



February, 2015

Hangar Soaring

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

IN THIS ISSUE

PAGE 2

Badges,
President's Corner
From the Editor

PAGE 3

Minden welcomes Pi-
lots, continued.
Welcome New Mem-
bers

PAGE 4

How to apply for WSPA
scholarships

PAGE 5

Noticeable Anniversa-
ries.
Letters to the Editor

PAGE 6

Seven Aviators died- in
1927

PAGE 7

This and That

PAGE 8

Welcome to Varese.
WSPA members in the
Publishing World

PAGE 9

The Limerick Contest

PAGE 10

Women's Meetings
around the World

PAGE 11

What's the Point



35th WOMEN SOARING Seminar

Minden, NV

June 15-19, 2015

Hosted by SoaringNV • SoaringNV.com

Women Soaring Pilots Association • womensoaring.org

MINDEN WELCOMES WSPA PILOTS!

Hello, all! Laurie Harden, a.k.a. Glider Girl is inviting you to come to fly with SoaringNV in Minden, Nevada, during the week of WSPA's 35th Annual Soaring Seminar to be held from June 15 to 19, 2015. Minden is located at the edge of the Great Basin in Carson Valley. We boast year-round soaring conditions in one of the top tourist areas in the USA. While the flying is amazing, with Lake Tahoe nearby, there are equally amazing off-site activities to meet every outdoor enthusiast's passion.

(Continued on page 3)

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

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Badges
Recorded through February
2015

A Badge
Hannah Dougherty, VA
Andrea Gaylord, NY
Allyssa Jones, CO
Marie-Claire LaBerge, GA

B Badge
Andrea Gaylord, NY
Marie-Claire LaBerge, GA

First posting in the 2015
OLC season:
Julie Butler, CA

Apply for the Anne Morrow Lindbergh
Trophy (see rules at www.womensoaring.org)



President's Corner

Thank you for electing me as the next WSPA president! Neita is a hard act to follow, and I can only hope I can keep the momentum going. WSPA is a wonderful group, full of women who are not only accomplished glider pilots, but also helpful to us newbies. I'll be depending a lot on the ladies who have been with us for a long time and understand how WSPA works.

To briefly introduce myself: I am a retired manufacturing and product development engineer, private pilot (ASEL and ASES), own a Supercub, and live near Ann Arbor MI.

I started learning to soar as an add-on rating to my private pilot's license, but soon began to love the sport for itself. I get a thrill every time the tow plane begins to move forward and tightens the tow rope, and my heart jumps a little at the release. Will I manage to stay out of the tow-plane wash? Will I remember the altitude I can turn back if there's a rope break? Can I find a thermal today, and stay in it? It's the kind of mind game I'm learning to play and enjoy.

Our main event is the week-long seminar, held every year for a week. This year, it is June 15-19, in Minden NV. I'm planning on going, and hope to see many of you there. This will be only my third seminar, but oh boy, I was hooked on soaring and hooked on WSPA after my first one in Chillowee! My second seminar was this past year at York Soaring, where I tried to learn how to find and stay in thermals, but failed miserably (my instructor found them and stayed in them easily, so they were out there). This year, maybe?

Before I sign off, I want to thank the previous board and officers for all they have done to keep this group going and growing. I would not be nearly as enthused about soaring as I am today if not for WSPA. I am looking forward to working with the current board, with some members continuing from the previous board. Please, let me know what you like, and also what you don't like, by emailing me at anneflies@frontier.com. It's our members that make WSPA work!

Anne Wright



From the Editor

The King is dead, long live the king.

This can be said of the WSPA change of command. Thanks to the past Board, especially to president Neita Montague and treasurer Mary Rust for their diligent and effective work over the last two years. They were challenging years for WSPA.

Welcome to the new Board which will direct the organization through the next two years.

For the first time in WSPA's almost 30 year history, only one of the founding members will be on the Board. Also for the first time we will have 3 non-US citizens on the Board: 2 from Canada, 1 from Germany (we incorporated Canada into the US regions a few years ago). For the first time in many years, only one Board member will be over 60 years of age (not counting the age of Board members when WSPA began!). Clearly we passed the baton on to the younger generation. Keep WSPA vibrant.

