



# SSA

## Soaring Society of America

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## US Soaring Team Day Reports & Results



Sunday, December 30

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

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### Day Report - December 30

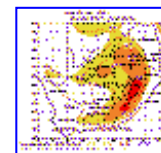
**NEWS FLASH-** It's another big shake up day in South Africa. Preliminary reports have Gary Ittner landing out as T-Storms dominate the task area. In the Standard class Doug Jacobs does well with 3rd. The amazing performance of the French pilots but them 1 & 2 cumulatively in the Standards.



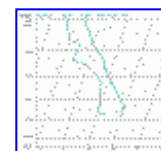
0900 GMT  
Satellite  
12/30/01

### December 30 Preliminary Scores

Day	Place	Points	Pilot	#	Overall	Points	Task/ flown/ speed	Contest Day
7		816	R. Gimmey	7V	11	7842	373.5 km 124.5 Kph	Day 10
14		729	J. Payne	HW	13	7816	350.3 km 116.7 Kph	Day 10
15		248	K. Striedieck	KS	14	7695	153.3 km 51.1 Kph TO	Day 10
14		554	G. Ittner	P7	4	8599	258.7 km*	Day 10
10		791	C. Garner	W3	14	7267	373.5 km 106.7 Kph	Day 10
3		859	D. Jacobs	DJ	12	7519	389.4 km 111.2 Kph	Day 10



T-Storms?  
12/30/01



Sounding  
12/30/01

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

### From The Weatherman

The balloon ascent was "interesting" this morning trying to control a 1,5

meter diameter outside the shelter with a 20 to 30 knot surface wind. There was also large amounts of middle and high cloud over us and thickening to the south this morning. There are also clear indications that the middle cloud would intensify toward the late afternoon and moving in from the south. The upper air sounding supports cloud formation at 10 000 ft by 11:00 and going up to 11 500ft by the afternoon. Overdevelopment is also a very real possibility today, particularly to the south as well as to the east. Our maximum temperature is expected to reach 31°C today.

### Today's Tasks

For more information on today's tasks see the official sight under tasks.

[WGC Site](#)

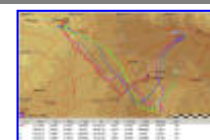
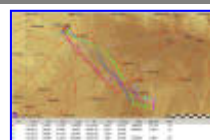
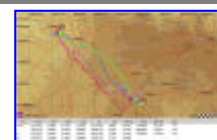
Class	Task Type	Distance
Open	AAT Assigned Area Task	360.82 km at turns / 3:00 hrs
15-Meter	AAT Assigned Area Task	339.55 km at turns / 3:00 hrs
Standard	AAT Assigned Area Task	339.55 km at turns / 3:30 hrs

### 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 official web site and look under tracking. **Tracking Command:** Open Class today, the weather has forced the task to the East today.

Here is an interesting study in Open Class strategy flying the AAT.

#### Open Class Tracking Samples From Today - Click on image



FYI -  
TM wins  
the day!

Near first turn.  
Tracking on the first  
leg. Click to expand.

Approaching the first  
turn. Note the  
deviations into the  
box to extend the  
flight.

Heading for second  
turn. Note some nick  
turn and head for  
third turn. Decisions,  
Decisions...

### WGC Traces On Web

Want to see how the top pilots achieve those amazing speeds? Many of the actual GPS flight logs from the first days of the championships are now available on the web. You can download these logs and have a look with any of the flight analysis software available including SeeYou. Thanks to John Leibacher for organizing the logs and posting to Günther Eichhorn's [Soaring Server](#). To find the logs [go here](#). The logs are also available on the official site.

### Bulletin 21, Sunday, December 30 - John Good

Yesterday was quite a good one for the US Team: we had winners in two classes. Doug Jacobs started led the Standard class and Gary Ittner was first in 15-Meter class. But the big news is in the 15-Meter cumulative standings. Going into yesterday's task, Gary trailed Steven Raimond of the Netherlands by 130 points. He got 1000 points and Steven managed 869, which puts Gary into first place by a single point. As you might guess, there was some loud applause at this morning's pilots' meeting when this was announced.



Winds Aloft  
12/30/01



Radar  
12/30/01



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Scores



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Meet the  
Team



Time in  
South Africa



Read  
Jim Payne's  
Day 6-9  
Report  
Adobe PDF



Finish line action Photo: Wang

Gary had an interesting flight. The first 20 miles didn't go well – he encountered weak conditions and was quickly caught by a gaggle that started five minutes after he did. He then managed to find an excellent 8-knot thermal, in which he was soon joined by the 15-Meter gaggle and a bunch of Open-class ships. From there, the Open-class task led 30 degrees to one side of the 15-Meter course, toward some good

clouds. The long-wingers headed for the clouds, followed by essentially all the "stubbies" (the gagging instinct is strong among many pilots here). But Gary liked the look of the clouds that were on his course and saw no advantage in a 30-degree deviation. He was right, and was able to find more 8-knot thermals and make rapid progress. The gaggle didn't do as well and he saw nothing further of them. Toward the end of the flight he got rather low trying to reach some good-looking clouds that led toward the final turnpoint. This has normally been a bad bet, as strong, well-organized lift has been scarce at low altitudes. But Karl Striedieck had started early and made good progress. He was a few miles ahead and was able to direct Gary to a good climb that connected him to a quick route home. The other 15-Meter gliders had more trouble with this transition and to some extent got caught in the weakening conditions that most pilots have learned to expect around 4:30 pm. This is how to win and take over first place. It also represents successful defiance of the "gaggle your way around the course" strategy that some believe is the best approach in world contests.



