



May, 2013

Hangar Soaring

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

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From this

to

this

Katie Berkey



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 in SOARING through May 2013)

(C Badge
Sarah Kaiser, CO

B Badge
Sarah Kaiser, CO

A Badge
Sarah Kaiser, CO
Alexandra Burgard, VA

NATIONAL RECORDS APPROVED
Elke Fuglsang-Peterson
General, Motorglider, Single-place
Free Turnpoint Distance 320.38 sm

Free Distance 117.62 sm

STATE RECORDS APPROVED CALIFORNIA
Neita Montague, Marye Anne Read
Fem. Open Class, Multiplace
Triangle distance 72.92 sm

Fem. Open Class, Multiplace
100 km Triangle Speed, 28.20 mph

Fem. Open Class, Multiplace
Free Triangle Distance 74.78 sm

Fem. Sportsclass, Multiplace
Triangle Distance 81.67 sm

Fem. Sportsclass, Multiplace
100 km Triangle Speed 42.78 mph

Fem. Sportsclass, Multiplace
Free Triangle Distance 83.76 sm

Neita Montague
Fem. Open Class Multiplace

Triangle Distance 72.92 sm
100km Speed: 38.20 mph
Free Triangle Distance 74.78 sm

Fem. Sports:
Triangle Distance: 81.67 hmi
100km Triangle Speed 42.78 hmph
Free Triangle Distance: 83.76 hmi
(hmi =handicapped miles)

See President's Note in the February Hangar Soaring issue

President's Note



Two years ago last Christmas I received a Nano data recorder and I used it on one of my first launches of 2011 to record what became a rather modest flight. When I downloaded the flight on the clubhouse computer, what I noted was not the length of the flight but that I now had the chance to look critically at THIS flight and see such things as: I hadn't turned into the wind, my glides were low speed and that there was something lacking to the quality of my thermal turns.

This became an "Ah ha!" moment for me. What better way to illustrate a flight with a student than to put the glider to bed and walk in the clubhouse, plug in the Nano and download the flight and sit down with the student and look carefully at what she/he had done.

At that time data recordings online seem to be mostly for long distance flights, not our little ones. But this was a great tool that should be used. From then on I posted all flights where I remembered to take the data recorder. You might want to borrow one, learn how to use it, and start thinking of how you can make longer flights, both in time and distance. Since that first posting of mine then I have been seeing more flights online of less than 50k, the magic number for a flight to be counted towards OLC points. **It doesn't matter how short or how long your flight is, what is important is to review it afterwards, either in your mind, with an instructor or fellow pilot, or online. Hangar soaring can make a difference!**

They used to say that weather moves about 500 miles a day across the

(Continued on page 3)



From the Editor

I am writing this month's column not as the editor of Hangar Soaring but in my newly appointed capacity as Chair of the Development and Fundraising Committee (the other committee members are Pat Valdata and Katie Berkey).

WSPA has become the most vibrant and active division in the SSA. As noted in the February 2013 Hangar Soaring we have paid out about \$40 000 since 1991 in scholarships and collected successfully \$11650 for the Sarah Fund thus making it possible for Sarah to represent the US in two World Championships this year (see page 6 and 7). This is only possible with the support of our members and the soaring community in general.

DUES ARE \$20.00/YEAR
JUNE IS MEMBERSHIP RE-
NEWAL MONTH
YOU might pay via PayPal
(see WSPA webpage)

Please pay your dues in a timely manner (address of the treasurer in the left hand column) When able donate to the Scholarship or General Fund. Your donations to these Funds are tax deductible. After the successful Sarah Fund drive I have gotten into the fund drive mode again and as of this date I have been able to send the treasurer \$500 in donations of which \$350 are not from a WSPA member and \$100 from a new associate member

This month's front page features Naval Academy graduate and Navy pilot Katie Berkey. Katie went the unusual route from Navy pilot to glider pilot receiving the 2012 Sky Ghost scholarship. Katie is presently working on her commercial glider rating. Mary Herman, another Sky Ghost recipient, started out as a glider pilot and is now a senior at the Air Force Academy. Sylvia Szafarczyk (now

Sylvia Grandstätt) was the 2002 Briegleb Scholarship recipient and went from glider pilot to Army Warrant Officer flying Helicopters. The same year Lauren Reitz was chosen for the Flying Montagues scholarship. She is now an Air Force Officer.

These are just a few success stories which have their origin in WSPA scholarships.

Some members have included WSPA in their will or bequeath fund money for a later time. Mid Kolstad, just shortly before her death at age 95, provided WSPA with the money from which now the Mid Kolstad scholarships are paid.

Please help to continue the success story and enable women, especially young women to pursue aviation careers.

Frauke

Correction:

In the listing of the scholarship recipients in the February 2013 Hangar Soaring issue, 2012 Sky Ghost recipient Katie Berkey was accidentally omitted (blame it on the copy and paste gremlins).

Welcome New Members

Karrie Brimhall, OR
Cecily Combs, AZ
Lisa Corsetti, CA
Hayley Smith, AZ
Dillon Krapes, TX
Andrew Pomerantz, CA
Elizabeth Vogel, MI

Where is the Goddess?



Hopefully on the way to Moriarty

Come to the 2013 seminar, July 8-12 in Moriarty, NM, hone your Limerick skills and take her to another place for a year.

(Continued from page 2)

U.S. So when we have good weather here in the West, four days later there might be great soaring in the East. You might want to use OLC at www.onlinecontest.org to check out what is going on in the regions west of you. Good day in Nevada? Colorado: two days later: up pops a listing of good flights! So use this tool to predict soaring weather and get out to the field! We actually used this tool to look at the best dates for the seminar for 2014!

