



# Hangar Soaring

November 2011

THE OFFICIAL PUBLICATION OF THE WOMEN SOARING PILOTS ASSOC.  
[www.womensoaring.org](http://www.womensoaring.org)

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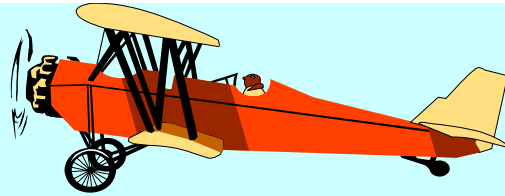
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2012 FAI Young Artist Contest



**2012 WSPA Seminar**

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

**2013 WSPA Seminar**

Moriarty, NM  
July 8-12, 2013

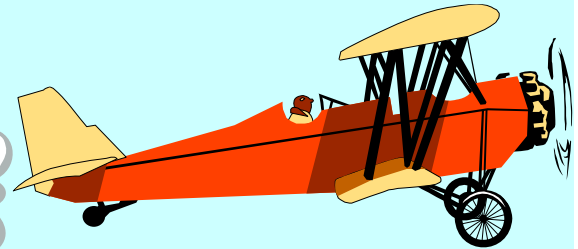


Photo: Frauke Elber

Soaring 100: Four young ladies having a look at Gary van Tassel's PW5. Will any of them ever become a gliderpilot?

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

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## Badges

(reported through October 2011)

**Diamond Goal**  
Jayne Reid, SC

**Gold Badge**  
Jayne Reid (#2617)

**Gold Distance**  
Jayne Reid, SC

**Silver Altitude**  
Marye Anne Read, NV  
Marianne Guerin, CA

**Silver Distance**  
Marianne Guerin, CA

**Bronze Badge**  
Audrea Luethi, FL

**C Badge**  
Audrea Luethi, FL  
Maja Djurisc, CA  
Patricia Wagner, IL

**B Badge**  
Joan-Alice Burn, DE  
Stephanie Luongo, NV  
Patricia Wagner, IL

**A Badge**  
Joan-Alice Burn, DE  
Elizabeth Collins, CA  
Stephanie Luongo, NV  
Megan Hart, IL

**NATIONAL RECORDS APPROVED**  
Sarah Kelly Arnolds, Dianna Fleming

**General OPEN CLASS MULTI-PLACE**  
Free Out and Return Distance; 118.98 mi  
Free Three Turnpoint Distance; 218.03 mi  
Three Turnpoint Distance; 199.41 mi

**STATE RECORDS APPROVED South Carolina**  
Jayne Reid; DG808

**Feminine OPEN CLASS**  
Free Triangle Distance; 198.8 mi  
Triangle Distance; 197.1 mi  
Distance up to 3 Turnpoints; 171.5 mi

Free Triangle Distance; 198.8 mi  
Triangle speed 300km; 43.5 mph

## Feminine SPORTS CLASS

Triangle speed 300km; 37.9 mph

Triangle Distance; 171.5 mi  
Distance up to 3 Turnpoints; 171.5 mi

Free Triangle Distance; 173 mi  
Free 3 Turnpoint Distance; 173 mi

## Feminine OPEN CLASS SINGLE PLACE

Free Triangle Distance; 181.5 mi  
Free 3 Turnpoint Distance; 193.3 mi

## Feminine SPORTS CLASS

Free Triangle Distance; 159.7 mi  
Free 3 Turnpoint Distance; 168.7 mi

## OPEN CLASS SINGLE PLACE

Free Out and Return Distance; 147.9 mi

## SPORTS CLASS

Free Out and Return Distance; 128.7 mi

## Feminine OPEN CLASS SINGLEPLACE

Free Out and Return Distance; 147.9 mi

## Feminine SPORTS CLASS

Free Out and Return Distance; 128.7 mi

\*\*\*

## 2011 OLC TOP PILOTS

22 women posted their flights on OLC

**Longest flight;** 606.15 km:  
Sarah Kelly Arnolds in Ventus 2  
**Most km flown;** 6618.71 km:  
Sarah Kelly Arnolds (21 flights)  
**Most flights posted;** Neita Montague (53 flights, mostly instructional flights)

\*\*\*

## ADVANCED RATING

**Laurie Harden**, Commercial Glider rating.  
Laurie now can fly with her customers at SoaringNV

## CONGRATULATIONS

**Marianne Guerin**, winning the Pacific Soaring (PASCO) Silver Award for distance.



## From the editor

The months following the last newsletter were rather busy for me. First we had an event here in Virginia we never thought would happen: an earthquake, measuring 5.8 on the Richter scale. I was lying down to rest for a while, when my bed suddenly started a rolling motion and the house made unusual squeaking sounds. People were so astonished and obviously panicky that both the phone system and the Internet were instantly overloaded and broke down. Our area did not encounter any damage. The nearby nuclear power station had a precautionary shut down. Other parts of Virginia were not so lucky.

A few days later hurricane Irene approached and a full hit was predicted for the Mid-Atlantic coast. I left, drove to the mountains and stayed with our son for a week. Although it was a noticeable hurricane when it hit here, it was no comparison to hurricane Isabel in 2003 that caused a lot of damage.

