



November 2013

Hangar Soaring

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

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Tickets go on sale January 1, 2014

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

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Badges through Nov. 2013

Silver Altitude
Kristin Farry
Gail Schipper

Silver Duration
Kristin Farry

Bronze Badge
Sarah Sill, AF Academy CO
Rachel Conklin, NY
Michelle Conklin, NY

C Badge
Sarah Sill, AF Academy, CO

B Badge
Sarah Sill, AF Academy, CO

A Badge
Sarah Sill, AF Academy, CO
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STATE RECORDS APPROVED

Nevada

Neita Montague (Jennifer Hunt, passenger) ASK 21
Feminine Open Class Multi-place
Free Distance 67.77 sm

Neita Montague (Marye Anne Read passenger)
Feminine Open Class Multi-place
Triangle Distance: 72.92 sm
100 km triangle speed: 38.20 mph

Free Triangle Distance: 74.78 sm

Feminine Sports Class
Triangle Distance: 81.67 hmi
100 km triangle speed: 38.20 kmh
Free Triangle Distance: 83.76 hmi

OLC 2013

27 women (12 of them new) recorded their flights on OLC. The five highest scoring pilots were (sorted by longest flight): Elke Fuglsang Peterson*: 14 flights; longest flight, 618.12 km; total km, 4272.04; 4193.54 pts
Kathy Taylor (ASG29): 26 flights; longest flight, 524.76 km; total km, 8170.05; 8319.72 pts
Val Paget**: 22 flights; longest flight, 434.61 km; total km, 5274.91; 6173.01 pts
Maryanne Guerin (LS8): 18 flights; longest flight 322.68 km; total km, 3790.02; 3905.72 pts
Neita Montague***: 40 flights; longest flight, 242.11 km; total km, 4412.25; 5128.50 pts

*Elke Fuglsang-Peterson moved back to Germany in August and thus posted flights only through July. She flew an ASH 26E
**Val Paget flew some of her flights in a DUO and some in a PW5

*** Neita Montague's flights were mostly instructional flights in an ASW21 and a few in her Libelle 301.

Points in the OLC scoring reflect the handicap of the plane and the task flown



FROM THE EDITOR

10 years ago this summer the WSPA seminar was held at Moriarty for the first time. Something unique had taken place prior to that seminar: a high performance sailplane, whose owner was unable to fly that summer, was made available to WSPA, with WSPA deciding who the lucky user of this plane would be. I don't know the name of this generous benefactor or why he couldn't fly that summer. But the lucky "winner" of the Pegasus, the French version of an ASW20 was Kathy Foshia an engineering student from Colorado. During that seminar, Kathy flew all legs of the Silver C and part of her Gold C. She took the plane to contests. Kathy later moved on to fly in the Junior Worlds in Italy.

When Angela Machinek died in a tragic Ultra light accident in 2006, the German women founded the Angela Machinek Foerderverein or AMF in memory of Angela. This organization acquired two high performance gliders, older generation fiber glass planes which every year are made available to two deserving female pilots to encourage them to fly cross country and in competition.

These two unrelated events kindled some thoughts in me: we have all kind of rescue organizations like organizations to rescue mistreated or dumped dogs, cats or horses or any other animal. So far nobody ever thought of searching and finding non-used, neglected sailplanes and rescuing them from doom. My own club has several "hangar queens", a 1-26, a PW5 and an ASW19, which haven't seen any flights in years. I know of many other clubs with the sad sight of neglected trailers, overgrown by weeds but with their once proud birds still inside.

Our own beloved Ka8 was a "rescue", destined to succumb to

President's Note



The soarable season has ended here in Reno and we are watching the weather sites for evidence of ridge and wave coming. Until then we have our sectionals spread out and are planning flights and landouts for the coming warm season, five months away.

Now is the perfect time to sit down and write some goals for next season since you still have these recent patterns of soaring flights freshly in your mind. Take out your logbook and look at your flights and flight times and altitudes. Go through each flight in your mind and try to figure out how you got those highest altitudes or longest flights and, perhaps, what you might have done better. Figure out what the height band in your area usually is and then look at that sectional again thinking of each day you flew. Where could you have gone with that type of day? How could have you stretched yourself?

So much of soaring is mental preparation, not only to be safe, but to take what soaring gifts the weather has given you and to go higher, fur-

(Continued on page 3)

the elements, silently rotting away outdoors until she came in our care. We restored her to her old beauty and flew her for 27 years earning badge legs and State records with her. When I stopped flying, my husband moved up to an ASW20 and we sold her. Her new owners treasured this vintage plane so much that they bought a factory new, custom made Cobra trailer for her. Talk about a Cinderella story of a once abandoned, neglected, sad looking sailplane.

