



Hangar Soaring

May 2012

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www.womensoaring.org

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Photo: Jim Herd

All Kiwis should be very proud
of the presentation by Abbey Delore
at the SSA Convention
in Reno, Nevada, February, 2012.

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

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Badges

(reported through May 2012)

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26e



President's Note

I'm receiving emails from so many of our members telling of their warming up for the season by attending safety meetings and taking their first flight of the year with an instructor. This past Sunday at our gliderport I gave a safety talk, along with my husband, Mark on Air Traffic Control and the new glider transponder code of 1202 which is now required nationwide for gliders that have transponders. This is a good thing! As our airspace becomes more complex the transponder, and for those who have it, FLARM and PowerFLARM provide a great margin of safety. We also urged our club members to take their first flight of the year with an instructor.

These past three months have been busy ones for me and for the WSPA. I spent six days at Omarama in New Zealand flying over "Lord of the Rings" country dual in thermal, in convergence and in wave. And talking WSPA. I returned just in time for the SSA Convention to man our booth (along with many other WSPA volunteers) and meet our members, sign up new members, sell raffle tickets, tee shirts and books. The convention had a great Flight Refresher Clinic and excellent education programs and it gave us a chance to be surrounded by glider enthusiasts of all kinds. I gave a talk on "Making Good Clubs Better" and the PowerPoint Presentation was posted on soaringcafe.com. If you would like a copy of the talk, at least the PowerPoint part, email me and I'll send it on to you to share with your club.

Soon after that I flew to the Women in Aviation Convention in Dallas, TX to present our WSPA scholarship and to introduce soaring to as many women as I could to talk in the three days there. Heather Jordan is using our/her scholarship to finish up her Commercial Checkride and to start/finish up her CFIG at Sandhill Soaring Club at Richmond Field in Michigan. She is taking the steps to improve her own flying as well as to pass on to other women, as well as men, skills

(Continued on page 3)



From the Editor

On April 12, I paused for a moment: I looked back on 50 years in soaring. Little did I know when I took that first flight on a blistering, cold ridge day that soaring would become a life-long "occupation" for me. I did not start out on my own impulse and desire; I was coaxed into it by some of our engineers at work. We had the unique situation of having a sailplane—a Ka7— at work as a research vehicle, which was made available to the employees on weekends. I could not foresee what influence soaring would have on my professional career and in my personal life. Although I had to give up the active flying 10 years ago I stayed actively involved in the sport.

Early in March the soaring Elbers reached a sad milestone: we sold our last sailplane, an ASW20. For the first time since 1975 there is no sailplane in the family anymore. There were times when we had three simultaneously. Over the years we owned a Ka8, the most beloved one of our sailplanes. We owned her for 27 years. It was a sad day when we sold her, the only one I ever flew. We owned a Libelle and a 1-26 at one time (we bought the 1-26 when our club lost its and was financially unable to buy a new one. We made our 1-26 available to club members but sold it when the club decided to buy its own one again a few years later). That 1-26 now makes OLC history in the hands of Ron Schwarz in Blairstown, NJ. In 1996 we bought an ASW 20, which my husband and son shared for a few years (while I flew the Ka8). This one became our son's when my husband bought another ASW20 in 2000.

Last year our son needed money and he sold his plane. My husband developed a vision problem two years ago and therefore

had to get out of the active flying too.

Now there are the memories we treasure, the people we met and became friends with and the soaring related trips we did across this country and abroad. We will continue our soaring travels as long as our health allows.



Our beloved Ka8

Also this year it has been 40 years since Bertha Ryan sent out a questionnaire to find out how many women soaring pilots were in the US. This led to a little, sporadic newsletter, which over the years morphed into the widely read *Hangar Soaring*, to the seminars in 1979 and to the formation of WSPA in 1986, an organization that has now about 250 members world wide.

Thank you Bertha, for taking the initiative to get the ball rolling.



Another "round" anniversary is noteworthy. On March 29, 1912 the probably most famous women pilot, Hanna Reitsch, was born. It was Hanna's book "Fliegen mein Leben" (Flying my Life) that exposed me, a then 16 year old, to the sport of soaring for the very first time. This book fascinated me and arose my curiosity with the same result as Eve Curie's book "Madame Curie", which gave the impulse to make Chemistry my chosen professional field.

Talk about the power of books.

Frauke

she's learned. Being a CFIG is very rewarding and your flying proficiency grows by leaps and bounds. When I got my CFIG in 2010 my husband said, "You know, if life were fair, you'd pay your students the first year of instructing". I certainly find that my students continue to teach me new things as I watch from the back seat as they absorb, try, and succeed. It is curious, but I do think that the CFIG in the back seat, after a while, can almost hear the student thinking.

One of the most exciting things about instructing is taking a student on their first cross country. I usually take them after their third flight. Rather than being tethered to the gliderport with pattern tows and rope breaks, or nearby doing maneuvers, off we go, into the unknown (for them) and, in one flight, the entire reason why they are doing all this work becomes evident: to go places; to stretch themselves; to see even more of the glorious earth and sky and land. But most of all doing that first cross country dual is empowering.

All of this is a roundabout way of urging you to participate in your club, stay involved in the sport and keep up your flying skills. Soaring is all that more rewarding if you fly often and are in that great energy-producing community called a gliderport. Since you have a love of flying, carve out some time for yourself and your sport. And if you no longer fly, all of us thank you for continuing to support us in soaring.

There is room for all types of soaring: some are content to spend time above and around the airport environs, others want to try to extend their flight with out and returns not too far away, getting a bit further and a bit further over time. Others are ready to embrace a silver distance, or more. Our women are trying for badges, long cross countries, and taking part in international competition.

