



Hangar Soaring

November, 2001

THE OFFICIAL PUBLICATION OF THE WOMEN SOARING PILOTS ASSOC.

IN THIS ISSUE

- page 2
Badges & Records
by Arleen Coleson
- page 3
The American Woman Soaring
Pilot – 1979 to Present
by Bertha Ryan
- page 4
Once upon the Time (28
years ago.)
by Gill VanDen Broeck
- page 5
Meet Sharon Smith,
Monique Weil,
from the Editor
from the Treasurer
Date line
- page 6&7
Historic Flight
Moscow-Volgograd
- page 8
Friday, the 13th
My 500km flight
by Dale Pizzo
- page 9
You lose some things
you gain some things
by Neita Montaque
Scholarship for women
- page 10
Letter from a World
Champion
by Gill Spreckley
Meet Roberta Fischer
- page 11
In Memoriam
Virginia D. Campbell

Pilot's Briefing

Dear Members:

Weather, business commitments, and health issues—both human and canine—have made 2001 the year in which I have done the least glider flying since I got my license in 1980. And just when I was beginning to feel pretty sorry about the situation came September 11. Suddenly, anything in my personal life seemed downright trivial. I do hope that no WSPA members suffered the loss of a loved one on that day. It's bad enough just to have seen the destruction on television, isn't it?

As we've been recovering, more or less, over the past two months, day-to-day life has gotten somewhat more normal. I still haven't flown much, because our airport is only a few miles from a nuclear power plant, and because I am still dealing with personal issues. So, with regret, I recently resigned from the WSPA board as both president and northeastern representative.

Vice president Sharon Smith has graciously taken over for me as president, and Frauke Elber is equally graciously filling in as the local rep in the northeast. I will of course continue to be a member of the WSPA, and I hope that next year affords more opportunities for all of us to go soaring. In the meantime, please have happy and safe holidays. May the new year bring peace and harmony to everyone—except terrorists.

Pat

Sharon adding a postscript:

I want to thank Pat for all her efforts over the last 5 years in increasing the visibility of the WSPA. Under her influence, the WSPA has expanded its presence at the SSA/Air Expo Annual Conventions, unified the scholarship process (along with our esteemed chair, Phyllis Wells) and helped bring womensoaring.org to fruition.

We will miss her at the head of the table, but I know we will see her at future seminars and conventions.

In this issue of *Hangar Soaring*, the Board is calling for nominations for a new election of officers, so please nominate someone, even yourself. We want new faces with fresh ideas and enthusiasm. If you want to know what the job entails or have any questions at all, email me at president@womensoaring.org. (Whoever gets to be president gets this great email address. How's that for incentive?) Nominations should go to Frauke at elber@cavtel.net with the word "Nomination" in the subject line. We hope to hear from everyone.

Sharon

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

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

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VISIT OUR WEBSITE AT
www://womensoaring.org

Badges & Records From Arleen Coleson

DIAMOND BADGES

6557. (US 899) Dale Jean Pizzo
905. Deborah B. Kutch

DIAMOND BADGE LEGS

DISTANCE:

500 KILOMETER CROSS-COUNTRY (310.7 SM)

Dale Jean Pizzo; Mini-Nimbus B; Minden, NV
Deborah B. Kutch; Stemme S10VT; Ely, NV

GOAL:

300 KILOMETER GOAL FLIGHT (186.4 SM)

Kathleen Winters; Libelle H201B; Stanton, MN

GOLD BADGE LEGS

ALTITUDE:

3000 METER GAIN (9,842 FEET)

Neita Montague; H-301 Libelle; AirSailing, NV

SILVER BADGES

6242. Francis Ann Berryhill
6247. Linda B. Chism

SILVER BADGE LEGS

ALTITUDE: 1,000 METER GAIN (3,281 FEET)

Janet Frank; SGS 1-23; Post Mills, VT

DURATION:

5 HOURS (Fulfills Gold Duration Requirement)

Francis Ann Berryhill; SGS 1-26; Decatur, TX
Linda B. Chism; SGS 1-34; Esphrata, WA
Carol A. Barnes; PW-5; El Tiro, AZ

ALTITUDE AND DISTANCE:

Carol A. Barnes; PW-5; El Tiro, AZ

SSA BRONZE BADGES

1414. Katarina N. Connors; Phoenix, AZ (Turf)
1441. Ruthann K. Povinelli; Cedar Valley, UT

SSA C BADGES

17,301. Katarina N. Connors; Phoenix, AZ (Turf)

SSA C BADGES

17,341. *Lexie Gilbert; Estrella, AZ
17,354. Lorna M. Scharf; Boerne, TX
17,362. Melody L. Charlton; Owl Canyon, CO
17,374. Amy Pence; Hobbs, NM
17,384. Virginia M. Farnsworth; Middletown, CA
17,393. Ruthann K. Povinelli; Cedar Valley, UT

SSA B BADGES

*Emily K. Butler; Waynesville, OH
*Lexie Gilbert; Estrella, AZ

Amy Pence; Hobbs, NM
Katarina N. Connors; Phoenix, AZ (Turf)
*Katherine M. Menchen; Waynesville, OH
Lorna M. Scharf; Boerne, TX
Ruthann K. Povinelli; Cedar Valley, UT

SSA A BADGES

*Anna Dell Apple
Lorna M. Scharf
*Rachel M. Smith
Carolyn Blankenbaker
*Lexie Gilbert
*Jessica S. Mann
*Cynthia L. Ketchum
Amy Pence
Marcia Steffey
Lorraine (Lorrie) French
Kathy Ondrus
Ruthann K. Povinelli
Rose C. Travers

SSA STATE RECORDS APPROVED

Texas: World Class Feminine; Free Straight Distance; **Valeria Paget PW-5**; September 10, 2000; 194.07 km (120.59 sm);

Arizona: 15-Meter, Feminine; Free 3 Turnpoint Distance/Straight Distance to a Goal; 36.1 sm/34.2 sm; Open Class, Feminine; Straight Distance to a Goal; 34.2 sm; **Carol Barnes; PW-5**; May 15, 2001; El Tiro.