Maybe we gliderpilots have to get together and form a



Our beloved K8

"sailplane rescue organization" that is willing to get hold of these neglected creatures and with some TLC give them a new lease on life making these planes available to deserving young pilots.

Just a thought

Frauke



New Member

Ulrike Egener, Dresden, Germany

Welcome, Ulrike

Next
Hangar Soaring
Deadline

January, 31, 2014



STATISTICS

reported by Leah Condon, WSPA Secretary, for the Annual Meeting at Moriarty:

WSPA membership numbers
274 Active/Voting Members, 18 Honorees (2 paid dues), 57 Associate Members, 6 Affiliates

:Active/Voting Members By Region:

WESTERN: 82 Members (30%),
CENTRAL: 72 Members (26%),
EASTERN: 95 Members (35%),
IINTERNATIONAL: 25 Members (9%).

International members from 6 countries: Slovenia, Italy, Germany, Great Britain, Australia and Canada

Announcements

Raffle tickets for the 2014 raffle of the wire sculpture by George Popa (see cover photo) will go on sale January 1, 2014. To buy tickets (\$5.00 each) send your money to: Frauke Elber

213 Anne Burras Lane
Newport News, VA 23606

2014 SSA Convention, Reno, NV
February 27– March 1st
WSPA will have a booth and is still looking for volunteers. A WSPA breakfast off the premises is in the planning. To give Neita an idea how many will attend contact her at neitalibelle@aol.com.

Share a room with a friend

Now is the time to look at your 2013 flights and apply for the Anne Morrow Lindbergh Memorial trophy (or AML Trophy for short). Check the WSPA web site.

www.womensoaring.org for details

(Continued **President's Note** from page 2)
ther the next time.

Several years ago I took a dual flight in Illinois with a girlfriend. I could see several airports from our altitude and wondered aloud whether my co-pilot had landed there. **No, it seems that going cross country wasn't one of the things that was done much around there.** Well, that's okay, but if we are to get more people into soaring we have to show them what gliders are capable of and we have to provide challenges for those who have reached the **"best they can do" with that phase of gliding and now want something more.** And we can do that by showing WE can do it.

I had fun this morning looking at the www.ssa.org and looked at **women's soaring records for states such as Kansas and Virginia and North Dakota.** Then there is Alabama and other states where it is fun for me, from **out West, to think of flying.** **Why don't you look at your state's records and look for something you think you might be able to do.** Write it down in a **notebook and plan on looking at your sectional, your sailplane's manual and your previous logged flights and begin dreaming and taking notes.** Small goals are within your reach. And with planning and practice larger ones are well within your grasp.

This coming season is the perfect one in which to reach a goal, be it to fly more often, to practice being more precise in thermals or landings, or to make your first cross country or your first landout or a longer cross country. **One goal, "I'm going to fly at least four times a month", is that doable for you?** If not choose a number that fits you. And think of starting early in the season so you'll be ready for that **"great" day.** Or is **"I want to do a landout. I'll fly to the next airport" for you?** **Yes, it may cost you an aero retrieve, but oh, what you will learn!** What is interesting about landouts is that, having once made one, there seems to be more analytical thinking and less emotional thinking done during your next ones. As with all things, practice makes the doing easier. And knowing you can safely land out gives you the mindset to reach on to the next possible landout place, keeping yourself within a cone of safety.

A friend of mine who absolutely adores soaring has a hard time because of motion sickness. At our Moriarty Seminar we had a talk given by the Air Force and the question was raised: Does a person in their training **wash out because of motion sickness? "Absolutely not" was the answer.** We just keep them flying and almost all get over it.

You can deduce from this that this discomfort, major or slight, can be overcome by most, but it seems it can only be overcome with flying often. I have a South African girlfriend who learned to fly but was sick every single time she flew, nevertheless she persisted because she wanted to fly so **badly she couldn't imagine giving it up.** **She is now a Commercial glider pilot. That's not to say that at the beginning of the season she doesn't feel queasy, but that soon leaves her the more she flies.** I have a friend who was sick on every single cross country over many years. He became a flight instructor and no longer gets sick, though there is discomfort, again, at the beginning of the season. The more he flew the fewer problems he had. He flew over 300k this year.