Barely home from my involuntary exile, we activated the motor home and drove west again to the Region 4 South contest in New Castle. Because of inclement weather it turned into a non-contest and we returned home a day earlier than planned.

Two days later I took off for Germany mainly to attend a 50<sup>th</sup> college reunion, but also visiting some soaring friends and family. For the first time in more than 40 years I visited the gliderport where I spent my early soaring years. I returned on October 18 and immediately repacked my suitcase and off we went to the Soaring 100 festivities in Kitty Hawk. Pat Valdata will report about the four days we spent there. Colleen Koenig, Mark Hawkins and Colleen's children Nyla and Kasey visited us for a week following the Kitty Hawk events.

Finally, settling back into the old routine I discovered that in the mean time the Sarah Fund had grown to over \$6000, most of the money coming from Sarah supporters down South. While in New Castle I questioned some former team members and team captains about the costs involved for a pilot participating in a World Championship. From all I got the same answer: "When the Worlds are in an overseas country, the costs for a pilot run about \$15 000. The US Team Fund can contribute about \$4000." Our successful fund drive will make it possible for Sarah to attend the pre-worlds this winter in Argentina.

Thanks to all WSPA members who helped to make this fund drive such a huge success. I still accept donations to the fund.

A Happy Holiday Season to all

*Frauke*

## WANTED

Room mate at the 2012 Convention

*Frauke*

## Welcome new members (added at the 2011 Seminar)

Michael Cehand  
 Craig Gorowsky  
 Greg Hodgins  
 Jennifer Hunt (our scholarship winner)  
 Robert Lindeman  
 James Lyne  
 Paul Moffett  
 Karen and Mike Morgan  
 Ngan Nghiem (gave a \$500 scholarship to seminar)  
 Chuck Schroll (said he'd come to Chilhowee to help out. He's a CFIG)  
 Sheena Stogsdill  
 Elke Fuglsang\_Petersen, CO  
 Diana Roberts, NM  
 Daniel Rovey



## President's Message

One of the great things about our seminars, besides the excellent training and the socializing with other enthusiastic members, is that these events energize us for the rest of the season AND for the coming year. Right now your Vice President, Maja Djuricic, who also serves as your Seminar Coordinator, is working on the registration for our 2012 Women Soaring Seminar in Chilhowee, TN, home of Sarah Kelly who will go on to the Worlds competition in 2012. Before she leaves for Argentina, Sarah will be our Host for the 2012 Seminar and has great plans for cross country, ridge, badge and OLC lectures and training to advance your skills. Maja is also working on the 2013 Seminar which will be in Moriarity, NM. Our contact there is Connie Buenafe.

Wherever you live, start planning on coming. Attending both of these seminars will be a way for you to advance your soaring in a very short period of time. Concentrated training among supportive like-minded people is exhilarating. Just ask those who attended the 2011 Seminar in Tucson! Look at the photo of our attendees and you can see the joy in their faces of being a part a very special event. Each seminar is designed to help YOU advance, to help move YOU towards achieving your soaring goals. So, mark your calendars and look for the registration form on our website each January. **Register ASAP for 2012.**

At the Tucson Seminar the Anne Morrow Lindbergh Trophy Committee was re-formed. The AML Trophy was an idea of our first WSPA President, Sharon Smith. She "...wanted to encourage women to fly cross-country. I started a challenge grant of \$250 to be matched to pay for the trophy and to support it. Helen Dick immediately matched the whole thing. We also received a few other contributions. I asked Jane Jacobs, an artist and Ken "Jake" Jacob's husband to design the trophy. She wouldn't take any money for it, not even the materials. Jake built the wooden base as well as the carrying case. He refurbished the case once."

The new committee, made up of Gretchen Gibbs of Tucson and Diana Roberts of Colorado, needs a few more members. Email me to join them for a fun committee whose work doesn't take up a lot of time. I've tasked this committee with updating the trophy rules which you will find on our website under "About the WSPA", then click on "Anne Morrow Lindbergh Trophy". And remember, YOU could have your name on this trophy, to be awarded at the Moriarity Seminar in Summer 2013. The rules state that **"The contest runs from March 1 through the last day in February of any given calendar year"** and because we did no advertising for 2012, we will begin our "contest" for the 2013 trophy award on March 1, 2012. So start reading up on cross country flying; get your instructor to work with you early in the season; find a cross country mentor, and GO FOR THE TROPHY! It would be exciting for us all to see many applications this coming year. And with OLC to help you review your flights (and to actually see the quality of your thermaling or ridge soaring), you should be able to fly farther this year than you ever have before!

*Neita*

## Past winners of the Anne Morrow Lindbergh Trophy

Neita Montague would like to add, where the flights were flown

1987 - Mary Hunt  
 1988 - Julie Schneider  
 1989 - Ducky McEwen  
 1990 - Eulalia Nichols  
 1991 - Julie Schneider  
 1994 - Pat N. Spears (D)  
 1995 - Pat N. Spears (D)  
 2002 - Dale Pizzo  
 2004 - Kathy Fosha  
 2005 - Sarah Kelly  
 2006 - Kathy Taylor  
 2007 - Kathleen Winters (D)  
 2008 - Anna Laura Geusen, Germany



Thanks to the following sponsors make it possible for Sarah Kelly Arnold to fly in the World Championships in Argentina..