You can search by club so you can see where others have gone on a particular day, reflect on the winds that day, and so be able to plan better for your future flights. Note the house thermals or rather those thermals away from the house. Do you see any patterns based on wind direction? Look at the lower performance gliders and see how well they did on a particular day, where they went, how high they got, how fast they went between thermals (one of the keys to a good cross country). Did they dolphin?

You can search by name so you can cheer on your fellow WSPA members, ask questions and therefore mentor each other.

To look at that first wave flight of 2011 I took in the ASK 21, go to OLC, go to Gliding, then OLC Scoring, drop down to Daily Score, then change the year to 2011, then scroll down the dates to April 17. The first page will give you the overall flight that is the Standard radio button just above the flight. If you click on Google-Maps you will need to register (free) and then you can see the flight imposed on terrain. There you can zoom in and out, move the map up and down. Or for a shortcut go to <http://www.onlinecontest.org/olc-2.0/gliding/flightbook.html?sp=2011&st=olcp&rt=olc&pi=45535>. Click on the blue "i" on the right to open the flight.

For those of you in the mid-west and east you can do some chair flying right now to prepare for your own soaring days as we've had 80 degree weather here in Nevada. Hopefully your fields will dry soon and you'll be out pushing your glider out to the flight line!

For those of you who have registered for the seminar in Moriarty, you can look forward to some booming thermals. The seminar is being designed to give you tools to go higher and further. There will be lectures and illustrations, there will be local pilots who will be available for advice and guidance on the ground, there will be two-place as well as lead and follow cross countries. I look forward to seeing your big grins as you come back from your flights over New Mexico!

Neita



SSA Web Page

By Doug Hiranaka

How do you tell when you are ready to start learning about leaving the nest (flying cross country)? Two years ago I saw a 3 hour flight as almost unimaginable and going somewhere was in the realm of those few **members that had flown for decades. Cross country is defined as the instant you can't return to the departure airport without more lift.** This can change in seconds if you are in convection. One second you can make it, you **fly 5 feet further you can't, then you hit a thermal and you have miles of margin.** Good planning and monitoring of the current situation allows us to be beyond return to FRR but well within another known safe landing area.

ABC and Bronze badges provide stepping stones and land marks for progress. Each skill demonstrated for a badge moves the pilot incrementally closer to breaking the bonds that hold us to KFRR. The ABC badges provide basic flying skills, the Bronze starts with the advancement of thermaling and duration skills learning to stay aloft long enough to get somewhere, planning and basic skills required for remote airport or off field landing. The badges themselves are less important than the skills acquired and practiced. Most authors note that once a skill has been performed it becomes one of the tools available to the pilot. One of the skills learned and practiced is tenacity, continuing to fly despite discouragement due to slow progress or jealous peers.

Learning to get a glider on the ground safely is a basic skill for a pilots check ride. Intermediate landing involves being able to land with precision (anywhere on a runway or in the grass) and altering a touchdown point in response to changing conditions including when lift cycles or stops when many gliders can return at the same time. Always landing on the close end of the grass can cause stress if four gliders need to land. There is enough real estate at KFRR to land at least 9 gliders all at once: short medium and long on the runway, grass and the taxiway. Same concept works for an out landing. Changing the approach is continuous until the glider touches the ground.

(Continued on page 4)

The 2013 WSPA Seminar July 8-12 in Moriarty, New Mexico is coming up fast and people here are getting excited. Moriarty is home to some of the best soaring pilots in the world and they are eager to share their passion with others. And there is no better place to do it than here. Moriarty boasts some of the finest year round soaring conditions in the United States, including 15 knot thermals to 22,000 ft, mountain wave to 34,000 ft, and orographic lift off the Manzano, Sandia, Ortiz, and Sangre de Cristo mountain ranges. Many flights in excess of 250 miles are recorded each year.

Aircraft available for rent include a Schweizer 2-33, 2 Schweizer 1-26s, a Libelle 201, and 3 Grob 103s. The airfield is just off I-40 and easily accessible over paved roads for those who plan to bring their own gliders. There are plenty of places to park your trailer and tie down your glider. Glider instruction from beginning to advanced will be available. In addition, several high performance two placed sailplanes will be available during the seminar for pilots who want to stretch their legs under the tutelage of an experienced cross country pilot. Lead-follow cross country tutelage can also be arranged. Sign up early and so we can schedule you for the activities you are interested in.

A full schedule of ground school lectures is planned, beginning with the physiology of high desert flying. There will be a whole series on cross-country planning and badge flying, talks on glider ownership and maintenance, refreshers on basic glider operations, and parachute familiarization.

A cocktail mixer is planned for Tuesday night. Bob Carlton, of

The 2013 WSPA Seminar

[Vertigo Airshows](#), will be performing a night show in his jet powered Salto on Wednesday night. We will also see a demonstration of

the [BonusJet](#), a two place jet powered self launching glider. The banquet and membership meeting will take place on Thursday and will feature native New Mexican Cuisine. Lunch supplies will be available at the airfield on a daily basis. Check <http://wspa2013.abqsoaring.org/> for updates to the schedule.

The [Albuquerque Soaring Club](#) and [Sundance Aviation](#) are both located at the field and the [Southwest Soaring Museum](#) is located just a few miles down the road. The airport boasts a full spectrum of both soaring and general aviation activities. Glider instruction and tows are available daily year round. So those who plan to arrive a few days early or stay a few days after will still find plenty to do.

This will be a busy and exciting summer at the Moriarty Airport. In addition to the WSPA Seminar in July we host the Region 9 Sailplane competition in June. And in August we will be hosting the 1-26 Championships concurrently with the 13.5 Meter Nationals.

