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US Soaring Team Day Reports & Results



Wednesday, December 26

27th World Gliding Championships, Mafikeng, South Africa, December 18-31, 2001. Check this page for daily updates.

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Day Report - December 26

06/17/07 12:00 AM -0600

NEWS FLASH- Weather better than expected. Gary Ittner wins 15-meter day with Karl Striedieck 3rd. All US Team pilots complete the task.



1200 GMT
12/26/01
Satellite

December 26 Preliminary Scores

Day Place	Points	Pilot	#	Overall Points	Task/ flown	Contest Day
5	962	R. Gimmey	7V 12	4649	353.3 km	Day 6
10	896	J. Payne	HW 8	4732	350.2 km	Day 6



T-Storms?
12/26/01

3	989	K. Striedieck	KS	7	4994	351.4 km	Day 6
1	1000	G. Ittner	P7	5	5273	371.6 km	Day 6
10	869	C. Garner	W3	14	4222	308.9 km	Day 6
9	872	D. Jacobs	DJ	16	4120	309.9 km	Day 6

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

From The Weatherman

We were met this morning by a cool southerly wind with the minimum temperature this morning at a chilly 12.6 ° C. The upper air sounding this morning suggests that we are in for another blue day and thermals are not expected to go higher than 9500ft. We need a surface temperature of around 24 °C for the first thermals above 7000 ft, and even then they will be weak and broken. Maximum temperature today is set for a mere 27 °C. The high pressure system in the upper levels moving in over the area also suggests that the temperature at 10 000 ft to increase by a degree or so and this will help in keeping the thermal tops low for the day. With the surrounding ground still fairly wet from the recent rain the thermal activity is also expected to die early and fairly abruptly.



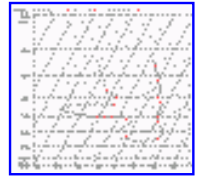
Today's Tasks

For more information on today's tasks see the official sight under tasks. [WGC Site](#)

Class	Task Type	Distance
Open	AAT Assigned Area Task	316.29 at turns / 3 hrs
15-Meter	AAT Assigned Area Task	316.29 at turns / 3 hrs
Standard	AAT Assigned Area Task	297.26 at turns / 3 hrs

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



Sounding
12/26/01



WGC
Scores



WGC
Site Link

Mirror Site

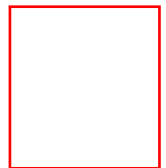


Photo
Gallery



Meet the
Team



Time in
South Africa

official web site and look under tracking.

From Tracking Command: Three Tracking units in the Standard Class today, the selected aircraft are among the top 5 positions overall. Some of our tracking units are doubtful starters today, we are investigating the problem, but we suspect they haven't yet recovered from Christmas Day celebrations, last seen being used by the Canadian team in their underwater hockey match.

Bulletin 17, Wednesday, December 26 - John Good

The US Team is back on the job after a relaxing Christmas. Many of us spent the day at the Molopo River Lodge, a small retreat near a clear spring about 30 miles east of here. The weather was pleasant, though we noted with some satisfaction that clouds were low and the afternoon storms arrived about on schedule – it appears that we did not miss a great soaring day.



Miga Community Choir at the Christmas Eve event

The Christmas Eve party was particularly good – one of the best glider contest dinners I've ever attended. It was held in the Mafikeng Convention Center, and featured an impressive food buffet. The entertainment

was a local group called the Miga Community Choir that sung Christmas carols and African songs. They were remarkably good – so much so that there were many requests for CDs and tapes, which unfortunately they have not recorded.

There was a "traditional" Christmas day cricket match, pitting the South Africans against the rest of the world. I was at the Molopo River Lodge and so unfortunately missed this event. (I am one of rather few Americans who can validly claim both to understand and enjoy this game – it comes of having spent 8 weeks in traction in a New Zealand hospital, the perfect way to learn to appreciate a sport in which a match can last five days.) The US Team was well represented at the cricket match by Walter Striedieck, who was pressed into service as the international team captain despite (or possible because of) the fact that he'd never played the game in his life. If the South Africans reckoned on profiting from inexperience, they reckoned wrong – the international team emerged victorious, having amassed a thin but respectable 8-run margin by the time stumps were drawn.

At this morning's pilots' meeting Doug Jacobs claimed his bottle of wine



and six-pack of beer as the Dec. 24 day winner in Standard class. As I noted, this was a difficult day, on which a number of pilots who'd been doing well stumbled. Doug had a good run through all legs of the task. It appears that not long after he finished the door banged shut behind him – conditions on the final upwind leg weakened abruptly, and many pilots who'd been having a good run were unable to get home. Unfortunately, Chip Garner was among them – he got within 35 km of home and needed just one more climb, but like many others was unable to find it. In all, 17 of 28 pilots finished, leading to a big shakeup on the score sheet. With about half the contest complete, John Coutts of New Zealand has a lead of over 250 points on Mike Young of Great Britain (though it's worth noting how easily point swings of that magnitude can happen in Mafikeng); the gap from first to 10th place is 632 points. Chip Garner is 14th and Doug Jacobs stands 17th.



