



Hangar Soaring

May, 2002

THE OFFICIAL PUBLICATION OF THE WOMEN SOARING PILOTS ASSOC.

IN THIS ISSUE

page 2
Bagde Lady
Youth Page

Page 3
President's message
Welcome new members

page 4
Soaring with Sarah Streinberg
by Dale Pizzo

Page 5
Mail & meet our members

Page 6-7
Adele Orsi

Page 8
Baltic Gold
by Sarah Steinberg & Gillian
Spreckley
(2001 Women World
Championship)

Page 9-10
Women Seminar Application

page 11
Kolstad Scholarship
returned e-mails
membership renewal form

see Alexis Lartner's article
"How will more Women Soar?"

at
<http://www.motorgliding.com/ListFeatureArticleDtl.asp?id=204>

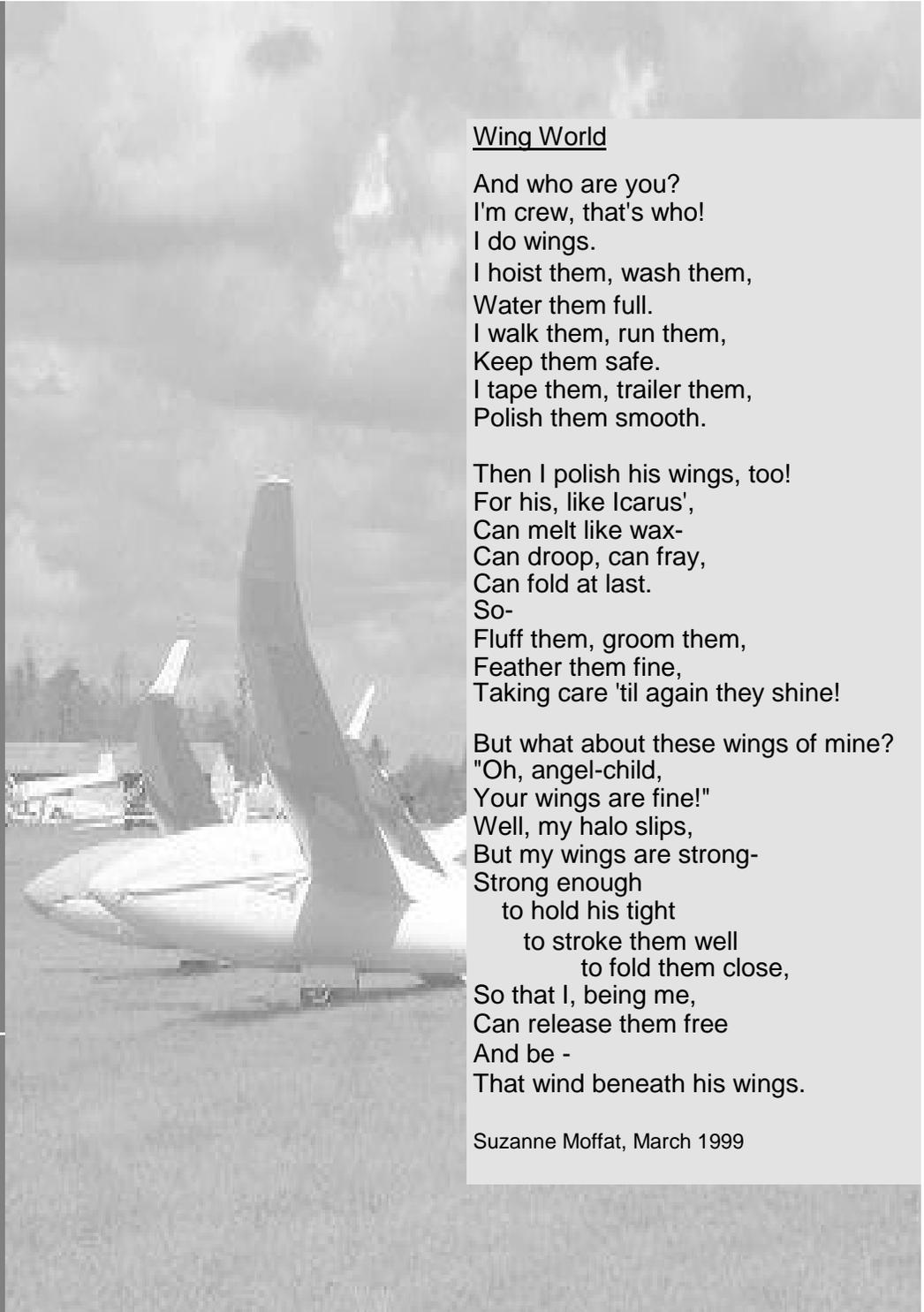
Wing World

And who are you?
I'm crew, that's who!
I do wings.
I hoist them, wash them,
Water them full.
I walk them, run them,
Keep them safe.
I tape them, trailer them,
Polish them smooth.

