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US Soaring Team Day Reports & Results



Friday, December 21

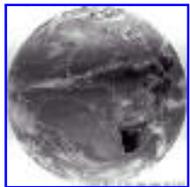
27th World Gliding Championships, Mafikeng, South Africa, December 18-31, 2001.



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Day Report - December 21

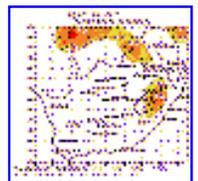
NEWS FLASH! Ray Gimmy takes over top spot in overall Open Class ranking. Karl Striedieck wins 15-Meter Day 3.



0900 GMT 12/21/01 IR Satellite

December 21 Preliminary Scores

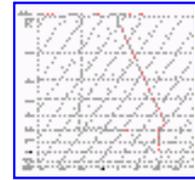
Day Place	Points	Pilot	#	Overall	Points Task	Contest Day
11	863	R. Gimmy	7V 1	2279	459.6 km	Day 3
15	819	J. Payne	HW 7	2209	459.6 km	Day 3
1	1000	K. Striedieck	KS 10	2351	409.7 km	Day 3



T-Storms? 12/21/01



10	794	G. Ittner	P7	2	2741	409.7 km	Day 3
5	864	C. Garner	W3	8	1668	360.5 km	Day 2
9	833	D. Jacobs	DJ	24	1191	360.5 km	Day 2



Sounding 12/21/01

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

From The Weatherman

We woke up to another morning of blue sky. Looking at the synoptic situation there is a weak trough line to the west of the flying area and a couple of low clouds of to the north east. With the maximum temperature expected to reach around 30 °C and the dew point temperature settling at around 13 °C we are not likely to see cloud in the task area today. The upper air sounding this morning once again showed an inversion at 10000 ft. This inversion also seemed slightly higher to the east, although the cloud base will be slightly lower. Thermals can be expected to go up to 10 500 ft today, but will start dying out fairly quickly in the late afternoon because of the ground moisture.



[WGC Scores](#)



[WGC Site Link](#)

[Mirror Site](#)

Today's Tasks

Assigned Speed Tasks were chosen for all classes. For more information on today's tasks see the official sight under tasks. [WGC Site](#)



[Photo Gallery](#)

Class	Task Type	Distance
Open	AST Assigned Speed Task	459.57 km
15-Meter	AST Assigned Speed Task	409.72 km
Standard	AST Assigned Speed Task	360.49 km



[Time in South Africa](#)

Tracking

Several GPS tracking units are being used to show the flight path of competitors. These tracks, despite some initial problems, are now displayed in near real time on the official web site. To view these tracks go to the official web site and look under tracking. Today 5 tracking units have been installed into the 15m Class gliders currently occupying the first 5 position overall. [WGC Site](#)

Competition ID	Pilot	Country	Type
P7	G. Ittner	USA	Ventus B
1R	S. Raimond	NL	ASW 27

1	J. Wills	GB	LS6
VS	S. Ghiorzo	I	Ventus 2a
ACH	H. Romeijn	NL	Ventus 2b

Bulletin 13, Friday, December 21 - Gary Kemp

We look to be in an improving weather pattern. Today there are more cu, weather says 1 octa. Forecast was for a max of 600 fpm and 10,000 cloud base. The pilots were getting to 10 at the start and I just heard Ray say..."it's dropped to 5" so it must be decent out on course, my guess being at this point that they are half way on course after 2 hrs. Standard class is 360.49 km, 15 meter is 409.72 and Open is 459.57 km. Karl just finished at 4:12, about 82 mph, I think. Karl blew everyone away, he was the first back and the gate wasn't even ready. Karl won the day. Gary Ittner was about 10th, but I think, still first overall, check the web page for scores. Doug was about 7th for the day and Ray also. Chip was 5th. Ray mentioned a 12 kt thermal to 12,000. The last leg was a little bluer but pilots generally had a very good day with everyone home by 5:30..... nice not to have any retrieves today.

Today, two of the air force cadets arrived to be of help. Ray discovered a bare, weak spot on one tire of the 22 and sure enough when he landed it blew, his other wheel supported it. During the day a new wheel and tube was found and Peter Kramer helped to replace it.

The team really appreciates the support it is getting from the membership.

Bulletin 13, Friday, December 21 - John Good Up to 3:00 PM South African Time

Yesterday was certainly an improvement on previous weather, but it didn't quite come up to the standards of a great soaring day. As forecast, it remained entirely blue. Contrary to the forecast, the lift did not pick up during the afternoon, and though a few 5- and 6-knot thermals were reported, they were scarce, especially late in the flight. Most pilots had a good first leg and perhaps briefly wished they'd delayed their starts a bit. But the second and third legs were tougher, and those who finished (not all did) were glad to be home. It may be that the moisture left over from the rain of previous days suppressed the lift. Still, it was the best racing day so far.

The results for the US were good in the Open and 15-Meter classes. In Open, Ray Gimmey was the day winner at 113 kph over a 400-km task. Jim Payne did 110 kph for 8th place. Ray and Jim wanted to start together, but

couldn't seem to get together before the start, so they went out separately about 8 minutes apart. Ray joined Jim late on the first leg and they flew together from there. It was a good day for pair-flying, especially as the conditions weakened toward the end of the day. Ray felt that in retrospect they could have saved some time by climbing higher at the final turnpoint, as the last leg was much weaker, but they still turned in good times. Ray said, "Any time you can beat Ingo Renner on a day like that you've done well -- he is the best blue-weather pilot in the world." After two days, Ray and Jim stand second and fourth overall, with Ray just one point out of first.