Minnesota: Open Class Single-place Feminine/15-Meter Feminine; Distance Around a Triangular Course/Speed Over a Triangular Course of 300 km/Free 3-Turnpoint Distance; 195.31 mi./39.05 mph/195.31 mi.; **Kathleen Winters; Std. Libelle**; June 22, 2001; Stanton

New Mexico: 15-Meter Feminine; Free Straight Distance/Out & Return Distance/Free Out & Return Distance/Speed Over an Out & Return Course of 300 km/ Free Three Turnpoint Distance/Absolute Altitude/Altitude Gain; 124.12 mi./188.14 mi./191.32 mi./33.01 mph/226.04 mi./12,740 ft./6447 ft.; **Joann B. Shaw; SGS 1-26**; August 5, 2001; Hobbs.

New Mexico: Sports Class; Free Straight Distance/Out & Return Distance/Free Out & Return Distance/Speed Over an Out & Return Course of 300 km; 204.80 hmi./310.43 hmi./315.68 hmi./54.47 hmph; **Joann B. Shaw; SGS 1-26**; August 5, 2001; Hobbs.

New Mexico: 15-Meter Feminine/Sports Class; Distance Around a Triangular Course/Speed Over a Triangular Course of 100 km; 63.00 mi.-103.95 hmi./47.22 mph-77.91 hmph; **Joann B. Shaw; SGS 1-26**; August 13, 2001; Hobbs.

New Mexico: 15-Meter Feminine/Sports Class; Distance Around a Triangular Course/Speed Over a Triangular Course of 200 km; 125.03 mi.-206.30 hmi./42.98 mph-70.92 hmph; **Joann B. Shaw; SGS 1-26**; August 23, 2001; Hobbs.

Joann does fly every other day during the soaring season - Charles flies the even days. That helps her take advantage of any good weather that comes along.

The American Woman Soaring Pilot – 1979 to Present (Spring 2001)

By
Bertha Ryan

Virginia Schweizer became the first American woman to earn a Silver Badge (#86 in 1947). Betsy Woodward Proudfit earned the first Gold (# 36 in 1952). The first completed Diamond went to Helen Dick in 1967 (U.S. #79, International #545). In 1980 Doris Grove became the first American woman to make a flight in excess of 1000 km (the 24th person and first woman in the world). The first badges made in the U. S. were Silver in 1937 (Jack O'Meara), Gold in 1939 (Bob Stanley) and Diamond in 1950 (John Robinson). Al Parker made the first flight to exceed 1000 km in 1964.

In 1979 there were 3827 Silver Badges held by Americans, 80 of them women. There were 1280 Gold Badges, 25 earned by women. Diamond Badges totaled 455 with 9 held by women. In round numbers, two percent of the badges belonged to women. Ten Americans had made flights exceeding 1000 km, none of them women. By Summer, 2001, there were 6255 Silver Badges with 165 held by women, about 2.6%. Gold Badges numbered 2388 with 47 belonging to women. There were 905 completed Diamonds, 16 of them earned by women. These percentages are still about two percent. The 1000 km distance has been flown by 84 Americans including three women, about 3.6%.

Now we will look at the record flights for straight distance, absolute altitude and speed around a triangular course of 100 kilometers:

Betsy Howell's 426.47 mile flight in 1973 still stood as the U.S. Feminine Distance record in 1979. This distance is 82% of the 520.08 mile Feminine World record made by Anna Dankowska of Poland, 59% of the 'general' U.S. record of 716.52 miles held by Wally Scott and Ben Greene and 47% of the World Distance record achieved by Hans Werner Grosse of Germany (908 miles). In 1990 Joann Shaw set the U.S. National Feminine Straight Distance record of 591.19 miles which still stands in 2001. The World Feminine Distance record is listed as 590.14 miles made in 1980 by Karla Karel of the United Kingdom. Joann's flight did not exceed the old mark by enough to count as a new record – nevertheless her national record is 100% of the world record! Mike Koerner's flight of 903 miles in 1984 is the U.S. National Straight Distance record and Hans Werner Grosse's 908 mile flight is still the World record. Joann's distance is 65% of both the National and world record.

In 1979 Sabrina Jackintell held both the U.S. and World Feminine Altitude record of 41,460 feet or 90% of the U.S. and World Absolute Altitude record of 46,267 feet owned by Paul Bikle. Sabrina's record still stands today as both a U.S. and World record and is 85% of the National and World record altitude set by Bob Harris in 1986 – 49,009 feet.

The U.S. National Feminine 100 km Triangular Speed of 76.869 mph had been claimed by Lee Tweed in 1974 and still stood in 1979 as 89% of the corresponding world record of 86.59 mph made that year by Sue Martin of Australia. The general U.S. 100 km speed record was 102.742 mph made by Ken Briegleb and the world 108.7 mph by Klass Goudreaan of South Africa. Lee's speed was 75% of Ken's speed and 71% of the world record. Joann Shaw's speed of 93.9 mph established in 1997 is both the U.S. and World Feminine record. It is 64% of the speed made by Jim Payne (146 mph) in 2000 which stands as both the U.S. and World record.

By 1979 no American woman had received a competition award (duPont, Stroukoff) or International Award (Lilienthal, Tissandier). No woman had earned the Barringer or Tuntland awards. This is still true in 2001.