Come fly with us and share the excitement!

Connie Buenafe

(Continued from page 3)

Altitude gain is usually the first step in long flights. Scratching for lift down around 2500ft agl is a useful skill but to get somewhere the mantra is get high and stay high. A 3,000ft altitude gain is usually the first task before leaving the local area. This is not always true with ridge lift or consistent low thermals but if it is possible to get high the stress level on long flights is reduced. Around northern Virginia there is a band of lift that is strongest from about 3-4000ft to 6-8000ft. This is what all the pilots that fly for more than 3 hours have discovered. Flying cloud streets also requires knowing speed to fly. If the lift is strong up under clouds you can bet it is strong down surrounding the lift and in the blue holes. Flying 70-100mph is common pushing through the sink. The Sprite is an excellent trainer to learn speed to fly. Learn to fly at the right speed and you can stay up, fly too slow thermals can dissipate before you can arrive and utilize them. Flying McCready speeds and becoming more aggressive (higher MC) allows duration in the Sprite and speed in a glass ship.

A 5 hour flight forces a pilot to explore thermals, which side of a cloud to fly under. Is there lift in blue holes? Sometimes. Is there sink under a cloud? Yes, but where? Can you ride a thermal under a cloud? above the cloud? Sometimes if the wind is blowing and you fly on the upwind side. Are thermals all round? Not even most of the time. Some are alternating up and down some are elongated most get stronger in the middle altitudes. There is a horizontal cylindrical thermal that forms with a south east wind off the north west end of the runway. All thermals cycle. What supplies do you need to bring to make 5 hours? After you have done something once it gets easier each successive time. A 5 hour flight starts a pilot having the faith that lift exists in other places when the current lift is topped or plays out.

A 50km cross country is a introduction. 35 miles. A remote start can put KFRR 17.5 miles at the farthest at 35:1 (Grob) 2,000 + 4,500 = 6,500 ft (4,500 * 3.5 miles/1k ft) a safe altitude to remain above for a really conservative person. That could mean that the glider is never out of is gliding

distance back to KFRR. If you can climb to 10k it is possible to do only a final glide provided you meet the gradient rule. Though this defeats the learning and confidence building aspect of finding lift away from home

Minden Soaring Club Youth Scholarship Recipients honored

(by Editorial Staff on April 15, 2013)

The Minden Soaring Club honored eight young pilots from Northwestern Nevada to receive \$1000 flight scholarships to continue their flight training in gliders. The scholarships were publicly awarded on April 6, 2013 at the airport in Minden, NV as part of the Minden Soaring Club banquet and annual membership meeting. The scholarship recipients are Alex Garic of Minden, Grant Dunkelman of Gardnerville, Zach Fisher of Dayton, Daisy Tanner of Minden, Donovan Harrison of Reno, Emma Justis of Reno, Asheley Cale of Gardnerville and Collin Justis of Reno.

Contact: Laurie Harden lharden@soaringnv.com (775)

782-9595 PRESS ROOM <http://www.soaringnv.com>



Poster of the Women's World Championships, summer 2013

Maria Bolla, a legend in international women soaring.

Born in 1945 in Hungary, Maria Bolla can look back to many years of successful soaring. An instructor for more than 30 years, Maria has logged 5200 hours in sailplanes. She is holding 14 Hungarian records and she participated in many nationals and international competitions, winning many of them. In 1983 she was second in the European Women Championships flying in the Standard Class. She instructed many beginners but also taught the art of advanced soaring, aerobatics, cross country, instrument flying, cloud flying and soaring cross country.

Maria doesn't hesitate when asked for her biggest challenge and achievement in soaring. It was a high altitude flight that earned her the third diamond. This achievement gave her the distinction of being the first Hungarian woman completing the Diamond badge. The flight took place in 1974. In previous flights she had reached 3000 m in wave which she considered easy.

2012 Majewska Medal awarded to Maria Bolla, Hungary



Therefore she was determined to reach that altitude in pure thermal flight also.

The chance came on a hot and balmy summer day with strongly developing clouds, which later overdeveloped and produced thunderstorms. Maria observed the formation of a Cumulus Congestus from the ground and carefully planned, before take-off, which course she had to fly to safely exit the billowing cloud to get sight of the ground again. Entering the cloud did not pose any problem and she quickly reached 3000 and 4000 meter. The turbulence increased with altitude: 25m/sec climb one moment and 5 m/sink the next, a real roller coaster ride. Ice was forming on the leading edges of the wing but she continued her climb while the towering cloud grew bigger and bigger. It suddenly dawned on her that this was her chance for a 5000 m altitude gain and therefore the completion of her Diamond badge. She left the cloud when her

altimeter read 5200m and started her descent. Curious and impatient to find out if she had a good barograph trace she yanked the barograph out from behind her and happily realized that she had a good trace. Relieved she continued her descent and landed overjoyed back at the airport.

Years later on a trip through Hungary Gill van den Broeck from Belgium, a journalist, professional translator, a well-known figure in the international soaring scene met a professional pilot near Lake Balaton. Talking about flying Gill mentioned that she „only“ was a glider pilot. The pilot vehemently rejected the attribute „only“. He had received his instrument training from an expert woman glider pilot. Without a name mentioned Gill immediately knew that this female instructor was no other than MARIA BOLLA

Achievements
5100 flight hours in 42 years
12 Hungarian records
longest flight: 605 km

Championship results
Women's Championships, 2nd, 3rd, 4th and 6th place
International Women Championships, 1st and 3rd places
Hungarian National Championships, 1st, 2nd, 3rd and 6th places



Maria Bolla during the 2005 Women's World Championships in Klix, Germany

Marina Galetto named Vice-president of the International Gliding Commission (IGC)

In 1965 Ann Welch from Great Britain was invited by the Soaring Commission of the FAI, CIVV (now IGC) to discuss the rules for the then upcoming World Championship.