Whatever your level of flying, whatever your goals, whatever type of flying you like to do, consider coming to the next Women Soaring Seminar in Tennessee. We'll have students, long time pilots, pilots who have flown little, pilots who have flown a lot, pilots who no longer fly. The seminar is designed for all! Want to practice basic skills and/or learn ridge soaring? How about landing on grass? (I live in the desert, so no grass). How about planning a dual cross country? Or some aerobatics? Or take a few glorious flights to just be in the air. You'll find excellent instruction, ships to fly, a wonderful time with women and men who love this sport. You'll meet Chuck Schroll who is flying out from Tucson (home of our last seminar) who is coming specifically to help out. You'll meet friends you've seen at other seminars: Phyllis Wells, Pat Valdata, Frauke and Wolf Elber, Lucy Anne and Mike McKosky, Marilyn Meline, Alexis Latner, Cheryl Betson, Uli Franz and Donna Morrison, me and my husband Mark Montague (Ed: and maybe future World Champion Sarah Arnold, our host) and others who are returning to meet new people from all over the U.S. who have signed up for five days of fun. Come fly as little or as much as you like.

We are eager to see you in Chilhowee. And if you can't make it there, do plan on seeing us in Moriarity, NM in 2013!

Neita

IMPORTANT MESSAGE FROM THE TREASURER

June is the renewal month for the WSPA membership. Due to a sudden change in the treasurer position reminders for overdues were not sent out in 2011. Therefore we still have several renewals from 2011 outstanding. Please contact Mary Rust at (951) 927-6236 or by e-mail maryflies@roadrunner.com to find out if you are in that group.

Send your check to

Mary Rust, 26630 Garret Ryan Ct, Hermet, CA 92544-6733

CONTINUOUS SUPPORT

There were 25 attendants at Caesar Creek, Ohio, during our 1997 Women Soaring Seminar

Names underlined are those planning on attending the 2012 seminar:

Karen Aiken, Elizabeth Deener, Lisabeth Boyce*, Joyce Hilchie*, Pat Conaway, Nancy McGinnis, Lynne Davis, Stella Paredes, Sharon Hilchie, Carol Roy, Marty Hudson*, Erica Scurr*, Elle O'Riley, Janet Sorrell*
Mary Ripenberger, Patricia Spears, Chris Schnier, Pat Valdata* Sharon Smith* Anja Wei, Cheryl Betson*, Monique Weil*, Linn Buell, Phyllis Wells*, Gloria Dalton*,

Our special thanks to those starred (*) who have continued to support the WSPA and our women all these years!

Neita

AML TROPHY

Sharon Smith was our first WSPA president. Neita recently contacted her about our AML Trophy history. This is what Sharon said:

"The original idea for the trophy was mine. I wanted to encourage women to fly cross-country. I started a challenge grant of \$250 to be matched to pay for the trophy and to support it. Helen Dick immediately matched the whole thing. We also received a few other contributions. I asked Jane Jacobs, an artist and Ken "Jake" Jacobs' wife, to design the trophy. She wouldn't take any money for it, not even the materials. Jake built the wooden base as well as the carrying case. He refurbished the case once."

Who is Helen Dick?

Helen Dick was one of the great women soaring pilots in the 50ies. Beside many soaring records she became the first US woman who was awarded a Diamond Badge. More on Helen in a future HS

The following article is a reprint of an article by the same title in SOARING NZ, New Zealand's premier soaring magazine. Thanks go to Jill McCaw (who is a WSPA member) and Jim Herd for giving permission to use the article in Hangar Soaring. Abbey Delore attended the WSPA breakfast at the Reno SSA Convention

All Kiwis should be very proud of the presentation by Abbey Delore at the SSA Convention in Reno, Nevada, February, 2012. Her presentation material and delivery were of a high calibre, well beyond her modest years. But that's not the most impressive part. Any such presentation should be measured by the buzz it creates and the difference it makes in the longer run. That evaluation cannot yet be fully made, but read on.

The USA has no such program as Youth Glide NZ. In fact, by my assessment, the USA is weak in the area of attracting and retaining 'young blood'. And of course, that is usually the death knell for any such sport. I should add that there are several programs around the USA that have enjoyed varied levels of success in attracting youngsters to the sport, but this is sporadic at best and not at all widespread or visibly catching on nationally. So one can conclude that the USA is a target-rich environment for spawning some type of aggressive and exciting youth program that will pervade the country.

Abbey's audience didn't wait for question time; they butted-in with questions that just couldn't wait. I detected a sense that 'the light bulb came on' for many in the audience and these were largely soaring people with a particular interest in supporting younger pilots, so prime targets to get across a message that

Youth Glide USA?

By Jim Herd



may help them deploy similar ideas. There is nothing more inspirational than hearing about someone else having success at something that has a clear and present need at home. Such was Abbey's message and it was all the more powerful coming from a passionate young leader.

Several factors particularly resonated, quite apart from the specific details of Youth Glide NZ. The fact that the Kiwi program had its genesis with an up-swelling of individual effort and passion, especially including youngsters themselves, was clearly impressive to

many in the audience. Perhaps a clean-sheet initiative like this is easier in NZ, with only 4 million people, and harder in a country of 300 million. But the message was loud and clear - just get out there and make it happen! And to hell with all the barriers!

The extensive and searching audience questions made it clear that there is considerable angst in the USA over such barriers as funding, insurance, volunteerism, linking to the existing education system and systemic deployment across the whole country. These are all very real concerns and perhaps different in different countries, but it all starts with vision and passion from a small core group that just won't take no for an answer. And so it seems to be with Youth Glide NZ.

I picked up on many follow-up conversations around the convention halls, where Abbey's attendees were enthusiastically relaying the major points of her presentation and what might be done here in the USA and I know there has been follow-up here in the USA since the convention. It remains to be seen what direction the USA will take on this survival topic. Without some type of major systemic youth program, the future of U.S. soaring looks bleak to this keen observer.