Open and 15-Meter classes had fewer big problems on Dec. 24 -- nearly all pilots got home. Yet the tasks were tricky and the final upwind leg was difficult for many. In Open class, the leader is defending champion Holger Karow of Germany, just 44 points ahead of local favorite Oscar Goudriaan of South Africa; the gap from first to 10th is just 221 points. Jim Payne is in 7th and Ray Gimmey is 13th. On top of the 15-Meter is Stefano Ghorizo of Italy; the gap from first to 10th is 611 points. Gary Ittner is 6th and Karl Striedieck is 12th.

If you believe the forecast, today will be entirely blue with moderate lift to about 9500' MSL. The rain we've had is predicted to dampen thermals and to bring about another early end to the soaring day. It certainly can be a challenge to race over a course of 300 km or so on a day when the task opens as late as 1:30 and the weatherman says that lift may become weak and scare as early as 4 pm.



I spoke to a visiting South African farmer who flew in this morning in his Bonanza and stopped by to wish the US Team well. Like many here, he is concerned with the decline of the South African rand on international currency markets (the exchange rate was around 7 rand per dollar a year ago; it's now about 12 per dollar). At

this rate the cost of a John Deere tractor (not to mention a Discus or Bonanza) will be far out of the reach of any ordinary (or possibly even wealthy) South African.

He said he occasionally flies north to Botswana, and we asked him about the outlanding possibilities there. He said much of that country is not under agriculture and if you were to land a glider there you should immediately surround it with thorn bushes, to discourage hyenas from chewing on your ailerons and tires. We concluded that restricting the Mafikeng tasks to agricultural areas within South Africa was probably a sound plan.



"The big five" is a common phrase in South Africa. It refers to the biggest (and in some ways the most dangerous) animals in Africa: elephant, rhino, buffalo, lion and leopard. Few of these are found outside game preserves nowadays, largely

because of the vast areas they need in order to prosper. The exception is the leopard, which is nocturnal, secretive and can often coexist with humans with few incidents of conflict.

Hippos are not among the big five, but perhaps should be. They are huge but surprisingly agile, and can be quite cantankerous. They are said to be responsible for more human deaths each year than all of the big five put together. They are territorial and inclined to be open-minded as to what constitutes a threat – they will occasionally attack boats and their occupants. If you are in hippo territory you'll be warned that hippos come out of the water at night to graze, and you should on no account get between a hippo and the water. Another bad actor is the crocodile. Fortunately, humans have little tendency to view crocodiles as friendly and benevolent, and so generally give them a wide berth.

The various antelope are often found outside of game preserves, and can be a stirring sight. We saw a group of waterbuck yesterday, and stopped our car to gaze at them. They looked to be about 300 pounds each; the male had large lyre-shaped horns. They were standing next to a five-foot fence and when they tired of our curiosity they departed by leaping over this from a standing start, seemingly with very little effort.

It's now 3 pm, and the sky remains blue. Reports from the pilots on course seem to suggest that conditions are fairly good. Today's south wind means there will be a

tailwind for the final glide, which has not been common. But the south wind is the cold wind here, and indeed this is one of our cooler days at Mafikeng. I suspect the prediction of an early end to the thermals will come to pass.

Wednesday, December 26 - Gary Kemp

As Doug was being applauded for his first place finish on the 24th, one of the cadets played the cavalry charge on a Kudu horn. Time to pull out the stops and go for it!! It is amazing how a small error resulting in loss of minutes will place you farther down the score sheet. Karl finished 12th on the 24th, 7 minutes out of first.

Last night was cooler and we could tell that this morning as we got up. It was also drier and we could see to the horizon where there were a couple of small hills to the Southeast. Lift was predicted at 2mps to 9500 but they were getting better than that at the start. Very blue day. The 15 meter class and the Open Class are flying the same task although the 15 meter is 3.5 hours and the Open 3 hours, by virtue of their takeoff order, I think.



Karl Striedbeck assembles his AS-W 27 Photo Gary Kemp

Conditions seemed to be better than forecast around the field as the gate was raised to 10,200 feet. Most pilots left the area a few minutes after the gate opened due to the weather man warning that it would quit early. Karl found weak lift and difficult flying along the first two legs and was averaging about 50 mph, just touched the assigned areas and got home about 5 minutes early. He didn't feel good about his flight but turned out he was third for the day and Gary Ittner was first. Doug said it wasn't fun flying as they went around in a big fur ball and it was difficult to do anything different, he and Chip finished 10th and 12th and Ray was 5th and Jim 10th in Open Class

We heard pilots at 10,500-11,000 feet and lift on the last leg of 5-6 kts, this is what frustrated most pilots. Area flying is difficult because, particularly on a blue day as today was, it is hard to tell if there is better lift further into the Areas or on the leg home.

Most pilots found the same conditions as described above. Chip said, he and Doug were at the top of the pack going into the last area and when they turned the rest of the fleet penetrated further into the area and

used them as markers on the final leg. It is really tricky using the areas, especially when it is blue.

Side Bar - BJ Gliders in South Africa

The official 27th WGC site has many interesting features including this one about a productive period in South African glider design.