Laurie Harden  
Bertha Ryan  
Martha Hudson  
Gerry Whitson  
Elaine Carlson  
Charlotte Taylor  
Peter Selinger  
James Wallis  
Mary Rust  
Ed Bransford  
Jerry Hoard  
Tim Larsen  
Robert Richard  
Lucas von Atzingen  
Elliott Middleton  
Steven Johnson  
Maryann Hutchinson  
Robert Richard  
E. Roger Jones  
Steven E. McDonald  
Joachim Schneibel  
Dieter Jaeger

Maja Durisic  
William Lauer  
Monique Weil  
William Reisman  
Leah Condon  
Connie Buenafe  
Phyllis Wells  
Frauke Elber  
Anonymous  
Marita Rea  
Steven M. Sliva  
Kate Porter  
Nelson W. Willis  
Robert L. Davis  
Dianna Fleming  
Alfred Hernandez  
Bob Kulo  
Lucy McKosky  
Roger Sommerville  
Bill Drudy  
Fernando Silva  
David John Watsham  
Mark Hawkins / Colleen Koenig  
Owen L. Banks  
TSS picnic

As of November 14, the Fund stands at \$6225.00

## A letter from Australia

Nice to hear from you! We had a wonderful time at Uvalde and can't wait to get back next year. There is a chance that we will come early enough to get to the next women seminar.

We are still having trouble finding a glider for the Worlds. We have tried every avenue and still have drawn a blank. It makes it difficult because we can't organize our program and airfares until we know where the glider will be for us to pick up. I sent an email to every 15m glider owner in the US earlier this year. I am planning on doing that again on the off chance that something has changed. Any ideas on who we could contact?

Cheers  
Lisa

**Editor's note:** Both, Lisa Trotter and her husband are flying in the Worlds in Uvalde and are looking for 15 m Class planes to rent.

When you know anybody who can help please contact me at [f\\_elber@yahoo.com](mailto:f_elber@yahoo.com)



## ROVING WSPA MEMBERS

**Neita and Mark Montague** flew to Germany and visited the Geusen clan in Cologne. They also paid the Wasserkuppe a visit.

**Frauke Elber** also went to Germany (mainly to attend a 50<sup>th</sup> college reunion) and visited with WSPA members Peter Selinger in Stuttgart and Anna and Joachim Schippers in Switzerland. She also visited the Dahlemer Binz, the gliderport where she learned to fly also almost 50 years ago.

**Colleen Koenig and Mark Hawkins** spent a few days with **Val Paget** and her husband at the Outer Banks of North Carolina. All four dropped in on the Soaring 100 celebration. Following the celebrations, Colleen, Mark and Colleen's children spent several days in Newport News with Wolf and Frauke.

**Elke Kleber** attended the 100 years celebration on the Wasserkuppe in Germany this summer. After the 2<sup>nd</sup> World War, Elke's father was the first flight instructor at the Wasserkuppe in the post war era.

The following WSPA members were in Kitty Hawk: **Frauke and Wolf Elber**, **Pat Valdata and husband Bob Schreiber**, **Margarett Roy** (Except for Bob they were ground crew during the Soaring 100 celebration). **Mary Cowie**, her husband and son were active participants in the fly-in. Mary flew the historic Grunau Baby back to Manteo on the North Carolina main land. **Cindy Brickner and Dianne Black Nixon** were in Kitty Hawk for the SSA Executive Board meeting. **Susan and Al Simmons** also dropped briefly in.

**Ulrike Franz** is on a lengthy back packing trip in South America. See her blog <http://uinsouthamerica.blogspot.com>



On October 24, 1911, Orville Wright soared in his fabric, wood, and wire glider for 9 minutes and 45 seconds over the sand dunes of Kill Devil Hills, North Carolina, setting a world record that would last for ten years.

One hundred years later, WSPA members were among the soaring community that gathered at the Wright Memorial National Park in Kill Devil Hills and Jockey's Ridge State Park to commemorate that soaring flight. Frauke Elber Friday, October 21, to act as docents for static display. Margaret Roy took over the Marita Rea, went to the Wright Memorial temporary sailplanes landed just yards away from where the Wright Brothers took the world's first powered aircraft flights in 1903. They returned to powerless flight to solve some control problems. This resulted in the above record flight. The WSPA volunteers who were impressed by the variety and took place on Sunday, but unfortunately anniversary—because of rain showers and

Wolf Elber was also on hand to take photos and staff the video display that showed the Wright Brothers' accomplishment. The five of us were among dozens of volunteers who were there to support the celebration. We were treated to breakfast, lunch and snacks every day, and given long-sleeved T-shirts for our efforts (which were the same beachfront hotel, and took advantage of the gorgeous weather to walk the beach every day, and even stroll in the surf. which was warm, even at the end of October also at the celebration, and Mark Hawkins and Colleen Koenig brought their family to view the activities. Val Paget and husband Al Black Nixon were there, too, but spent much of their time in the SSA board meeting.

Of course, there were lots of speeches and an entire symposium on the development of soaring, as well as a picnic, buffet dinner, and a pricey gala, although none of the WSPA crew attended that last one. Also this year's Barnaby lecture was held during the celebrations.

The very best part was watching all the gliders turn final with the right Memorial in the background, and then roll out in front of the crowd, making spot landings so their crews wouldn't have a long schlep to the static display.