Abbey Delore says:

Although I wasn't planning on being at the Soaring Society of America (SSA) convention in Reno, I was pleased to showcase the wonderful efforts of Youth Glide in New Zealand. The future of the sport we love lies with our young people, something importantly recognized by Gavin Wills and Roger Read, instigators of Youth Glide Omarama and Canterbury. Formation of Youth Glide had a major significance within the New Zealand community and this is what I was so proud to speak about.

Our "can-do" attitude has influenced many and brought about a vast amount of support from our clubs and dedicated volunteer support as well as strong encouragement from parents, mentors such as Dick Georgeson and Yvonne Loader, elite glider pilots, patron Richie McCaw and the New Zealand community.

I was stunned by the positive feedback from the SSA and the American pilots. I had not realized the significance of a NZ youth member (and my brother Max) speaking about an issue important in the USA and it was great to be able to share the success of youth soaring in NZ. I believe the New Zealand gliding community's efforts as presented to the SSA has kick-started ideas. I encouraged members there to pursue a similar program to the one we are so proud of including our Youth Soaring Development Camp. May I take this opportunity to thank Jim and Jennifer Herd for the awesomeness.

In Memoriam (from the obituary)

Sabrina Jackintell



JACKINTELL, Sabrina Patricia, of Sebring, Florida, passed away on Sunday, January 15, 2012 at Highland Regional Medical Center. Born in Ohio on January 31, 1940, to John and Sadie Paluga, Sabrina received a bachelor's degree from the [University of Florida](#). She was a charismatic adventurous woman, holding a current World Record in Aeronautics; the Absolute Altitude record set in 1979 of 41,562 feet in a glider; a

record that stands today despite 30 years of technological advances. Sabrina also obtained the United States women's Land Speed Record in a car for a period of time at the Bonneville Salt Flats. In honor of her achievements, she appeared on the cover of Soaring Magazine and the Merv Griffin Show. She loved entertaining her friends at her home in Colorado Springs, overlooking the Black Forest Airport. Her holiday dinner tables were surrounded by astronauts and famous pilots and stories of flying adventures. Despite her passion for excitement and adrenaline, Sabrina also enjoyed collecting antiques, spending time with her dogs, and quilting.

Segelfliegen *International edition*

Have you heard of this new online-available magazine? It is originally a German magazine with six issues per year. The on-line, international edition comes only in three issues. I have been reading the magazine the last couple of years and after moving to the US, I helped to write and translate articles for it. This is how OLC found out about me, and now my laptop is my closest friend...

I just received the latest international edition. There are several pictures from our Tucson

(Continued on page 5)

Dear WSPA Members and Friends,

Summer 2012 is approaching quickly, as is this year's Women Soaring Seminar in Chilhowee, TN, to be held the last week of June 2012. The preparations for the Seminar are already in full swing: Sarah Kelly Arnold and Lynda Lee LaBerge are your hosts who are working hard to organize enough gliders, plan out lectures, training and soaring schedules, menus, rides and other fun activities during that week.

We are already about 20 participants strong. Some of those are old members who never miss an opportunity to fly with other women in supportive and non-competitive atmosphere. However, we also have brand new members joining us because they either want to start their basic instruction during the Seminar, like 12 year old Anke; or because they had terrific time last year in Tucson, AZ, and want to experience soaring on the other side of the States.

The WSPA Seminars are a great venue to increase flying skills at any level of flying experience: there will be an intense basic instruction schedule, but also an opportunity for one to greatly improve thermalling and ridge-flying technique. Chilhowee provides a perfect environment to work on badges, SSA or FAI, or



Photo: Maria Szemplinska

2012 Seminar coordinator Maja Djurisc and hostess Sarah Arnold

work on your personal achievements and records. Experienced cross-country pilots and CFIGs will be present in "high concentration" to discuss soaring weather and where to go on each given day. Our host, Sarah Kelly Arnold, is the first woman from US that entered US National Team and will be competing in the Worlds in Argentina in January 2013. She won her National Title at Chilhowee, which illustrates well the challenges and opportunities Chilhowee offers as a soaring site.

Two traditional WSPA Scholarships are available for this year's Seminar as well: Briegleb and Flying Montagues, each \$750. Contact Phyllis Wells, PWells1634@aol.com, if

you are interested in applying for one of these. As always, you can find all the relevant information for the Seminar on our website, <http://www.womensoaring.org/?p=seminar>, including the links for the Registration Form and Additional Information Sheet. For your convenience, I am attaching these files here as well.

SSA and Soaring Magazine had been helping us to spread the word about the WSPA events: look for our latest advert with the Seminar logo in the April 2012 issue of Soaring Magazine, page 50. Ulrike Franz - our fellow female pilot and watercolorist - who designed the beautiful logo for the 2010 Seminar in Air Sailing, has been asked again this year to contribute. We think her 2012 logo is a big success.

Think about joining your fellow women pilots during the last week of June in Chilhowee. The ridge is green; the grass field might be new to some of us (from the West); food will be great and boosted with organic produce from nearby Mennonite farms. And every new soaring place is a new challenge.

Looking forward to seeing you in Chilhowee

Maja Djurisc

WSPA VP/Seminar Coordinator

(Continued from page 4)

WSPA seminar and an article (which I wrote) in it. There is another interesting text about the women's "pee problem" in the cockpit. You can refer to me. I am actually flying with one of these devices. It gets you much more endurance. Maybe you are interested.

Have a great season, and keep OLC-sores high!

Cheers

Elke Fuglsang-Petersen

[e.fuglsang-petersen@gmx.de]

(Ed. Note: I have been getting the hard copy of this magazine from its very first issue on and have seen it growing and improving. The editors of the magazine, especially Brigitte Gabler who started it and Helge Zembold, the present editor have been friends and supporters of WSPA. They have published our seminar announcements and reports over the last few years. Since I am getting the hard copy, I have not subscribed to the on-line version (which is published in English) and haven't seen the articles Elke mentioned.