As for myself, your Hangar Soaring editor, I am starting my 15th year on the helm of our newsletter. I am off the Board but staying on as editor. I love the job; it got me in contact with many people around the world. I never considered myself a writer (although I now have a book to my credit), but rather as a hunter and gatherer. I search through piles of publications to find topics and stories that are of interest for women gliderpilots. I promote our cause and reach out across the oceans and many borders. This has been very

rewarding and I learned a lot over the years.

But, I am becoming more and more aware that nobody is immortal. I am intending this year to put a Hangar Soaring "manual" together, put it on a disc and submit it to the Board for safekeeping, so it can be used as a guideline to whoever will follow in my footsteps. Nothing will be written in granite just a guideline how I did it and did it very successfully.

This summer WSPA can celebrate its 30th anniversary. I am planning a special Hangar Soaring issue for August and for that I am asking our long-time members (even the ones we don't hear from anymore or very seldom) to send me their stories how they got into soaring and what it meant to them. I have gotten already some submissions.

And with that I hope to have another successful year as **Hangar Soaring's editor**.

I wish all a very good year and many great flights. Keep sending me your reports

Frauke

Welcome New Members

Noy Arisman, CA
 Kami Barnes, IN
 Kay Ebert, VA
 Shannon Moon, FL
 Christine Patton, PA

Christine writes:

I appreciate the warm welcome from all of you. Just a quick clarification though, Christine, not Christina. I know, my handwriting could use some improvement. My excuse is that **I'm a physician, and the only D** I ever got in school was first grade handwriting. It was a sign.

(Continued on page 7)

(Continued from page 1)

The eastern edge of the Sierra Nevada Mountain Range, known as the Carson Range, creates the perfect set-up for Mountain Wave. While mostly a fall and spring phenomenon, wave can set up here any day of the year. Lift produced off the Pine Nut Range to the east provides a highway to head south to Mono Lake, Yosemite National Park, and the White Mountains.

Minden is a favorite spot for both distance and altitude flights. What we expect in the month of June are great thermals, kicking off between 11 am and 1 pm. We regularly get lift of 800-1000 feet per minute, great for practicing that one key cross country skill--centering a thermal, or for flying 300k, 500k, 1000k. Cloud bases are often 14,000 feet and above, so all of our ships are equipped with supplemental oxygen.

This year's WSPA Seminar will focus on cross-country skill development, but we will have plenty of time to do primary training also. Along with SoaringNV's staff, we have arranged for advanced cross-country instructor Phil Plane of Glide Omarama, New Zealand, to conduct several seminars on developing your distance flying skills.

To find out more about us, visit our website www.SoaringNV.com.

We look forward to getting you launched!

Laurie Harden



For seminar information go to www.womensoaring.org or contact Maja Djurisc at

djurisc@stanford.edu

HOW TO APPLY FOR A WSPA SCHOLARSHIP

by Phyllis Wells, WSPA Scholarship Committee Chair

Every year WSPA awards scholarships to members who have identified goals related to improving their skills as glider pilots. You may have thought for a moment about applying for a scholarship, but perhaps wondered if you were a good candidate. We often associate scholarships with young students who need financial assistance or are on a particular career path.

This is not necessarily true of the WSPA scholarships. Our scholarships are as varied as our members. Some are for young student pilots, but there are also scholarships for older women who are just starting to fly. There are scholarships for specific ratings such as Commercial or Flight Instructor. Women seeking to improve their skills for record flying or competition soaring will find a scholarship just for that. Every year scholarships are awarded to members attending the annual Women Soaring Seminar. There is even a scholarship for a tow pilot endorsement.

Financially, our scholarship program is well funded. Generous donations from members and non-members, along with our periodic fund raisers and donations from seminar registrations have contributed to providing sufficient funds to award several scholarships each year. A donation from Monique Weil has made possible a new scholarship that starts this year for an applicant working toward a CFG rating. Neita and Mark Montague have increased the **dollar amount of "The Flying Montagues Scholarship"** which is structured to provide funds as the applicant progresses toward a CFG rating.

All the WSPA scholar-

ships are described on our web page. You can select the scholarship that best meets your soaring goals. Then print out the appropriate application form to get you started in the process. The web page is:

womensoaring.org.

Click on "scholarships".

Scholarships are for female members only. Applications must be submitted by mail (no e-mail) and posted by May 15. You can apply for only one scholarship per year. If you have already received a WSPA scholarship you can still apply for another, especially if an additional scholarship helps you achieve your goals.