Pat Beatty and Fritz Johl, two of South Africa's colourful gliding personalities, set out to design and build gliders in the mid-fifties. The series known as the BJs, initials from each name, established many world and South African records and captured the imagination of the world gliding community.



The series of gliders began with the BJ1, which was superseded on the drawing board by the BJ2 as the first to take to the air. Business took Fritz to South West Africa (Namibia) but the two men continued their

partnership with the BJ3, BJ4, BJ4A and BJ4B, the splitting up due to difficulties in communicating over the distance. Pat continued with the craft as the B-series with the last, the B8 built in the 80s.

Both Pat and Fritz were from the start, model airplane enthusiasts, from an early age, designing, constructing and flying them – Pat in Johannesburg and Fritz in Cape Town. Pat became immersed in the world of gliding having married Betty Rowell in the 50s. She was a passionate flyer and glider pilot and held several female world records. Fritz, after a distinguished career in the SAAF became the manager and chief flying instructor of the Johannesburg Flying Club.

Design work on the BJ2 was completed in 1957. Fritz was responsible for layout, aerodynamics, performance calculations, basic structural design, stress analysis and assembly workshop drawings. Pat worked on the practical structure, detailed design of fittings and construction requirements.

He built the BJ2 in a specially enlarged garage at his home (later moving construction into his woodwork factory). It first flew in 1961 with his friend, Boet Dommissie breaking the 500km speed record in it in 1963.

The BJ2 was a mixture of the 'old' and the 'new'. A skid supported the front of the fuselage, but the wings had Fowler flaps, the first in the world to have this innovation, securing efficient climbing in thermals while retracting into a 'clean' configuration for the following straight flight. It was one of the first gliders with a T tail and had two brake chutes to eliminate the need for air brakes or spoilers.

The BJ2 achieved four world records and broke nearly all of the South African records.

The BJ2 flew in the National Championships in Kimberley in 1963 and was taken to a performance camp at Odendaalsrus the following year where Boet, Bomber Jackson and Alf Warmington, a visitor from the UK, flew it. Shortly afterwards it was shipped to England for Boet to fly in the 1965 Lasham World Gliding Championships. The same year Pat became the SA National Champion. Pat and Fritz, who was in South West Africa (Namibia), continued to work together and the BJ3 took off in the mid-sixties. The glider had longer, slimmer wings, variable wing geometry (Fowler flaps) and was a combination of metal and fibreglass materials. In 1967 Bomber Jackson broke the existing 500km-triangle record in it with a speed of 135.32km/h.

By now, both men were known worldwide as a team of the foremost sailplane designers. They received the Diploma Paul Tissandier award from the Federation Aeronautique Internationale in 1967 and the Paul E Tuntland Award from the Soaring Society of America in 1968 in recognition of their distinguished service in furthering the science of soaring. Later, Pat was also to receive the South African Sports Merit Award (1982).

The BJ4 was airborne in 1968/9 incorporating the wings from the BJ3 and a redesigned fuselage with a conventional tail stabiliser/ unit replacing the T-tail. It performed very well in the National Championships in Bloemfontein in 1969.

Wealthy industrialist and gliding enthusiast, Hugh Kearthland sponsored the SA entry into the World Gliding Championships in Marfa in 1970 and a second BJ4 was built in record time by Pat. The two gliders renamed the BJ4A and BJ4B were shipped to the US to be flown by Pat and



Maurice Jackson and the BJ-4A in Marfa Texas USA during the 1970 World Championships. Image courtesy of the SSA [U.S. Soaring Team Archive](#). All rights reserved.

Bomber Jackson. Unfortunately weather conditions were poor and the craft disappointed.

Back in SA, the BJ4s once again excelled. Peter Eich won the Rhodesian (Zimbabwe) National Championships in the BJ4B in 1971. At the SA Nationals in Bloemfontein in 1972 Bomber Jackson took the honours in the BJ4A with Peter Eich second in the BJ4B.

The Beatty-Joehl partnership ended due the distance between them with Pat returning to the drawing board designing further gliders. The B5 was completed in

the late sixties. The centre of gravity was very much aft and he tried to compensate by adding an extra weight nose boom, which was not satisfactory, so he replaced it with a boom in front of each wing. Still unhappy, he redesigned the fuselage and wings and the B7 was born.

It performed very well, especially in strong conditions while flown by Pat in the SA Nationals at Vryburg and during Regionals at Odendaalsrus.

He then went on to design and construct a 15-metre class glider and the B8 was completed and flown by him in the eighties. He once again introduced Fowler flaps and took special care to have aerodynamically 'clean' transitions. The tail assembly was redesigned to eliminate some drag on it and the normal stabiliser was discarded in favour of wing-stumps on the vertical part to which two tail winglets were attached. The fore/aft position of the tail could be controlled acting as trim.

Fritz, now retired and living in Cape Town continues with continues with research work on the J5, J6 and J6m (motorised) aircraft. This wonderful episode in the history of gliding closed tragically in 1991 when Pat, and his wife Betty, a gliding celebrity in her own right, died in a head-on collision while on their way to the Nationals in Vryburg.



See the whole BJ story on the Championship web site... [here](#).

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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