Then I polish his wings, too!
For his, like Icarus',
Can melt like wax-
Can droop, can fray,
Can fold at last.
So-
Fluff them, groom them,
Feather them fine,
Taking care 'til again they shine!

But what about these wings of mine?
"Oh, angel-child,
Your wings are fine!"
Well, my halo slips,
But my wings are strong-
Strong enough
to hold his tight
to stroke them well
to fold them close,
So that I, being me,
Can release them free
And be -
That wind beneath his wings.

Suzanne Moffat, March 1999



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

ANNUAL DUES (JULY-JUNE) ARE \$10. SEND TO GLORIA DALTON, 4826 WESTRIDGE DR. CHARLOTTE, NC 28208. ELECTIONS ARE HELD EVERY OTHER YEAR. THE 2001 BOARD IS;

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acting president
Vice Prsident / Secretary
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Dallas TX 78208

Frauke Elber (acting NE)
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Elaine Cutri (SW)
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Lori Brand (NW)
7052 NE RONIER Way #2914
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HANGAR SOARING IS PUBLISHED EACH FEBRUARY, MAY, AUG, NOV. PLEASE SEND STORIES, PHOTOGRAPHS, COMMENTS, ETC TO ELBER@CAVTEL.NET OR FRAUKE ELBER, EDITOR, 213 ANNE BURRAS LA., NEWPORT NEWS VA 23606-3637
VISIT OUR WEBSITE AT www://womensoaring.org

FROM THE BADGE LADY

Arleen Coleson

GOLD BADGE LEGS

ALTITUDE: 3,000
METER GAIN (9,842 FEET)

Linda J. Monahan; G-102
Diane Stanford-Clark; G-102;

SILVER BADGES

6288. Valeria F. Paget

ALTITUDE

Daniela Kosok (certified to Germany)

Linda J. Monahan (See Gold Altitude)

Diane Stanford-Clark (See Gold Altitude)

DISTANCE: 50

KILOMETER CROSS-COUNTRY (31.07 SM)

Valeria F. Paget; PW-5

SSA C BADGES

17,444. Alexis G. Latner;
17,445. Janet Lennie;

SSA B BADGES

Daniela Kosok;
Alamogordo, NM
Janet Lennie; Houston, TX
Karen R. Felder; Estrella
*Jennifer A. Niswender;

SSA A BADGES

Daniela Kosok
Janet Lennie
Karen R. Felder
*Jill M. Hudson
*Jennifer A. Niswender

SSA STATE RECORDS APPROVED

Minnesota; Open Class, Singleplace, Feminine;
Free Straight Distance;
282.45 mi.; Kathleen Winters; Libelle H-201B;

Hangar Soaring learned that National and World Records might go unclaimed because of costs involved. Arleen Coleson provided detailed information. Your editor is collecting informations from overseas. Let's discuss this topic on WSPA@womensoaring.org

The NAA charges:
\$100 to review and certify a National Record
\$25 for a standard 8x11 certificate (\$45 for the 11x17 certificate)

For a World record
\$150 to review and certify both the National and World record
\$25 per certificate (2 involved here - 1 National and 1 World)
\$60 to the FAI for their review and certificate of the World record.

The SSA charges:
\$50 per flight.

For a flight that has one record (Say 100 Km Speed Triangle) a National Record will cost the pilot \$175 - \$125 to the NAA and \$50 to the SSA.

The costs mount when there is more than one "record" claimed in a flight. For instance: With the advent of "Free Distance Records" a flight CAN include 4 records - Distance Around a Triangle, Speed Over a Triangular Course, Free 3 Turnpoint Distance, and Free Out & Return Distance. For such a flight the NAA is going to get \$125 x 4 and the SSA \$50 - Total of \$550.

If that same flight qualified for World Records in all of those categories, the NAA is going to get \$50 more per record and the FAI is going to get \$60 more per record. The SSA stays the same. That would be \$1090. It is rare that all 4 records would be World Records too.

Just remember that the NAA charges "per record" while the SSA charges are "per flight".

Arleen

NEW!