Qualifying criteria vary with each scholarship, so read the application form carefully. Each application is reviewed by the three judges who serve on the Scholarship Committee. The judges are looking for a strong commitment to completion of realistic soaring goals. Financial need is not a criteria for awarding a scholarship. Instead, applicants should provide evidence of involvement not only in soaring activities but also in other life experiences that show dedication, focus, and a high probability of long term involvement.

As spring and summer approach, soaring opportunities will increase across the country. Now is the time to create a plan for accomplishing your soaring goals. Receiving a WSPA scholarship may be just the support you need as you progress as a pilot. The Scholarship Committee looks forward to receiving your application.



Patricia Viall used the Mid Kolstad Scholarship in 2014 to help her obtain a Glider Add-on to the Private Pilot Certificate she already had. She started flying airplanes in 1978. Her interest in gliders came from her father who was a WWII glider pilot



Laura Radigan, was 58 years old when she began flying lessons. She applied for the SoaringNV Scholarship in 2014 to help her continue with her lessons and receive her Private Pilot Certificate.



Valerie Deschamps from Alberta, Canada attended the 2010 Women Soaring Seminar at Air Sailing. Shortly thereafter she earned her Private Pilot Certificate. In 2014 she applied for a scholarship to attend the seminar at York Soaring in Canada. She used this opportunity to advance her soaring skills.

When they can do it, you can do it.
Apply today for one of the scholarships

Noticeable Anniversaries

50 years of Libelles

The February 2014 issue of SOARING is mainly dedicated to a venerable, old lady, the Huetter Libelle in its various variations

Cam Martin wrote in the January 2015 BUNGEE CORD

"The Glasflügel H301 Libelle ("dragonfly") is now celebrating its 50th year, having made its first flight on March 7," 1964. Beautiful, elegant, small, fast, modestly priced and durable, it became the icon for a new era in soaring. The H301 was the first certificated composite (fiberglass) aircraft in the United States, opening the way for the new generation of fiberglass sailplanes that followed. Decades later the Libelle remains a benchmark for thoughtful engineering and ease of rigging. The original Open Libelle's features were so advanced that the camber-changing flaps, retractable landing gear and tail parachute needed to be eliminated from the design to qualify the later and simpler H201 version of 1968 for competition in the Standard Class.

A rules change in 1970 allowed the retractable gear to be included on the H201 as well. At fifty, the Libelle remains a Classic sailplane that **has yet to show its age."**

What no articles and accolades mention is that the Libelles have become a **"Lady's plane"** because of its rigging and handling ease. Without doing any detailed research I know of the following women owning and flying Libelles. Here is the list (feel free to add to it)

Neita Montague, Terry Duncan, Cindy Donovan, Sylvia Szafarczik, Linda LaBerge, Colleen Koenig, Eva Dillon, Tracey Blake, Kathy Fosha. The late Kathleen Winters also owned and flew a Libelle.



Neita Montague in her Libelle

40 years of Ridge Soaring



On last year's trip to the WSPA seminar in Ontario/Canada we made an over-night stop at Tom Knauff's and Doris Grove's Ridge Soaring Gliderport in Julian PA since it was halfway to our destination. Doris and Tom had allowed us to spend the night in our motor home on the airport proper. Arriving there late in the afternoon, we were surprised about the changes that beautifully situated gliderport had undergone in the almost 30 years we hadn't

been there. The old office shack/bunkhouse had morphed into a beautiful, well appointed clubhouse, with a fully equipped kitchen, modern bathrooms, a cozy launch, a bunk room, bedrooms and a "honeymoon suite" providing room for 15. A covered porch overlooked the runway.

Gone was the old mobile home that served as over-night accommodations. In its stead was a modern office building that housed the office and the soaring supply business. A bit further down from this building was a modern RV parking area with utility hook-ups. The airport itself was in pristine condition and well kept. Ridge Soaring gliderport is dubbed the **"longest Diamond Mine in the World"**. Although there was no flying operation at the time we arrived, Tom and Doris came down from their nearby

home to say hello. We again stopped there on the way home from the seminar.

Ridge Soaring Gliderport is for sale since Tom and Doris would like to retire from running a glider operation.