They were a beautiful demonstration of how sailplanes have evolved from the 1930s to the present. The Grunau Baby, with its open cockpit and British Royal Navy colors, was a crowd favorite, but each one was a beauty in its own way. None of the sailplane pilots in the show were women although Mary Cowie flew the Grunau Baby back to Manteo.

Jayne Ewing-Reid towed every one of them every day, making a few flights from the other side of the trees at First Flight Airport, and the rest from Manteo, about five miles away. Way to go, Jayne

### WSPA Celebrates the First Soaring Pilot in the U.S.

By Pat Valdata



Photo: Wolf Elber

Grunau Baby piloted by Lee Cowie, Sr. coming in for a landing

memorate that soaring flight. Frauke Elber Friday, October 21, to act as docents for static display. Margaret Roy took over the Marita Rea, went to the Wright Memorial temporary sailplanes landed just yards away from where the Wright Brothers took the world's first powered aircraft flights in 1903. They returned to powerless flight to solve some control problems. This resulted in the above record flight. The WSPA volunteers who were impressed by the variety and took place on Sunday, but unfortunately anniversary—because of rain showers and

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1931	Schneider Grunau Baby IIB
1943	USAAF TG-2 (Schweizer SGS 2-8)
1947	Schweizer SGS 1-21
1948	Schweizer SGS 1-23D
1948	EoN Olympia Mk II
1955	Schweizer SGS 1-26A
1963	Schleicher Ka-6E
1968	Glasfluegel Libelle H201B
1978	Schleicher ASW-20C
1979	Schleicher ASK-21
1993	Schempp-Hirth Duo Discus
2000	Schleicher ASG-29
2000	DG808B Motorglider
2011	Phoenix Motorglider

The list of sailplanes flown



Pat and Frauke at work

Photo: Melaine Marcels



Susan Kilarain  
Former NASA  
Astronaut



They taught us to fly

Photo: Frauke Elber

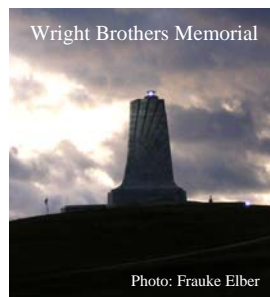


Statue of Liberty

Photo: Frauke Elber

Fly-By

Photo: Frauke Elber



Wright Brothers Memorial

Photo: Frauke Elber



Wright Brothers' glider replica (uncovered)

Photo: Wolf Elber

Located on BLM land, at the end of a long dusty road in the desert NW of Tucson, Arizona, is El Tiro Gliderport, home of the Tucson Soaring Club and the location for the 2011 Women Soaring Seminar. It was an ideal location for the 25<sup>th</sup> anniversary of WSPA, for it was at this very spot, 25 years ago that WSPA was formed.

As I approached the gliderport, I thought back 25 years. I thought of the excitement I felt of meeting other women glider pilots and of experiencing soaring in a very different environment. Yes, I was there 25 years ago and now it was truly *de javu*. At first glance, everything looked the same, but over the next 5 days I would come to realize how much everything had changed, for the better. A high powered generator, an extensive fleet of well maintained gliders, enough parachutes for everyone, the latest GPS equipment, flight calculators, transponders, and a modern kitchen were all evidence of a club that had worked hard to build a first class glider operation.

The members of that club were our hosts. They volunteered their time and energy to make sure we had a good experience. WASP President, **Neita Montague** has wisely appointed Vice President, **Maja Djurisc**, as our seminar coordinator. Maja worked closely with TUSC members **Kate Porter** and **Greg Hodgins** in planning the seminar. While Greg worked on logistics, Kate recruited over 60 club members to help in a variety of ways. For example, club member **Gretchen Gibbs** designed the seminar logo and **Mike Cehand**, a professionally trained chef was in charge of food preparation.

The 13 women who attended the seminar came from a variety of soaring backgrounds. They were thoughtfully assigned to the gliders and instructors who could best help them meet their goals. Once checked out, experienced pilots were allowed to go solo. **Elke Fuglsang-Petersen**, from Germany presently living in Colorado, flew a Standard Cirrus during the seminar and Maja advanced to solo flights in the PW5. Student pilots **Jennifer Hunt** and **Kim Rendek** were introduced to a variety of new experiences as their instructors showed them how to thermal, fly cross country, and do precision landings. Jennifer had never gained more than 200 feet of altitude in a glider. At the seminar she gained over 10,000 feet!

One of the very first lectures was on the proper use of parachutes. Master Rigger, **Michael Morgan** demonstrated how to wear and use a parachute. Each woman had to don a parachute, strap into a glider

and then quickly unbuckle and exit the glider in a simulated emergency. It soon became obvious how difficult a task that is. It was a valuable lesson. For the remainder of the seminar the women wore their parachutes with confidence. Fortunately, no one had to actually use their chute.

**Neita and Mark Montague** trailed their ASK-21 from Air Soaring, Nevada, to El Tiro and generously gave instruction throughout the seminar. Neita and I had two very fun flights in which we tried to locate all the landmarks around El Tiro that were used by the local pilots. Although we never ventured more than 10 miles from the gliderport, we were able to log 60 and 70 miles flights.

