



Hangar Soaring

February, 2009

THE OFFICIAL PUBLICATION OF THE WOMEN SOARING PILOTS ASSOC.
www.womensoaring.org

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Urgent message from the Scholarship Chair

I do not have ANY applications for the seminar scholarships. I would certainly think there would be women who needed some financial help. I notice that most of the women on the list who are going to Slovenia are current/former officers and may feel they should not apply for a scholarship.

I had one inquiry from Ana Klansek who sounds like a perfect candidate for the seminar scholarship, She is a student pilot who flies at the gliderport where the seminar is being held.

So, yes, if you could send a blanket announcement out to all who are attending in case they, or someone they know may want to apply for one of the scholarships.

All the information and the application form are on the web page.

We are extending the deadline to March 1.

Phyllis Wells
PWells1634@aol.com



Photo: Manfred Münch

The Holy Mountain of Soaring: the Wasserkuppe

Story page 8

THE WOMEN SOARING PILOTS ASSOCIATION (WSPA) WAS FOUNDED IN 1986 AND IS AFFILIATED WITH THE SOARING SOCIETY OF AMERICA

ANNUAL DUES (JULY-JUNE) ARE \$15.
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Badges

Recorded in SOARING through
Jan.2009

Silver Altitude

Lauri Harden
Jeanne Pitsenberger

C Badge

Alyssa Naomi Engeseth
Elizabeth Tattersall

B Badge

Amy Guyton
Elaine Chou

A Badge

Bethany R.Hiller
Elaine Chou
Marye Anne Read
Makayla Reposa

STATE RECORDS APPROVED

Minnesota

Kathleen Winters, H201 Libelle
Feminine, Open Class Single-
place, Free distance
253.23 sm
Feminine, 15m Class; Free
Distance, 253.23 sm
Sports Class, Free Distance
256.52, handicapped sm

Texas

Sylvia Szafarczyk, PW5
Feminine, World Class, Free
O&R distance 140.63 sm
Feminine, World Class, Dis-
tance Using Up to Three
Turnpoints 152.34 sm
In H201 Libelle
Feminine, Open Class Single-
place; Free O&R Dis-
tance 189.11 sm
Feminine, 15m Class, Free
O&R Distance 189.11sm
General Category, Standard
Class, Distance Using
Up to 3 Turnpoints

208.37 sm
Feminine, Open Class,
Singleplace, Distance
Using Up to 3 Turn-
points 208.37sm
Junior Category, Open Class
Singleplace, Distance
Using Up to 3 Turn-
points 208.37 sm
Feminine, Open Class
Singleplace, Free
Triangle Distance
215.38 sm
Feminine, Open Class
Singleplace, Free
Triangle Distance
215.38 sm
Junior Category, Open Class,
Singleplace, Free
Triangle distance
215.38 sm
Feminine, 15m Class Free
Distance Using Up to
3 Turnpoints 220.28
sm
Feminine, Open Class
Singleplace, Free
Distance Using Up to
3 Turnpoints 220.28
sm
Junior Category, Open Class
Singleplace Free
Distance Using Up to
3 Turnpoints 220.28
sm
Feminine, 15m Class Single-
place, Free Distance
Using Up to 3 Turn-
points 310.03 sm
Feminine, 15m Class Free
Distance 94.20 sm
Junior Category, Open Class
Singleplace Using Up
to 3 Turnpoints 310.03
sm
Sylvia flew these State Records
between July 31, 2008 in Midlo-
thian, TX and Aug 14, 2008 in
Uvalde, TX



From the Editor

Hard Times for WSPA?

Not quite. But surprisingly the cut backs in SSA spending, thus holding the SSA convention only every second year, has a dramatic effect on WSPA's finances. In the years past, when WSPA was represented at the convention and all the costs for the booth were paid we earned between \$700 and \$1100. None of the people manning the booth ever sent WSPA a bill for the costs (travel, meals and accommodations). Thus the money was a net profit for the organization. This year, being an off-year, this income will not be there. Beside we lost a fairly big number of members and therefore dues. This is not unusual, since several members had joined to be eligible for the scholarships, others joined at the seminars, but did not renew after a year. But it adds to the reduced income.

I got a small, hand made wooden bowl that was donated to WSPA last year at the seminar. I will put that up for our annual raffle, but the income from the raffle usually doesn't make a dent in WSPA's income. So more than ever we are depend on donations, which are tax deductible.

The 2010 Convention has just been announced. It will be in Little Rock, AK in January 2010. Should WSPA decide to be present again (I don't know yet what the costs will be) I would need some women power to help at the booth and promote women soaring. (Maybe someone who is going to Slovenia can put a presentation together, like I did after The Women's World Championships in 2005.). Do we have any members living in or close to Little Rock?

Please let me know your thoughts and your willingness to volunteer at the convention. It's tiring but also a lot of fun.

Frauke

PREZ NOTES



It is such a pleasure to welcome the new board to the WSPA. Welcome Annie, Irena, Jessica, Lucy Anne, Marti and Neva! We thank them for their selfless volunteering for our organization and we send warm thanks to our outgoing board members Donna, Andy and Arleen.