YOUTH SOARING PAGE

I'd like to introduce myself to everyone. My name is Susan Steinmann. I'm fifteen, and I have been a member of the WSPA for a year and a half. I have been planning with Frauke, the editor of Hangar Soaring, a new section for youth. In this section I would like to include stories, experiences, advice, and just basic discussion focusing on youth in soaring. This section would serve as a stepping stone to get more young people interested in soaring, encourage involvement, and to just talk. We'd all love to hear about your stories and experiences, and you can talk in "teenager talk"(for lack of a better term). It's basically a section to just have fun with. Please help us add to Hangar Soaring and encourage youth involvement, especially among women in soaring. Thank you for your support and involvement!
Feel free to e-mail me at:

Sightings

Elle O'Riley stopped by at the Senior Nationals in Florida. She now flies at Seminole Lake Gliderport and was all excited about an upcoming cruise on the QE2.

Doris Grove was the only woman participating in the Senior Nationals, flying as co-pilot with husband Tom Knauff.

Anna Oleen finished her 2nd year at Embry Riddle Air University, where she studies to become a pilot



Call for Help! - Mayday! Volunteers needed



If the Women Soaring Pilots Association is going to continue and grow, we need to increase the visibility of our existing projects. In order to do that, the job requires more than the handful of members who have so generously given their time in the past. Moreover, it is important to get more members involved, to insure the long-term strength and continuation of the WSPA.

Having unexpectedly stepped into the office of the President last year, I find myself with more than I can handle. Currently I manage the WSPA web site, a job I enjoy and wish to continue doing. I hope by the time you receive the new and improved site will be up and running.

I am still the WSPA secretary. I am also administering the Anne Lindbergh Trophy. As president I also have oversight of any extant committees and next year's seminar and convention plans.

Specific areas where we need help include:

1. SSA Convention representation – We need a standing to committee to organize our booth and breakfast each year. Alexis Latner has mad a great start on the 2003 convention but cannot complete the project alone.
2. Anne Lindbergh Trophy – One individual to administer trophy claims and to keep track of the trophy and insure its delivery to the seminar and/or the winner each year. Anyone with a "C" badge has the requisite knowledge to review flight claims.
3. Annual Seminar – Someone to chair and form a committee to organize and oversee the seminar. This would include developing a "How To" book and insure that an article is written for Soaring Magazine, Hangar Soaring and the web site.
4. Information Officer - Someone to respond to general queries that are generated by the website.
5. Secretary – A volunteer to assume this duty until the next election, preferably someone who will be attending the Caesar Creek seminar.
6. Nominating Committee – This job is to insure a slate of six, one person from each region, for the biennial elections.

Finally I want to say thanks to a few members who have done yeoman service: Phyllis Wells – Chair, Scholarship Committee, Frauke Elber – Editor, Hangar Soaring, Gloria Dalton - Treasure and Membership Chair and Alexis Latner –2003 SSA Convention Committee Chair. Thanks also to all the members who have volunteered and made the WSPA the organization it is today.

So please lend a hand. We need everyone to participate. Email me at president@womesoaring.org and let me know what job you're willing to take on.

Thank you,
Sharon Smith

WELCOME NEW MEMBERS

Margherita Acquaderni, Luviniate, Italy. E-mail antonio.caraffini@tin.it.
see page 6

Janet Frank, Post Mills, VT, E-mail janetfrank@earthlink.net. Holds single engine land and glider ratings. Has her silver altitude leg.
Belongs to Post Mills Soaring Club.

Lexie Gilbert, Tempe, AZ. E-mail lexie@gilbertplumbing.com.
Is a student glider pilot with 25 hours. Hold A, B & C badges. Her home soaring site is Estrella.

Mary Jett, Lawrenceburg, IN, E-mail jett.ma@pg.com
is a student glider pilot. Belongs to Caesar Creek Soaring Club.

Elke Kleber, Goldsboro, NC. E-mail lcolrbk@mail.gld.com
is a student glider pilot. She has her A, B & C badges and flies with the North Carolina Soaring Association.

Carol Theiler, Spartanburg, SC. E-mail ctheiler@charter.net.
Has her ASEL, ASES, Commercial, & Instrument ratings, but is new to soaring.

MOTHER'S DAY SALUTE

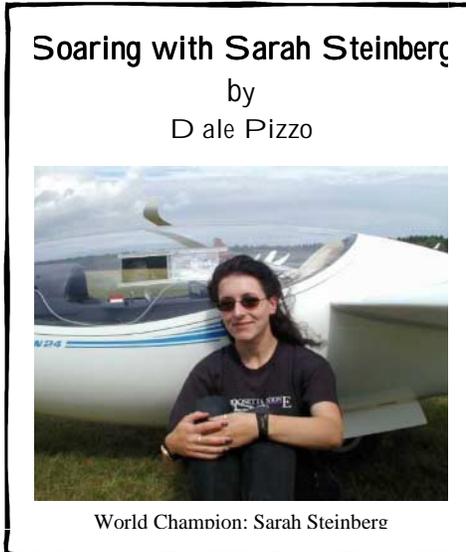
Marty Hudson, a regular at the Women Seminar, will not attend this year's seminar. The reason:

SHE WILL BE CREWING FOR HER SON AT THE 1-26 NATIONALS.