Elke took Gretchen on a long cross country that included flying close to Kitt Observatory and a sacred mountain on the Tohono O'Odham Nation Indian Reservation. **Sheena Stogsdill** impressed all of us with her skills as a glider pilot and tow pilot. She is 21 years old and is studying to become an airplane mechanic. One day she took Maja on a cross country flight that lasted until sunset.

Club member, **James Lyne**, was available for aerobatic flights which many of the women tried.

**Marianne Guerin** was especially anxious to try unusual attitudes which will help her when she returns to her home glider port (Williams Gliderport in northern California) to fly her LS-8.

We were all thrilled to see **Andy Simpkins** again. Andy, a former WSPA Board member, had not been to a seminar since 2009. She quickly got caught up on all the news and then enjoyed flying with Neita. At the end of the seminar her interest in soaring was rekindled and she promised to "get back into it" once she got to her home gliderport near Phoe-



**Top row: Left to right:**

Elke Fuglsang-Petersen, Greg Hodgins, Karen Morgan, Diana Roberts, President Neita Montague, Kate Porter, Mark Montague, Andy Simpkins, Kate Rendek (Mid-Kolsland Scholarship Winner), Chuck Schroll, Jennifer Hunt (Tucson's Ngan Nghiem Scholarship Winner), Mike Cehand.

**Bottom row: Left to right:**

Phyllis Wells (Scholarship Chair), Connie Buenafe, Sheena Stogsdill, Gretchen Gibbs, Maja Djurisc (VP and Seminar Coordinator), Marianne Guerin,

nix.

**Connie Buenafe and Diana Roberts** delighted everyone when they flew into El Tiro in their beautiful silver Cessna 140. They had flown 400 miles from Moriarty NM where they are both active in the Albuquerque Soaring Society. They enjoyed flying the ASK-21 with Neita and visiting with all the pilots who hung out on the shady deck. Since the 2013 seminar will be held at their gliderport they were soaking up as much information about seminar planning as they could.

Throughout the seminar were meaningful lectures on emergency procedures, weather, and contest flying. The seminar banquet was held Saturday evening on the spacious club house deck. A scrumptious Mexican dinner was provided by caterers. Seminar participants mingled with club members for a fun evening punctuated by an errant generator that

kept us in the dark some of the time. None of this fazed our speaker, former astronaut, **Don McMonagle**, who entertained us with his stories of space exploration.

The WSPA business meeting was held on Friday evening. Neita presided. I gave a report on the 2011 scholarship winners (see article elsewhere in this newsletter). Neita announced that all future scholarships (except the Mid Kolstad Scholarship which is for \$1500) will be for \$750, an increase of \$250.

Because of the current, more accurate ways of recording flights, it is necessary to update the criteria for the **Anne Morrow Lindbergh Trophy**. No trophy will be given in 2011 or 2012, while a committee revises the criteria. **Gretchen Gibbs, Arizona, and Dianna Roberts, New Mexico**, will serve on the committee. They are being asked to have the criteria available to WSPA members by March 2012. Pilots may submit flights made during the period from March 2012 to February 2013 to be eligible to receive the trophy at the 2013 seminar. The trophy recognizes the longest flight made by a WSPA member during a given time period. Because of the size of the trophy, all future winners will receive a printed certificate and the actual trophy will be kept at the Southwest Soaring Museum in Moriarty NM.

Although the winged goddess was on display throughout the seminar, the limerick contest was not held, due to lack of time (we were all too busy flying!).

In closing the meeting, Neita thanked all those who helped make the seminar a success. This included the over 60 club members, most of whom were anonymous, working behind the scenes. Those we could identify were: **Kate Porter and Greg Hodgins** who planned and executed the seminar, **Gretchen Gibbs** who designed the seminar logo, **Mike Cehand and Karen Morgan** who prepared our food, **Michael Morgan** the parachute expert, and **Paul Moffett** who donated money to help with seminar expenses. Local pilots and instructors were: **Chuck Schroll, James Lyne, Craig Gorowski, Daniel Rovey, David Lowe, and Mike Stringfellow**. A TUSC member whom we never got to meet (**Ngan Nghiem**) donated a scholarship for the seminar. WSPA member, **Laurie Hardin** of Soaring NV gave a monetary grant before the seminar to help with advertising in aviation publications such as the "Pacific Flyer". Kim Rendek's father, **Pete**, was our official seminar photographer.

THANK YOU, TUSC FOR A GREAT SEMINAR!

## 2011 WSPA SCHOLARSHIP WINNERS

The Scholarship Committee is happy to announce that three scholarships were awarded to WSPA members this year. **Cecilia Stebbins** received **Sky Ghost Scholarship** to help her obtain her Private Pilot Certificate. Cecilia is 16 years old and flies with the Soaring Society of Spokane. The club has included her in a variety of activities, such as recovering their tow plane. She sees soaring as a starting point for a career in aviation.

**Jeanne Pittensberger** is an instructor at the soaring club in Waynesboro, VA. While she enjoys teaching primary students, she longs to try cross country and contest flying. With the encouragement of her fellow club members she entered a 1-26 "Fun Regatta" last year. That made her even more determined to try contest flying. With the help of the **WSPA Competition Scholarship**, Jeanne competed in the 2011 1-26 Nationals held in Indiana. Unfortunately the weather did not make for good contest flying, but Jeanne said she still learned so much from the experience.