These next two years will bring many new things to the WSPA as well as familiar ones. Frauke, our ex-officio board member, continues to print "Hangar Soaring" and deserves a big hurrah! for the labor of love she does for us. You'll hear from the board and from your fellow members through wspa@womensoaring.org (do sign up to get our emails and to tell us about your own soaring.) You'll hear about our scholarships and seminars, about

about our history and you'll read discussions about issues beloved to us all: ANYTHING to do with soaring! You'll learn of what other women are doing. We'd love to hear from you, about your successes and your concerns for this organization which was formed as a support for women. What would YOU like to see us do?

Our new treasurer, Annie Moore, Co-Chaired our seminar in 1979 in Tehachapi.

Many of our founding mothers, as Frauke points out, will be attending our next seminar in Slovenia, our first international seminar. We should acknowledge, though, Bertha Ryan as one of our founding mothers. She wrote the first issue of "Hangar Soaring" in 1972 and was editor for many years. Recently she and Frauke did an index of our newsletter and I am eager to go back and read all the issues. I want to know where we've been which will help us know where we are going!

To date there are 21 of us going (including some supporters) to Slovenia and so far 8 of our European members have signed up. These are early days and we hope for a great turnout. The 7th Women's World Soaring Championships are being held in Szege, Hungary just after the seminar from July 25-Aug 8 with practice days in the preceding week (also directly after the seminar). Two WSPA members Margot Aquaderni, Italy and Gabi Haberkern, Germany will represent their countries. In a recent communication with Team Chairman, Doug Jacobs, Doug reports that Liz Geiger (Schwenkler) will fly for the US. Gill van den Broeck from Belgium will be on the Jury.

One of the issues we face in planning seminars is trying not to conflict with so many soaring events! European families do not have vacation until late June/early July.

Plans are already on way for the 2010 Seminar in Reno, NV July 12-16 at Air Sailing, the birthplace of the organization. Air Sailing has been happy to host the seminars in 1985, 2000, 2005 and soon in 2010.

We hope you are thinking about joining us. Mary Rust from Sailplane Enterprises and Laurie Harden of SoaringNV are considering bringing gliders to increase our fleet of available planes. We'll be searching for other gliderports and clubs which can bring more gliders.

As the winter progresses towards Spring, we hope you are reading about soaring, studying, getting your equipment (and your head!) ready for the new season. It's going to be a great one!

Neita

WOMEN SOARING PILOTS ASSOCIATION BYLAWS

Adopted June 11, 1986

Revision #1 March 1986

Revision #2 November, 2006

Revision #3 November, 2008

ARTICLE I – Name and Objective.

A. The name of the Association shall be WOMEN SOARING PILOTS ASSOCIATION.

B. The Association is formed to encourage the growth and participation of women in soaring.

To that end,

the Association may sponsor and be responsible for the following types of activities:

Women's Competition. This may include Sports Class competition, regional, national, and international meets.

Women's Soaring Seminar. The association will have oversight of the seminar site selections, registration, administration and finances.

3. Women's Records. The Association will establish handicapped records, such as the ANNE M. LINDBERGH CHALLENGE TROPHY, and be responsible for the processing and awarding of such records/awards.

4. Scholarships and Grants: The Association will establish scholarships for women for flight training and participation in soaring activities. The Association will be responsible for the administration of the scholarships and the management of funds contributed to support the scholarships.

The above objectives are not meant to exclude any activities which would foster the growth of active women glider pilots. Additional activities may include education and public relations.

ARTICLE II – Membership.

A. All women glider pilots, holding at least a student pilot certificate, shall be eligible for membership in this association, provided that they have applied to the Secretary/Treasurer and have paid dues in advance for the current year.

1. Full Member – Entitled to full voice in the affairs of the Association; entitled to one vote in all elections.

2. Honorary Member – Conferred by the Executive Board on any person who, by contribution to the advancement of the interests of the Association, may be deemed worthy. Honorary membership be for any period of time, one year or longer.

3. An Associate Membership will be available for people not meeting the above qualifications for Full Membership. This Associate Membership will entitle member to all issues of HANGAR SOARING, but will not be entitled to voting privileges.

4. Life Member: upon payment of full Life Membership Dues, will no longer pay annual dues. Life Members will have all of the rights and privileges of Full Members.

B. All Members are entitled to one copy of each issue of the Association newsletter, HANGAR SOARING.

C. The Membership year shall be from July 1st of one year through June 30th of the following year. Those joining after July 1st will receive the issues of HANGAR SOARING missed and be considered current members through June 30th of the following year.

ARTICLE III – Dues

Dues of members shall be determined by the Executive Board and shall be payable in advance.

ARTICLE IV – WSPA Regions

For administration and representation, the WSPA membership is divided into four geographical regions:

Eastern, Central, Western and International.

ARTICLE V – Officers

A. The officers of the association shall be: Seven elected regional representatives, two from each U.S. region and one from the international region. The positions of President, Vice-President, Secretary, and Treasurer will be chosen from within the seven representatives by vote from the seven.