To find out how you can subscribe to this on-line magazine go to:

<http://www.segelfliegen-international.com/digitaleng.php>

The other magazine worthwhile reading is SOARING NZ. In the latest issue Tony Condon had a featured article about the restoration of his Cherokee and my article about Soaring 100 was published in December

The sale of 2012 raffle tickets for the beautiful quilt by Arleen Coleson has practically stalled. I sold the last tickets 2 months ago at the Senior contest in Florida.

To see this beautiful quilt go to www.womensoaring.org. It's posted in full color in its entirety and the details of the squares.

To buy raffle tickets send ticket request and money to Frauke Elber, 213 Anne Burras La., Newport News, VA 23606-3637 Make check out to WSPA and put "raffle" in the subject line.

Remember, the raffle will benefit the scholarship funds

WELCOME NEW MEMBERS

Mary K. Baker, NM	Rebecca Loncraine, Great Britain
Megan Crosby, MO	Melanie Jean Marcols, NJ
Maggie Hettinger, KY	Kathleen Mrocza, NY
Heather Jordan, MI	Deonna Neal, CO
Julie Kaufman, IN	Victoria Neuville, MD
Lenka Kubina, UT	



The 2012 seminar logo
By Ulrike Franz

It sounds like returning to the Golf circuit. But this is not the case. After seven years absentia we returned to Seminole Lake Gliderport in Florida to the Senior competition. Though this time Wolf did not compete, we were there as crew for one of our club members who competed for the very first time. We had barely arrived at the Gliderport when we received a SPOT message on the cell phone: "BZ had landed out bring the trailer" followed by the coordinates of the landing site. This was three days before the contest started.

It was nice to be back and to see many old friends again. We had been regulars at the contest from 1996 until 2005. Since then things have changed: Seminole Lake Gliderport had changed ownership. Two years ago when the airport was sold to a family from Rumania many of the Senior pilots were worried that this meant the end of the Senior contest. The first two years after the ownership change the previous owners Knut and Ingrid Kjenslie, continued as contest managers. After that there was the big question mark: what was going to happen to the Seniors, were the new owners interested and willing to continue this popular contest?

There were other changes: Charlie Spratt, the contest director for many years, and Harry Senn, weatherman extraordinaire had passed away. Several of the "old regulars" were not there anymore; they either had passed away or retired from competitive soaring. On the lower end of the age scale(55 is the minimum age)



Photo: Wolf Elber

were several newcomers. There is no age limit on the upper end. This year's oldest pilot was in his mid 80es.

But the biggest change of all was the new management of Seminole Lake Gliderport:

**Andreea**

Meet Andreea (with two "e") Alexandrescu

Andreea, her husband Florin and 8 year old daughter Sara (without an "h") came to the US two years ago. Andreea's parents had bought the gliderport but left management in their daughter's hands. Neither one had any soaring experience. Andreea is determent to change that and she is taking flying lessons right now (she promised that once soloed she would join WSPA). Being in her late twenties, she easily could be the granddaughter of most of the pilots who fly in the Senior contest. She is full

**Sara**

of life and energy and energetically managed the business side of the contest, organized the dinners at the airport and –this never ever happened at any contest- for the crews a morning of Zumba training. Always friendly and helpful she quickly became the darling of the contest (only to be upstaged by Sara).

Florin, who too had no previous soaring experience leave alone contest experience (he was a dentist in Rumania) quickly learned the skills as scorer and also became the most effective ground crew member keeping towships and gliders out of harms way. Because of his organizational skills 5 towships launched 54 sailplanes in 50 minutes or less. Thanks to Andreea and Florin it was a great and safe contest aided by great soaring weather.

At the end of the contest everybody was convinced that the 22nd Senior contest was not going to be the last one and that it was in good hands with the new owners and managers.

**Florin**

To see more of the contest go to

<http://www.photoshow.com/watch/Ad8qt5nP>

I have been a regular participant in the Soaring History Symposium since 2009. In 2010 I was one of the presenters talking about the history of the International Women Competitions and the obstacles the women were facing until they finally in 2001 had the international gathering recognized as a World Championship.

This year, Wolf and I made the nine hour drive to Elmira again. And again I was one of the presenters. This time the topic of my talk was "The First Flyers on the Wasserkuppe". Most gliderpilots believe that the returning German WWI veteran pilots who, by verdict of the Versailles Treaty were not allowed to fly power planes, discovered the Wasserkuppe, the highest mountain in the Rhoen mountains

NSM Soaring History Symposium and Soaring Hall of Fame induction.

By Frauke Elber



Photo: Wolf Elber

as an ideal site to fly gliders and thus turned this site into the cradle of soaring.

Little is published about five high school students who had gotten caught up in the new science of aeronautics. They formed a Flying Group in 1909, experimented with gliders, first taking off from local hills until these hills became to shallow for their experiments. During the summer of 2011 they packed up their gliders and went to the Rhoen mountains and after many successful glides from the lower hills moved to the Wasserkuppe where in 1912, again spending their vacation time there, they set a World Distance record of over 800m. (When space in Hangar Soaring allows, I will publish the full presentation and photos). The story of

these five students and their experiments was told in the Jan/Feb issue of the German magazine "Segelfliegen" in an article by Frank-Dieter Lemke. This gave me the idea after participating in **Soaring 100** the celebration of the 100th anniversary of Wright Brothers' glider endurance record of 9 min 45 sec, to show the symposium audience that not only people in the US had fallen under the spell of flying but that in other parts of the world people –and very young ones- were equally enthusiastic about flying like a bird.

A total of seven lectures were presented during the two day symposium, which ended with a banquet and induction of an outstanding member of the soaring community into the Soaring Hall of Fame. This year's inductees were John Good

and Bob Gaines (the latter one posthumously). Speaker for the evening was 94 year old Bill Schweizer, a Hall of Fame member himself and the last survivor of the three Schweizer brothers.