**Kim Rendek** is flying at Arizona Soaring at Estrella Airpark near Phoenix, AZ. Her father, who is a commercial glider pilot is her biggest fan. Kim has gone with him to many airshows and has watched as he advanced through his glider ratings. Now is her turn. As she nears the end of graduate school she is able to devote more time towards obtaining her Private Pilot License. Kim enjoys being part of the soaring community and sees soaring as a life long hobby. She will use the **Mid Kolstad Scholarship** to complete her lessons.

In addition to these scholarships, WSPA was also able to award a scholarship to **Jennifer Hunt** to attend the 2011 Women Soaring Seminar. That scholarship was made possible by a donation from Tucson Soaring Club member, **Ngan Nyghiem**. Jennifer is a beginning student at Evergreen Soaring Club in Arlington, WA. Jennifer took advantage of every opportunity to fly at the seminar in Tucson. She gained so valuable experience. When she wasn't flying she was hitting the books in preparation for her knowledge test. We are sure that Jennifer will soon have her Private Pilot Certificate.

(Editor's note: Hangar Soaring learned that **Jessica Perez** was the recipient of the \$300 provided by WSPA for the participation in the Eileen Collins Air and Space Camp at the National Soaring Museum. Jessica is a 9th grader at Horsehead, NY High School)

Phyllis Wells  
Scholarship Chair



Kim Rendek and Jennifer Hunt  
at the Tucson Seminar

### Important News

**DOLLAR AMOUNT HAS BEEN INCREASED FOR WSPA SCHOLARSHIPS**

Beginning in 2012 the following scholarships will be for \$750

Sky Ghost Scholarship  
Briegleb Scholarship  
Maria Faber Scholarship

Competition Scholarship  
Flying Montagues Scholarship



## International Merry-go-Around

By Frauke Elber

I am often asked, "how do you find some of the stories that are published in Hangar Soaring?" The answer is, "often it's tedious detective work. Other times it is sheer good luck"

Take for instance the story of the Russian pilot, Olga Klepikova, which appeared simultaneously in the November 2001 Hangar Soaring and November 2001 SOARING (the reason it's in both is a story in itself).

When I became editor of Hangar Soaring in 2001 I decided to give the publication a more international flavor. I still had contacts in the "old Country" and I was going to make use of it.

Very deep down in my memory (that of my brain not the computer), I remembered having heard about a spectacular flight in the thirties flown by a Russian woman pilot and that the flight had stirred up some controversy. Now at the helm of Hangar Soaring I was determined to find out more about it, hoping that some of my older contacts in Europe would have any first-hand knowledge of the story. I wrote to Fred Weinholtz, an old friend in Germany, who was a teenager, when the flight in question took place. I asked if he knew who the pilot was any details of the flight. His answer was negative, but he provided me with the address of a couple living in the former East Germany, who might help me with my quest.

The couple were Winfried and Irmgard Morgner and they turned out to be the mother lode of information. Both had studied engineering in Moscow, both were glider pilots. Irmgard was a champion pilot, both personally knew the Russian woman pilot, Olga Klepikova, who had flown the record flight, and they were still in contact with her.

Incredibly, Olga, now in her late eighties was still alive and living in Kiev, the capital of the newly independent state of Ukraine. They were in possession of a letter Olga had written to them describing the then world record flight in detail. Graciously they were willing to share the letter with me. The problem was, it was written in Russian. The Morgners translated the letter for me into German. I translated it into English and it is now documented in the above mentioned publications.

The story doesn't end here. I sent the two articles to Olga, via another woman glider pilot, Ukrainian champion Valentina Toporova who had frequent contact with Olga. Again, language problems got in the way. Valentina knows a bit of German but no English (we met in 2005 at the Women's World Championships). So, now what I had sent in English to Ukraine had to be translated back into Russian (see the merry-go-around?) in order for Olga to know what it was all about. Olga was all but forgotten in her home country and somewhere in that merry-go-around the articles I had sent to Kiev made their way to the local newspaper. The newspaper now was alerted to the famous but forgotten woman pilot in their midst. The paper was determined to correct that, with the result of a multi page article in the Kiev newspaper.

The next turn in the merry-go-around: in summer 2002, I was in Germany and met the Morgners at Stendal near Berlin at a women's soaring camp. There I learned that my search for a story brought Olga Klepikova back into the memory of the international glider community. I got a Xerox copy of the newspaper article but since it is written in Russian, I can't read it.

At the 2005 Women's World Championships possible, in order to make her participation possible, the Morgner's home club in Germany sponsored Valentina Toporova. All participating pilots, crews and officials sent Olga a greeting card. Later that year, a German delegation, including Irmgard and Winfried followed the invitation of the Kiev Club and they met Olga, a lively, opinionated octogenarian. (I got a film of that meeting).