Of the approximately 200 SSA Directors between 1937 and 1979, only four were women (about 2%) and two of these had served as officers (Treasurer). None were serving in 1979. Complete records are not available to the writer but there have been at least three additional women who have served the Board since 1979, one is still serving, another served as Vice President and later President.

There were 61 Hall of Fame members in 1979; four (7%) were women. As of 2000 there are 105 members including 6 women, about 6%. The interesting thing is that only about half the members of the Hall of Fame are still living but all the women are still alive! There had been 37 Eaton Trophies awarded by 1979 including four women (three with other people). This amounts to 11%. By the year 2000, 57 awards had been made to 66 people (two of whom were honored twice). Nine of the recipients (14%) have been women (including six with other people). By 1979 five women (13%) were included in the 39 people who had received the 38 Exceptional Service Awards (established in 1964). As of 1998, 123 people (some repeats) and four organizations had received the 120 awards; 17 of these (14%) were women.

In summary, it appears the status of American women in soaring in 2001 has not changed significantly since 1979. About two percent have earned badges but none have earned competition awards. American women have been well represented in world feminine records for distance, altitude and speed but their achievements vary from 47% to 90% of the general records, doing best with altitude, worst with distance. They have been well recognized by awards (6 to 14%) indicating they are appreciated by their fellow SSA members.

Sources: SSA Membership Handbooks 1980, 1984, 1987/88, 1999; SOARING magazine, Arleen Coleson (The Badge Lady), Web Sites: SSA, NSM, FAI, JPAviation, Guenther Eichhorn

Hangar Soaring thanks to Bertha Ryan for her tedious work in compiling these informations

care about WSPA's future———nominate a member for the upcoming elections

ONCE UPON A TIME.. (28 years ago.)

By
Gill Van Den Broeck

The proud podium showed 1. Pela Majewska, Poland 2. Susan Martin, Australia, 3. Jindra Paluskova, CSSR

'Bis repetita' : it was LESZNO again in 1975, gathering again 21 pilots from 12 countries including overseas Australia and USA. This time the weather-gods were less friendly for these women all flying the same Cobra 15 type, nevertheless a triangle of 501 km was performed, won by 'bomber' Maria Bolla from Hungary. This time the podium was all Polish : 1. Adela Dankowska , 2. Pela Majewska , 3. Maria Popiolek.



Adela Dankowska and Maria Bolla in 2001

The idea of international women glider pilots made its way and West-German OERLINGHAUSEN made a successful bid to organize the event 2 years later in 1977. This time the pilots had to bring their own glider, different types of the Standard class. Day after day the meteorologist hardly dared showing his face. Hanna Reitsch who was an attentive spectator said "I don't think I would have the courage to fly in these conditions, one hand permanently on the wheel to go outlanding" 8 times a task was written on the board, but only 3 could be declared valid. Nevertheless, there was a winner, Pela Majewska, this time ending before 2. Ada Dankowska and 3. Marianne Koch-Deutschmann from West-Germany, who delegated for the first time Gisela Weinreich, who later became 4 times European champion. Superiority of both great Polish gliding ladies was evident. They were also the initiators of the ceremony of the 'Babajaga (witches) sisterhood', enlisting the novices participating for the first time. This 'witches sabbath' has become the traditional social highlight of every women's championship.

A funny happening worth to be told : Erica Scurr, one of 2 USA pilots, made an outlanding and presented her German-written 'pass from the organizers' to the farmers coming to help her. The note says: "I am competing in the international women gliding contest, I do not speak German, will you please help me" .She must have looked very poor and tired because one of the bystanders took her flying hat and made a 'begging' tour, everybody put in some DM, Erica refused, but no no no, When she came back to the airfield, there was enough money in her hat to buy every person on the field a drink.

An important meeting took place in Oerlinghausen, chaired by Fred Weinholtz, 'Mister Gliding' of Germany and defender of women gliding competitions. Participating countries agreed upon promoting this sport and insisting with IGC-FAI to officialize this women contest. Susan Martin made it clear that obtaining any official support at all depended on the official title of the contest : WORLD championship. Just 'WORLD CUP' as in the beginning, was not enough. Finally IGC decided upon 'European Championship' with overseas pilots accepted if interested in participation. It was also the general wish to have the championships take place alternatively in a WEST and EAST country. The next candidate was Hungary.

That was in 1977 and now after so many years Lithuania is the host of the **FIRST WORLD WOMEN'S GLIDING CHAMPIONSHIP**. Strangely enough, the first contests in Leszno, Oerlinghausen and still in Hungary had tempted non-Europeans to join. Now the important WORLD word has been granted, regretfully there is not one single registration of a non-European pilot. Maybe overseas women gliding pilots got tired of waiting, a state of mind to be changed but IGC does not seem very keen to promote this sporting event. At the last IGC meeting 2001 in Lausanne they refused to admit 4 possible pilots of one country in one class. Strange and not logical : the votes 'against extending' were cast by representatives of nations NOT registering a pilot. In our Lithuanian case this stubborn attitude of IGC is preventing 'pioneer' Ada Dankowska to really defend her chances. Instead, the only possibility for her to compete is to get her weak Jantar to 'fight' against much better standard class types. But she will fly and Ada with Maria Bolla are the only survivors of the very first organization in Leszno 1973 to compete in Kaunas 28 years later

The winners 2001 here in Lithuania will add their World title to their European title but everybody, organizers and participants are really sad not to be able to welcome friends and colleagues from overseas. The winners 2001 will be the **first world champions**, but not the **FIRST OFFICIAL EUROPEAN CHAMPIONS** who were crowned in 1979 in Hungary.