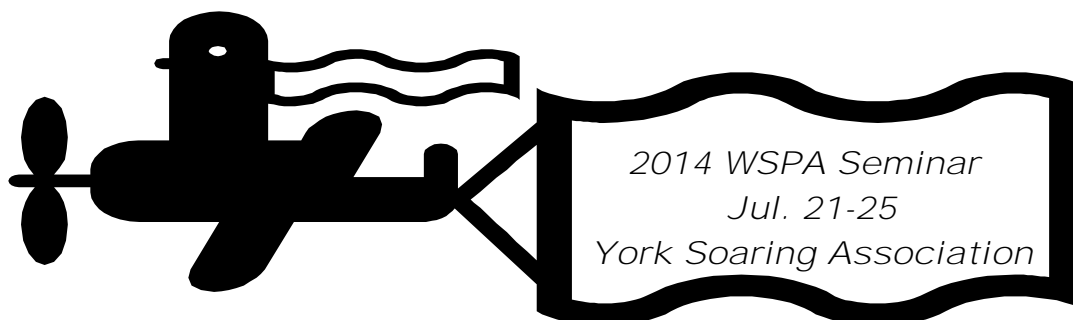
The courage to persist in whatever goal you set will stand you in good stead for the next step in moving up in your soaring. Some day you will head for home from the gliderport and on the way, or at home, you might just giggle because of what you just achieved in soaring. That little sliver of joy will always be with you.

Neita



From Ritz's Blog

The Belgian women tell it all



The York Soaring Association is in a rural community 1 ¼ hours north/west of Toronto, Ontario and 8km from the town of Arthur. York Soaring is the largest club in Canada. The club owns a 200 acre airport with 5 runways. The landscape is flat and there are many off-field landing possibilities.

Glider Fleet

Our fleet consists, at present, of:

Two Seaters

- 2 Grob Twin II (one Acro)
- 1 Grob Twin Astir T
- 1 DG 500
- 1 ASK-21
- 1 SGS 2-32
- 4 SGS 2-33

Single Seaters

- 2 SGS 134's
- 1 PW 5
- 1 Grob CS-77

Tugs

- 2 Piper Pawnee 235
- 1 Scout 180

Instructors

York soaring currently has 20 glider pilot instructors as well as five aerobatic instructors.

Accessibility

York soaring has completely wheelchair accessible facilities (men's and women's washrooms, showers, accommodation, and hand controls available for the ASK 21 and one of the Grob 103s). In fact, YSA is proud to have the only paraplegic gliding instructor in Canada as one of our members.

Clubhouse and Training Room

The YSA clubhouse has a training room and main area capable of hosting classes for between 10-40 people including two large screen projector screens for videos and display of other course material. In class sessions will be taught on site in these facilities. A flight simulator is also located on site for training purposes.

The club also has full kitchen facilities (new in 2009) with two full fridges and freezers, two full stoves, and ovens, dishwasher, and all cutlery, plates etc needed to prepare meals on site. During the course, the course participants will have access to the kitchen and club BBQ to prepare their own meals/snacks.

Wi-Fi and internet access is available in both the club house and camp ground. Three computers are available for checking weather email etc.

Campground

The YSA campground has room for visiting motor homes or camper trailers. Two wooden cabins can sleep 8 visitors and other trailers owned by the club could sleep another dozen visitors. Attendees are also welcome to bring tents for camping.

Two showers (one of which is wheelchair accessible) are located at the campground along with a port-a-potty. If a large number of guests will be camping at the field an extra port-a-potty will be ordered.

Off Site Accommodations

The towns of Orangeville and Fergus are within a 30 minute drive of the field and have hotel accommodation available.

There are also Bed and Breakfast near by, we suggest these two: The first, known as the Pritty Place is just 12 minutes away in the hamlet of Damascus. It is charming and run by Margaret and Cyril Pritty. There is also the Farmer's Walk just 30 minutes from the club and operated by a YSA club member's wife Sandy. <http://farmerswalkbb.com/>

Local Points of Interest

York Soaring is an hour's drive from Toronto, 2 hours to Niagara Falls, and 30 minutes to the Mennonite community and market at St. Jacobs (the Mennonite farmers market operates Tuesday, Thursdays, and Saturdays through the summer). The city of Hamilton has an excellent War plane heritage museum that is a must see on the way to Niagara Falls. The historic villages of Fergus and Elora are both close by and feature affordable dining, shopping, and historic building.

Licensing Information

Recreational Flying in Canada: Foreign License Validation Certificate (FLVC)

A foreign pilot license of a visitor whose residence is outside Canada may be validated for private recreational purposes. The foreign pilot license must be valid under the law of the issuing state and valid for the privileges appropriate to the specific purpose.