Photo: Wolf Elbert

Bill Schweizer recalling the history of the Schweizer sailplanes

The following US women are members of the Hall of Fame:

1967	Betsy Woodward
1968	Helen Dick*
1971	Virginia Schweizer*
1972	Bertha Ryan*
1988	Doris Grove*
1992	Lianna Lamont together with husband Doug Lamont (former editors of SOARING)
2003	Patricia Hange
2003	Harriet Hamilton

*denotes WSPA members

On March 10, 2012 I was at the [Fly It Forward](#) event at Frederick Airport. This was a fun (although chilly) event, and a highlight for me was meeting Sarah Fraher from the TV show Flying Wild Alaska! She is really nice and down-to-earth. She had groupies around her all day, including gaggles of 99s.

They had 250 women and girls signed up for free 20-minute flights, and a long waiting list, but they were unable to get to the waiting list. They had 30 aircraft flying, including a couple of helicopters. It was fun to see so many little girls walking around with toy airplanes, walking with their dads, and moms and daughters going for an airplane ride together. I am really glad that WSPA was among the sponsors.

I had good traffic at the WSPA display. I had the computer going with a slide show (I tried to have that YouTube video but couldn't get that to work), but learned that sun glare made it very hard to view. But when I stood up to shade it, people could at least see some great photos of WSPA members flying at various seminars. Next time we have an outdoor event, it would be better to have a photo album and save the computer for indoor shows. But lots of people stopped by to learn about WSPA, so that was good. I sold only six books, and had hoped for more, but my main goal was to promote WSPA, not to sell books, so I think the

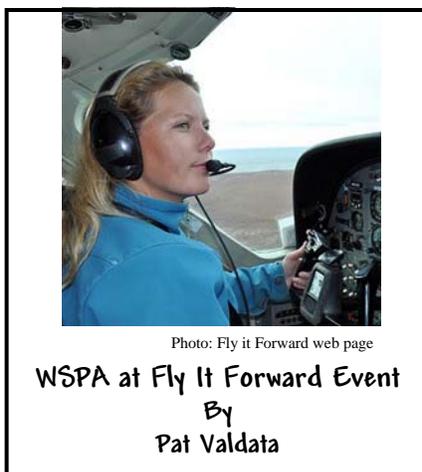


Photo: Fly it Forward web page

WSPA at Fly It Forward Event
By
Pat Valdata

display was successful. I am hopeful that a few of the women will take a glider ride at our club.

Philadelphia Glider Council is going to have a women's day later this summer and I hope to be there as well.

Booths & Vendors

The Ninety-Nines, [Sugarloaf Chapter](#)

[The Women Soaring Pilot's Association](#)

[The Frederick County Commission for Women](#)

[Cookie Lee Jewelry](#) w/ 20% of proceeds benefiting Women Fly it Forward!

A [Rendi Stylist](#) w/20% of proceeds benefiting Women Fly it Forward!

[Macaroni Kid](#)"

[Girls with Wings](#)

Funny Things Happen or Don't Trust the Spell Check

One of the lectures at the Soaring History Symposium was announced as "Soaring Then and Now—Things we Don't Do Anymore".

The props for this presentation were an old instrument panel from the 60ies (looked very familiar to me), a Ball variometer, old radios with only 3 channels and old barographs.

To the roaring laughter of the audience the 1st slide on the projection screen read "Thin and Now"

Well, the presenter had a closer look at himself

"Then and Now"



Hi Frauke,
Please excuse my interruption, but my name is Alicia and I am a high school technology teacher. I am getting ready to start a unit on aviation and aerodynamics. I plan on covering some basic information about planes as well as spending some time understanding the science of flight. After the class work we will be making paper airplanes and testing different designs to see which fly the farthest (I doubt we will get anywhere near the new world record that was just set but we can try at least). I just happened to come across the page <http://www.womensoaring.org/?p=links> while I was looking for some resources to use during the unit.

I just wanted to take a second and say thank you for helping me out, the page will be very useful in my lesson plans. I am very grateful for all the information and resources you took the time to post.

I thought I could share another resource I came across while searching. This page <http://fyify.com/blog/travel-education-learn-how-planes-work/> has some good information and resources about the science behind how airplanes fly and I thought you might want to add it as another resource.

Thanks again for your help, I really appreciate it

Sincerely,
Alicia Miller



Attached to a check for the Sarah Fund was the following note:

"I think it's great that Sarah Kelly is competing in the World Competition in Argentina, and I want to help out a little bit
Jim Beckman"

Another (sizable) check had the following note attached:

"We wish the best to Sarah, Jason & the entire US team
Thomas N. McKnight"



Thanks, Frauke,

for another great issue of *Hangar Soaring!*
As the general U.S. economy plays such an important part in women's discretionary spending, I doubt there will be any great resurgence of women in soaring until there is noticeable economic improvement. \$50+ tow costs definitely are a damper. Come to Hobbs. We ground launch for \$6.00.

Jo Shaw

Glad you got mention of Rachel Conklin in the newsletter. She is a member of my club and we are really so proud of her. Last year not only did she win the Kolstad, but she also won the Joseph Lincoln award for writing about soaring. Her article was published in last August issue of Soaring.

Sorry I spent so much time in meetings at the convention. I did get a few minutes in the exhibit hall but walking over was such a task for my new knee. Had one meeting in the exhibit hall with Walter Cannon and Peter Smith regarding the NSM, and walked by your booth on the way to another meeting. There were so many people by the booth that I did not stop except to look at the quilt.

Thanks again
Dianne Black Nixon



I read the whole thing in one sitting and enjoyed every page. You do such an impressive job of putting HS together. All your hard work is recognized and appreciated. THANKS!

Cathy Williams



Hi Frauke!