I attended Mile High Gliding's cross-country course, from January 7-14th, at the Winter Haven Airport, in Florida. The instructors for the course were John Campbell of Mile High Gliding, and Sarah Steinberg of the United Kingdom. It was a great way to learn cross-country soaring from the experts. I was the only student enrolled in the course, and enjoyed having the opportunity to fly with Sarah. For the duration of the course, she was to be my personal soaring coach.

At the beginning of the course, we discussed the objectives listed on the course outline, and reviewed the weather forecast. Since it didn't look like a good day for a cross-country flight, we spent nearly an entire day on ground school. She started by recommending staying within gliding range of a good area; when you're lower or the sky is dying, fly towards a suitable field. She uses the acronym WiSSSO that stands for: wind, size into wind, slope, surface, and obstruction. She listed in order of priority, the kinds of fields: runway, stubble field, young crop, and plough. We also discussed hazards, such as power lines. The field may contain patches where tractors and other farm vehicles went around an obstacle. Farm animals can leave hoof prints around fences. Sarah emphasized the importance of flying a rectangular traffic pattern when landing in a field. Next, we discussed soaring weather, thermal soaring: locating, centering, and leaving, as well as thermal structures and cloud reading.

I spent the next day in speed-to-fly theory, selecting and flights, including the one flown by Olga Klerikova.



discussed the objectives listed on the weather forecast. Since it didn't look like Sarah and I spent nearly an entire day on discussing off-field landings. Sarah range of a good area; when you're lower good area, and by 1,500-2,000 feet select WiSSSO that stands for: wind, size into She listed in order of priority, the kinds of grass, young crop, and plough. We also lines. The field may contain patches vehicles went around an obstacle. Farm fences. Sarah emphasized the importance when landing in a field. Next, we soaring: locating, centering, and leaving, cloud reading.

ground school with John. He covered beating MacCready. He analyzed great

Sarah and I flew together for the first time on January 10th, after another day of ground school. Even though the weather didn't look all that great, we rigged the Duo Discus before taking a lunch break. We launched into weak lift, having declared a task on the GPS that included a round-trip flight to Seminole Lake Gliderport. Sarah had me climb to the top of the first thermal we found, so we could evaluate the soaring conditions before starting our task. After sampling that thermal, we decided to work a band of lift from 2,000 to 2,500 feet.

After starting the task, I felt a thermal, but wasn't sure which way to turn. Sarah recommended moving the stick to the left and right, to feel what the air is doing. She said that more resistance equals more lift. It felt like the thermal was pushing me away, so I turned towards it and began circling. In ground school, I had learned that more lift equals more bank, and less lift equals less bank, varying the bank angle to find the center of a thermal. The thermal-centering technique worked; soon we were climbing at over two knots. We continued to gain altitude in that thermal. Finally, she reminded me to check our average rate of climb, displayed on the LNAV. Sarah said that when you expect to find stronger lift elsewhere, it's time to leave the thermal. She reminded me to glide at the appropriate airspeed for the MacCready setting we were using, and to wait until arriving at the bottom of the height band, before searching for another thermal, because it takes at least a minute to enter a thermal.

The thermals we found, helped us to soar above 3,000 feet, while flying north to Seminole Lake. We averaged as high a groundspeed in weak lift, as I had while flying in strong lift over the desert southwest, because we were flying more efficiently. On the way back from Seminole Lake, we were gliding as low as 1,700 feet while searching for the next thermal. A couple of times Sarah had to take the controls, and pull off a low-altitude "save." I was amazed by her ability to gain altitude in such weak conditions. Soaring contests are won on the weakest days, and I was very fortunate to be flying with a world champion. Upon our return to Winter Haven, she watched me work the few remaining thermals. It was wonderful having Sarah as a soaring coach. I practiced locating and centering thermals for the rest of the afternoon with her. Alas, this was our only cross-country flight together.

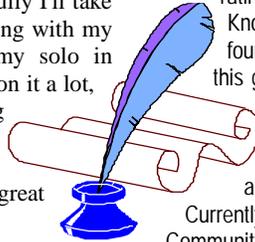
I highly recommend signing up for Mile High Gliding's cross-country courses in Florida. The cross-country flight with Sarah, was one I never would have attempted on my own, and a great way to practice what I'd learned in ground school.