Ridge Soaring Gliderport

30 Years of WSPA

This coming August can look back 30 years to a group of women who had gathered at Air Sailing for the annual seminar. At that seminar the women decided to organize, which was officially formalized a year later at the Tucson seminar where WSPA was legally incorporated. To commemorate this upcoming anniversary, Hangar Soaring is putting a call out to early members to tell about their early involvement in soaring and what influence soaring had on their life. Your editor is planning to dedicate the August issue of Hangar Soaring to this upcoming anniversary



I read the story last night before going to bed at midnight and really appreciated how you set it off with the pictures. Thanks so much -- I relived the whole trip.
Sandy

Many thanks for the "Hangar Soaring", it is a master piece again
Fred (Germany)

Forgot to mention how pleased I was to see the article on Margaret Roy. She certainly is an interesting and accomplished woman!

Thanks for writing it.
Bertha

Another great issue, Thank you!!!
LAM

I'm impressed with your story in your Soaring magazine
Bobbi (99's)

Thanks so much for again send-

ing me a hard copy of Hangar Soaring, which I found on my return from a holiday in Oregon. I share it with my neighbors and others who might be interested.

This HS is such a good read, that it seems to top your previous ones. Of course, I always feel that the latest one I read is the best. I was particularly drawn to your article about Margaret Roy. I always wished I had gotten to know Margaret better and very much enjoyed your bio about her. We have some similar history, both attending New York City colleges and both graduating in Math. I think I first met her in the 1986 Air Sailing seminar. Monique



A Little Known Aviation Disaster

Editor note: On January 28, 1986 the Shuttle Challenger exploded 76 seconds into its take-off killing all seven astronauts. It happened about 11:00 AM and I remember all telephones going dead, everybody was trying to call anybody. I was watching the take-off on TV having been at the control center in Houston on the previous launch (a night launch). Even all the previous Shuttle launches went without a problem, I have been fully aware, that all these flights were pioneering flights and that even in our time, where almost everything was predictable, the astronauts are still pioneers fully aware of the risk involved. I recently came across a story that sounded eerily familiar.

When Seven Aviators Died -- in 1927

The following article appeared in the March 5 issue of the Des Moines, Iowa, "Register and Tribune." Dan Collins' hometown newspaper. Written by Walt Shotwell, reporter, the article is reprinted for your interest.

When the Challenger Space Shuttle exploded into an international tragedy, it nagged at the memory of Quentin Johnson, an English professor at Iowa State University and something of an authority on aviation history. He seemed to remember reading . . .

So he dug up an old book, "By The Seat Of Your Pants," which confirmed his recollections. Then he phoned another aviation history buff - me - with some uncanny parallels between the Challenger tragedy and an event of 1927. Between Johnson's book and The Register's microfilm files it develops that in 1927, as in 1986:

- o Seven aviators died.
- o One was a female school teacher.
- o The teacher was chosen in a national competition.
- o The cause of the deaths was never established.
- o Sponsors of the fatal event came in for

bitter criticism.

Sound familiar? If you can turn back your brain to 1927, it will sound even more familiar because aviation then was about where space travel is now, and the United States was doing all it could to develop flying's wondrous potential.

Charles Lindbergh had just soloed across the Atlantic Ocean in May. Picking up on his feat, the Dole pineapple people decided to sponsor a race across the Pacific Ocean in August from California to Hawaii.

It was a terrific advertising idea, and it encouraged development of long-range aircraft. But just as space travel today is limited to a relatively few specialists, aviation of 1927 also was pretty exclusive, limited to a few daredevils. How to turn the California-to-Hawaii race into an event of national interest? Take a teacher along, and let the teacher be a woman.

Professor Johnson is intrigued because even in 1927 the selection of a teacher in a promotional stunt was recognized as a natural for international publicity, just as the selection of Christa McAuliffe of New Hampshire would be 59 years later in a space mission - which turned out to be fatal. In 1927, as in 1986, thousands of teachers applied for the flight, and Mildred Doran, 22, of Flint, Mich., was selected.

Original photos are missing from The Register's files, but those preserved on microfilm show her to be strikingly pretty, partly dressed in a military outfit, complete with Sam Browne belt. That was the flying uniform of yesterday, just as silvery space suits are the uniform of today.

Fifteen airplanes entered the "Dole Aerial Derby," which was to start on August 12, paying 5,000 to the winner.

Until then, only a U.S. Army plane had flown the Pacific. Of the 15 Dole entries, some crashed en route to the starting point at San Francisco, others had mechanical troubles, and weather delayed departure until August 16. Then only eight of the 15 actually took off, and only four made it over the Pacific.

One was piloted by John (Auggy) Pedlar and navigated by Vilas R. Knope. They carried the precious cargo - Miss Doran.