Due to her knowledge she was later invited again as an advisor for Code Sportif. A short time later she was named Vice-president and Chairperson to the subcommittee on contest rules, thus be-

coming the first female holding that position.

At the 2013 Spring IGC meeting in Holland Marina Galetto from Italy was elected as one of the 5 vice presidents in the IGC bureau. It was the late Ann Welch who inspired Marina to pursue that goal.

Marina already has won her spurs in Italian gliding. She is a regular at European Gliding Championships, Women's World Gliding Championships and World Gliding Championships where she served as Juror or Steward. She has been team captain for the Italian team. This

summer she will be the chief steward at the Women's World Championships in Issoudun/ France



First Female Superintendent at the Air Force Academy

Air Force Maj. Gen. Michelle D. Johnson has been appointed to the rank of lieutenant general and for assignment as superintendent, United States Air Force Academy, Colorado Springs, Colo. Johnson is currently serving as deputy chief of staff, Operations and Intelligence, Supreme Headquarters Allied Powers Europe, North Atlantic Treaty Organization, Casteau, Belgium.

This is the story of my experiences at the 32nd World Gliding Championships at Rolf Hosslinger Aerodrome in Adolfo Gonzales Chaves, Argentina. It was possible because of tremendous support from my gliding family. I would like to thank all who contributed time and money to this cause, and especially recognize my husband Jason for the sacrifices he made as my crew.

Preparation

From the moment in May 2011, when I became the US Sports Class National Champion and secured a place on the US Soaring Team, I attached to every soaring endeavor the condition which it must in some way prepare me for the worlds. Fortunately I had the rare opportunity to compete in not one, but two pre-world championships, attend the Uvalde WGC as a tow pilot, be coached by former World Champion and world class coach Brian Spreckley, and in the process study the art of team flying.

Recently there has been much discussion in this country as US pilots have awaked to the challenges and rewards which come with a good team flying pair. Much has already been written about details of how to, why to, when to and if to team fly: I see no need to repeat such mechanics here. With over 140 hours logged in the last year-and-a-half team flying, first with Francois Pin in the pre-worlds, and then with Sean Franke in team training, regionals, and the worlds, I have learned a few less obvious things.

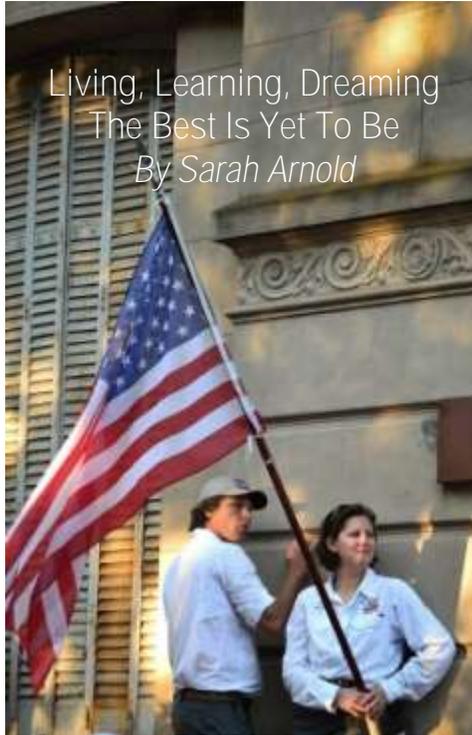
Team flying is like a marriage. You have nothing if you **don't have mutual respect, and you are wasting your time if you don't communicate effectively. Two good pilots don't always make a good team**, and some pilots will never be part of a team. There are many different types of teams, all of which can be successful. No pilot through team flying will become better than they already are. In the best teams, each pilot can fly with the same amount of focus and intuition as if that pilot were alone. And most importantly, you have nothing without complete trust in your partner.

Often I hear comments to the effect that team flying is great when done well, but that it takes years and hundreds of hours with a partner to learn how. This has not been my experience, especially when one pilot has previously been part of a successful team. In my first pairing, Francois Pin taught me, and then I brought that knowledge to my next partner. Sean Franke and I **made rapid progress because of Brian Spreckley's skilled coaching**, during the US Team training camp at Chilhowee in April 2012, and later by much honest post-flight analysis between us.

Challenges

I'm at a loss as to how I might describe the highs, lows, challenges, triumphs and the people of Argentina. Oh where to start! Some things come to mind. Crazy driving experiences, riding a horse in the field of my second landout, 24 gliders and their pilots all landed out together, struggling through a nasty flu-like ill-

Living, Learning, Dreaming The Best Is Yet To Be By Sarah Arnold



ness, and my dear friend Gabriella Repicky **who brought me "cumulus seeds" after many windy blue racing days.** What an amazing, difficult, lovable, quirky place.

Having been to Argentina a year prior for the pre-worlds we arrived armed with local knowledge and a plan. We brought towels and coffee, rented a car, and took our friend Joaquin up on his offer of a small caravan camper to live in. I brought a suitcase of tools, my own parachute, instruments and spares of every imaginable sort; of course we were not prepared. Illness struck the second day, a flu that turned to laryngitis; I could not speak for three days. During this time I installed instruments, replaced pneumatic tubing, repaired wiring, fixed a loose gear door, and test flew the glider. John Good installed missing gap seals, and team captain Rick Sheppe created a necessary **cable seemingly out of thin air. I didn't notice the problems with the radio (detuned receiver) until the first day we flew, or the Cambridge 302 logger until the day after.**

By the third official day everything was better, and we were flying well. Then disaster struck.

