



USA SOARING TEAMS

- [Main](#)
- [Site Updates](#)
- [About](#)
- [Team News](#)
- [Task Force](#)
- [Day Reports](#)
- [Open Class](#)
- [15-Meter Class](#)
- [Standard Class](#)
- [18-Meter Class](#)
- [Club Class](#)
- [World Class](#)
- [Junior Class](#)
- [Photo Gallery](#)
- [Calendar](#)
- [Funding](#)
- [Selection](#)
- [Organization](#)
- [Team Links](#)
- [Team Archive](#)
- [US Team History](#)
- [WGC Champions](#)

WHAT THE SSA IS

- [Contact Us](#)
- [Where To Fly](#)
- [What Is the SSA?](#)
- [Benefits](#)
- [How To Join](#)
- [Bylaws](#)
- [Board Reports](#)
- [SSA Directors](#)
- [SSA Leadership](#)
- [Newsgroups](#)
- [About Website](#)



US Soaring Team Day Reports & Results



Thursday, December 27

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



[Navigate](#)
[Day Reports](#)
[Main Page](#)

Day Report - December 27

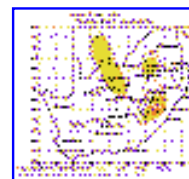
NEWS FLASH- Gary Ittner finishes 3rd today in the 15-Meter Class with Doug Jacobs 3rd in the Standard class and Chip Garner 4th for the day.



0900 GMT
12/27/01
Satellite

December 27 Preliminary Scores

Day Place	Points	Pilot	#	Overall Points	Task/ flown/ speed	Contest Day
11	880	R. Gimmey	7V 12	5529	483.1 km 142.9 Kph	Day 7
12	866	J. Payne	HW 10	5598	483.1 km 141.9 Kph	Day 7



T-Storms?
12/27/01

7	914	K. Striedieck	KS	7	5908	472.5 km 132.8 Kph	Day 7
3	998	G. Ittner	P7	5	6271	485.4 km 138.7 Kph	Day 7
4	950	C. Garner	W3	12	5172	421.4 km 125.8 Kph	Day 7
3	969	D. Jacobs	DJ	14	5089	421.4 km 124.6 Kph	Day 7

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

From The Weatherman

There is a lot more moisture in circulation over the area today and therefore also significantly more cloud. The moisture is being fed in by a high pressure system to the north east. The morning's upper air sounding shows a strong inversion around 600 hPa. This inversion will become weaker during the day which may allow some over development from the west later in the afternoon. The maximum temperature for today is expected to reach 29 °C with cloud bases starting at 8000 ft and going up to 10 500 ft during the afternoon.

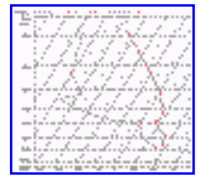
Today's Tasks

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

Class	Task Type	Distance
Open	AAT Assigned Speed Task	483.77 km
15-Meter	AAT Assigned Area Task	366.65 km at turns / 3.30 hrs
Standard	AST Assigned Speed Task	415.16 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.



Sounding
12/27/01



WGC
Scores



WGC
Site Link

[Mirror Site](#)

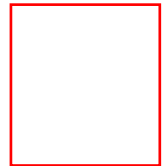


Photo
Gallery



Meet the
Team



Time in
South Africa

From Tracking Command: We will start with 5 tracking units in the 15 meter class today. They are the top 5 overall thus far. Follow tracking on the official web site - [here](#). Today's tracking performance suffered some failures and data drop out.



Pilot Name	Country	Competition Number	Glider
S. Ghiorzo	Italy	VS	Ventus 2a
S. Raimond	Netherlands	1R	ASW 27
H. Romeijn	Netherlands	ACH	Ventus 2b
W. Meuser	Germany	WM	Ventus 2ax
G. Ittner	USA	P7	Ventus b

Bulletin 18, Thursday, December 27 - John Good

Yesterday was better than the forecast said it would be. Conditions remained blue in the area where the tasks were set (no doubt many pilots gazed wistfully at attractive cumulus clouds that lay just east of the task area), but lift was often 4 knots, and the forecast maximum thermal height of 9500' MSL was easily exceeded, with some reports of 6- and even 7-knot lift to over 11,000' MSL. (nearly 7000' AGL). All pilots were on guard for the predicted early end to good lift, but this was not as severe as forecast and most of the tail-enders found the late climbs they needed to get home.



The US 15-Meter pilots did quite well on their Assigned Area Task: Gary Ittner won the day (his second day win at Mafikeng) with a speed of 100.9 kph. Karl Striedieck was third at 100.4 kph. Karl was somewhat disappointed

with his flight as he turned short at the final turn area and then encountered surprisingly good lift on the final leg, which brought him home some three minutes under the minimum time of 3.5 hours. Finishing early is costly: if you presume Karl could have maintained the same average speed on a slightly longer course that brought him home just at 3.5 hours, then his score would have been about 28 points better. When a minute is worth 10 points, it becomes important to predict your arrival time precisely. Of course, when lift is highly variable this is hard to do.