B. Nomination and election of officers.

1. Members desiring to nominate a candidate for the offices of Regional Representatives may do so at the Association meetings (Women's Seminars or SSA National Convention) or by mail to the Secretary before October 1st.

2. The Secretary shall determine before October 15th if nominees will consent to their names being placed on the ballot.
 3. A ballot for voting by mail or email shall be published in the November issue of Hangar Soaring. Each Full and Life member shall be entitled to cast votes for two Regional Representatives of each U.S. region and one International Representative.
 4. A completed ballot must be postmarked or email dated within 30 days of receipt of ballot.
 5. Voting may also be conducted on the Internet through the WSPA website. In such case, the ballot will be posted on the website at the time of publication of the November issue of Hangar Soaring. Internet voting must be completed within 30 days of the posting of the ballot.
- C. The terms of all elected Representatives shall be for two years, ending when successors have been duly elected.
 - D. Immediately upon retiring from office, each officer shall turn over in good order to her successor all funds, books, records, correspondence and other property of the Association.
 - E. Should a vacancy occur in any elective office, such vacancy shall be filled for the remainder of the term by the Executive Board.

ARTICLE VI – Duties of Officers

- A. The duties of the President shall be: Preside at the meetings of the Association and those of the Executive Board, appoint all committees not otherwise provided for, perform such other duties as the advancement of the Association may require.
- B. The duties of the Regional Representatives shall be: Preside at meetings in the absence of the President, coordinate the advancement of the Association within the region they represent, encourage the growth of the Association and promote membership, perform such other duties as the President shall direct.
- C. The Secretary shall:
 1. Conduct correspondence of the Association other than that relating to membership.
 2. Keep minutes of the Association's annual meeting and any in-person meetings of the Executive Board.
 3. Maintain a file of Executive Board actions conducted via E-mail.
 4. Receive and verify nominations for Regional Representatives as described in Article V Section B.2, and forward the list of candidates to the Newsletter Editor.
- D. The Treasurer shall:
 1. Be empowered to receive money from those owing such funds and to bank same in the name of the Association, and to disburse funds in payment of accounts against the Association as are authorized by the President and/or a majority of the Executive Board.
 2. Render an annual report of the current financial conditions and other affairs of the Association.
 3. Maintain a membership list of all current members and the previous years' members separately which shall include name and mailing address and shall furnish the Newsletter Editor and Record Keeper with a current mailing list.
 4. Conduct all correspondence of the Association relating to membership.

ARTICLE VII – Executive Board

- A. The Executive Board shall consist of the seven elected Regional Representatives and the Newsletter Editor. The SSA may appoint a representative to sit on the Executive Board for liaison purposes. Only elected board members may vote.
- B. The Executive Board shall: Have charge of the working interests of the Association under the guidance of the President, examine all accounts of the Association, confer on call of the President, perform all such duties as may be necessary for the welfare and advancement of the Association.
- C. The Executive Board shall solicit bids for the annual Women's Soaring Seminars and contests, etc., make the selection of the site and dates, and sponsor organization for this event.

ARTICLE VIII – Committees

- A. Event Committees: Women's Seminars, Women's Contests, Promotional events, etc., may be formed.
- B. Scholarship Committee: The Chairman of the Scholarship Committee is appointed by the Board. The committee shall determine the winners of each scholarship for the year. The winners are reported to the Board and the Treasurer will distribute scholarship monies accordingly.
- C. Publications Committee: Consists of the Editor of the Newsletter who shall be appointed by the Board and be chaired by the President.
- D. Records Committee: Consists of the Association Record Keeper who shall be appointed by the Board for an indefinite term and shall be chaired by the President.

ARTICLE IX – Meetings

- A. An annual meeting shall be held during the Women's Soaring Seminar(s).
- B. A winter meeting will be held whenever possible in conjunction with the SSA Convention.

ARTICLE X – Publications

- A. The Association shall publish a newsletter to be issued not less than three times each year. This publication shall be called HANGAR SOARING.
- B. The Editor of the Newsletter:

1. Shall have the power to reject, in whole or in part, any reading material or advertising material submitted for publication which may be deemed unsuitable.
2. May exchange newsletters on a reciprocal basis with other soaring related organizations.
3. May assist the Treasurer with Membership

ARTICLE XI – Amendments

These By-Laws shall not be amended, altered, or repealed, unless such amendment is submitted in writing to the Executive Board at least in time to be published in the November issue of the newsletter and be on the November ballot. A two-thirds majority of valid votes cast shall be required for passage of such amendment. By-laws shall be reviewed at a minimum of every five years.

ARTICLE XII – Implementation

Changes shall become effective immediately upon passage. Unchanged articles and provisions shall remain in effect continuously.

