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US Soaring Team Day Reports & Results



Saturday, December 22

27th World Gliding Championships,

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

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Day Report - December 22

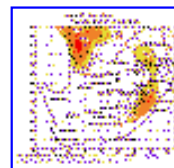
NEWS FLASH: Long tasks and hot weather make for what looks like a good day. The preliminary scores have many not yet reporting in. Many in the Open and 15-Meter land out close to Mafikeng on the way home.



1200 GMT
12/22/01
IR Satellite

December 22 Preliminary Scores

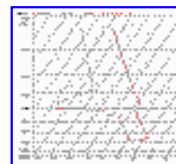
Day Place	Points	Pilot	#	Overall Points	Task/ flown	Contest Day
12	630	R. Gimmey	7V 11	2929	531* km	Day 4
8	797	J. Payne	HW 7	3008	531.4 km	Day 4
12	789	K. Striedieck	KS 14	3140	598* km	Day 4
16	763	G. Ittner	P7 4	3514	579* km	Day 4
12	804	C. Garner	W3 13	2406	470.3 km	Day 3



T-Storms?
12/22/01

11	812	D. Jacobs	DJ	23	2003	470.3 km	Day 3
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See all the scores on the official web site - [here](#) * Land Out



Sounding
12/22/01



WGC
Scores



WGC
Site Link

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Photo
Gallery



Time in
South Africa

Bulletin 14, Saturday, December 22 - Gary Kemp

Pilot's meeting just over, forecast calls for 9000 to start, then 12500 and 14000 feet in the south of the task area. Lift Max should be about 900fpm. Possibility of intrusion of moisture from the north, but all, in all calling for a good day. 15 meter is tasked 609km, Std at 550km and Open at 603km.

Kerry Huffstutler who has done a marvelous job on every little detail, left the site today to go home for Christmas. We will miss her. Major Medlin and 4 more cadets are due today.

A puff adder was spotted in the international village and Dick Bradley said "the snake is more afraid of you than you are of it", he obviously doesn't know how afraid I am of "it".

Well out to the line to run the checklist for the pilots. They changed the task for Standard and Open.....15 meter was already off so they have the original 609km.....Gary had done 100k in about 35 minutes at the start. Standard was cut back to 470km and Open to 531 km. It is 2:30 now and they are out of range of our radio.

Beginning to hear the Standard and Open Class now at 4:30, they are about 25 and 55 miles out respectively. I spent some time today checking on Chip's penalty, we just want to be in a position to have covered our bases, in this contest 6 pts could mean a lot. Also checked with Brian on a problem of a glider continually blocking Ray for staging and with Dick Bradley on the possibility of using another frequency for team communication as other teams are beginning to monitor ours.

Jim Payne is in, both standards, Gary Ittner landed 18 miles out, not sure about Karl, he was low. Ok, at 9:19, I have the info..... Karl also landed 18 miles out. Both Chip and Doug are in. Ray Gimmey landed 15.1 miles out but I know it is at least 30 miles to pick him out of the field. Did you know that you can't get the engine out of an ASW 22 BLE if you have the ignition switch on? Anyway that was the problem and Ray landed in a big corn field within no sight of a road. We got directions 2nd hand from a tow pilot over the area and sent Ruth and Kenny and 4 Air Force Cadets out with them. They will have a story to tell tomorrow. Don't know the preliminary scores and you will have to check the web page.

From The Weatherman

With the air temperature at 06:00 this morning at nearly 18 °C, the dew point around 14 °C and no cloud visible the day has started extremely promising. We are expecting a maximum today of 31+ °C and dew points of 13°C around here and as low as 9 °C further south. The upper air sounding for the morning suggests cloud bases in the order of 12 500 ft to 14 000ft today. There are a number of storms and lots of moisture visible over

the northern parts of Botswana and this will gradually move down and produce a few thunderstorms west of the flying area. Briefing this morning will also be at 10:00 so that the gliders can get airborne and on their way as soon as possible.

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](#)

Class	Task Type	Distance
Open	AST Assigned Speed Task	531.36 km
15-Meter	AST Assigned Speed Task	609.18 km
Standard	AST Assigned Speed Task	470.32 km

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.

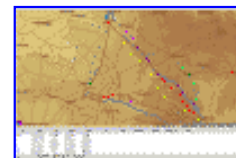
[WGC Site](#)

Competition ID	Pilot	Country	Glider
DA	L. Aboulin	FRA	Discus 2
232	J. Coutts	NZL	LS8
80	A. Davis	GB	Discus 2
57	M. Young	GB	LS8
UG	T. Claffey	AUS	LS8



Yesterday, December 21, Gary Ittner, and the top five 15-meter pilots carried a tracker.

The image on the left is a top view of Gary's 10th place flight of 122 kph for 360 km. See all



the traces for the day at right. All images are have been created by the SeeYou flight analysis software.

Bulletin 14, Saturday, December 22 - John Good

Yesterday was again better than all that had gone before, and the speeds showed it (as did the fact there there was just one landout). Once again, a US Team pilot stepped up to receive a bottle of wine and a six-pack of beer as the day winner.

This time it was Karl Striedieck in the 15-Meter class, who has accumulated 1999 points in the past two days. The cumulus clouds did not desert the task area yesterday, and Karl has long felt that if there are clouds to read there is little or no point in chasing gaggles. He was thus the first to start and the first to finish, at 137 kph for the 410-km task. His lead over second place was 67 points – a good flight indeed. Gary Ittner was 10th

for the day, and thus relinquished his overall lead – he now trails Steven Raimond of the Netherlands by 9 points. But much racing remains.