Some of the planes had only primitive radios or none at all; so newspapers relied upon sightings from ships, which sent messages in Morse code, but the reports were sketchy. Two planes were sighted, or was it three? Where was the fourth? No one really knew what was happening, but newspaper headlines throughout the United States, including those of The Des Moines Register, screamed urgently.

Finally, after 26 hours, Arthur Goebel arrived in Honolulu in his Travelaire, "Woolaroc," and two hours later, along came Martin Jensen in a Breeze Co. craft, the "Aloha." Missing were the other two planes carrying seven persons, including Miss Doran.

The biggest search in the history of fledgling flying industry was launched. The lowliest tramp steamers joined proud ships of the U.S. Navy. Other flyers risked their lives, and indeed, about 30 would be rescuers died in the search.

Again The Register headlines screamed: "Widen Search for Aviators," then "Abandon Hope for Seven Flyers."

When it became evident the seven were lost, critics contended the Dole event should never have been attempted. Experts complained about lack of safeguards. Politicians argued about the concept. In 1927, as in 1986, the event was publicly debated. Then in the nature of news events, the story eventually faded away.

But about a month later, a luxury ocean liner, "Maui," steamed to the central Pacific and dropped overboard a giant floral tribute, shaped like a Bible. It was paid for by pennies contributed by school pupils in honor of their heroine - Miss Mildred Doran.



Secretary of the Treasury, James A. Baker III (left), and NASA's Associate Deputy Administrator, Ann P. Bradley (right), recently presented the Treasury's Award for Distinction in Cash Management to Langley's Cash Management System Design Team. The members of the team are Jimmy H. Wilson, Iris B. Russell and Judy W. Evans. The team designed, developed and implemented an automated on-line, real-time system, which makes use of data base management capabilities to pay vendor invoices. This new system was necessary in order for the Financial Management Division to meet the cash management requirements of the Office of Management and Budget and the Treasury Department without an increase in manpower. As a result of the outstanding efforts of the design team, Langley now has an efficient and effective cash management system which complies with all the rules and regulations.

(Continued from page 3)

as for a Bio, my gliding career has been brief so far. My brother, Brian Collins, has been a glider flight instructor for many years, and he offered to teach my husband Chris and me. So this past spring we took him up on it. We started in May 2014 at Ridge Soaring Gliderport in Julian PA. We both soloed on the same day, Aug. 8th. Life, work and vacations stalled things for a while, so in December we went to Arizona Soaring in Maricopa AZ and finished up, both doing our checkout rides and getting our private glider rating. In anticipation of this, we took advantage of the chance to buy a Discus BT already, and we are eagerly looking forward to the first opportunity to fly our plane. I'm not sure if you want strictly glider-related info, but otherwise, I also like to run half-marathons and marathons, scuba dive, and drink wine.

I'm looking forward to flying this year, and hopefully will get a chance to meet you in person at some point.

Thanks,
Christine Patton

Do not spin this aircraft. If the aircraft does enter a spin it will return to earth without further attention on the part of the aeronaut.

First handbook issued with the Curtis-Wright flyer

This and That

Congratulations to Tony Condon, husband of Board Member Leah Condon for being named to the 2015 13.5 Meter US Team. Tony started a fund drive to help to cover the expenditure which will be over \$10 000.

Congratulations to Summer Gajewski for earning a pilot slot on the KC-135 with the Kansas Air National Guard!!!
From Nov.14 Variometer (Kansas Soaring Association)

(editor's note: Summer came first to WSPA during the 2010 seminar at Air Sailing where she was the recipient of the "Billy Goat" scholarship)



On October 25 2014, Marie-Claire LaBerge received her PPL-G

On Dec.5 2014, Kelly Newby passed her PPL-G checkride at Bermuda High Soaring.

On Dec.12, 2014, Margot Aquaderni, Italy, set a new Continental speed record for a 100km triangle with a speed of 167.7 km/h. Margot was flying in Namibia, West Africa



Record setters in Namibia: Guy Bechtholdm, Margot Aquaderni, Bostjan Pristvec, Klaus Seaman

Margot will be the host of the 2016 WSPA seminar in North Italy

Lillymae Gunick writes
I recently completed my check ride and now have a private pilot's license. Since leaving Virginia I soloed in a glider, when I was 14. I flew back to Virginia for that. Then I didn't fly for a year or two after moving to Alaska. Then, last fall, I began training for

my private pilot's license and apprenticing as an A&P mechanic. That's how I paid for lessons. Every hour of apprenticing counted as a certain amount of flight time. January of this year I soloed in a powered plane, and in June I got my license. I'm now 17, and possibly considering a career in aviation maintenance.