Editor's note: Since Dale submitted this story to Hangar Soaring she has claimed 4 Nevada Feminie records single seated and double seated.

From Susan Steinmann

Susan was introduced to Hangar Soaring in Feb. 2001 shortly after she had soloed at age 14. Checking on her progress, she responded:

"I'm doing great. How are you? Well, the only update I can give you at the moment is that I started high school in all honor classes and it seems to be going great. I made varsity cheer-leading and we're going to a national camp this summer and hopefully some competitions. As for the flying, my 1-26 (#176) is taken apart and in a hangar for the winter-I can't wait until I get to fly it again in the spring. For now I'm flying the club ships. I'm also studying for my private pilot test-hopefully I'll take it this summer. Also, I've been doing a lot of power flying with my instructor and my grandpop so I'll be ready for my solo in December, and for my ultralight. We've been working on it a lot, and we're at the end of covering, so it won't be long before I have an ultralight to fly too. Right now I'm just looking forward to good soaring weather for some cross-country and contest (I love seeing all the great people!). I hope everything is going well for you.



A few months later WSPA mail received the following note from Susan

"I'm 15 and I'm a soloed glider pilot! It is sooo much fun. I have a 1-26 and I get my private in December. It would be so great for more girls to get into soaring cuz right now I fly with all the guys-which is cool, but girls would be a great addition! I'd love to hear more about your soaring adventures-I'm racing next year so maybe I'll see you at a contest in a few years! Good luck!"
Susan

Fred Weinholtz (Germany)

I passed the Hangar Soaring article on Hanna Reitsch in memoriam of her 90th birthday on to friends . It got a lot of praise. On March 29, a delegation of German and Austrian glider pilots, member of the "Old Eagle" organization and others will lay a wreath at her grave in Salzburg.

From Brigit DuBois

I am sending the renewal fee this week plus some extra for being so late!! I'll renew again in June now that I know not to expect a notice.

As for my bio: I am a member of Southern Eagles Soaring- club which operates out of LaGrange, Georgia. I have my A and B badges and just passed my written exam two weeks ago. I have soloed in 2 sailplanes that we no longer own (a Ka-7 and an SGS1-26) and one that we still have, and is the MOST fun: a Schleicher Ka-8. I was recently signed off to solo in our "new" Blanik L-23 but I have not been able to do so yet. Unfortunately, I decided last week that I need to take a break from soaring for awhile. I need to concentrate on furthering my education and searching for a different position in the field of commercial real estate analysis/property tax consultation so that I can be more focused and financially stable. I do want to stay informed and support soaring as much as possible until I am able to focus more of my time and energy on soaring again and I really appreciate the newsletter that the WSPA sends out. There is only one other woman in our club (I

From Vanessa Stouter

Two years ago I was one of three lucky recipients of a one of three scholarship from the Tidewater Soaring Foundation. Last February, I wrote an article reflecting on that life-changing event. Since that time I have successfully accomplished one of my aviation goals - becoming a licensed private glider pilot. Receiving the scholarship enabled me to pursue my interest in aviation, with my ultimate goal to become a commercial pilot. Because of the opportunity afforded me, I am now a much more prepared and experienced pilot, and I know what to expect when flying in a power plane. Fortunately, my power lessons have been financially affordable, because of my glider pilot training, as well as my ground school. All of my glider flight hours transfer toward my private pilot rating.

Knowing that I want to become a commercial pilot and secure a four-year degree, I investigated multiple routes for me to achieve this goal. It was advantageous for me to talk to other pilots about their backgrounds, other adults about their professions, higher education, and how to reach goals that seem unattainable. There are many agencies, foundations, Internet sites, etc. available to secure information about aviation scholarships.

Currently I am enrolled as a fulltime student at Thomas Nelson Community College in Hampton, Virginia, and continue to work part-time at the Williamsburg Jamestown Airport and at Chili's Restaurant in Williamsburg. Recently, I terminated my membership at the Tidewater Soaring Society because I have been focusing my aviation efforts at my local FBO, and the Jamestown Flight Center. I average about three power flights per week. On March 11, 2002 I had my first solo flight in a power plane, only around the pattern of the airport. On my second flight I traveled down to Garner (home of TSS) and circled at about 2,500 ft. agl reminiscing about where it all began.

I am truly grateful to the Tidewater Soaring Foundation for their generous scholarship and to the members of TSS for their caring and support. They are a wonderful group of individuals, linked by a desire to fly.

Vanessa Stouter
April 1, 2002

am 34) and she is a totally cool and talented German lady in her mid 60s) so it's nice to hear about all the incredible women flying out there.