Note from the editor

Gill Van Den Broeck from the Netherlands served as a Steward at the recently concluded Women World Championship in Lithuania. The above article is only part of an article Gill wrote for the World Championships home page

From the Editor:

On the following pages you will find the story of Olga Klepikova's history making flight and are probably wondering why that story appears in the November. SOARING and here. It was not ment that way.

The story was slated for this issue which I had begun to put together before I left for my 2 months trip around the world. But then SOARING republished in its August edition Dick Johnson's 1951 article of his world record flight, picking up the old rumor that Olga had towed to high altitude. I just sent Dick all the material I had on that flight and he immediately begged me to make it available to SOARING to set the record straight. I did so, but asked the SOARING editors not to publish the story before December. Obviously they found the clarification urgent enough to include it in the November SOARING.

Meet WSPA Charter member Sharon Smith

J. Latson

I've been flying since 1977 and have logged over 2000 hours in gliders and another 500 in airplanes. Most of the airplane hours have been towing. I hold an Instructor's certificate in gliders and a private rating airplane single engine land and an instrument rating. I hold a Gold Badge and one Diamond Leg (Goal). And Texas State Records . I have flown in two regional competitions and came in very near the bottom. I managed to beat the people who quit mid-contest.

I am one of the founding members of the Women Soaring Pilots Association and served as it's president for ten years. I am still on the Board. I also serve as the webmaster (mistress?) for our web site <http://womensoaring.org>

PLEASE CHECK THE EXPIRATION DATE ON YOUR NEWSLETTER LABEL. IF IT IS HIGHLIGHTED, THIS WILL BE YOUR LAST NEWSLETTER. IF YOU THINK THERE IS AN ERROR IN YOUR EXPIRATION DATE PLEASE CONTACT ME BY E-MAIL AT GBDALTON@JUNO.COM, AND I WILL CHECK BACK THROUGH THE RECORDS. I HAVE BEEN KNOWN TO MAKE THE OCCASSIONAL ERROR OF OMISSION, AND I DO KNOW HOW TO APOLOGIZE. THANK YOU.
GLORIA DALTON, TREASURER

Date Line**Feb 7-9,2002**

SSA Convention, Ontario CA. See SOARING for information. **come and visit the WSPA booth.**

March 10-16

Senior Contest. (When you are 55+ and own a sailpalne come and join the fun. So far there has no woman (except Doris Grove in the backseat of the DUO) ever participated in the contest. Seminole Lake Gliderport, Clermont, FL
soarfl@aol.com

March 13-15

Annual International Women in Aviation Conference, Opryland Hotel, Nashville TN. for information 740-452-6462

Monique Weil introduces herself:

Flying airplanes and gliders has been an important part of half my life. I received my glider rating at Skysailing in Fremont, California in 1966. Gliding stayed in the background for many years, its possibilities and joys barely realized, as I pursued advanced ratings, commercial, instrument, multi, CFI, CFII, MEI and ATP. After retiring from being a Social Worker for 30 years, I started working as a flight instructor – over 3,500hrs of instruction given – and as a Search Pilot and Check Pilot for the Civil Air Patrol (over 2,000hrs flown for CAP). I have flown over 6,000hrs in airplanes and over 1,000hrs in gliders.

For the past year I have been one of our NCSA gliding club instructors and was the only instructor all summer at Byron, California. I have found my own flying skills improving as a result of my teaching others – I discovered similar benefits when I started out as a power instructor and highly recommend teaching as a way of improving one's skills and increasing self confidence. I am almost as thrilled when I solo a student as the soloing student feels. I consider myself as slower than average in natural flying abilities and have had to work at developing my skills, unlike some of my students, who seem to have been born to fly, especially the younger ones..

High points in my soaring have been: discovering the thrill of wave flying in the Minden wave window, above 18,000'; my first soaring flights in the Sierras out of Truckee; participating in Carl Herold's cross-country soaring courses at Air Sailing, near Reno. For years I was a 'thermal hugger' and even now mostly tend to venture on a X-C on a good soaring day when I feel relatively sure of being able to return to my home base. I fly club ships and have no crew so plan only to land at good airfields if I have to land out. I look forward to soaring cross-country as the high point of the year's flying even though I tend to be slow and do not cover great distances. I have enjoyed meeting other women soaring pilots and flying at different sites and have tried to attend as many WSPA seminars as I could. I got my Gold Altitude at the first Women's Soaring Seminar held at AirSailing in 1985 and my Silver Distance at the Texas WSPA seminar in 1995. There are so few women in the gliding scene that it is a rare treat to be among women who soar. My Y2K adventure was treating myself to two weeks gliding in Australia with kangaroos forming a welcoming landing committee. . .

I have had a number of physical problems, fractures and surgeries and whenever I recover I am so happy to be still able to fly, realizing fully that I cannot go on flying for ever. Every time I fly I can't believe how lucky and privileged I am to be doing what I love to do. Flying has become so much a part of my identity that it is hard to remember the life before I took to the skies.

The History Making Flight of Olga Klepikova

One of the most successful glider pilots in history is Olga Klepikova of the USSR (now Russia), who on July 6, 1939, flew a distance of 465.532 miles (749 km) to set the World Single-place Distance Record. This flight broke the previous distance record made by her countryman Rastorgueff of 405 miles (652 km) in 1937 as well as Hanna Reitsch's Feminine World Record distance of 218 miles (351 km) made July 4, 1937. Olga's remarkable flight took place just prior to World War II so was somewhat lost in the events of history. Her World Distance Record wasn't broken until Dick Johnson's flight of 543,169 miles (874 km) on August 5, 1951, from Odessa Texas, to Salina Kansas. Olga's flight stood as the Feminine Distance Record until Adela (Ada) Dankowska of Poland exceeded the distance with a flight of 520,08 miles (837 km) on April 19, 1977.