(Editor note:Lillimae started soaring at age 10, near Charlottesville, VA. Her family then moved to Montana where her flying was curtailed. She returned to Virginia to solo. When her family moved to Alaska her flying career seemed doomed since the nearest operation was far away. It was great to hear that she persevered and wants to make aviation a career. She also has become a great photographer. See her pictures on Facebook)

17% less gliderpilots in the last 10 years
this was the headline of an article in the recent German magazine "Segelfliegen".
The introduction to the article stated:

Since 2003 more than 22000 gliderpilots gave up the sport. Filtering out of John Roake's extensive statistic, which he put diligently together for the International Gliding Commission, the nations with the absolute highest losses, then Germany, France, the USA, Great Britain, Sweden and Switzerland alone lost ¾ of their pilots.



Palm Pilot

Welcome to Varese

Since it has been announced that the 2016 WSPA seminar will be held in Northern Italy, Hangar Soaring wants to introduce you to the seminar site. The following is a n excerpt that was first published in Italian, then for the German magazine SEGELFLIEGEN translated by Katherin Woetzel and from there into English by Frauke Elber

Northern Italy at the southern edge of the Alps offers excellent possibilities for cross country flying. Especially in spring it is very easy to fly long distance in the heart of the Alps under the best thermal conditions.

The area is ideal for beginners of Alp soaring, since they have the choice to fly along the not so high mountains and still have the possibilities to escape into the flat country when searching for an off-field landing site. (pretty much like it was in Slovenia).

The small town of Varese is located between Lake Como in the east and Lago Maggiore in the west. The glider port Calcinatè del Pesce lies here on the north side of a lake named after the town. The local glider club residing at this airport is the Aero Club Adele Orsi, named after the legendary Italian woman pilot who became internationally known for her multiple national and international records. The gliderport is owned by the Orsi family. It offers a modern club house with a cozy bar and a porch overlooking the airport, a club owned swimming pool and excellent infrastructure. Take-off direction is to the west along Lake Varese with a fantastic view of Mount Rosa. Seven tow planes are available. Releases are done between 750 and 1000 m near Mount Campo dei Fiori, the local thermal generator. It is easy from there to connect to the Alps with their incredible views. From there long cross country flights are possible.

The Aero Club Adele Orsi (ACAO) exists since more than 30 years and is with more than 200 members the largest glider club in Italy. Besides Adele Orsi, many famous glider pilots come from this club including the so far only Italian woman contest pilot Margot Aquaderni who has flown in several world championships. The club offers training camps for advanced pilots but also camps for young **women pilots whose organization "FLY PINK" founded by Margot Aquaderni**, introduces them to contest flying.

A guest membership is available for foreign pilots who want to vacation there with their own sailplanes. The guest membership fee is EUR 100/week (2weeks/year max). Guest members can use all facilities and they pay the same tow fees as regular members. (aero tow EUR 12.50 per 250 m. For double seaters there is an additional charge of EUR 12.50/take-off).

More information at
<http://acao.it>

Editor's note: Adele Orsi was the only woman flying in the 1974 World Championships in Waikerie/ South Australia. Adele flew in the Open Class in the biggest ship of the contest. On one of the practice days she landed "wheel up". One of her competitors, a world renown German glider pilot uttered "typical woman, typical woman..."

The next day he landed wheel up. I did not hear if Adele said anything.

WSPA members in the Publishing World

Several WSPA members are authors of published books. Your editor recently joined that illustrious group. Here is a compilation of authors in **our midst (there are probably more out there I don't know about)**

Alexis Glynn Latner, writes Science Fiction. Her books are available on Kindle

Hurricane Moon
Wilbur's White Gider
Glory Star

Trinity Bay
Quickfeathers

Pat Valdata, writes fiction and poetry. Her books are available at amazon.com

Crosswind (a soaring novel)
Inherent Vice (poetry)

The Other Sister (a novel)

Bertha Ryan, published a biography about Einar Enevoldson

Soaring Beyond the Clouds, Einar Enevoldson Reaches for 100 000ft
(Ed. note: the driving force behind the Perlan Project).