Keep up the awesome work!
Brigit

Lisa Goodman

Age 49
Industrial Designer- Biomedical/
Electro-mechanical
Private SEL, Instrument, Glider
Own - 304CZ Glasflugel
15/17.5m
I flew about 40 hours in the last
12 months. I fly out of ZPH,

Gardner, and Seminole Lake. Local flights around central Florida is my typical area of operation. No badges or awards. I fly purely for fun and the spiritual experience.



<http://www.motorgliding.com/>

**which female glider pilot
had a standing wave
named after her?**

ADELE MAZZUCHELLI ORSI (1928- 1998)



Adele Orsi
and team-mate Guglielmo
Giusti
at the Worlds 1974

Born in Varese (Italy), 14 October, 1928 into a wealthy Italian family. She discovered soaring in the fifties with her husband Giorgio, still an active glider pilot, and attended one of the first civilian flying schools in Italy, at Vergiate. In 1959 she obtained her glider license.

In 1960, she created together with her husband Giorgio Orsini who is an experienced glider pilot too, the first Italian gliding airfield, establishing the Aero Club Volovelistico Alta Lombardia, which has become one of the major gliding centers in Italy and one of the best known in Europe. She also set up an Alpine Gliding Research Center which promotes scientific and meteorological research for alpine soaring.

She was publisher of the only Italian gliding magazine "Volo a Vela", founded in 1946 by Plinio Rovesti.

She took part in several women and general national and international competitions, winning 8 Italian championships and breaking many Italian and World Records in different categories

(distance and speed)

After giving up competitive soaring, she flew throughout the Alps providing the Alpin Gliding Research Center with useful technical information for the development of the high mountain soaring.

She has been awarded the FAI Paul Tissandier Diploma and the Pela Majewska medal and is listed in the Italian Board of Aviation Pioneers.

List of World Records of Adele Orsi, flown as pilot or involved as copilot, quoted from the Italian curriculum vitae

1. 17.08.1973 Speed 100 km triangle, single seater, 120,153 kmh;
2. 17.08.1974 Speed 100 km triangle. two-seater, 101,758 kmh, copilot: Patrizia Golin;
3. 19.08.1975 Speed 300 km triangle, two-seater, 97,741 kmh, copilot: Franca Bellingeri;
4. 27.04.1976 Distance out and return, two-seater, 546 km, copilot: Mina Monti;
5. 05.01.1992 Speed 750 km triangle, two-seater, 121,02 kmh, copilot of Katrin Keim;
6. 05.01.1992 Distance triangle, two-seater, 760,4 km, copilot of Katrin Keim;
7. 06.01.1992 Distance out and return, two-seater, 673,5 km, copilot of Katrin Keim;
8. 10.01.1992 Speed 100 km triangle, two-seater, 141,9 kmh, copilot: Katrin Keim.
- 9. In 1995 she was awarded the P. Majeska medal.**

Information from Fred Weinholtz, Roberta Fischer Malara. Photo Frauke Elber

Editor's note: during the World Championships in Waikerie / Australia in 1974 Adele was the only participating female pilot, flying a big, open class sailplane. One day during the practice week, Adele landed "gear up" and Klaus Holighaus, famous German sailplane designer and himself a pilot in the contest, was overheard muttering "Typically woman". The next day Klaus landed 'gear-up'!!!!

Our newest international member: *Margherita Acquaderni* from Italy writes

I'm telling you few things about me:

I'm 44, I'm an English teacher at a secondary school. I got the gliding license in 1977 and during my first competition in Rieti I met the man who would become my husband!!

We have 3 children (Camilla 19, Alessandra 17 and Stefano 14.).

I've never stopped flying but of course when my children were younger I could not fly so much.

Actually I've 1.800 gliding flight hours. I got the gold and three diamond badges.

I took part in the European championship in 1997 in Slovakia and in the 1st Women world Championship last year in Lithuania .

I have three national records.

I usually fly in the Alps and I really love this place, so if any of you would like to come or is in Italy by chance, please contact me!

Unfortunately only very few women fly in Italy .



ADELE MAZZUCHELLI ORSI – a farewell to soaring

from the Book "Il grembiule di castagne - Ritratti di donne a Varese" (An Apron Full of Chestnuts - Portraits of Women From Varese), by Luisa Negri, published by Varese Municipality, translated by Roberta Fischer

Many people used to ask me about my feelings when I soared in the air as high as possible, and my glider became a small white dot up in the sky, shiny as a star. They wanted to know about my thoughts when I was no longer earthbound, they wanted to learn what was passing across my mind when I was aloft. The same questions are posed to all those who have no fear to fly, and in particular fly as pilots, not as passengers, hence keeping the situation firmly in their hands.