In a 1976 letter Olga describes her record flight to the well-known German glider pilot Irmgard Morgner. Thanks to Irmgard Morgner who translated the letter from Russian into German and to Frauke Elber, who translated from German to English, the readers of Hangar Soaring can enjoy the story of this great flight.

March 20, 1976

Dear Irma

I enjoy receiving letters from younger people who also love the sport of soaring.



Olga 1939

You probably believe that I am still young; naturally I would like to be as would any athlete in the world. But, unfortunately I was already born in 1915. I started flying at age 18. I worked in a factory and without interrupting my work I completed my flight training at the Aeroclub. Then I worked as a flight-instructor and attended an advanced soaring school. Soaring fascinated me.

I practiced a lot, flew in any kind of weather and flew day and night. I participated in all the contests and air shows. I flew the first Women's World Distance record ever recorded by the FAI,- a flight of 152 km flown in a two-seater trainer.

Naturally these records didn't just happen. There were unsuccessful flights and disappointments. For a long time I actually was afraid to leave my home field and I feared off-field landings. To conquer that fear, several times I towed 30 km out and once the tow plane disappeared I tried to hang on to lift under

the clouds, but without success and I had to land in wheat or freshly plowed fields. Through this draconian measure I was taught to cut the umbilical cord to the home field. Slowly I gained the experience to choose the right fields and to find updrafts under clouds and in the blue.

Yes, soaring is interesting but also a challenging sport. After a while I had the opportunity to fly high performance sailplanes. I flew several records in the single seat "Red front-7" (RF-7). This glider was an excellent high performance machine. It thermalled well but was also certified for aerobatics. On July 1, 1939, I flew this sailplane a distance of 380 km and, thus, broke Hanna Reitsch's world record. But my dream was to bring the women distance record to par with the men's record. I just couldn't accept that, given the same conditions and the same equipment, women couldn't fly the same distances as men. This was just an excuse to show women's inferiority.

When I returned to Moscow after the above mentioned record flight, journalists asked me about my future plans and I answered boldly: "I want to bring the Women World Distance Record to the same distance as the men's." (Ed: there are not 'men's record' as such- just the 'general class records' which can be made by either gender but are predominately held by men.) This statement

considered just a young girl's dream. Yet, here hand and plans are carried out. Exactly a week exceeded the men's world record by 100 km. Richard Johnson broke it in 1951. (Ed: it stood Ada Dankowska from Poland broke it in a How did this flight happen? It was a Sunday. We moved the gliders out of the hangar and were develop when I remember a tow pilot saying:

him and replied: "Yes, I will land directly across the Moscow River, but I won't send a telegram the same night (there were no radios in the gliders yet and only very few telephones available.) You will think that I covered a long distance." We were all joking and nobody could foresee what was going to happen that day.

At 10 AM a R-5 towplane towed me to 1000m over the Tuschino Airport, which was near Moscow. Small cu's were forming under which I gained 500 m. The first 200 km I had to scratch in weak conditions and at one time the altimeter showed 150 m AGL. I already picked my landing field, but I didn't want to land. Then the vario showed zero sink and I circled at the same altitude for 25-30 minutes fearing to lose this little thermal.

Finally my patience was rewarded and I crossed the Oka River in 1000m. The weather improved and cu's were now popping everywhere. I now flew from cloud to cloud and ran out of map because I hadn't anticipated to fly that far. The last few kilometers were flown under blue sky. After 8 hours and 25 min I landed outside a village near Stalingrad (now Volgograd). And, who noticed my landing first? CHILDREN!

The people of the village gave me a hero's welcome, called a town meeting and slaughtered a pig in my honor. We all feasted royally.



Olga and Irmgard 1974

caused a lot of skepticism and was in Russia, dreams and actions go hand in later, on July 6, 1939, I flew 749.203 km and This record stood until the American as Feminine World Record until 1977, when Jantar).

were at the airport early in the morning, just hanging around waiting for cu's to "Today will be a long distance day." I teased

This distance record was not my last. In 1940 I flew a two-place world distance record of 450 km in a "Stachanowez". (Ed: this flight must have been in the Feminine category as a longer flight made in 1938 is still shown in the 1946 record list.) My dream was to fly the 1000 km (Ed: Doris Grove became the first woman to fly 1000 km in 1981). But then came the war.

Irmgard, you asked which airplanes I flew. All we had, and we had many. I was a test pilot and so was my husband. He died in 1962. I have two daughters, Tanja and Olja. Both are university graduates and are biologists. They have no interest in flying. I am retired now.

I salute all the young people, who choose such a beautiful, challenging sport. What is more beautiful than soaring like a bird?

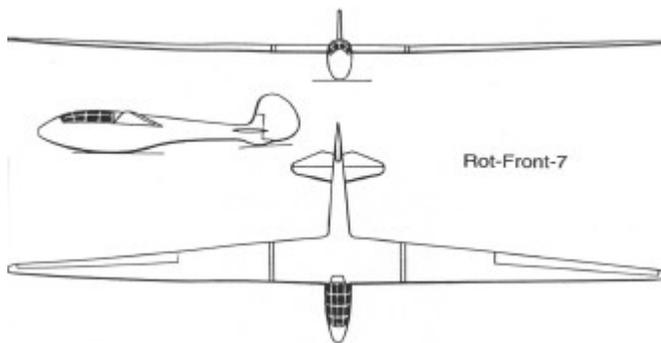
I wish the young people in Germany success at work and at soaring. Fly far and high in a peaceful sky and under strong cumulus clouds.