An applicant may apply for a Foreign license Validation Certificate (FLVC) before arriving in Canada. The FLVC will be issued for a period of one year at which time the applicant may choose to renew it, or apply for a permanent Canadian Pilot License.

The applicant may fax a copy of their pilot license and their valid Medical Certificate to one of Transport Canada's Regional offices.

There is a licensing fee of \$45 Cdn. applicable that may be paid by a certified cheque, money order or credit card number, (the cheque should be made payable to ("The Receiver General for Canada").

<http://www.tc.gc.ca/eng/civilaviation/standards/general-personnel-fore-2283.htm>

Note: a FLVC is not required for any pilot who does not intent to fly solo (i.e. pilots selecting the unusual attitude/aerobatics course or who wish to conduct dual cross country training without solo flight in YSA aircraft.

A Canadian student pilot permit can be issued for any pre-solo students to allow them to solo.

To find out more about the York Soaring Association see: www.yorksoaring.com



WSPA Goes to Air & Space Museum

On September 14, I was pleased to represent the WSPA at the National Air and Space Museum's Heritage Family Day celebrating "A Century of Women in Aerospace."

I had plenty of handouts for visitors, including copies of *Hangar Soaring* and *Soaring* magazine. Some T-shirts with seminar logos added color to the table display, and the Smithsonian kindly lent me a DVD player and large-screen TV on which to play soaring videos. Our table was in the America by Air gallery adjacent to where children were building paper gliders and seeing how far they would glide. Also in this area were displays by the Coast Guard, the University of Maryland engineering school, and the FAA. Other organizations had displays located throughout the museum. **There were a number of speakers, including "Amelia Earhart"** and astronaut Kay Hire, who kindly signed photos for space groupies of all ages, including yours truly.

At 10:00 the public started streaming in and from that time we were busy until the event ended at 3:00. It was great exposure for the WSPA. I was surprised that no other civilian women's aviation group was there—neither the 99s nor Women in Aviation International. This meant I was the only one talking to women and girls about the best way to get into aviation for either fun or career. Is it any surprise, though, that most of the people who really wanted to talk sailplanes were guys? One teenaged girl had a supportive dad, but otherwise, most of the women I tried to engage thought the idea was terrifying or impossible. I wish I had a dollar for every

time I heard "Oh, I could never do that!"

Personally, I had a super time talking with a female C-130 pilot in the Coast Guard, who had Aviator Barbie on display, and the bright young women who are studying engineering at UM. The Smithsonian staff, led by Mychalene Giampaoli and Agustin Baldioli, was incredibly helpful. I hope they will invite us back for another event like this one.

Pat Valdata

Leonie Furze our Australian member writes (from Italy where she visited Margot Aquaderni)

As the Australian Women's representative for the Gliding Federation of Australia's Development Committee I have been troubled by the diminishing number of women taking up gliding in Australia and also by the poor retention rate. An invitation to attend the WSPA seminar in Moriarty was the inspiration behind a 5 month around the world trip in search of ideas on how the GFA can reverse this trend. Part holiday, part research assignment, it has been an enjoyable opportunity to experience gliding in different countries.

The first stop on my itinerary was to attending the WSPA Seminar in July. The seminar confirmed my own beliefs on the importance of an event where women can get together, share ideas, inspire each other and most importantly fly in a non threatening environment. In addition to this Neita was extremely helpful in outlining the structure of the WSPA and how the organization has managed to achieve strong growth of its membership in recent years.

On a personal level the seminar was filled with memorable moments; meeting so many other inspirational female glider pilots; hearing informative seminars; witnessing the beautifully choreographed night aerobic display to music together with pyrotechnics by Bob Calton; learning how to fill and use oxygen; and flying a Libelle for the first time in my first solo flight outside Australia topped off a sensation week.

My research/holiday has taken me from the US to England, France and Italy. At the end of my journey I will collate all of the ideas that I have gathered from the international gliding community into a document that we can share. It is my hope that now that we have opened the lines of communication between our countries we can continue to work together so that our fabulous sport can grow and prosper.

Leonie

"So let me understand this correctly, you are not a pilot, you have never crewed before, and you are taking 24 days of your summer vacation time to 'crew' for the US Soaring Team?" It's a fair question, after all I am a bit spontaneous and upon further contemplation I actually didn't even know what it meant to crew for a soaring competition. What I did know, is that my nearest and dearest girlfriend Sarah Kelly Arnold, pilot extraordinaire, asked me attend the 7th FAI WWGC Championnat du Monde Feminin at Aeroclub Issoudun in France with her. Wasn't that the only question that needed to be answered?