In Standard Class, Doug Jacobs took 6th and Chip Garner was 11th. Standard class scores were devalued because the winner (former world champion Andy Davis, of Great Britain) finished the 360-km task in well under three hours, another indication that the weather was better than anticipated.



Jim & Jackie Payne push HW from hanger

In Open class, Ray Gimmey was 9th and Jim Payne was 15th. Jim got low on the second leg and confirmed what all pilots have seen here – lift at lower altitudes is consistently less organized and weaker. But other pilots had some difficulties, and Ray now stands in first place overall, with Jim in 8th. As the gap from first to 10th place is barely 100 points, this is a close race (especially in view of the volatile scoring system used here -- finishing 5% below the winner's speed can cost 100 points.)

The forecast for today is better yet – we can expect cumulus clouds with early bases over 10,000' MSL, rising to 12,500' and possible even 14,000' later in the day. The organizers have celebrated this forecast (the first one to come close to "classic" Mafikeng conditions) with long tasks: 550 km for Standard class and over 600 for both Open and 15-Meter classes. One fly in the ointment is a rather stiff north wind; if this persists it may make the final leg (from the southwest) challenging. Yet with thermals rising two miles above the ground, modern gliders aren't much troubled by 25-knot winds.

There were reports that a puff adder had been sighted near the Japan team office in the international village yesterday. Competition Director Dick Bradley announced this at this morning's briefing, noting that these snakes are very poisonous, but timid. "The snake is probably more afraid of you than you are of it," he said, a point which a good many of those present seemed prepared to dispute. A crew trained in these things is said to be attempting to capture and remove the beast. I hope to get a picture if they do.

As noted, this has been a very safe contest so far, a notable achievement in view of the number of landouts in the first two days of competition. We've heard of a few repairs to gear doors, and apparently some part of an ASH-25's landing gear was bent and required welding.

Ray Gimmey had a flat spot on one main tire (there are two in all) on his ASW-22. Repairing it required the knowledge of designer Gerhard Waibel; his weight (not inconsiderable) also helped, as he stood on the deflated tire to break the bead.



On Jim! Jim Payne pushes HW

The worst damage so far has been to an ASW-27 flown by South African Francois DeKlerk (who has been exceedingly helpful to the US Team). His borrowed plane came with careful instructions for filling it with waterballast, and included a pressure-regulating system. Unfortunately, his crew misunderstood the system, rigged it wrong, and managed to explode one wing. A vote of all team captains was taken and Francois will be allowed to continue in the contest, with a borrowed LS-6, I believe. (Anyone who fills from a hose should resolve always to have a reliable pressure-relief scheme – far too many have made this sort of unfortunate – and very expensive – mistake.)



Speaking of Gerhard Waibel, he bid his farewell today – he returns to work in Germany. His message at the pilot's meeting was, "Merry Christmas to all of you, and I will throw some snowballs to the south." (Germany is reported to have some real winter weather just now.)

The launches are now underway and the sky looks fairly good. It's nearly blue to the north of Mafikeng, but there are plenty of cumulus clouds to the southeast and southwest, where the tasks will take all classes. Yet reported lift strengths and heights are not quite up to the forecast, and so all classes have been shifted to their "B" tasks, which will cut 50 to 70 km off the total distance.

Side Bar - Towplanes and the Samba

As you'd expect, it takes a good number of towplanes to launch a fleet of 70 gliders in an hour. By all odds the most unusual and interesting one here at Mafikeng is the Samba, built in the Czech Republic. It looks rather like a short-winged motorglider of the Grob 109 or Dimona type. It is all composite, seats two side-by-side, has a 100-hp Rotax engine and a (mechanically) controllable-pitch composite propeller. It has been taking its turn in the tow rotation and seems to do a good job. As you'd expect, initial acceleration is less than the Pawnees and Cessna 182s offer, but once up to speed it seems to climb reasonably well. Its lower power is offset by its lower weight, and it certainly is the champion on fuel economy, burning about 4 gallons per hour. It is also substantially quieter than the others. Doug Jacobs launched behind it today; I'll be interested in his report of how well the Samba deals with a fully-loaded LS-8. - John Good (Ed. The Samba is interesting but LOOK AT THOSE CLOUDS!)



Kerry Huffstutler bid farewell today. She has done a great job for the US Team, both in organizing things before we came to South

Africa, and in handling many details since we've been here. Apparently, my reports have been found lacking in details concerning personalities and relationships on the airfield (in simple terms, I've been concentrating on boy things to the exclusion of girl things). I asked Kerry to help with this and I did overhear a fair amount that passed between her and Martha Jacobs concerning who is interested in whom, etc. but I must confess that I've retained almost none of it. The one detail Kerry supplied that I've managed to remember I now pass on to you: apparently, the women at the airfield are much given to wearing high-heeled shoes. The exact significance of this in the context of a World Gliding Championship is hard for me to identify, but perhaps au courant readers will find this useful, even important, information.

Martha is taking Kerry to her flight from Johannesburg today, and will be collecting the Jacobs daughters (Charlotte and Molly), now on Christmas break from college and eager to develop tans sure to be the envy of the every college women stuck in North America. I am thus sole crew for Doug today, and I'm happy to report that the preparation and launching of the LS-8 went off without a hitch. I believe we missed just one item of the checklist, which was "Kiss the pilot" (we both had other things to do when this one came up).

Editor - Check out the competition. Visit the [German team](#), the [Canadian team](#), the [Dutch team](#), the [British team](#), the [Polish 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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