During my first solo flights I had not time to speculate. I had to concentrate and avoid making mistakes following the instructions I had been given, and I had to be prudent, again as coached.

Yet I still found some time to discover and enjoy the ever changing and wonderful landscapes beneath me, to feel enthusiastic at the sight of the dense clouds that now and then surrounded my sailplane, and to be happy because the wind whims made it turn round and round like a merry, drunken toy. I soon realized I had to compete with the eagles, but they only wanted to defend their airspace. More lessons to learn. As my flight experience accrued, I became less surprised by those beautiful birds, as high altitude is their realm - and was becoming mine. But getting used to fly never lessened my pleasure to be in the air, and surprises continued to come, in spite of my very careful flight planning. And this became even truer when I started competing. Competitions soon replaced my tranquil hopping around in the sky. And my sky changed. It was no longer the sky of my home place. It was the sky of far away countries all over the world, with characteristics changing with latitude and longitude.

Flying became a compelling need for me, either alone or with a friend. As a beginner I felt fairly shy. I learned to fly with my husband and my friends, then, little by little I grew more and more confident, and came to know my limits. I started relying on the long white wings of my sailplane. It had no engine, the only noisy mechanical device on board seemed to be my heart, whose accelerated beat I could sometimes hear when something was not going as smooth as it should have. The land under us (i.e. my glider and me) also changed as time passed. At the beginning, when I took off from Calcinate airfield, whose construction was in progress under my careful and expecting eye, I could see the large garden of my house on a nearby hill, the beautiful 17th century bell tower of the cathedral of my home-town, the entire lake of Varese. And the clouds reflected by the water, the variegated green of the vegetation along the shores, the fields and their crops of corn and the snow-covered mountains delimiting the horizon on all sides. I had the impression that I could take all those things below in my hands, just leaning out, and with them I could pick up my loved ones, my family, my friends, my best acquaintances. I realized then that very many precious people and things stay close together under the same small bit of sky. Maybe I needed to climb high to understand that. At the same time, while the people and things dear to me appeared microscopic, but for this reason more within my reach, more belonging to me, the ugly ones, that I could not picture precisely, but imagined gray and hiding on the bottom of the lake, in the shadows of the houses or in the dust of the roads, revealed their insignificance. They could be forgotten, if not purified in the deep silence around my cockpit.

I did not hear the deafening noise of the world when I was flying. The void and loud words of those who always want to have the last say. Also, I did not hear the cries and sighs of those who were suffering. I knew this, but I also realized that I would have neglected them to an even greater extent during my everyday life, absorbed by my many chores. In the sky I had at least the time to tell a silent prayer for them, and beg pardon for being negligent, as we all should do every day.

Thus I learned that I could not live without flying. I was a different person after experiencing flying, and could not revert to be my previous being. The same happened to my husband, with whom I learned to compete, and to all my friends. Some of them lost their life while soaring. I knew it could happen, happened and would continue to happen. But I took all precautions. Those who know me, also know that I am extremely careful, that I prepared all my competitions beforehand, in great detail, on the ground. This both when I was to fly alone or with a "navigator" in the back seat, both in Italy and everywhere else in the world.

I did that for myself, but, and mostly, for my family, which was waiting for me at home. I was sorry to make them worry, to leave them to fly in far away places. But I could deceive neither my family nor myself about the possibility that I could give up flying. It would have been like giving up living. It is not by chance that I gave up flying when I got sick.

I am not angry with God this punishment inflicted on me in the maturity of my life.

I knew the time would come and I was able to accept this illness that nearly confined me to a wheelchair. Maybe I was given this fate so that I could be spared the hard choice to decide stopping flying myself.

But I have not lost my navigation skills, and my eyes are still as sharp as those of the eagles. I think back to the many years during which I was up in the sky, conversing with it, and continue seeing in my mind Varese, my house, the surrounding plots of land, the lake and the bell tower as from aloft. And the roads bring to the hills, blown in the wind, the sins of my little town.

And in the meanwhile, I am getting ready for my last take-off, and write down on paper all the details I need to fix. My friends tease me about taking such a pilot approach. But I am used to precise calculations, and I tell myself that no outlanding will be possible this time.

I imagine it will be a very peculiar flight, an endless flight in a windy sky. I shall be able to skirt again the edges of the clouds towering in the blue air, and keep forever a watchful eye on my small world down below.



Since no US pilot participated in this World Championship it received no coverage in SOARING MAGAZINE. The following report was published in the British soaring magazine *Sailplane and Gliding*.