And yet, here I was. Blearily eyed after a cross Atlantic flight from NYC to Paris, and a harrowing attempt at navigating Parisian traffic, which from the look of most cars includes a form of gentle nudging that in the States we call bumper cars. I was now standing in the dead center of France, and well the middle of nowhere surrounded by giant wheat and barley fields. For those like myself, who know very little about soaring as a sport, you will find that nearly all Gliderport Clubs are located in the middle of agricultural areas, for the simple fact that, well, the pilot just might not make it back to the soft grass landing field of the airport and may have to land out in a field. For those with no agricultural options I have heard rumors that they practice landing in fjords and giant bodies of water.



Photo: Joy McKee
François Pin, Sarah Arnold and owner of the Libelle, Brian Spreckley getting the instruments ready

Here we were. The US Soaring Team in the middle of agrarian France. To our left is the robust Polish team who has already begun test flights to become familiar with the area and air space, and to our right is a similarly jet lagged Australian team whose members are looking awfully lively for what made my airplane flight look breezy. In what I consider to be astonishing feats of brain power the US Team Sarah Arnold, pilot and François Pin, team captain have begun to retro fit and personalize the electronics board of the Libelle so graciously loaned to the US Team by one of the race organizers.

Mind you at this point, I have no idea what a Libelle is, why electronics are important and for that matter why I am not snoozing by the pool I'm pretty sure I glanced as we quickly checked into Madame Blins lovely "Gite", translated Bed and Breakfast. Surely, this whole electronics thing would be behind us soon and we would be back at our cozy little French countryside homestead that would be home base for the next three weeks.

Something I find very interesting is the term "to soar" originates from the French s'essorer and associates with dreamy terms

A Newbie goes to the Worlds

By Joy McKee



Photo: Joy McKee

"to fly aloft" or "mount upward on wings. "When soars Gaul's vulture with his wings unfurled." Lord Byron

The sentimental translation "to fly aloft with little effort" seems a bit lost on me at the moment, when I reflect about just how much work was actually needed for three Americans to be standing on French soil in time for this world competition.

Before we even left the United States there were unbelievable logistics with flights, lodging, uniforms, packing, scheduling, technical gear, leaving work and family behind and preparing for something called International Night and the Babajaga ceremony. Someone a little more astute and less spontaneous than me might have noted this to be a strong indicator that the minute I landed across the pond, the pace would not necessarily lighten up.

Pretty soon the team was shopping at E. Leclerc for groceries and supplies. It took me at least two visits to figure out the Euro shopping cart system, remember my personal shopping bags so I wasn't juggling all of the groceries in my arms and remember to warn the cashier that I had a "slide" credit card and not the chip system.

I only spent 20 minutes or so debating whether Gazole was the appropriate fuel for the diesel powered Renault, and a good couple of hours searching the hardware store for the French equivalent of acetone. The US Soaring Team was ready. Sure we were significantly behind most of the other teams in preparedness, but we could get our pilot safely into the air. Libelle and electronics ready to fly, check. Pilot, check. Food and supplies for the first week of competition, check.



Photo: Joy McKee
US Team: Sarah Arnold, pilot; François Pin, Team Captain, Joy McKee, crew

And then there we all were. The opening ceremony saw a colorful array of flags, representing more than fifty teams from all over the world. Lots of laughter and the overwhelming feeling of accomplishment of being ready and present for competition. Good natured rivalry was in the air, and I immediately began to realize these women were a family of sorts. Being the best in the world means you see each other at competitions, build stories about each other, and look forward to being challenged by the new and rising pilot stars.

I could write for hours to describe in detail our daily competition routine. Walking the wing, hydration, the weigh in, gridding, pilots meetings, tasks, lunch, weather watch for launch. If we launched, the wait by the radio for a land out, or an airfield land.

Washing the glider, turning in our results and falling exhausted in bed just in time to do it all over again the next day.

My learning curve was incredibly high, and the wear of competition was fierce. But day in, day out you begin to find unex-



Daily pilot meeting

pected moments of beauty.

There is the gaggle. Referring to the impossible fight for **survival in the only existing blue day thermal. If one didn't know** what they were looking at, it might be assumed that there was some type of invasion underfoot. This is an apparently strategic area where you take giant risks by leaving at the wrong time, or in the wrong flight group. But from the ground it is a beautiful funnel of gliders that make thermals visible to the naked eye and fill the air with excitement.