What Happened?

One the fourth competition day I landed out at the first thermal on course while Sean climbed away and came in second for the day. After careful analysis of the traces, it turns out that as we moved from a small climb to the next a short distance away, although we were wing on wing, I hit a little sink while Sean flew through a little lift; the small difference in altitude was enough for him to catch the thermal bubble and me to miss it. Luck can be a greater than usual factor on very windy and very low days, as was proved on Day 5 when he missed the last climb, and I was able to continue on.

I learned some things that day. Early in a competition flight is a poor time to depend on the absence of bad luck. More importantly I realized something about sportsmanship. I **remembered times when I was secretly happy when some other pilot's misfortune gave me a higher overall placing.** I realized I have no less respect for pilots who experienced similar misfortunes, and that the pain of my fall offered me an opportunity to grow as a pilot **and competitor. In the words of Gabriella I had "the opportunity to train some mental areas you don't have the chance to train when you have to defend your position in the podium."** I am proud that I was able to come back, fly well, and be a good teammate.

Highlights

As I think back little snapshots enter my head highlighting some favorite memories. Soaring along a sea breeze for the first time on day 3, where we flew so fast that we wound up alone, in the blue, headed home. Two sailplanes alone over desolate and beautiful country, rolling into a thermal, and looking down to see the most beautiful whitewater river below. I felt like a pioneer, an intruder in a wild wilderness, and at that moment if I could have, I

would have stepped out of the sailplane to rest near that amazing river. I'm smiling as I remember the first landout, meeting my fellow competitors in a field filled to overflowing with sailplanes, my Canadian friend Branko sharing his in-flight snack with me, "since you're the only girl", and how proud I was to see my crew, winners of the ground race, the first to arrive. My wonderful, wonderful crew! Jason and Eduardo, anticipating my needs, encouraging at the appropriate times, wisely silent at others, driving many miles to many fields, washing bugs and mud and cow patties, sensitive and kind, my world was made wonderful because of them.

All too soon the competition was over. At home I'm accustomed to spending the whole race among friends. By the last day at the worlds, I was just beginning to know my peers. I lingered at the farewell party, reluctant to leave, because I knew that the moment I walked out the doors it would really be over. The

whole experience opened my eyes to how big and beautiful our sport is, and yet how small and close is the worldwide family of soaring.

Looking ahead to France

My attention has shifted yet again; in fact I felt the shift on my disaster day 4. It is now all about the Women's World Gliding Championships (WWGC) in Issoudun, France, this July. Every soaring decision now is made based on "how will this prepare me for France". Tickets are bought, I'm thinking about what instruments to bring, and realize that soon it will be time to pack. I feel optimistic about the upcoming season and honored to have so many supportive friends. I wish that each of you will feel as fulfilled in your individual soaring adventures as I do in mine. Thank you for making my dreams possible.



Getting the sailplanes ready for racing



Looks almost like JFK airport approach

All photos: Sarah Arnold

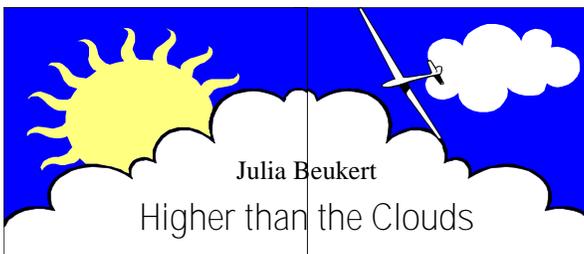


Ready for take-off



Airborne

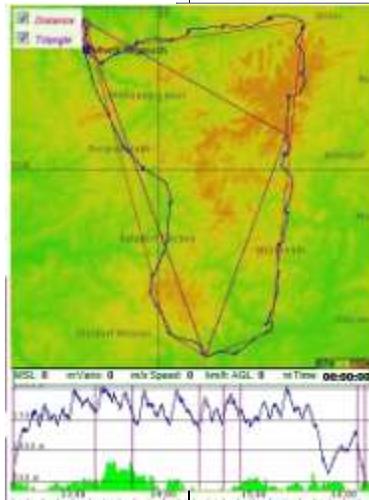
Editor's Note: Julia is the daughter of German WSPA member Martina Beukert. She and her parents attended the 2009 WSPA seminar in Slovenia. According to her mother she did not show much interest in soaring. She became an equestrian and earned her badges in that sport. That changed last summer, when out of her own impulse she decided to give soaring a try (both her parents are glider pilots)



5m lift was wasn't uncommon but we had to work to find it. The only problem we had was that we took off a bit late; it was already 12:00 PM. We circled under the clouds and got higher and higher. When we reached about 4300ft we started our cross country. We reached about 5600ft over the higher mountains. Highest we got were 6000ft and there we met some



August 17, 2012 was a warm and sunny day. We pulled our gliders out of the hangar. After putting the DUO together we made a short five minute flight because it was not our regular training glider. It was my first flight in the DUO. In the beginning I had to get used to it but after a few minutes I had no problems anymore.. We landed, loaded some water and apples in the cockpit and took off again. The day couldn't have been better.



other gliders. "Come, let's turn this in a bit competition" said Stefan, my instructor pointing to a glider slightly higher than we "if you are able to get higher than this glider, I will buy you an ice crème". I accepted the challenge and tried and tried and finally was as high as the other glider but I could not out-climb it. Finally with a little help from Stephan we managed to get higher. The day was getting late, it was 3:30PM and the thermals began to weaken. We hit heavy sink and sank under 3000ft. Our gliderport was still a few miles away. Again with Stefan's help we managed to get home without landing in a corn field. After a few circles around the gliderport we landed tired and hungry. We had flown 292.48 km. I had just started flying two weeks earlier and this was my best flight so far.