In summer 2010, I received a note that Olga Klepikova at the age of ninety-five had passed away. Olga's passing did not stop the international carousel. This year, 2011, I received an e-mail from Winfried Morgner with an attached photo of Olga's gravestone. The gravestone, made from black, polished granite, shows a likeness of Olga, her dates of birth and death and an epitaph. I can't read the latter one, because it is in Russian. A white fence surrounding the grave site caused disturbing reflections on the gravestone. I did not want to ask if the picture could be taken again without all the reflections. Therefore I sat down and painstakingly tried to improve the image in a photo editing program. I also asked permission via the Morgners to use it in Hangar Soaring, attaching my now edited version to the e-mail. I didn't know that Winfried had already asked Olga's daughter if they could take the picture again and she was contemplating of taking down the white fence that surrounds the grave in order to get a better picture.

Now, in the last turn of the saga my edited picture made it to Kiev, and Olga's family decided that even a new photo would not come out any better. Since the Russian inscription on the gravestone is hard to read in its entirety, Valentina sent the full text in Russian to the Morgners who in turn sent it in German to me and here it is now in English:



1938

**Olga Wasiljewa Klepikova**  
**10.10. 1915-27.07. 2010**  
**Test Pilot**  
**Soaring World Record Holder**  
**We love you and we are proud of you**  
**You will live in our thoughts for ever**



2005



Finally, the merry-go-around came to a stop.

I am happy and proud that 10 years ago I unearthed the story and thus contributed to Olga finally getting the recognition she deserved in the soaring world .

PS one of Olga's two daughters lives in Arizona and is a professor at The University of Arizona. A letter to her remained unanswered.



← Olga's gravestone before and after editing →



## IN MEMORIAM

### Cliff Robertson 1925-2011.

Cliff Robertson passed away on Sept.10, 2011 a day after his 86th birthday.

Ralph Kolstad wrote:

He was known as a great actor. But, the soaring community knew him as a great man. HE was a strong supporter of soaring. I met him in 1966 in Westcliff, CO when we had a wave camp there. I got my Diamond Altitude and he did also. He was always a gentleman when it came to soaring. I met him another time in the late 90's when he was on my plane on his way to San Jose, Costa Rica. I invited him up to the cockpit of my 757 and we had a great chat. He was always the gentleman! He was also a regular at the Hilton Cup, as he was a good friend of Barron Hilton. He will be sorely missed by the soaring community!  
WSPA lost a great supporter

Cliff Robertson still holds the Nevada Multiplace straight out record of 235.37sm set in 1993 from our club, Air Sailing.

### Excerpt from a poem written after the death of Bill Ivans and Don Engen (Author unknown)

They flew together  
these two friends.  
These quiet birdmen  
On quiet wings.

They've left this life  
of storm and strife.  
Caught high winds  
Toward bright lights.

They've joined God's skies  
Where they will soar  
Above the loud  
Above the roar.

They've joined old friends  
From other flights  
From older days  
From lower heights.



Photo: Bill Larose

Piper Cub Missing Man Formation

### Joe M. Mathias 1923-2011

Condolences to Linda Mathias,  
former WSPA Vice President.

Joe Mathias was a WWII glider pilot who on his 22nd birthday flew a troop carrying glider behind the lines in Wesel/ Germany.

After the war Joe together with a friend operated a maintenance shop before becoming an airline pilot.

Joe was co-founder of the Tidewater Soaring Society in 1964. In 1977 he negotiated with Mr. Garner the owner of a private field. As a result the Club moved to Garner Airport where it still flies today.

Joe was a member of the Virginia Aviation Hall of Fame.

As a moving tribute after Joe's Memorial service four of his friends flew a Missing Man Formation in four Piper Cubs with one of Joe's long time friend flying "the missing man" in Joe's own Cub.

**Hear Say**  
San Diego Union Tribune  
Aug. 18,

### Local couple wing it on wedding day, marry in a glider

Helen "Jeanne" Zimmerman, 75, and Malcolm Culver, 89, got married on the fly. The Spring Valley couple exchanged wedding vows Monday 6,400 feet above sea level in Minden, Nev., while flying in a glider piloted by an Episcopalian priest.

That wasn't their intention when they stopped at Soaring NV glider school to take their first glider flight.

While there, they happened to mention they had just gotten their wedding license and planned to marry the next day but hadn't decided where. Culver, a widower, had known Zimmerman since she was 13. He used to hunt and fish with her late husband.

Upon learning that the couple's plans were up in the air, so to speak, The Rev. Elizabeth Tattersall, a priest at Minden's Coventry Cross church who moonlights as a glider pilot, suggested they do the ceremony aloft for a more heavenly experience.

They repeated their vows after landing for witnesses — the bride's two sons.

Their wedding reception? Lunch at the airport's Taildragger Café.

Elizabeth Tattersall is a WSPA member

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The November 2011 issue of the German soaring magazine **SEGELFLIEGEN** reported from a German Women Camp. Bemoaning the fact that several camps designed to encourage and sponsor soaring women have gone under during the last few years, two regional organizations, in the States North Rhine Westphalia and Rhineland Pfalz organized in women camp in Landau/ Pfalz. According to the article the goal of the camp was very similar to what WSPA is trying to achieve during the seminars: to encourage women to advance in soaring and fly cross country.

The introduction to the article states: "Of the ones who discover soaring as their sport less than 15% are women. And as in the past the fact is that of 10 beginners only one will stay. This leads to a simple conclusion: amongst 100 beginners only one woman will remain with the sport."