Olga

Note: as of this writing in 2001, Olga, now 86, is doing well. At the occasion of her 85th birthday, she flew in a sailplane and later participated in a sing-along and celebrated her birthday with Vodka. Olga presently lives in Kiev, Ukraine.

Sincere thanks to Fred Weinholtz, Germany who connected me with Irmgard Morgener and to Irmgard who made the letter available.

The airplanes:



Red Front-7 (RF-7)

The Red Front-7 was designed by the well-known Russian designer Oleg Antonov and was a high performance sailplane in its time.

Wingspan	16.24 m
Length	6.40 m
Height	1.40 m
Wing area	11.86 m ²
Ratio	22.2
Empty weight	245 kg
Gross weight without ballast	325 kg
Best L/D	30.5
Min. Sink	0.62 m/s
Landing speed	70 km/h
Max speed	250km/h

The RF-7 had a three part high mounted cantilevered, wooden wing. The wing center part had 2 spars, the outer wing one. Airfoil was the Russian R-111. Special care was taken in constructing the plywood fuselage. The canopy was aerodynamically fitted into the fuselage.

This glider was already equipped with retractable gear. A 120 l water tank for ballast was installed behind the seat. Unusual was the multi-usage of this sailplane. Not only was it a high performance glider but it also, because of its high wingloading, could be flown in advanced aerobatics.



The towplane R-5 was a powerful multipurpose airplane from Polikarpov. Max climb of the R-5: 6 m/s

I flew every single day for more than a week, practicing for the 500 km flight -- thermalling, final glides, using a GPS. Learning to fly a glider around waypoints on a moving-map GPS was harder than I had expected.

On Friday the Thirteenth of July, I took off from Minden at 11:46 to attempt a 500 kilometer task. I released at my remote start in the vicinity of Mt Como (Pine Nuts east of the airport) and gained altitude. After spending too much time soaring the Pine Nut Mountains, I flew east in search of lift. Not finding anything usable, I took a chance and flew south of Rosachi airport, intending to land there if I couldn't find lift. I finally caught a thermal at 9,000 feet and climbed back up where I belonged. Being low scared me, especially since I'd never landed out.

I then headed towards USMC Sweetwater and found excellent lift. On the way to Bodie Town, I flew through some rotor and lost altitude. I was so focused on finding a thermal near Bodie Town that I didn't try to reach the wave. Instead, I found a thermal north of Potato Peak and used it to regain the altitude I'd lost.

While thermalling, I calculated in my head the altitude I expected to lose during a round-trip glide to Bodie Town and back through dead air, something I'd practiced in the days leading up to this flight. I glided directly to Bodie Town and circled the waypoint on my moving-map GPS and then headed back to the "fur ball" that marked the thermal I'd left.

I climbed in the thermal, and headed back to Sweetwater where I climbed over 17,000 MSL and glided directly to the Pine Nut Mountains. This was a mistake. The air felt very smooth, and I didn't find a thermal until north of them. Just before reaching Tiger Field, my next turnpoint, I deviated towards a hill with a microwave antenna and found a good thermal. When I glided over to Tiger Field, I found an excellent thermal over the airport, a complete surprise. I really shouldn't have gone off course to find a thermal.

I made up some time by flying south through Smith Valley where there were many good thermals. I flew past Sweetwater at about 4:30 and headed directly towards Potato Peak. I found a strong thermal directly above Potato Peak. Then I glided to Bodie Junction and flew an extremely tight arc through the proper sector. It was such a tight arc, I had my moving-map GPS zoomed into the one-tenth mile scale and feared that I made too tight a turn. I decided it was worth the risk, because I'd practiced this and my hand-held GPS had sufficient accuracy. Even so, this wasn't comfortable.

Since I was in sink over the road junction, and hadn't gotten that much height out of the thermal over Potato Peak, it was imperative that I return immediately to that thermal or risk landing at Bridgeport. I used the ground track display on my moving map GPS to retrace my glide back to that last thermal. I quickly located it, climbed to the top and glided back towards Sweetwater. On the way, thermals were becoming weaker and more infrequent but I used them to preserve altitude.

I was 80 kilometers from Minden-Tahoe and still searching for a thermal that would give me final glide into Minden. Gliding a

couple of miles closer to Sweetwater brought me to an unlikely place. I found an awesome thermal under a dark cloud that quickly brought me to 17,000 feet MSL, more altitude than I needed to glide home. I was starting to feel tired, so flew too slowly through sinking air that surrounded the thermal, and lost nearly one thousand feet. Since I was still above 16,000 feet, and had plenty of altitude to reach my remote finish at Sunrise Strip and land at Minden, I continued gliding.

My hands and feet were becoming painful. Fortunately, the air was smooth enough for me to press only my right thumb against the stick to maintain an indicated airspeed of 65 knots. Approximately half an hour later, I glided around Sunrise Strip with more than release altitude. It was nearly 7:30 PM when I landed on runway 30 at Minden.

The only thing on my mind was whether the data was good. It was; and I saw just how tight I had circled around Bodie Junction. The GPS (set to record one sample every four seconds) had only a few data samples inside the bisector. Another concern was whether I'd entered the correct longitude and latitude for my turnpoints. I was uncomfortable with this, but the only good test would be to fly there, which is what I did.

I found the cockpit of the Mini-Nimbus to be very comfortable during the flight. That night, while I fell asleep, I was conscious of the nerve endings in my hands and feet. It felt like the nerves were buzzing. The feeling didn't go away until the following morning.