Gary with blue sky and high temps. Photo: Wang

Doug had a good run on what looked to be a tricky day. Like Gary and many others, he found the first few miles rather slow, but then connected with good lift and stayed ahead of the fleet. As predicted, some thunderstorms were seen to the south. Fortunately, they stayed far enough south that neither rain nor blowoff much affected the task area. But Doug's strategy of getting home early was certainly the right one, as the late finishers didn't enjoy strong lift on their final leg.

In Open class, Ingo Renner pretty well smoked the course – he was 6 kph faster than anyone. Ray Gimmey and Jim Payne had decent speeds, but could not match the 4-time world champion. Ingo may be as close to a purely natural glider pilot as the 20th century could produce. He has little use for theory, carefully prepared strategy, or analysis -- but his love for glider flying may be unmatched anywhere. He simply gets into the air, senses the conditions, and flies -- fast. To understand how most top pilots succeed, you need to get into speed-to-fly theory, decision-making strategies, risk/reward analysis, etc. To understand Ingo would be harder -- you should probably start by dissecting the brain of an eagle or an albatross.



Lower and better Photo: Wang



Meet athletic TB gone to Leonardo Engineering of Italy

The races in all classes are close. In 15-Meter class, 88 points separate the top three of Gary Ittner, Steven Raimond, and Werner Meuser (of Germany). In Open class, the leaders are Oscar Goudriaan of South Africa, Pete Harvey of Great Britain, and Michael Sommer of Germany; they are separated by 120 points (and Hoyer Karow of Germany is just 4 points further back). In

Standard class, it's Mike Young of Great Britain, John Coutts of New Zealand and Laurent Aboulin (who has recovered amazingly from his 56-point day



Pencil glide

and is now just 123 points out of first).

Today's forecast is not all that could be wished. The entire area is under the threat both of thunderstorms and developing high- and mid-level clouds that could shut off heating (if the skeeters don't get you then the gators will). For the first time the tasks lie entirely to the east, where conditions may be better, but where landability in some areas is notably worse.

### Clouds build on course in South Africa - John Good



It's now 2 pm. All gliders are launched, all tasks are open, and all US pilots have started (with today's forecast for trouble followed by more trouble, there should be very few late starters). There are good cumulus clouds visible to the east and northeast – too good, in fact. Some are already showing signs of excessive vertical development, and one looks to be ready to blow up. Initial reports indicate that lift is good and cloud bases are near 11,000' MSL.



It may be a poor substitute for a puff adder, but one of the towpilots captured a chameleon this morning, and it was a popular (and cooperative) photo subject. Their ability to change color to match their background is not a myth – we saw it demonstrated when the chameleon was transferred from a green shirt to a tanned shoulder.

At 2:15, the storm to the northeast is developing rapidly, and an anvil cloud is forming. It looks as if this must cover the second turn area for all classes, so I expect we're in for an eventful day. The US scheme of being willing to alter tasks up to the time that starts begin is the best way to handle weather like today's. Unfortunately, at a world contest organizers don't feel they have that kind of flexibility. With 70 gliders, three classes, and many pilots who don't speak English (not to mention complicated pie-shaped turn areas), the chance for confusion is probably too great.

It's now 3 pm and we can hear the US Team pilots reporting rain and lightning ahead on their tasks. I think we may be in for another mass retrieve day. I'll sign off now, in order to be ready for this possibility.

### Sunday, December 30 - Gary Kemp

Pilot's meeting just concluded and we greeted our two winners with resounding sounds of U.S.A. and a playing of the Kudu horn by Andy, an Air Force Academy Cadet.

A low pressure system is just to our South and there is a tropical depression in the Mozambique channel funneling clouds, etc into us. There is a 40% chance of T-stms as well as weak lift, over development and a tough day to task. Our hopes are high as Gary does well on tough days and the rest of the team all take off ahead of him and will provide assistance as he flies the task.

Weather was forecast to overdevelop by 2:00, but a task was called anyway, there was a tremendous amount of energy in the atmosphere.

Pilots who got right with it, got around. Fifteen meter was last off. As we watched the blow ups to the North and East we got an updated radar picture of the storms and directed our pilots to the safest track. Gary got in and out but too low to get back up and landed out. Karl didn't compete the task and the rest got back. Very frustrating where a pilot who has won four days and nearly a fifth lands out. You can't tell me that luck doesn't figure into the problem rather dramatically.

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