Baltic Gold

Gillian Spreckley (15m class):

As we crossed the Lithuanian border from Poland, our anticipation grew. Rose Johnson, Jan McCoshim and I were nearing our destination, Pociunai. Our convoy was silent as we examined the fields - a glider pilot's usual pastime when arriving at a new site. They were small, had high crop, few cattle and no fences.

For myself, I had repeated my recipe for the 1999 Women's Europeans in Poland: one serious competition! a quota of training days and a short holiday just beforehand. Things were looking good: a well-equipped glider, a good crew and a team that mostly knew one another and should work well together. The last important ingredients were confidence and luck. All I had to do was to relax and try to fly as I normally would; the rest would take care of itself.

Poor weather stopped cross-countries in the practice period, so all except the local pilots were more nervous than usual. I spent the day of the opening ceremony trying to boost my confidence. It must have worked - I won the first three days. These turned out to be the fastest ones, however, and my confidence waned in the second week when conditions weakened. On two days when the whole field landed out my lead was reduced by three German pilots hot on my tail. On the day when a large thunderstorm stopped me getting into sector, they all finished, taking the lead. Part of my preparation was to imagine coping with worst case scenarios and I'd been through this once before: in one Europeans, I had crept back from 5th to 2nd. So I was almost relieved to have fallen to second: only 50 points in it and four days left. No problem! But none of my scenarios could have prepared me for the stress of the last day...

On the next day, an assigned area task, Sarah Steinberg and I flew most of the way together. I re-took the lead by about 120pts over the German trio, who lost time at a low point. But the day after, I started to late, not wanting to fly with the pack, and lost a lot of distance as the field landed out. I kept my lead but only by four points.

Three days to go and my mental stamina was starting to run low. After two non-flying days I awoke tired - the four-point lead and scrubbed tasks were taking their toll. Team training had tried to prepare us for this - but it isn't quite the same. Once airborne I settled down and just followed the advice I'd been given: stay away from the Germans and decide when to start depending on circumstances. Still on tow, I could see that the weather on track was unsoarable after the first 50km! One of the Germans was tailing me, so I flew to the gaggle where her team-mates were clearly waiting to start. When no one was looking I sneaked off. Margot, the Italian pilot, was telling me their movements, and I managed to start a little later. All these games, however, turned out to be unnecessary - after five hours in the air the day was scrubbed.

So ended in nail-biting style a contest where my worst nightmares seemed trivial on that last morning, and the best dreams were far surpassed with two Gold medals and the Team Cup for the British. Special thanks to my husband Brian for his years of encouragement, Robbie Knight for loaning his glider, Peter Wyld for crewing, Ron Bridges for keeping us all on even keel - oh, and of course Lady Luck for those four points

Sarah Steinberg (Standard Class):

EVEN travelling to Lithuania is an adventure, writes Sarah Steinberg, let alone competing there. You know you are leaving the EU at the Polish border when glorious autobahns give way to a six-hour queue on rutted single carriageways. It was another 14 hours to the site, a huge former Soviet base littered with Yaks, Antonovs, Blaniks and Jantars. Nearby field boundaries were reinforced by glider wings.

Good weather arrived with the opening ceremony. At the start, all the teams seemed equally apprehensive, but we endeavoured to just get on with the task and not look down! We were briefed to get a consistent result and not to try to win the day. I did as I was told and promptly came a close second. The next day was an assigned area task (my first in a contest, although we had practised them in team training). I met Gill (15-Metre Class) by accident soon after starting and we pair-flew in the tricky, showery conditions. We struggled across huge gaps to win the day in each class, with a lead of over 300 points. Rose (Club Class) was unlucky: joining a thermal a few hundred feet below me, 40km out, she missed the bubble and landed out.

I flew conservatively for the rest of the comp, in unpredictable conditions, to try to keep my lead. Cloudbases were often 5,000ft, but the high latitude meant thermal averages were rarely more than 3kts and small amounts of upper cloud would cut off convection rapidly. Sometimes a front abruptly stopped the day and no contest was declared. Other times, convection raced away, unchecked by inversions, into towering showers and squall fronts. Exciting flying, indeed; I was pleased to be in the top three each day.

Gill and I flew together twice more, and I paired up with Jan on three days, but all were declared no contest. The biggest shame was when Jan and I soared a squall then scabbled round for another two hours to do the task. We landed, shattered, only to find that everyone had landed out before the squall. No contest. It would have given me a 1000-point lead and made Jan second overall. Still, there's always 2003.

Of course, nothing would have been possible without Ground Control. I think they all lost weight through the perpetual worry, dashing about and the odd bout of vodka poisoning!

When several days were cancelled at the Worlds, Frauke Elber sent the following poster via e-mail to the contest site. It became an instant hit