Friday The Thirteenth - My 500 Km Flight -

By Dale Pizzo

Meet Dale Pizzo, our latest Diamond Pilot



I started flying gliders in 1978 when I was sixteen years old. I flew with a local glider club for one summer and left the following year because I went to college. After graduating from college, I resumed flight training, soloing an airplane in 1992. It wasn't until 1997 that I soloed a glider at Estrella. Except for a trip to the Turf Soaring School for a Commercial glider rating, I've been flying out of Minden. Kathleen and Tony Sabino have been encouraging and supporting me the entire time I was working on my diamonds. I couldn't have done it without them. I was 38 years old by the time I completed the diamond badge. I logged my two hundredth hour flying a glider during my 500 kilometer distance flight. I don't have many hours in gliders, because I usually fly while on vacation.

I'm a Database Specialist for a large company.

Ratings Held: Commercial glider, airplane single and multi-engine land, instrument airplane, Private single-engine sea

Badges/Badge Legs Held: A, B, C, Bronze Badge, Silver Badge, Symons Wave Memorial 1, Gold Badge, Diamond Badge

My romantic husband gave me a Terra transponder for Christmas. Yes, it was better than a toaster. The Ka6CR at the time was in restoration of the lower hinge of the tailfeathers loosened in an enormous dust devil at Air Sailing the previous summer. At the same time we had a new canopy blown by Ray Pokette. By the time both tail, canopy and transponder were installed and we had driven it back to Reno from Seattle it was mid-summer and I had not yet flown gliders though I had put in about 50 hours in my Tiger.

I went up in the club 2-33 with a CFI-G and we had four flights with two rope breaks. I took the 2-33 for a short solo and then climbed into the Ka6. I spent some time familiarizing myself with the cockpit and noted again that the tow release was below the transponder on its rather limp cable and now out of sight. I pointed it out and said I thought that might be a problem so a red string was tied to the transponder to hold the tow release handle and to help remind me where it was. Because I am very short, under 5' tall, I sit very forward with cushions and parachute in order to have good contact with the rudders.

I had the usual first-of-the-year flight butterflies when we took off. It was the normal direct crosswind take off with high turbulence on the tow. We made a left 270 off the end of the runway then headed towards the Dogskins, our local ridge. The wind was from the West and the turbulence got greater as it spilled over this ridge. Uncomfortable with my position and under the more than usual stress of tow I released and started a right hand turn. I looked to my left to check for the towplane and saw it now slightly below me and the tow rope still attached. I pulled again and all of a sudden couldn't see. In a matter of seconds several things happened: I thought the glider had failed so I released my seatbelt. I started to push myself up when I glanced at the air speed indicator. I was at 70 knots and the plane was still flying, so I eased myself back down into the seat. I glanced left and all I saw was a blur but it was the towplane and still attached. I reached and pulled the tow release hard, twice, then looked to my right and saw a fuzzy brown triangle at my 5:00.

The canopy had departed, taking with it my glasses and my beloved Air Sailing hat. It was only at this point that I realized what had happened. I was at 1500 feet and with only one chance to land. I pulled spoilers and made a left 270 with lined me end up on a dogleg to runway 03. I put it into a severe slip and made the best landing of my life, stopping in my usual spot on the runway.

I sat there for a few seconds while Pam Sutton walked over to me. I climbed out and burst into tears. Everyone thinks it was from the stress of the event, but for me it was for the loss of my beautiful new canopy and the end of what was going to be a very promising second season in my very own glider.

Terry Duncan, a while later, offered her Libelle to my husband and as we were looking at it offered for me to take a ride in it. I'd never flown single seat glass. It was wonderful. I'll always be grateful for her helping me "get back on the horse"

and to Pam for being there.

My husband watched the release but hadn't known what happened until he saw my landing and realized my long hair was streaming behind my head.

**You lose some things,
you gain some things
by
Neita Montague**

In retrospect I realize several things, the most important being muscle memory. The tow release for the 2-33 and the Canopy release of the Ka6CR are in the exact same positions forward and just under the canopy,

center. I had just practiced five tow releases in the 2-33 using that position.

The transponder installation was problematical. There was no other place to put the enormously long transponder, but weighing the dangers of mid-air collision with commercial traffic into Reno and the inconvenience of the tow release below the transponder it was a toss up. We should have found another solution. Of course the best solution would be the production of the smaller transponder which has "been in production" for years and years and (talking to those in the know) still far from being on the market.

I now practice moving my hand from the trim to the tow release to the spoiler handle many times prior to take off and from trim to tow release during the take-off roll. Karol Hines gave me a thingy to hold on my glasses and I wear it whenever I am flying. And I also carry a spare pair of glasses in my fanny pack clipped to my parachute and within easy reach while in the cockpit.

Neita Montague lives in Connecticut but flies out of Air Sailing Gliderport, 25 miles north of Reno, Nevada in her new-to-her Libelle 301. She also flies power and has a Grumman Tiger based in New Haven, CT.

Scholarships for Women

The SSA has found an excellent resource for women pilots wishing to further their education - both in the classroom and in the air. Women in Aviation, International (WAI) has scholarships available in the collective amount of over a quarter million dollars. The scholarships are for studies in engineering, general, flight and aircraft maintenance. If you are interested WAI can be contacted on their website at Women in Aviation Scholarships. Applications must be can be downloaded from the website or obtained at 937-839-4046.

<http://www.women-in-aviation.com/Education/>
check this site too:
<http://www.ninety-nines.org/aescha.html>

Mailing address:

The Ninety-Nines, Inc. International Headquarters
Box 965, 7100 Terminal Drive
Oklahoma City, OK 73159-0965

A letter from a World Champion

I recently exchanged letters with the editor of "Sailplane and Gliding", the British soaring magazine, to get permission to copy the article on the Lithuanian Women World Championships. As a result I got an e-mail from Gillian Spreckley current 15 m World Champion.