It's me, who wrote the "Pee-Problem-Article"..
If someone has any questions - please write...
Best regards,

ciao
Gaby (Haber Kern from Germany)

Mary Cowie writes

Just an idea for a fun weekend:

Wabash Valley Soaring Association hosts a soaring weekend every June on Father's Day weekend. It starts on Thursday and runs through Sunday. The club is located at the Lawrenceville-Vincennes, IL airport aka Mid-American Airport. We have two Pawnee tow-planes and normally tow off grass but also have 5000ft runways it's an old WWII training base). Clubships include: K-13, K-8, K-7, K-6 and a Libelle. We have an interesting array of vintage gliders (a Grunau Baby, an Olympia Meise, a Merelli, MU13-D3, Tern, ASK18, K-6)) We usually have a catered-in cook-out on two of the nights. Camping is available and motels are located in Vincennes. We welcome everyone interested in soaring to enjoy this weekend. For more information please call:

6 3 6 - 4 8 8 - 3 1 9 5 o r e - m a i l
maryask18@gmail.com

Soar to New Heights

With a generous grant from the Community Foundation of Elmira, Corning and the Finger Lakes, the National Soaring Museum presented "Women's Aviation Career Seminar" on December 10, 2011 at the museum's community room

Approximately 18 middle and high school aged girls attended the event, which included speakers from the 99s women's aviation group, Anne Crook, the general manager of the local public airport, Kammi Morrissey, Chief of the Air Traffic Control Tower at the airport and others. The participants also toured the museum and enjoyed refreshments.

The seminar, nicknamed "Chicks Fly" from the poster designed by a young woman staff member of the museum, is part of the museum's new emphasis on outreach to the community that hosts it, Chemung County and the greater Southern Tier of New York State. In line with its mission of educating people about gliding and soaring, the museum is expanding its education offerings in the community

The Anne Briegleb Scholarship

Have you ever wondered how the WSPA scholarships got their names?
Read on

Gus Briegleb (1912 – 2002):

Gus and Anne Briegleb

Gus Briegleb, encouraged by his minister father, loved the idea of flight since he was a small child. He started building sailplanes at an early age – first in the basement of his father's church. Gus met and married Anne in the early '30's.

As his family grew, Gus went to work in the film industry, moving up from script clerk to assistant director. He returned to his first love during World War II and built sailplanes for the military.

The opportunity to realize his dream of a soaring school and share his love of soaring with others came after the war when he purchased a surplus military airfield in the Mojave Desert of Southern California. The family moved from the comparative security of the Los Angeles area to the primitive conditions of the remote airfield in the desert and built the premier soaring site in the world – El Mirage. Anne soloed in a BG-1 but gave it up to care for the family.

Gus and his two boys ran the flight operation and Anne took care of billing and the lunch room. Customers were made to feel part of the

family. There were many celebrations which might be unusual for others – the day they completed the well and had running water, the day there was at last a phone at the field (radio – had to say 'over' etc.) and, perhaps strangest of all to people in other professions – the day they first made enough money to pay an income tax. Gus and Anne invited their unattached customers for family holidays and gave free tows on Christmas day.

Many records were set including by such notables as Betsy Woodward, Helen Dick and Lee Tweed. El Mirage was more than a world famous soaring site – it was a home.

The Sky Ghost Scholarship

was established by the families of Bernhard and Peter Gross in memoriam of their father Dr. Frank Gross, an early aviation pioneer and emigrant from Germany. Back in the early days of soaring Dr. Gross designed a sailplane, painted black, named Sky Ghost.

The sailplane is now on display at the National Soaring Museum in Elmira



Photo: Wolf Elber

Going to the Movies

<http://www.youtube.com/watch?v=USXhq2EPfFU>

<http://soarfl.com/>

<http://www.photoshow.com/watch/Ad8qt5nP>

Check out these film clips



Tornadoes

April 16th: After Tornado damage shut down Spirit AeroSystems, where both Leah and Tony Condon are working Matt Gonitzke, Bob Hinson, Leah and Tony Condon decided to go flying. Bob Holliday was kind enough to tow. Soaring conditions were good. (Hangar Soaring learned that Spirit AeroSystems was shut down for 4 days)



Also Sharon Smith reported OK after a Tornado went through Dallas. TX

Modelflyer (a letter by George Popa)

Neita: your enthusiasm for sailplanes triggered a memory

I'd been flying model sailplanes competitively since 1968. Some are scale (back then: Nimbus, Cirrus, Phoebus) along with just long winged things that caught thermals. We formed the League of Silent Flight. A non-dues world wide "club" that set up 5 levels of accomplishment. Try 8 hours on a slope for level 5! I'm # 102. We're up to over 20,000 world wide. At that time big groups formed in Northern and Southern CA. We organized a contest called the North-South Challenge. A two day bash in So Cal with a variety of tasks: speed, thermal duration, 5 minute precision, landing on target, etc. About 200 entrants. 199 guys, one woman.

In 1972, after one grueling day of events, Barbara Henon, given advice by friend Dick Shilling and a whole bunch of other guys who thought it would be chivalrous to help this solo female enjoy the contest, ended up in 3 place

overall!

Whoops! We never knew she'd be so high up in the standings until the scores (pre-computer) were tallied for that evening's dinner party

Day two arrived and not quite so many fellows were helping Barbara. But by that time she "got it" real well.. What she "got" was where to fly to milk the air for thermals and who to watch in which quadrant of the field so she could zip over there and share a thermal. Don't go where the losers go.

At the awards ceremony (SHE WON!) she was asked where she had learned to fly so well. Her quote: "I just came back from Germany and spent the summer flying models at the Wasserkuppe".

People from the Graupner factory (old model sailplane company) were quite taken with her and gave her good advice. It was a big deal at the time.

The FAI announces winners of the 2011 Young Artist Contest.