Ritz



Photo Frans Guisen
Ritz in Uvalde 2012

Many readers of SoaringCafe have seen and read the world wide reports signed by "Ritz" Who is this roving reporter? Ritz de Luy is a native of Holland. She has lived for many years in Australia where with her former husband she ran one of the best known soaring centers, Tocumwal. She has reported from many European, Australian, National and World Championships, the last one being Uvalde. See her usually twice a week blog in SoaringCafe, the online soaring magazine.

who could "upset the male rhythm". I was not sure if they would allow me. In the end I had the best time of my life, feeling very protected and kind of a mascot for the club. That's the beginning of who I am now in our soaring world. Never have I been a good glider pilot due to lack of orientation—three times thermaling and I was lost, having no clue where the airfield was, so after only five solo starts, that was the end of my career, but a new one started. Funny isn't it? Now they do have quite a lot of girls in the club and I am proud that I contributed a tiny little bit to "women in soaring in Holland" as well.

Here is how Ritz got into soaring:

On March 27, we will have a 50 year luster from my "old" club ZES. Not a lot of the young new members know that I was the first girl flying with the club ZES in 1967. Pretty special as before the voting started to allow a GIRL in the club and one not studying at the Technical University of Eindhoven, one



...and 50 years earlier

A Glider Pilot Gets Home Late...

He left home about 8:30 a.m. to do some work in his hangar at the airport with his friends. On the way out the door he answered his wife's "What time will you be home?" question with "Probably about 1:30, I'll have lunch at the airport."

1:30 came and went, 3:00 passed, 6:15, still not home, finally at about 7:00 pm he rolls in the driveway, and presents his wife with a pizza, and begins the apologetic story:

"I finished cleaning the sailplane about 11:30, had lunch, and I started home, when alongside the road I saw this attractive girl with a flat tire on her car. I stopped to help, got the tire changed, and looked around for a place to wash my hands. She offered money, but I refused, so she suggested that I at least allow her to buy me a beer. She said there's a tavern just up the road, and they have a restroom, you can clean up a bit. I agreed to stop, we had a beer, then another beer, then a couple more, and I realized that this girl was not only pretty, she was very friendly, and a good companion to spend time with. Before I knew it, we were having a rendezvous in the motel next door.

And that is why I am so late getting home."

His wife looked him right in the eye and said "Don't lie to me; it was a great soaring day and you went flying, didn't you?"

(author unknown)

In the News

Lukas Von Atzigen, who during the 2012 WSPA seminar treated several participants to aerobatic flights in an ASK21 was crowned 2012 US National Glider Aerobatic Champion.

Another record Sequatchie Ridge Camp – Dianna Fleming and Sarah

Arnold did another 2-33A flight which qualified for some Tennessee Out and Return records.

Elizabeth Tattersall on April 13, 2013 flew Silver, Gold and Diamond Altitude and qualified for the Symons Wave Award.

Neita Montague on April 14 graced the OLC score sheet in 10th place with a flight of 274..21 km in her 301 Libelle

In Memoriam

Soaring Pioneer Betty Loufek (1924-2013)



Betty Loufek and her twin sister Claire Walters started flying in 1941. Claire chose power flying and became a successful flight instructor. Betty chose sailplane flying in addition to power flying and became a successful soaring pilot.

Betty loved the mountains and in 1947 found herself working at a weather station in Bishop, CA where she met Bob Symons and Harland Ross who ran the operation at the airport. Bob instructed Betty in auto tow and aero tow, thermal and ridge soaring, and the art of cross-country soaring.

In 1947 she crewed at the National Soaring Contest in Wichita Falls, TX where she met and then married John Loufek who was the owner of a Laister-Kaufmann 10A. They kept the L-K at Bishop where Betty could fly it during the week and husband John, a graduate student at Cal Tech, could fly it on weekends.

By 1948 there were 90 Silver "C" pilots in the United States, one of whom was a woman – Ginny Schweizer (#86 in 1947). Betty wanted to be #91 and the second American woman. The pilots at Bishop were studying and exploring the wave and Betty's turn to fly it came on April 15, 1948.

Bob Symons flew the BT-13 tow plane and Harland Ross ran the wing. Betty released 2,800 feet above the airport and slope soared to 11,000 feet. She made her way through the turbulent air and found the wave. She then flew south along the mountains reaching an altitude of 21,000 feet. She passed the Silver distance mark and now had Silver #91, the second American woman. She was also the first American woman to fly a wave. She glided to a landing at Olancha to claim Silver #91, Gold altitude gain, and set the women's national altitude gain record of 14,496 feet.

In 1950 she flew with her sister Claire to set three women's multi-place records. The same year she set the American women's distance record of 124 miles (previous record 94 miles) in her L-K during the 9th West Coast Championships with the added handicap of dragging Bill Ivans' 300 foot tow rope behind her although she did not know until landing. Betty participated in soaring regattas and West Coast Championships flying from El Mirage in the late 1940s and early 1950s competing with such pilots as Gus Briegleb, John Robinson, Al Santilli, Paul Bikle and Paul Tuntland. She was usually the only woman although now and then Betsy Woodward joined her. Betsy became the third American woman to earn the Silver badge (#116) in 1949.

In 1954 Betty entered the 21st National Soaring Contest at Elsinore California and earned the title of Women's National Soaring Champion. As she says, **"I could hardly miss; I was the only woman among 36 pilots."**

Betty was a flight instructor for the Douglas Soaring Club at El Mirage. Her support of soaring continued through 2002 with contributions to the Eagle Fund. She attended the 12th Landmark of Soaring at Bishop in 2002 commemorating the Sierra Wave Project where she renewed many friendships. She is the author, with her sister, of the book *This Flying Life* published in 1999.