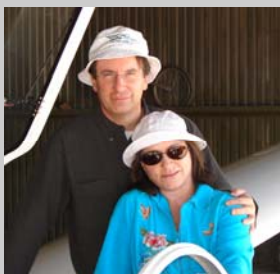
Neita Montague:

Mary Rust, CFI-G from Hemet (Sailplane Enterprises and Orange County Soaring Association in Hemet, California, came to town to visit Mark and me in Reno, NV. We went out to Air Sailing Gliderport for two lovely flights in our ASK-21.

Mary took this picture. We then went to dinner at our Reno High Sierra 99s Girls' Night Out and pitched soaring to our friends and especially to a wannabe pilot who, when told that power training in a C-172 was going to be \$245 an hour, airplane and instructor!

Soaring IS the best kept secret. And the thing is, it is an incredible way for women to learn to fly: it's relatively inexpensive (compared to power); it teaches you stick and rudder skills which often are neglected in power training; it provides you a more supportive community for learning to fly; you can see progress much faster in a sailplane (I've done both power and sailplane so this is my own opinion). I could go on!

Reaching out to every woman who mentions wanting to fly is one of my personal goals. And, of course, my first offer is for a dual



November Blues

(From the e-mail files)

I know it is winter in most places but in Texas we are enjoying an extended Indian Summer. Color just begins to depart the leaves as Thanksgiving approaches. A week ago Sunday, the cool air, not yet crisp enough for long sleeves, and a cloud studded sky tempted me out to the gliderport.

Amazingly, only a few people were about. My name was second on the list for the Duo Discus and we took off at 2:15 in the afternoon. (My copilot was Ken Jacobs.) I released into strong lift at 1500 ft. and off we went. Lift ranged from 2-4 kts. with a 10 mph headwind and bases topped out at 5000 ft. A short trip to Hillsboro (about 20 miles) was cut short as we needed to return the glider to the field within an hour. Now with a tailwind and a cloud street, we arrived back at the field at 3500 ft. Pulled spoilers to come down and touched down on the numbers. A glorious Sunday afternoon flight in November. What more could anyone want?

Sharon Smith (Texas)

What a lovely flight, Sharon. You are so lucky to fly at TSA! Please say hi to Jake and Jane for me.

Here in Maryland we also are having a long Indian summer. The temperature two days ago reached 72. Sadly, we aren't having the kind of lift you are, but it's still nice to fly in shirt-sleeves at this time of year.

We did have an aberrant day a couple of weeks ago with wave, and two

club members soared along a lenticular cloud to 6,000 feet. That's very rare for our bayside gliderport. More typical right now are days like the one when Donna and I took up a 2-33 and chuckled to squeeze out 23 minutes for the long flight of the day!

Thanks for the great description of your flight!

Pat Valdata (Maryland)

We've been having some nice thermal days out here as usual in the fall in Hemet (approx. 85 miles east of L.A.). I usually work with students in one hour blocks. For several weeks, we've had to force it down with full spoilers and slips to land the glider and get another student in to enjoy all the lift!

Mary Rust (California)

Thanks for the Indian summer fun flight report.

Here in Byron (SF bay area), our fall soaring season -not Indian summer - is still giving us good flying weather, but not the color you describe on the leaves. Green patches are just beginning to be seen on the thirsty fields, following our first rains for the season.

Last weekend we had wave flying - one pilot flying over 300km in wave to 10,000' - and some thermals to 4,000' + with 2+ hours flights in pre-frontal conditions.

The rain held off until the drive home.

-Monique Weil (California)

Mark and I went up today for a high flight and air-work then four patterns. No lift today, but the air was stable, and dressed in fleece we were okay. About 45 degrees and mostly overcast.

But it is so glorious to be UP! Even if it isn't for long. Bravo to all who are out there flying!

Neita Montague (Nevada)

To all of you bragging about November flights, here is one for you. Picture taken November 1 at the Blue Ridge Soaring gliderport in New Castle, Virginia.



Here in Tidewater we had great flights yesterday with altitudes over 6000ft and over 3 hours flying time. The sky was full of cloud streets and wave clouds! And that in the coastal region of Virginia where a mole hill is a major mountain

Frauke Elber (Virginia)



Waves over Garner Gliderport, Orbit, VA



We all know about the annual "snowbird" migration from the north-eastern States and Canada to snow-free and winter-warm Florida where many a glider pilot take roost at Seminole Gliderport . This winter Charles and Kris Yeates from Halifax, Nova Scotia, who several of our members will remember from the seminar in Harris Hill to which they brought their PW 6, extended the snow bird migration all the way to western Africa. The following is their report.

Shangri-La is not a mythical place hidden in the Himalaya Mountains. It will not be found in the outer reaches of Tibet. Look for it in southern Africa, in the Kalahari Desert amidst the long, red sand dunes and savanna, next to a dry salt lake that is 3km in diameter. It is called Bitterwasser Lodge and Flying Centre, Namibia.