To see the list and the winning entries go to:

<http://www.fai.org/fai-young-artists-contest/ciea-history?id=35324&year=2012>

The 2012 contest is open now. To learn more about it go to the FAI web page

ACHIEVEMENTS

Heather Jordan passed her commercial glider check ride on April 25.

Heather wrote:

I will use my scholarship to finish that up as well as to start/finish my CFG. I fly with the Sandhill Soaring Club out of the Richmond field in Michigan.

Neita responded to that news:

"We are thrilled with your plans! Mark and I give a scholarship precisely to encourage women to get their commercial and CFG!"

Sarah Arnold flying in the Standard Class finished 4th at the Region 5 North Contest in Perry, SC after winning one day with a 1000 point score and finishing 8th and 9th the other days.

On March 1st, Jason Arnold (Sarah's husband) flew the 1-26 #564 out of Shiftlet Field in Marion, NC and, after releasing at 6011 feet, climbed 17,047 feet to an altitude of 23,058 feet. Earning his Altitude Diamond

In Praise of Laurie Harden

From Apr.2012 Ridge and Valley newsletter (Skyline Soaring)

I have soared at a few commercial operations in the U.S. and New Zealand. Some are better than others. Soaring NV is among the top. The equipment is top notch and well maintained, they are very helpful, and Laurie does a great job making everyone feel welcome. As a commercial operation, the costs are a bit higher than our club fees, though not prohibitive, and everyone is very well treated. I left with a feeling that my experience was well worth the cost. If you are headed west, I can give a strong recommendation that you don't pass up soaring at Minden.



There is flying. And then there's gliding. If you've ever dreamed of enjoying the sensation of flying free, then make plans now to visit a glider club or commercial soaring center. There you will discover the fun, friends and **adventure** of motorless flight. Find out how you can soar by using the links to the upper right, and let's go gliding!



The new SSA promotional website "Let's go gliding" features Ulrike Franz (front) and Monique Weil (back)
The photo was taken during the 2010 WSPA seminar at Air Sailing, NV

IN THE NEWS

Majewska Medal



The highest honor for a woman gliderpilot world wide was awarded to Gill van den Broeck, WSPA member from Belgium

A Life for Soaring

By Dr. Bert Schmelzer

Translated by Frauke Elber

(This interview was first published in
SEGELFLIEGEN Sep/Oct 2008)

Gill van den Broeck is a living soaring legend. I have known her for more than 30 years as a passionate glider pilot, a driving force of women soaring and as a Belgian representative at many competitions.



How did you get into soaring?

Gill: just by accident. For a long time I was heavily involved in competitive swimming. Then in 1953 I answered an ad searching for a civilian air traffic controller in the military. I was hired for the department of Air Cadets. Being a certified interpreter for English, French, German, Italian and Dutch presented me with optimal qualifications. As an athlete I naturally was interested of flying myself although my superiors had not planned on this. I began my training in Temploux near Namur in a Goevier (ed: double seat, side by side sailplane of pre WWII vintage) and soloed in a Grunau Baby in 1954.

How did you continue in Soaring?

Gill: I set a Belgian feminine endurance record of 7h 48 min in 1964 in a Grunau Baby over the beautiful soaring center of St. Hubert. (This record category has been discontinued since). I met Geogeo Litt a then rising competition pilot and we decided to promote soaring nationally and internationally. Geogeo became my best friend, and we shared a double seater cockpit many times during championships and record flights. She as a Walloon (ed: French speaking Belgian) and I as a Flemish (ed. Flemish/Dutch speaking Belgian) proved that we were real Belgians. We were an ideal match, since Geogeo's interests lay mainly in competitive soaring and mine in organization and reporting. My last contest flight with Geogeo was in a Janus during the 1977 Coupe d'Europe in Angers. (ed. note: Geogeo Litt is also a Majewska Medal recipient)

Weren't there a time when you had the ambitions of becoming an astronaut?

Gill: How do you know? (she asked laughing) As a matter of fact I wrote a letter to the Pentagon in 1957 applying as an (astronaut) candidate. When I didn't get an answer I wrote a second letter: "Dear Ladies and Gentlemen, don't think that as a foreign national I don't deserve an answer. I am a glider pilot and not a lunatic." It didn't take long this time to get an answer from the Pentagon: "Dear Miss vdB, we don't intend to hurt your feelings but at this time the military has no plans to hire women as astronauts. But we appreciate your inquiry etc." See, I always tried to stir up things.

Please tell us about some of your organizational skills

Gill: What shall I say? Let others do that. But let see. My heart belongs to competition soaring and competitive swimming. Naturally I fought for the women in these sports. In swimming that wasn't an issue. But women participation in soaring was a different case. Women make excellent pilots and flight instructors; and when they are supported by their partners they become excellent competition pilots too. Can you imagine that in the beginning we had to

fight for women-only contests? There were even some women who deemed this unnecessary. But the Eastern Europeans, the Germans and we –Geogeo and I- fought this through the FAI. Pirate Gehringer, one of the soaring greats, was one of staunchest adversaries. Only with the help of Fred Weinholtz, a good friend of mine from the early days, did we succeed. From 1973 until 1977 women competitions on international level were called "International Competitions". From 1979 until 1999 they were called "European Championships" and only since 2001 did these competitions receive the status of "Women's World Championships".

I was the contest director for the "Concours International des Ardennes" in St. Hubert, including 5 Belgian Championships in which you had participated. For many years I was president of the Aeroclub des Ardennes. On multiple occasions I was the Belgian team captain at European and World Championships. From 1991 until the present day I have been invited as a member of the Jury or Steward (ed: during international competitions). It is a great joy for me that I have been invited as a Steward to the 2009 Women's World Championships in Szeged/Hungary.

Gill, I remember a special happening at the World Championships 1974 in Waikerie/ Australia when Bert Zegles was on the brink of becoming Silver Medalist.