The following members/authors are not amongst us anymore:

Katleen Winters, wrote biographies

Anne Morrow Lindbergh, first Lady of the Air
Amelia Earhart

Gill van den Broeck, wrote about the International Women Competitions

History of the International Women Gliding Contest

(Gill continued with an update until her death two years ago)

Betty McMillen Loufek, Claire Waters, the twin sisters wrote about their lives in early aviation

This Flying Life

Frauke Elber published her first book in December. It is available at amazon.com and kindle

"The Tall Man in the Dark Suit", the World War II Ship Diary and Letters of a German Kriegsmarine Cadet

Frauke **gave the original log book to the Mariners' Museum in Newport News** but before giving it away translated it so that the museum had any use of it. 70 years after being written and having become a historic document, the curators at the Museum encouraged her to put it into book form. Three years later with additional research and fact finding finally resulted **in the book. The director of the library wrote the following comment:**



Your book "The Tall Man in the Dark Suit" is a wonderful addition to our collection. It really complements your previous donation of Guenter Braun's journal and letters. A published copy of his journal makes his service and sacrifice during WWII more widely accessible to our researchers",

The Limerick Contest



As WSPA is approaching its 30th anniversary, I will dig into my archives to share historic moments with our newer members.

The Limerick Contest is held annually during the seminar. It was the brainchild of Arleen Colsen (who also provided "The Flying Goddess" trophy). The first contest was held at the 1993 seminar at Black Forest, Colorado. Over the years the "Goddess" has traveled all across the country. She resided for a year in Switzerland, Germany and Canada and also had been won by men who attended the seminar.

The following is the epic first Limerick entered and some of the winning Limericks over the years.

1994
Hobbs NM

Sharon Smith
There was once a pilot named
Sally
Who said soaring's right up my
alley
To glide and to climb
Is so very sublime
I will never go back to the galley.

1998
Texas Soaring, TX

Janet Sorrell, Chris Schniers
There was once a restaurant Oasis
It was most famous of Texas places
Then the rain came to town
Lightening bolts all around
Now all that's left is traces

(note: the annual dinner was sup-
pose to be at the Oasis
on Thursday night. Tuesday night it
was hit by lightening
and burned to the ground)

2005
Air Sailing, NV

Anna Dobrin Schippers
The coyotes are giggling at midnight
Cables look snake-like in flash light
A Mighty Gorilla
in the back of the Grob a killer
Are memories of an air thriller

With this the goddess moved to
Switzerland

There once was a lady named Phyllis,
Who organized, assigned, and arranged us,
From all over we came,
With soaring our game,
To break records and test mettle within us.

From morning 'til night she would peer,
At multiple schedules held dear,
As we wandered by,
We could all hear her sigh,
"I'll just move the front to the rear!"

We tried to pretend we were raptors,
But g.d. weather made us captors,
Of shelters and spaces,
That gave us dry places,
To change schedules, and prove us adap-
tors!

Our tow pilots tried to keep us in sight,
While with foreign controls we would fight,
In many strange ships,
With curses from our lips,
Toward landings that were no delight.

But after a few days we would gain,
Renewed control to maintain,
We then wheeled and soared,
Without getting gored,
And hearing the "Back Seat" complain.

Ruth Dusenbery

1995
Sugarbush, VT

Deborah Rowels
There once was a WSPA seminar
That brought pilots from near and
from far
They flew and had fun
Said, "let's get some sun"
But were spending more time in the
bar!

2006
Chilhowee, TN

Roy Gereau
A glider instructor named Hector,
Would use only his stick to direct her.
It was fine for controlling
Her pitching and rolling
But her yawstring went wild
And he wrecked her.

2012
Chilhowee, TN

Tom Johnson
I wanted to fly like a bird
**But my friends all said "That's ab-
surd"**
I came from the stix
Now fly with these chix
And my fun meter pegged off the
board

Sharpen your Limerick skills
for this year's contest and
give the Flying Goddess a
new home

Women Meetings Around the World



2015 will see the first edition of an International "Fly Pink" (the organization of Italian women gliderpilots) Cup in Ferrara from 30th May to 7th June as you can see from the link <http://www.flypink.it/public/pdf/FlyPinkCup2015PreInvitation.pdf> It would be wonderful if many women could participate to this first edition !!! (this is a dress rehearsal for the 2016 WSPA seminar). Margot Aquaderni

Australian Women In Gliding Week 2014

(Leonie Furze submitted this report)

Participants at this year's Women in Gliding Week were blessed with stunning scenery, excellent facilities and a host of wonderful instructors, coaches and seminars. Women of all skill levels were in attendance; ranging from those never having flown a glider before, to international competition pilots. We had representation from most states including South Australia, Victoria, Tasmania, New South Wales and Queensland. We even had a few kiwis (New Zealander), and many who now call Australia home including, a couple of Germans, Swiss and a Pome or two.