It is isolated and exotic. The nearest shops are three hours away by gravel roads, in Windhoek, the country's Capital. Gasoline stations are so rare in the countryside that they are shown on road maps and travelers are told to never miss filling up at a station en route. All 4x4 vehicles are equipped with double fuel tanks and two spare wheels. The roads are rough in many areas. Bitterwasser sits at 4100ft asl on a plateau that stretches west across into Botswana and east until two hundred kilometers from the sea. There the edge is marked by low jagged mountains, eroded by long gone rivers. Between this edge and the sea lie the remarkable dunes of the Namib Desert. These waves of sand, some two hundred meters high, exist along the full 1500km coast of the country – south into South Africa and north into Angola. To complete the setting, you should understand that slightly fewer than two million people inhabit this country the size of Texas and the UK.

From mid November to mid February for the last fifty-three years, glider pilots have gathered there to soar in truly remarkable weather conditions. Originally a German farmer ran sheep on his ten thousand hectares and, for diversion, used a winch to launch his glider. Word of his exploits spread. Then, twenty years ago, four partners, German and Swiss, bought the operation and began development of the Bitterwasser facilities. Today there are forty shareholders who operate this mature resort and attached farm. Thatch roofed, air-conditioned bungalows, a large open-sided restaurant/lounge, flight office, hangars, workshop and palm tree lined tie down areas for the latest motor gliders cater to an ever changing mix of seventy pilots and their friends. Staff support is supplied by a very friendly, very competent set of professionals.

The origin of the palm tree boulevards is a separate story. Each recognizes a visiting pilot's first marked with a plaque that lists the pilot and date of his/her

Thirty-five sailplanes come from Europe each November in resident machines made up the fleet – all motor equipped that otherwise flies tourists. The solo gliders ranged from DG seaters ranged from a Duo Discus T from a club in Salzburg, versions of ASH 25 to four of six in the world EB28 sail- the USA.



Palm Tree Blvd

Palm trees are not native to the Kalahari Desert. They have 1000km FAI triangle flight. There are a lot of palms; each accomplishment.

seven especially fitted shipping containers. Those plus five but three. These three are launched with a Maule tow plane 400M up. There were many Ventus versions. The two-Austria, through DG 500M 22, a Nimbus 4 DM and various planes – one each from Germany, Hungary, England and

These ships made amazing flights. Ralph Woodward the only American who flies in Namibia regularly and a French guest pilot made six flights over 1000km, including one 1156km triangle, during December. What if the weather had been as good as last year when 147 1000km flights were completed? (note from the editor: On Jan 8, 2009 they had 18 and on the 15th 15 over 1000k flights)

Daily, after breakfast, at nine o'clock, new pilots were introduced and those leaving were bid farewell. A weather briefing followed. On super days, thermals to 3000ft above ground begin by 9:30 and pilots rush gliders to the launch point. This year such weather wasn't experienced. Launches were at 10:30 or later. However, thermals still lasted until dark! Sunset was at 19:30, within a minute or so, and all were warned that 15 min later it was DARK.

During the month a handful of flights ended with landings on the pan at last light. One evening a mayday call came in about 19:15 -- an ASH 25 pilot (first time at Bitterwasser) announced he was 90km away and could not get back to base before dark. They asked for his GPS position and then said turn right to land on a dry lake pan 30 km ahead. He was warned that two wire fences trisected the area so he should be careful. The pilots stayed with a farmer overnight but couldn't take off in the morning because of the fences. A vehicle and trailer were sent to retrieve them at great expense. This was the only land out from almost eight hundred flights in December. At briefing they were recognized and given a bottle of bubbly so they could drown their sorrows. Of course the pilot should have realized his predicament early enough to use his motor for a fast return to base.

Kris and I flew a DG 500M 22 for eighty cross-country hours, a season of soaring in one month. Soaring conditions may not have met the expectations of Bitterwasser regulars but we didn't complain about dry thermals that some afternoons topped at 14,000ft asl. The highest cloud base we experienced during one flight to the north east was 16,800ft asl. Thermal strengths were not high average. Long flights were made by flying straight and using the unusual number of soaring hours available each day -- seven to ten depending on starting time. Triangle distances of 413km, 533km and 604km were accomplished while our longest flight was a 710km multi-legged course that ended at sunset. These were satisfying to us but I decided not all our flights would be transferred to the OLC. I found it disheartening to see us trumped each day by umpteen other Bitterwasser flights. However, Kris put it all in perspective when she said, "Flying at Bitterwasser is like playing a round of golf with Tiger Woods and his buddies up ahead. You cannot look at the event as a competition".

View From The Back Seat (Kris)

My turn! Namibia & Bitterwasser had it all. For the pilots it was the ultimate; for crew it was heaven. There was always someone to help hook up glider for the trip to runway. On landing, before you could get out of the glider, a retrieve truck arrived to take you back to tie down -- ah bliss. My first take off in a motorized glider was a might concerning. It was noisy even with headphones on. The oxygen cannula, being new, smelled terrible. The launch was rather like The Little Train that Could -- "I think I can, I think I can"! Felt at one point that GBK would never leave the runway but of course it did. In fact, I then realized how fuel efficient & environmental friendly it might be compared to a tow plane.