Betty was a long time WSPA member and supporter

Betty passed away peacefully at home on January 24, 2013. (submitted by Bertha Ryan)



Ruth Mary Kilger Wild
December 26, 1927, March 14, 2013



Ruth and her husband Mark owned a small cattle range in Black Forest, CO in 1953. Over time (with the help of many people) the range became Black Forest Gliderport, a world renowned soaring operation. Ruth enjoyed the company of many famous and not so famous characters during that time. In 1967 she broke the national feminine multi place record for absolute altitude and altitude gain in a flight over Pikes Peak in a Schweizer 2-32. (submitted by Phyllis Wells)

The Annual Witches Gathering in Germany

The German women gliderpilots held their annual meeting the weekend of January 25 and 26, 2013 at the Youth Hostel in the north German city of Bremen. It was the 39th meeting **The topic of this year's meeting was "World Flight"**.

After the short welcome speech and a short memorial for Gill van den Broeck, Ingrid Meyer zu Wickern and Waltraud Moog who were big supporters of the women in soaring the **"World Flight" began.**

Thomas Seiler reported from Wave flights in Scotland. This was very interesting to see and hear since everybody knew only about the wave flights in the Alps and Southern France.

The next presentation "With the trike from Perth to Sydney by Gisela Boellhoff and "with the Hang glider trough Mexico" by

Sabrina Vogt showed that there are other ways than with a sailplane to have flying adventures outside of Europe

Before the "World Flight" continued Susanne Schoedel, chairperson of the Angelika Machinek Booster Club and Board Members Walter Eisele and Maja Klicks presented the two booster sailplanes. the Hornet AM1 and a **Standard Libelle AM2 to this year's recipients** (these two sailplanes are made available annually to women pilots who fly in contests)

Susanne Schoedel reported from the World Championships in Uvalde, TX and Holger Weitzel talked about soaring in the USA.

Johann Luyckx talked about record flights in Namibia, West Africa and their analysis.

A provocative presentation about women in soaring triggered a serious reaction and discussion.

The next meeting will be held in January 2014 in Bavaria

Major Changes in the Kolstad scholarship

Several soaring organizations have different age requirements than the Kolstad/Century award programs. The SSA has several programs for youth up to age 22 and 23. The Junior World Competition allows up to age 25. Therefore, the Kolstad Committee has unanimously agreed to raise the age limit for both the Kolstad

Scholarship and the Century Award programs to allow up to the age of 25 by Sep 30 of the application year. In other words, the applicant must be under age 25 on Sep 30 of the application year. This is a significant change, as the earlier limit was to be less than age 21 on Sep 30. This should allow significantly more applications each year!

From SSA e-News

**Next Hangar Soaring Deadline:
July 31, 2013**

Our Canine Airport Friends By Frauke Elber

I once wrote: "every Gliderport needs a respectable airport dog". Over my many years in the soaring scene I met many of these unique, dedicated "four leggers". A few are coming to my mind:



row as soon as we reached the "White House" home of the Blue Ridge Soaring Society. She "participated" in several soaring contests and became part of the official 1987 Sport Class National Championship photo.

"Sniffer", a small mix breed of unknown parentage looking like an oversized rat, when wet but very loveable when dry. She had adopted us and showed her gratitude by absolute devotion to her adopted family. She became a familiar sight at Garner Gliderport, home of the Tidewater Soaring Society. She understood the airport rules to a point that when we were operating from the south end of the airport, half a mile away from hangar and car park, we could send her to the car there on her own. She would trot back on the outermost edge of the airport, finding our car and patiently wait there for us to come back. She also recognized our Ka8 and stood tail wagging near the runway when one of us landed. But the tail wagging turned into a stunned face when somebody else climbed out of the plane. She accompanied us at many soaring outings. She loved New Castle and recognized the place as soon as we started to ford Craigs Creek to get to the Gliderport. She knew where her favorite groundhog resided and checked the entrance to the bur-

"Bliss" Bliss was a Chesapeake Retriever who lived a mile north of the Garner Gliderport, on a big farm. She just showed up at the Gliderport one year and became a constant, faithful friend of all the pilots. She just had a love for airplanes. According to her owners, nothing could keep her at home once she heard the tow plane cranking up. She walked through fields, swam through ponds and spent the rest of the day either under a wing or in the shade of the hangar being happy for just being there. She knew the airport rules and never got in the way. One year she brought her son "Jake" to the Gliderport. It became obvious that she taught him, a still boisterous adolescence, the airport rules. And then one year "Jake" was killed on a road near the gliderport. Grieving "Bliss" was seen several times to walk along the airport to the spot where he lost his life. It was a moving sight. "Bliss" kept coming for several years and even when walking became difficult for her she still made every effort to guard "her" gliderport. Knowing where she lived, we often drove her home after a day of flying and she gladly accepted that offer, even when it became difficult for her to climb into our van.



In 2007 the WSPA seminar took place at Avenal/ California. They too had a respectable airport dog, a Pit Bull. I have forgotten his name. Despite the bad reputation of that breed, he was the biggest couch potato I have ever seen (probably only outdone by "Hunter" at Seminole Gliderport in Florida). He was gentle, friendly, didn't mind to share "his" couch with a tired human and patiently endured the mock attacks of a tame, adolescence Raven, who also lived at the gliderport

"Bear". That name befitted his appearance. He and his owner lived at the Air Sailing Gliderport in Reno/Nevada. He was a big, shaggy, friendly dog who welcomed all newcomers to the Gliderport and confidentially strolled amongst sailplanes and their owners making sure everything was in order.