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**Gaby Haberkern**, one of our German members, had a featured article

in the same issue of **SEGELFLIEGEN**. Her topic was "In Flight Relief for Women Gliderpilots"

**Susan Kilrain**, former NASA astronaut and speaker at Soaring 100 responded to the question dealing with the same topic, that women astronauts and jet pilots rely on Depends™.

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**Ulrike Franz** and husband **Heiner** dropped in at Chilhowee gliderport during the Labor Day weekend. There they had a chance for a tête à tête (or knee à knee) in the back seat of the 1-32 with **Sarah Kelly Arnold** flying from the front seat



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#### First solo

**Gretchen Gibbs**, a member of the Tucson Soaring Club, designer of the 2011 seminar's tee shirts and posters, and a participant at the seminar soloed! Congratulations from all of us.

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#### Newest women gliderpilot (in the making):

**Nyla Roberts**, Colleen Koenig's daughter.

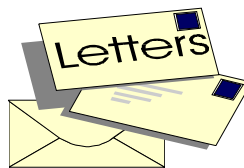
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#### Miscellanea (sent by Bertha Ryan)

In answer to our request for information on women pilots, Earl Southee submitted the names of some of the women who participated in the early Elmira contests:

In 1931, Mrs. Hattie Junkin, Mrs. Dorothy Holderman and Mrs. Mable Britton were entered as competitors. In 1934 Mrs. Allaire du Pont, Mrs. Dorothy Holderman and Mrs. Gretchen Stremmel competed.

Incidentally, in the 1931 contest Mrs. Junkin won second place in the spot landing contest by landing her Franklin within 2.5 inches of the mark..



size. A surprising large number of members responded in favor of that mailing method.

Hi Frauke--the pdf worked perfectly on my 8 year old mac laptop. . . which is so out of date program wise I was almost certain it wouldn't work but voila! Nice to see my Aunt Peaches again! Thank you for including her in your very interesting article.

Ann King

Worked wonderfully! I thoroughly enjoy reading these newsletters. Makes me wish I could be in the US again.

I was hoping to make it to the Tucson Seminar but unless I win a lottery it will not happen. My husband Leo attended the Canadian Nationals with his 20m Nimbus 2 and while there had several landouts - the last one bruised his ego and broke some tail supports. The glider is still in Ontario being repaired, an expensive proposition.

Our season has been horrible!! Late start, too wet, few cross country days, you name it. I did however manage to get my first flight over two hours, one more I'll achieve the Bronze Badge. Here's hoping that the fall was better than the Spring/Summer. To date I have only stayed in my camper parked at the airport for one night this year. I am so disappointed.

Please keep up the good work on the newsletters, it is truly appreciated  
Valerie Dechamp

Frauke! I don't know how you do it time after time.

I really like getting it by e-mail. Somehow, it seems easier to access than the website.

Thanks for all you do!

Lucy Anne

Nice stories which also are easy to read. Many thanks  
Greetings from across the big pond  
Manuel (Manuel is editor of the German ADLER magazine)

Great edition and it worked great on email!

Thanks!

Off to class,

Andy

This is another really great issue. My "hard copy" arrived in today's mail. There seems no reason to mail a copy to me, if you will continue to send an attachment to my email address

Jo Shaw

This delivery method works very well for me, and especially because you somehow manage to keep the file size under 1 MB. Thanks,  
Charlotte Taylor

I've read and kept the two most recent issues of "Hangar Soaring" (May and Aug) on my desk so that I had a constant reminder to write and see how you are doing. So you can see how far behind I am in fun correspondence, even worse on others. I must again say how much I admire "Hangar Soaring" (and the pilots in it!). I'm always impressed by the quality of articles, and professionalism of the editor.

Dino Rulli

## 2012 FAI Young Artist Contest

The theme of the 2012 FAI Young Artist Contest, an international art contest for youngsters between the ages of 6 and 17, will be "Silent Flight."

Discover below the interpretation of this year's theme "Silent Flight" and give free rein to your imagination - you might earn one of the "Gold, Silver or Bronze Medals."

Remember the first time you saw a kite flying in the air? Brightly colored in all kinds of different shapes and sizes, they dart back and forth on the wind. Many pilots began their first flights running down a field with a kite holding onto a string waiting for the kite to catch the wind and jump into the sky.

The same wind that holds kites 10, 20, 50 feet in the air can lift a glider, when it has been released from its tow plane, thousands of feet in the air and take it over hundreds of kilometers from where the pilot started. Some glider pilots compete for altitude, time and distance records while others simply enjoy soaring through the sky with only the sound of the wind rushing past their cockpits.

There are many other forms of "Silent Flight" including paragliding and hot air balloons.

Now it's your turn to think about ways that people travel through the sky with the power of the wind alone. Grab your favorite colored pens, pencils or paint and create a poster celebrating the wonder of "Silent Flight."

How to enter:

Contact [Bernald Smith](#) to find out deadlines and how to submit your artwork.

To learn more about the Young Artist Contest visit:

[History of FAI Young Contest Winners](#)

[Rules for 2012 Contest](#)

[Guidelines for National Young Artist Contests](#)





Mary Cowie taking off from First Flight airport to fly the 1937 Grunau Baby back to Manteo NC, about 5 miles away on the other side of the Sound where many of the gliders were staged during the Soaring 100 celebrations

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**First Class Mail**