The Namibians who rushed around getting us to & from staff that held a Namibian driving license, had learned to day, while Sir Charles was madly recalculating a task to are crazy; they spend so much time calculating & fuss-Jeremiah.

The Kalahari was enjoying a Rainy Season. Wild flow-seeing a lion water skiing on a lake pan! Needless to Even so, it was grand flying by Canadian Standards. I Charles, had a nap.



Accommodations

launch were lead by Jeremiah. He was the only local fly gliders & was a self taught trumpet player. One suit conditions, Jeremiah quietly noted that glider pilots ing when they could just go up and fly. Yep, I liked

ers & grass covered the Dunes. One pilot reported say, all this was great for the farmers but not for pilots. happily took photos, read & on one flight, don't tell

When not flying, life was extra relaxing, shaded swimming pool, no TV, no radio and no newspapers. While you could use the internet, it worked on Africa time, very slow or no connection. While there was only one American and we two Canuks speaking English, everyone was very hospitable & went out of their way to make us feel welcome. Like, Ella, who spoke Russian & German with a smattering of English. She patiently took me around to see Spotted Eagle Owls & cactus that blooms only after sunset. The best part was the day she introduced me to many of the children living in the staff village close by. That was amazing -- felt like a rock star being surrounded by adoring fans. Children were keen to have digital photos taken, so they could see themselves instantly.

As I'm the "back seat, non pilot, ballast" don't want to ramble on, have learned it is best to be brief & concise! Therefore will conclude by noting that Bitterwasser was a magical place; lots of folks who flew or those who love to be with those that do, great accommodations, thermals, beautiful sleek gliders, great sunrises, sunsets, and beautiful Namibian staff that made us feel welcome and at home -- Another soaring adventure that will be hard to top.

Conclusion

We have wrestled with a kaleidoscope full of Bitterwasser memories, trying to write evocative information. It was difficult to select bits and concentrate on organizing a coherent story. The cost of the adventure was exorbitant, for sure, but the trip blew our minds as well as our wallets

Ref:

- 1) Bitterwasser website: http://www.bitterwasser.com/bitterwasser_en.htm
- 2) Pokweni Soaring Namibia: http://www.pokweni.org/pokweni_soaring_e.htm

Pokweni is a third generation sheep farm and soaring site. Owner is Jos van de Merwe.
It is situated about 140 km South east of Windhoek and about 50km north of Bitterwasser.

Ed. Note: at the same time Charles and Kris were flying in Bitterwasser, German WSPA member Gabi Haberkern was flying in Pokweni. Gabi listed her flights in a DG500/22m on OLC. During the time of Dec. 24 -31 she posted the following distances: 309.09 km, 433.72 km, 766.53 km, 473.94 km and 527.49 km

Slovenian Women Pilots Association

By Frauke Elber

The following are excerpts from a 2005 brochure published for the "Annual Congress of the Federation of European Women Pilots" held in Bled, Slovenia in May 2005.

When the organizers learned that I was Championships they tried to change the progressed that this proved impossible. are pretty much the same group of women fore are no newcomers in the venture.

Women pilots in Slovenia and around the mains so today. They had to face various together, share information and knowledge establishing an organization to encourage net work of women pilots.

The foundation of the organization took the very beginning the Slovenian Women the European Women Pilots Association.

The Slovenian Women Pilot Organization of Slovenian pilots (general aviation pilots the Woman Soaring Pilot Association members went there and enjoyed wonderful flying and the hospitality of pilots from the US. So, we are also connected with US women pilots and we are looking forward to showing them our country from the air soon.



Lake Bled in winter

Photo: Milan Korbar

coming in July after the Women's World date but the preparations had so far This year's WSPA seminar organizers who organized that meeting and there-

world were in the minority and it re-difficult situations and wanted to join and help each other. They dreamed of women to fly and to establish a good

place on the 4th of March 1989. From Pilot Association was well accepted into

organizes at least one annual meeting and glider pilots). We were invited by (WSPA) in the US in 2004. Three of our

Since we are frequently asked if our organization is related to some feministic ideas we would like to point out that male pilots as well as other male business partners have always showed high level of cooperation and help by organizing our activities. Since female pilots are still in the minority it is nice to have that kind of organization to encourage women to fly, join together and establish a good network of women pilots that can be helpful in every day's life. suddenly we realize how small the world is and how easy it is to explore the sky all around the world by having those kind of connections and organizations

The Wasserkuppe (reprinted from HS May 2004)

By Frauke Elber

The Rhoen Mountains, of which the "Wasserkuppe" soaring's holy mountain is a part, are situated NE off Frankfurt and near Fulda/ Germany. Originally the Rhoen Mountains were covered with ancient beech woods. Early settlements go back to the years 800-1300. A population increase led to extensive logging during the 16th and 17th century to increase agricultural and grazing land and also provide charcoal. Swampy meadows developed with a multitude of plants and insects. Members of a hiking club were the first to use the Wasserkuppe for recreational purposes.