"Tulip". She has been the last of the respectable airport dogs I met over the years. We met at the 2012 WSPA seminar in Chilhowee, TN. "Tulip" was a black retriever and as a therapy dog an actually working dog. While her owners Sandy and Tom Snyder were busy with soaring related activities, "Tulip" patiently curled up on the shady club house porch. She acknowledged and greeted every person passing her by with a friendly tail wagging "welcome." Early in 2013 "Tulip" passed away, stricken by cancer.

Over the years I met many more great airport dogs like "Wolf", "Beethoven", "Jazz", "Brutus", "Oliver" and "Mucki". One thing they all had in common: they loved airport life and its people.

From the editor: At the 2003 seminar at Moriarty I experienced a severe case of dehydration. Coming from the East Coast I was used to hot and humid summers which cause profuse sweating. But Moriarty with its high altitude location and desert climate was a different story. Sure it was hot (and windy) but I never felt sweaty or uncomfortable and therefore did not drink much. The alarm flag went up when my urine turned dark brown and I realized that I was on the brink of severe dehydration. Fortunately the effect was reversible and for the remainder of the seminar I made sure that I took in plenty of fluid. With another desert seminar coming up I decided to share the following article with the readers of HS.

A contrary view to the one that only water should be taken during long flights Dr. Ken Wishaw

I would like to offer an alternative opinion to the recommendation that only water should be taken during the flight. I am a medical specialist (anesthetists) and fluid physiology and fluid management is a central part of my practice every day.

On long hot flights the strict adherence to water only may in fact degrade performance to the point of being hazardous. A few facts needed to be understood as to why this is so. If basic arithmetic and technical details turn you off, skip to the recommendations!

Our blood and body fluids normally contain 135-150 millimoles (mmols) of sodium and 100 mmols of chloride. We probably sweat at around ½ to 1 liter per hour on a hot day while gliding. Additionally we lose water at high altitude from breathing air with low water content. What we lose in sweat depends partly on our genetic makeup, but more importantly on whether we are acclimatized. The more acclimatized we are the less sodium and the more potassium we lose in our sweat. Sodium losses for a person that is well acclimatized is of the order of 5-30 mmols per liter. For someone who is not acclimatized (say an office worker who flies one or two days a week) sodium losses in sweat may be of the order of 40-100 mmols/litre. (As a crude way of gaining an appreciation of these figures, one level teaspoon of table salt, which is just sodium chloride, dissolved in a liter of water equals approximately 100 millimoles per liter).

We do possess a very sophisticated sodium control system in our bodies that works well providing we are sufficiently hydrated to produce reasonable amounts of urine. Most of us readily excrete excess sodium in our urine. Conversely we also have a specific salt appetite. Glider pilots with low sodium levels often love salty foods at the end of the day!

Ingestion of water to replace sweat losses will decrease the sodium concentration in our blood, as we are not replacing the sodium that we are losing. Severe acute decreases in blood sodium (say 10%) may cause headaches, lethargy, apathy and confusion. Severe acute decreases (over 15%) may cause convulsions. While this is extremely unlikely to occur in our sport, cases of convulsions occurring in top athletes who only use water replacement are documented. Suffice to say even the mild symptoms are highly undesirable for a pilot!

Potassium losses may cause low blood pressure and weakness. Small amounts of sodium and potassium in rehydration fluids increases the rate at which the gut can absorb the fluid. Drinking only water, apart from leaving you still dehydrated (because you haven't absorbed the fluid) can make you feel bloated and nauseous. Pure water ingestion tends to shut off the thirst reflex, even when we are dehydrated. Taste is a critical factor on whether athletes drink adequately during exercise. Some people love pure water, others loathe it.

High carbohydrate drinks such as energy drinks, fizzy drinks and fruit juice contain 10%-30% carbohydrate. Levels of carbohydrate over 8% inhibit intestinal absorption of the fluid. None of these are appropriate for rehydration during flight. Sports drinks are not excessively high in sodium. At recommended strengths they contain 10-25 mmol/litre. They are also designed to replace potassium losses. They do contain carbohydrate but this is of the order of 6% which will not impede absorption or cause large fluctuations in blood sugar levels.

From our Members Safety Corner

Recommendations

Guiding principles (on the basis that you are essentially fit and healthy) should therefore be as Martin Feeg wrote with regards to pre-flight dehydration, weighing etc and

- **On short flights whether we drink water or an electrolyte replacement is not critical.**
- **On longer flights (say over two hours) we should be aiming to replace what we are losing. Sports drinks are appropriate for this. As we are a "light physical activity in a hot environment", some dilution from the recommended concentration can be used if this makes it more palatable. Which brand is not as critical as what tastes good to you.**
- **The carbohydrate (sugar) content is not harmful. Carbohydrate ingestion could only lead to a problem if a large carbohydrate load is taken at widely separated intervals, with the risk of insulin over secretion and low sugar levels occurring some hours later.**
- **Never take high sodium loads such as salt tablets.**
- **Heavy coffee and tea drinkers are prone to severe headaches on acute withdrawal. Recent studies have shown that caffeine is not deleterious to sport performance and a small amount on the long flying day before or after the flight is OK.**

There are excellent fact sheets at www.sportsdietitians.com

Article reprinted from Gliding New Zealand website at:

<http://www.gliding.co.nz/sites/gliding.co.nz/images/documents/Training/Ken%20Wishaw.pdf>

Article courtesy of John Roake of Gliding International.



2003 WSPA Seminar, Moriarty, NM
Instructor Al Santilly after whom the 2-33 "SPIRIT OF SANTILLY" is named
and
Anna Dobrin-Schippers

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