"I run a gliding club with my husband, Brian Spreckley, called The European Soaring Club. Our web site is

www.soaringclub.com

Basically we roam around Europe mostly looking for top gliding sites where facilities do not already exist for soaring. We have a tow-plane and a fleet of 8 gliders. We aim at pilots beyond Bronze 'C' standard right up to National Team Training camps. We currently fly mainly in Spain.

I assume you are publishing in the States? If so, it may be worth mentioning that there was no American Team at the Women's World Championships in Lithuania, and it would be a shame not to see a Team at the next event in The Czech Republic in 2003. To that end I would like to write something in the future to tout for business in America!! We need to drum up some enthusiasm for the Women's Worlds in one of the world's top soaring nations.

I am currently in Mafikeng, South Africa, the site of the forthcoming World Championships. The European Soaring Club has been running expeditions here since 1995, and we have flown many National & World records as well as the elusive 1000km diploma. Let me know if you need any information from hereabout the Worlds....

Kind regards
Gill

Gill and her husband Brian are the first married couple winning World Championships

Meet WSPA's newest overseas member:



Roberta Fischer- Malara

I was born in Milan, Italy, some years ago. Moved to Varese where I attended high school and met a nice guy who has been my husband for 22 years now. Graduated in Political Science but ended up becoming a professional translator specialized in aviation subjects both because I like studying languages and airplanes.

I live with my husband between Varese and Tuscany at present. I love animals very much (I have 15 cats, 2 dogs and a rabbit). I flew sailplanes for a few years in the past, but gave up because of lack of time.

Have been the international editor of Volo a Vela, the magazine of the Italian glider pilots for over ten years.

Happy Holidays



GINI DULANEY CAMPBELL March 5, 1922 – AUG.15 2001

The following story was sent by John Roake, editor of "The Flying Kiwi"

Rod Dew, Sports Editor for the Christchurch Press recently wrote a story about Gini Campbell, who died in Hawaii last month. When I started gliding, Gini was a revered name on the South Island gliding scene, a woman with vast experience, a woman who owned her own sailplane, the then highest performer in New Zealand.

I met her on several occasions and there is no doubt she was a pilot of exceptional ability, but a woman who kept very much to herself, and a woman who was ecstatic about soaring. Rod wrote

Former world gliding record-holder and World War II WASP test pilot, Virginia "Gini" Dulaney Campbell could fly anything - as long as it had wings. That was always the view of her contemporaries as they watched her reach for the sky in an age when women in the pilot seats of aeroplanes were rare.

The personable and attractive Gini Campbell was as much at home piloting a four-engined Flying Fortress on target-towing duties in the United States during World War II as she was soaring in her own Schleicher Ka6 sailplane over Mount Cook in the 1960s.

Mrs Campbell died this month at Straub Hospital in Hawaii. She was 79.

For more than 20 years, Mrs Campbell lived in Christchurch after her husband, Clyde Campbell, became managing director of Firestone at Papanui in 1959.

They brought with them to New Zealand a high performance Ka6 glider from Germany, at the time one of the finest single-seaters in the world. As an active member of the Canterbury Gliding Club, Mrs Campbell attended many camps at Omarama and always recalled with a special delight some spectacular soaring flights over Mount Cook.

When Mr Campbell retired in 1980, the couple moved to Hawaii but retained their holiday home in Blackwood Bay in Queen Charlotte Sound. Since then, Mrs Campbell and her husband had the best of both worlds - living the winter months in Hawaii and spending the down-under summers at Blackwood Bay.

An old World War I Waco provided Mrs Campbell's introduction to the world of aviation when she was only 16. Neither the plane nor the pilot had a license so it was flown off farm fields - until the engine failed and the Waco was forced to land in a paddock. When war broke out, she was already an experienced pilot. "The only thing I knew how to do was fly, so I thought I had better do it," she once explained. "I became a WASP (Women Airforce Service Pilot) and graduated to being a test pilot." She tested repaired C-78 "Bamboo Bombers" at Stockton before moving to Las Vegas to fly twin-engined B-26s and the Flying Fortress in target towing exercises. After the war, Mrs Campbell and her husband spent three years in Brazil, and then three more years in Sweden before a move to Hamburg, Germany, opened up new flying horizons. The Germans were restricted to gliders after the war and Gini quickly became fascinated with unpowered flight. Under the guidance of world champion Heinz Huth, she achieved her Gold C badge and two diamonds (flights of 500km and 300km out and return). She set two women's world records - a goal flight of 327km from Hamburg to Terlet in Holland, and a 28,000ft height gain over the Bas de Alps, about 90km north of Nice. "And because they broke records set by Hanna Reitsch (Germany's most famous pilot) they made me a national heroine, with my name on all the front pages," she later recalled.

"My husband decided, if you can't join them beat them; he became a glider pilot too." After five years in Germany, the Campbells moved to Christchurch and brought their glider with them.

Virginia "Gini" Dulaney Campbell, was born March 5, 1922, in Akron, Ohio, and died at Straub Hospital, Honolulu, Hawaii, on August 15, 2001.

She is survived by husband Clyde, daughter Cristina (Hawaii), son Kim (Auckland), five grandchildren, and one great granddaughter.

Gini was the second American woman receiving a Silver badge (#300 in 1958) and the second woman achieving a

New Book

"**Vantage Point**" by Ken Libbey, www..universe.com 2001, (soft bound) available at amazone.com \$ 15.95

What do you get when you mix historical facts, real and fictional persons and add a love story: **historical fiction.**

This book plays to the background of WWII and features Nancy Love (founder of the WAFS – Women Auxiliary Ferry Squadron) and Jaqueline Cochran's WASP – Women's Auxiliary Service Pilots and numerous other historical figures. The background is very well researched and anybody who likes to learn about history but hates the dry class room presentations will enjoy this book