Although flight pioneers of the late 19th and early 20th century had dabbled in motor-less flight, it was with the purpose of testing stability and control problems not performance. It was Oskar Ursinus' 1905 foundation of the "Flight-Technical Club" in Frankfurt/ Germany that led to the rapid development of the science of soaring. In 1924, a group of students from the Technical University of Darmstadt discovered the Wasserkuppe for soaring. The bare, obstacle-free mountain-sides were ideal for their flight experiments.

The 1st World War interrupted the budding soaring movement. The harsh conditions of the Versaille Treaty forbad power flying in Germany and it wasn't until 1920 that the glider pilots returned to the mountain, building on the early experiences of the Wasserkuppe flyers.

The first soaring contest was held in July 1920. Wolfgang Klemperer broke Orville Wright's long standing record in 1921 and he was awarded the first C badge. Klemperer later emigrated to the US and became a member of the exploratory group searching for a suitable national contest site in the US. At Harris Hill near Elmira, NY he found similar conditions as on the Wasserkuppe and thus Harris Hill became a national soaring site.

Life on the Wasserkuppe in the early 20s was harsh. Living quarters were wooden shacks built from WWI airplane shipping crates which offered minimal protection from the elements. The bitter cold and stormy winter weather made life miserable for a band of braves who wintered on the mountain top building and repairing gliders for the next season. All provisions and materiel had to be brought up from the valley on foot since no road led to the camp site. The 1930 Wasserkuppe-contest became a gathering of many international pilots including pilots from Russia and the US. A flight exceeding 100 km free distance was achieved during this contest. (It was also in 1930 that the first national contest was held at Harris Hill).

Several members of the early Wasserkuppe fliers also became well known in the US. Some emigrated to the States in the 30s and 40s. Names like Wolfgang Klemperer, Rudi Opitz, Jochen Kueltnner, Peter Riedel also made history in American Soaring. Other famous names out of that first generation Wasserkuppe flyers were Hanna Reitsch, the famous aviatrix, Wolf Hirth, Walter Lippich, designer of many modern airplanes and Alexander Schleicher who's sailplanes have become world famous. Klemperer, Hirth, Riedel and Reitsch were essential popularizing soaring in the United States

During the division of Germany the dividing border was just 2 km East of the Wasserkuppe which made soaring highly restricted. The reunification of Germany turned the Wasserkuppe into the holy grail of soaring once more. Celebrating the 50th anniversary of soaring, the German Soaring Museum opened its doors at the historic site in 1970. Neil Armstrong attended the Opening Ceremony.

These days the Wasserkuppe once more teems with life. An International Youth Center provides a place for young people from many different countries to meet and get to know each other. Once more flying in all directions of soaring's Holy Mountain is possible again. An old primary glider has been rebuilt and the thrill of bungee cord launches are offered at the site.

Source:

<http://www.biosphaerenreservat-rhoen/landschaft/wasserkuppe.html>

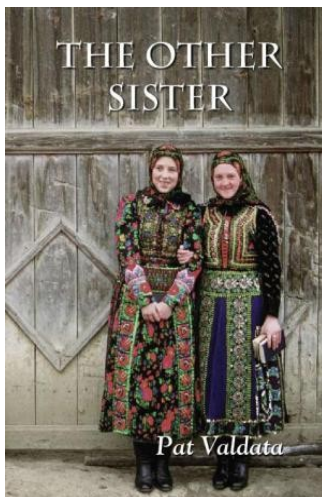
Peter Riedel: "Start in den Wind", erlebte Rhoengeschichte 1911-1926

Fritz Stamer: 12 Jahre Wasserkuppe



Photo: Sylvia Sella Geusen

A new Book By Pat Valdata



The Other Sister is a vivid and richly detailed story of the immigrant experience in America. Pat Valdata follows three generations of sisters through poverty and prosperity, and lets us share their triumphs and heartbreak. It is beautiful, funny, sad and very readable.

Mary Lee Bragg, author of *Shooting Angels*

Book trailer:

<http://www.youtube.com/watch?v=3QbiZRYM-CI>

Book Orders:

<http://www.cloudstreetcomm.com/news.htm>

Contact:

sister@zoominternet.net

Women Soaring Pilot Association

In 1972, Bertha Ryan sent out a questionnaire to the female SSA members with the purpose of getting the few and far spread women soaring pilots of the US in contact with each other. The response was so great that Bertha from then on published a small newsletter later named *Hangar Soaring*. SSA saw a high in female activities in the 1950 until the 1970. Names like Virginia Schweizer, (1st Silver C) Elizabeth (Betsy) Woodward (first Gold C) and Helen Dick (1st completed t Diamond badge) are for ever embedded in the US soaring history. Add to these names Doris Grove (first female 1000 km diploma for a flight that's still in the books as an unbroken Out and Return World record) and Sabrina Jackintel setting the absolute altitude record and altitude gain record in the female category. (The first one has never been broken). Up to the mid seventies several women represented the US in international competition. The last one flying in an International Women Contest was Karol Hines in 1989. Since then, only Liz Schwenkler and Kathy Fosha have flown in the Junior World Championships. Bertha Ryan so far has been the only US recipient of the Majewska Medal, the highest honor for a woman soaring pilot world wide. She received this medal for her tireless work for soaring.