Today's weather looks quite different. The north wind is

back, bringing low clouds. These are predicted to lift and indeed the forecast is for cloud bases around 9500' MSL, with best lift of 7 knots. This is the strongest lift prediction so far in the contest, and most previous estimates have proved to be a bit conservative, so perhaps we're in for a very good day. But early low clouds have not been a good omen at Mafikeng. We'll see how this one develops. The tasks have all classes heading south, with long final legs against what at 11am is about a 20-knot breeze. The wind has usually moderated in the afternoon; if it doesn't, a final leg of 200 km or so is likely to be tough sledding.



One British pilot who's doing well is Peter Harvey, flying a Nimbus 4T in the Open class (he's currently standing 4th overall). He's a former hang glider pilot (he flew in the 1993 World Hang Gliding Championships in California's Owens Valley). Ray Gimmey has flown with him here and has been impressed by his ability to read clouds and to make fast progress under a cumulus street. "I though I was pretty good at cloud reading," said Ray (on the evidence, he is), "but N1 made me look like an amateur the other day."

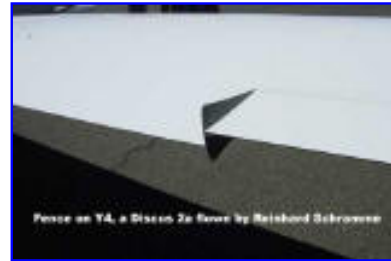
Peter says he gave up competitive hang gliding in part because he was looking for a new challenge and also because he felt that there was pressure on top competitors to compromise safety in the name of performance. He mentioned the issue of stability, which in a hang glider comes in part from the reflex at the trailing edge of the wing; this reflex also increases drag, and so top competitors can be tempted to reduce it to the point that stability may be marginal.

In that 1993 contest in California, Peter saw a fellow competitor crash at the top of the White Mountains, apparently as the result of a structural failure. The pilot deployed his parachute, but was tangled in the remains of his hang glider and so landed nearly headfirst at an alarming speed. He happened to hit a small sloping patch of deep snow and found to his surprise that he was uninjured. As he was disentangling himself from the wreckage, a powerful dust devil swept up the slope and carried everything away, leaving him above 10,000' with no radio or survival gear. He was able to walk most of



the way down the mountain that day, then find a rough place to spend the night. Shortly after dawn the next day he reached the valley and found a small diner, just about to open. He walked in and ordered a hearty breakfast. Peter said that he later was able to re-join the competition.

I have been on the lookout for interesting equipment innovations, but haven't found a great deal to report. Most pilots seem to be flying gliders that are fairly close to stock, with perhaps the odd canopy or gear-door seal



added. The most tuned-up glider I've examined so far is Y4, a Discus 2a flown by Reinhard Schramme. He has added a curved fillet at the junction between the vertical fin and the horizontal stabilizer, and a custom-made tailskid. He has probably the closest-fitting canopy I've ever seen (the gap is so small that I wonder how it deals with routine changes in temperature). He also has added "fences" at each end of the ailerons. The purpose of these is to give some sealing between the top and the bottom of the aileron, even when the aileron is deflected. Tilo Holighaus (who runs Schempp-Hirth) is here and I asked him about this. He said he doesn't see how these fences can be an improvement. At the trailing edge of the wing there is substantial spanwise flow --on the bottom of the wing air is moving toward the tip; on top, it moves toward the root. Because of this, an aileron fence cannot be aligned with the local airflow, and thus must generate turbulence and drag.

It's now 3pm; all pilots are out on course and appear to be doing well. Lift is reported to be 6 knots to 9000' MSL -- almost as good as forecast. The wind at Mafikeng has moderated a bit, and there are even some cloudstreets, so perhaps the final upwind legs will not be the struggle that many feared.

Thursday, December 27 - Gary Kemp

Good day for the U.S. Gary was first in 15 meter yesterday and Karl Striedieck was second. We had a rousing U.S.A. chant from the cadets for both.

Task was called and conditions at the beginning didn't seem too good. Cloud base at about 7800 but they all were off fairly quickly. The Open Class is nearly 300 miles and a 75mph speed would put them back here at about 17:30 and we know that lift doesn't last much after that. Even 1% can make a difference, yesterday .62 mph was

worth 20 points. Ray has commented how many who have won many World Gliding Championships are down in the standings.

Today seemed better, some reported getting to 11,500 and good thermals of 6kts. Ray said that he had smoked the 299.9 mile task at about 88mph, but the winner was around 96mph. Doug Jacobs flew very well placing second for the day and Gary Ittner was .1kph behind the leader. Chip was about 4th and the other pilots did well (Check score sheet). The day was marked by good streets and long runs. Look out for the tasking tomorrow.

Tonight we had a very nice team party for the international community and it was quite well attended. Ruth, Iris did very well at organizing it and Martha and the girls helped sell team merchandise to help offset the cost of the event

Side Bar - Pilots and Panels

What are the good guys flying in their instrument panels? Have a look at the U.S. Team pilots and their instrument panels. All photos by John Good.

7V
Ray Gimmey



HW
Jim Payne



KS
Karl Striedieck



P7
Gary Ittner



DJ
Doug Jacobs



W3
Chip Garner



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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