Gill: yes, this is a neat story. On the second last day Bert Zegels had already one leg on the podium. George Moffat, who that year became World Champion for a second time later wrote in his book "Winning in the Wind" : "The young Belgian, Bert Zegels was the only one who could have taken this ,my 2nd World Championship win, away from me. He had the necessary mental spirit to succeed." Back home in Belgium we all waited feverishly for the outcome. When it became clear after the last day that we had a vice World Champion I tried, being a reporter for the Belgian Broadcasting Station at the time, to get a direct link (ed: to Waikerie) during prime time news. I succeeded and therefore was able to inform the Belgian

public live about this success. By the way the other great Belgian glider pilot at the time was Henry Stouff. He too had extraordinary talents and flew to many daily wins but sadly he never made it to the first three places in a European or World Championship. I always fought for soaring whether for the men or women made no difference to me.

And what is the story about the witches?

Gill: ok, the witches' story originated with my Polish friends and it has been the best idea the women ever had. "Babajaga" means witch in Polish. There is a lot of enthusiasm and anticipation out there for this ritual. This one belongs to the women, men are allowed to watch it. And that is it. The idea was immediately accepted by all countries. Incidentally I introduced a novelty to it. I think it was in 1979 during the European Championships in Hungary that we decided that a "godmother" (a multiple time participant) read the solemn soaring oath in her native language to the newcomer who then had to repeat the oath in the godmother's language. As you can imagine this leads to hilarious situations. But I firmly believe that fun and joy improve understandings. Oh yes, I am very happy about the Babajaga organization.

What will the future bring to soaring?

Gill: I am convinced that soaring will be around for a long time to come. I believe that the improvements in soaring will progress slowly from now on. But I am not an expert in that matter. Soaring is becoming more and more a material battle. For the pilots it takes a lot of time input and effort to be ready (for a contest). It is also becoming more and more difficult to organize competitions. The tendency goes more and more to middle Europe where there are still a lot of possibilities and availability of enthusiastic helpers. Fortunately Germany remains a strong engine in development and support for our sport. Our present young pilots come more and more from soaring families as you can see with your own sons Bert and Tijn. But in our country it is more difficult to mobilize than it was in the past. There are many reasons for that. But I am not giving up to motivate and mobilize. Public work has always been my priority. But there is still a lot of work to be done. OLC and our Belgian Coupe Charron are excellent initiatives.

Who are the people who impressed you personally?

Gill: all the men and women who fly with a passion. But, you asked for names. I have been impressed by (the late) King Baudouin, understandably not as a pilot. Hanna Reitsch whom I first met in 1973 and then several times there after; Ann Welch; my friend Geogeo Litt; the Polish and German women competitors; Henry Stouff; Bert Zegels; Neil Armstrong, a

very likeable gentleman whom I met in 1980 in Marfa, TX; Fred Weinholtz, a good friend of mine. Of the younger generation a few come to my mind at the moment: Yves Jeanmotte, Jean-Luc Colson, Patrick Stouffs, Astrid Backer, Manu and Baudouin Litt; and from the youngest generation in our small country your two youngsters, and the Huybrecht sons. I give special attention to the young generation who has to carry the torch. I am grateful to soaring for all the interesting people I met and the life-long friendships that resulted from this.

Gill, thanks a lot for the conversation

Shortly after Gill had received the news that she was awarded the Majewska Medal she sent the following picture from the 1977 International Women's meet and explained



Dear Frauke, you will know that I finally got the Majewska medal - although I had told our Federation NOT to insist any more - but they did - I am glad anyway - I thought you might be amused by a picture taken 1977 in Oerlinghausen. Pela insisted I join her "little team" in the games on non-flying days. The idea was to carry her not touching the ground, and run without Pela breaking the eggs she carried... You may have seen one of the joyful onlookers is Hanna Reitsch !
yours - Gill



*Wife texts husband n a cold winter's morning:
"Windows frozen."*

*Husband texts back:
"Pour some luke warm water over it."*

*Wife texts back:
"Computer really screwed up now!!"*



How clouds are like people (to soaring pilots)

New-born clouds are all cute and may someday amount to something.

Young clouds may develop into hard, honest workers.

Mature clouds sometimes work and sometimes are retired and don't work.

Developed clouds with full figures are liked by most men, at least for a while.

Overdeveloped clouds are over-endowed, they may look stunning but are likely to lead to sinking feelings.

I'm not sure about clouds with flat bottoms but will usually try at least a date.

Dark clouds often have silver linings that will lift you up.

Dark clouds that are brooding and have brilliant flashes and rumble should best be avoided.

Clouds that decide to get together and build a street can help you travel far distances if you want to go their way.

Clouds that don't wander across the sky and stay fixed to their favorite places can lift you very high, these are also very rare at Garner.

C.B. Umphlette Jr.

(C.B. is a member of the Tidewater Soaring Society whose home field is Garner Gliderport in Orbit, VA)



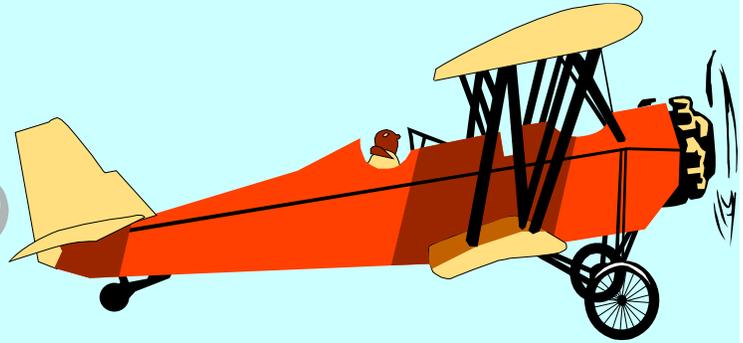


2012 WSPA Seminar

**Chilhowee Gliderport, Benton, TN
June 25-29, 2012**

2013 WSPA Seminar

**Moriarty, NM
July 8-12, 2013**



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