In 1978, the first Women Seminar was enthusiastically received by its participants. The WSPA was founded June 11, 1986 in Tucson, AZ. The charter meeting was the result of a year's effort and input by the pilots who attended the 1985 Women's Soaring Seminar at Airsailing near Reno, NV. Our current membership is at about 200 pilots including International pilots. The purpose of the Women Soaring Pilots Association is to promote all aspects of soaring for women glider pilots.

The highlight of each year is the 4 day Annual Seminar where members from all over the country and foreign countries meet to encourage and support each other and to soar. The seminar rotates through the different regions in the US and is depend on clubs willing to host the event.

WSPA offers several types of scholarships for our member pilots.

All WSPA scholarships are available only to female members of WSPA. (Yes, men are welcome as members) U.S. applicants are asked to be members of SSA. Foreign applicants are asked to be members of an equivalent organization in their country, if they have one.

The scholarships are:

FLYING MONTAGUES SCHOLARSHIP: .

BRIEGLB SCHOLARSHIP:

MARIA FABER SCHOLARSHIP

MID KOLSTAT SCHOLARSHIP

SKY GHOST: .

COMPETITION AWARD:

Check web page at Www.womensoaring.org for details
Or write to: Phyllis Wells, scholarship chair PWells1634@aol.com

Hear Say

One of the pleasures of the Holiday Season are the letters and pictures I receive, often from friends I usually don't hear from during the year. The same holds true for WSPA. Here are a few samples of mail and pictures .

Lee Cowie, husband of Mary Cowie sent the following:

In September Bob Gaines brought Jerry Wenger's Spalinger S-18 to the VSA regatta at Lawrenceville, Illinois and Mary Cowie was one of the fortunate people who got to fly it. The Spalinger S-18 HB-485 was built in Switzerland in 1944 and has just come to the USA (and I would think it is the only Spalinger S-18-III to ever be seen in the USA) this summer. It has a "brochure glide ratio of 24:1" and that it takes off on a dolly which is dropped after take off and lands on a skid. Most old glider pilots love ships with Gull wings and the all wood Spalinger with its clear doped fabric has the looks we (old glider nuts) dream of.



Mary gets a briefing

here she comes

Mike Redman congratulates Mary

For several years we haven't heard much from **Dale Pizzo** who was super-active in the early 2000

Here is the reason:



Albert, Alexander,
Katherine and Dale Pizzo

In case you didn't see the article about **Sarah Kelly** and Chilhowee in Southern Living, here's the link:

http://www.southernliving.com/southern/travel/travel_south/slideshow/0,14243,1851625-1,00.html

Val Padget and **Mark Montague** contributed to AOPA on line in context with the Hudson River ditching of an Airbus 320. Several publications credit the glider pilot's soaring skills for the successful water landing.

http://www.aopa.org/training/articles/2009/090122gliders.htmlWT.mc_id=090123epilot&WT.mc_sect=gan

Both articles are great promotion for soaring.

Anne Mongiovi wrote

Gene and I attended the SSA directors meeting, and then the annual membership meeting in Chicago last Friday. The SSA plans to honor Capt. Sullenberger. You can verify with your director, but I believe the vote was to give both the pilot and the co-pilot lifetime memberships to SSA ---the directors are just trying to figure out the "venue" that will produce the most publicity. The merits of several were discussed, but I'm not sure the decision was solidified before I left. .

Trivia

the gliderpilot population in Germany dropped between 2005 and 2007 from 33,196 to 31,279. The US and Germany account for far more 60% of the worldwide glider pilots.

There will be no SSA exhibit at Oshkosh this year (from Anne Mongiovi)

EAA revamped their entire exhibit area, increased the cost, and eliminated the space we've occupied for the past three years in the process. Initially they sounded like they wanted to establish a glider area near the main exhibit area in Aeroshell Square. That did not materialize. There was some talk of moving to the ultralight area, but that effort was proposed to be led by the SSA business members, and I believe that will not happen either. Maybe in a later year.

EAA had been giving us our site at a considerable discount. Even at that, we were not able to provide a definitive cost-benefit analysis for the expense. There was no way that merchandise sales, new memberships and renewals taken at the site would cover it. There is no real way to track memberships that result through clubs later on---sometimes as much as years later. So, unless we find a much more economical way to "put our face out there", it won't happen.

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WELCOME NEW MEMBER

Elizabeth Collins, MA
 (sponsored by Neita Montague)



Hudson Water Landing



Robin McDaniel, NV., who's stories about her early exploits and emotional ups and downs in the sport of soaring delighted our readers in the early 2000, taking her granddaughter for a ride





6 1/2" wooden bowl made and donated by Kurt Ristow
from Central Indiana Soaring Society
Raffle ticket for this bowl @ \$2 each are on page 11 of this newsletter

Hangar Soaring
213 Anne Burras La.
Newport News VA 23606-3637



First Class Mail