Although the event was not without incident it did present many learning opportunities. On the first day all of the girls outlined their goals for the week and every day brought with it a new seminar topic including thermalling, out-landings and cloud flying by Harry Medicott, weather by Greg Schmidt, a technology discussion was also held by Greg Schmidt and Kerrie Claffey and the Women in Gliding Week would not be complete with a hilarious session on "secret women's business".

As Tuesday was the Melbourne cup, the frivolities started in the morning with two sweeps organized. Then over champagne in the evening we learnt that Kerrie Claffey scooped the pool winning both the \$5 and \$2 sweeps. A "fashions of the gliding field" competition was hotly contested with Rachael Richards and Pam Richards (not related) awarded dual winners with their amazing hats, both of which featured gliders in their design.

"The bigger the drama the better the story" was the quote for Wednesday as a massive storm front came through. The 66kt winds, lashing rain, hail, and lightening threatened all of the gliders not quick enough to find a hangar. Thankfully no one was hurt holding down gliders but the Puchacz wasn't so lucky, with its canopy being destroyed. Dinner that night was planned to be at the Manila pub, but it appeared that the Puchacz wasn't the only casualty. Manila was cloaked in darkness and it became apparent that the blackout was not going to end anytime soon and only a liquid

dinner was on the menu. Some chose to partake in a beverage at the pub but the rest dispersed, some to a pub in Gunnedah and others headed back to the club where they were treated to roast chicken quickly whipped up by the brilliant Wendy.

The highlights for the week include:

A good and fun week!

20 female pilots attended and flew over 135hours

29 solo cross country flights including 3 x 500's by Jenny

8 dual cross country coaching flights

1 silver 5 hrs claim, sadly the logger didn't register the completed distance flight!

4 type conversions

1 re-solo

Total launches 105, including numerous pre solo training flights.

Thanks to everyone who helped out throughout the week.



The German women pilots held their annual weekend meeting in Berlin from January 30 – February 1, 2015. They always meet during the last weekend in January (Ed. note: that's why you never see me there). Their meeting is dubbed Hexentreffen (Witches Gathering).

Locale for the meeting was the Technical University of Berlin for lectures and nearby restaurants for social gatherings.

On the Saturday lecture agenda were:

- The family friendly aerosport-is that at all possible by Johannes Hille
- My Way to the National Team by Sarah Drefenstedt

Sunday was reserved for a tour to the historic Tempelhof airport made famous by the Berlin airlift in 1948/49 during which Berlin, an allied enclave in the communist East Germany, was blockaded and unable to receive food and life supporting commodities via rail or truck. (this is a piece of past war history that never should be forgotten). The airport was built in the early 30ies with gigantic proportions, the biggest airport at the time. Its buildings are now a historic landmark.

The meeting provided plenty of time for social get-togethers.

**Next Hangar Soaring Deadline:
April 30, 2015**



What's the Point?

From the BRSS December 2014 newsletter

The rule is that parachutes have to be packed by a certified and appropriately rated parachute rigger within 120 days if it is available for emergency use in an aircraft.

First: it's the law (FAR 91.307)

Second: mold, mildew, fungi, dry rot, mice, bugs, age, Ads. Bent, broken, torn corroded, stuck melted, bound, crossed, twisted, split, frayed, or pinched—all of which may not be apparent by external inspection.

Third: a 30-60 suspension of your flying privileges if your use of an out-of-date parachute comes to the attention of the FAA (US DOT-FAA Penalty Selection Guideline 36.d).

Besides, you really do want it to work as intended, in order to enjoy
HAPPY LANDINGS

Editor's note: do not leave the your canopy propped up or uncovered on a sunny day. We had a case in our club where the open canopy ignited the parachute housing



Margot Aquaderni after her World Record flight

Congratulations Margot



Irena Raymond in Sunseeker Duo (top plane). followed by her husband Eric in Sunseeker II

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