In 15-Meter class, Karl bounced back and took second place (with 999 points). He took a later start and got help from gaggles on the first leg and part of the second. He avoided later trouble by finding some good climbs over dark fields. Gary Ittner was 9th, and holds the overall class lead by nearly 100 points.

The Standard class at last had a contest day, and our pilots found it tough. Chip Garner was 15th, which sounds okay, but, as he said, "200 points is a lot to give up to those French guys." (The class winner was Laurent Aboulin.) Doug Jacobs got into a hole on the second leg and was caught by the weakening lift late in the day. He got within 15 km of the airfield, but could not find the final climb he needed to get home. He landed near a rural village on the outskirts of Mafikeng, and found a bit more adventure than he'd bargained for.

The field was reasonable good, but before he had stopped curious villagers were streaming toward the site to check out this notable event. Before long there were at least 150, perhaps 90% of which were children in a high state of excitement. The adults were friendly, but a few had been drinking and before long an argument among these ensued about who had the rights to be the official protector of this exotic visitor. Knives were drawn, but fortunately matters did not proceed to bloodshed. The general mood of the crowd was friendly and enthusiastic, but Doug found it hard to keep them from touching every square inch of the glider, and quite hard to get driving directions or even to make a cellphone call in the hubub.

Martha and I were trying hard to find the landing site based on the directions we had. Unfortunately, Doug was a few kilometers off the main road, and two different rural roads answered the description of the one he was reported to be on. We would normally have been in close cellphone contact (we are finding that cellphone

coverage is generally reliable here) but the pandemonium at the glider prevented Doug from communicating. After about 45 minutes (to Doug, it must have seemed like 3 hours) of searching, including several U-turns on narrow roads, we found him.

The arrival of the trailer was another big event, and when I got out the kids spotted my camera on my belt and called "Camera, camera!" I was happy to oblige, but this was probably a mistake, as the excitement level redoubled. I would have liked to get some pictures of the kids near the glider, but thought it was better to lead them away from it, as they were not in a state to be careful of where they stepped or sat.

We did a rapid disassembly and the crowd exchanged some of its excitement for interest in the proceedings. They readily made space for us to remove the wings, and the willing helpers did no harm and perhaps even a bit of good. The excitement increased again as we closed the trailer and started the car. The children were calling for "Sweets, sweets" and Martha had a large bag of hard candies that she tossed to the crowd. This was much appreciated but again was probably a mistake, as a near-riot ensued with kids scrambling after candy, heedless of the car lumbering through the field. We finally got through the gate and out to the road. We'd have liked to thank the adults and bid farewell to the kids, but I think that to stop again would have caused too much excitement. I took off my ballcap and threw it to a crowd of boys perhaps 10 years old who were fast enough to have kept up with us.

Back at the airfield we could relax a bit, and in retrospect it had been an interesting adventure that ended without damage or any major problem. We were told that there have been many such incidents in the history of soaring at Mafikeng, essentially all of which have ended well. As is true in most of the world, the standards in rural villages are high; everyone knows everyone else and bad behavior to a stranger would not be tolerated. But it was clear that the excitement was so great that an accident would have been possible. Dozens of 8- and 10-year-old kids who see a glider for the first time are not likely to be blasé about it.

Today looks better than yesterday. We actually have some cumulus clouds at around 10,000' MSL (6000' AGL) and there is no prediction that they will overdevelop. Indeed, the threat is that they could recede to the east leaving us with another blue day. Just now (1:30 pm) things look fine. Launches are complete and lift is

reported to be 3 knots – not booming, but adequate. The tasks are reasonably long (around 500 km for Open class) and will take the pilots further east than on previous days.

It's now 3 pm and the clouds are indeed moving east, though it looks as if most of the task area should still have cumulus clouds. Reports from on course are a bit sketchy but seem to indicate that conditions are good and today's longer tasks are appropriate.

At the end of our third week in South Africa, we seem to be well adjusted. Jet lag is done with, our tans are in good shape and we are used to driving on the left side of the road. I've been favorably impressed with the state of South African roads and the general quality of driving here. Outside of Johannesburg and Pretoria, you will find nothing that answers to the description of an Interstate-quality road, but the surfaces are generally good and during daylight and fair weather you are generally safe at the standard outside-the-town speed limit of 120 kph (74 mph). One shortcoming is a general lack of stripes on the rural roads, which means that safe speeds at night and in rain drop substantially.

The drivers compare rather well with those in North America. They seem generally alert and courteous, and rarely exceed speed limits by more than about 15 kph. Mafikeng has at least its fair share of stop signs, and it seems to be accepted practice to roll through these a low speed – a truly full stop marks you as a tourist (though most of us tourists have by now adjusted). The worst piece of driving I've witnessed was someone who ran a stop sign. His excuse was that it was night and a giant truck was blocking any view of the stop sign. Yet this incident cannot be put to the account of South African drivers, for the driver was in fact a tourist. I know because I was in a good position to see the whole thing – I was behind the wheel.

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.



Practice
Day Reports

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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