstorms return). - John Good

It's now 2:15, and many pilots have started. The report from on course is that lift has improved and is now 5 and 6 knots to above 10,000' MSL – some dust devils are even visible. It looks as if we finally have a racing day, though no doubt the blue conditions mean there will be much gaggling. I expect far more than one finisher today.

Another Account of Gary Ittner's December 19 Flight (Organizers Bulletin)

Here is the story of Team flying on the first day in the 15m Class – the US Team managed first and last place. This is Gary Ittner's story, pilot of Ventus P7 and Day Winner at 92kph around 313km – a three hour Assigned Area Task.

Gary's Teammate, Karl Streideck, decided to make an early start due to the threat of over development which was evident to the south even before the start. Karl was the first to start. Gary was too low at that time and started about 12 minutes after. His first thermal after starting, a 7kt climb, was conveniently marked by Lithuanian pilot Vytautas Sabeckis. On the first leg, the gaggle, which had started after him, caught up - the conditions on the first leg were good with an 11,000ft cloudbase and strong climbs. Some

way down the first leg all the pilots had to pass through the trough line which was marked by overdevelopment. This was the only part of the flight where Gary did get low as after the trough the conditions deteriorated, with only occasional cumulus. He was with Steven Raimond, Axel Horn and a few others at the first sector where they climbed to 12,000ft in thermal wave at the last cumulus.

Here the conditions changed radically as the second leg was into a 30 kt headwind with blue broken 1 to 4kt thermals to 8-9,000ft. In the second sector he got a good climb, decided to dump his water and turn for home from there. On the second and third legs Gary felt that he was operating higher than most gliders he saw. At his 'Time Out' he got down to 1,200ft around the Mine Strip, but got a good 3-4kt climb which took him home.

First Hand Account. 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 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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