The backside of the US Team: Sarah, François and Joy

One of the diversions of the serious competition was the International Evening, a gathering of teams, organizers and friends **where each country shows off their country's delicatessen.**

And there is one of the more unique parts of the competition, the Babajaga. If a French farmer was simply walking by the air field one day, he might have been a bit puzzled to see a giant bonfire, with a crowd of people standing around, and quite a few women dressed in colorful gypsy witch apparel.

What he might not know is this is an old tradition at the **Women's Worlds. An opportunity for new female pilots to be inducted into the "flying witches" sisterhood. And if he were to** Wikipedia Babajaga he would find a story of Slavic folklore of a supernatural being that flies around, dwells in the forest and exhibits all manner of activities depending on which fairytale you read.

In the case of these "babjaga's" they could be seen being smeared with lipstick to kiss the oath book, drinking a "powerful" potion, repeating a very sacred oath about fair play in flying in the language of their godmother and then riding a broom around a roaring bonfire. It might seem silly and festive at first glance, but this is a rare window into the recognition that there are so few of

these special ladies in the world, and although competitors, they represent a proud culture of spirit and family within soaring.



The witches' ride

There were brief moments of downtime after the pilot is towed into the air and begins the task. With radio in hand for communication the ground team begins catching up on all the things that need to be done for the next day. This could be napping in a hammock, grocery shopping, preparing dinner or connecting with the other ground teams from around the world.

What really struck me was the engagement of other pilots, friends, family and fans from each pilot's home country. This is a tight knit community, and they follow each other through social media, blogs and whatever means of communication they can. After all, a person on the ground never actually sees the races. Sure you can attempt to watch them on Google Earth, or if your pilot is wearing a spot there is always logging onto an incredibly **slow moving map. But in all reality, it's the stories, word of mouth** and the written word that helps people understand what Soaring competition is all about.

So what is all the excitement about? Why is soaring such a cult sport in the States and a generational pride in Europe and other parts of the world? What drew hundreds of generous supporters to make gifts to insure that the United States was **represented in the Women's World Championships?**

The Soaring Society of America states on their website that **"to fly as the hawk and eagle has been mankind's dream for centuries."** They go on to talk about the intellectual challenge of soaring, the relaxation for pilots as they watch the earth drop away and the sense of freedom unique in sports.

I can't speak for all of the attendees of the 7th FAI WWGC, but I can share that for a short moment in time our small US Team was able to encapsulate greatness. We were able to be the best we could be at challenging difficult odds, defying gravity and returning to our daily lives with a special experience. And now the greatest question of all. Would I do it again? As any good soaring enthusiast would respond, it depends on the weather.



Editor's note: Sarah flew to a Bronze Medal

2013 Milestones



Melanie Marcols

"I got my glider rating on June 17, 2013. In the Picture is Jimmy Angelou my instructor from "Yards Creek Soaring" and Mr. Randy Rickerts my Designated Examiner. I became a member of "Aero Club Albatross" on August 18 and currently I am the only Women in the group....My fellow club members **have been great mentors to me.**"

Li Yan

received her private glider add-on during the WSPA seminar in Moriarty

Jennifer Hunt

"Thanks to the encouragement and support from WSPA and Neita, I successfully completed the Private Pilot Glider check ride in June of this year at Arlington Airport in Washington which made a lifelong dream of earning a pilot's license reality. I am eager to share my passion for soaring with others and look forward of taking passengers aloft."

Julia Beukert, Germany

soloed in August and treated herself to a three hour solo flight the next day

Anke Rudloff



3 generations of gliderpilots

On her fourteenth birthday, Anke Rudloff successfully completed her first solo flight at Lake Village Airport in Lake Village, Indiana, in a Schweizer 2-33 sailplane. She has been working diligently towards that goal ever since, having joined the Women Soaring Pilots Association (WSPA) and attending the 2012 WSPA Seminar at Chilhowee Soaring Association in Benton TN, the 2013 Caesar Creek Youth Soaring Camp at Caesar Creek Soaring Club

(CCSC) in Waynesville OH, and the 2013 Chicago-Land Glider Council (CLGC) Seminar. Anke's final endorsing Flight Instructor was her grandfather, Winfried, who's own first flight was also his first solo in a bungee-cord launched primary glider at **age 15 in 1944 in Germany. Anke's father, Uwe,** towed her during her first solo flight.

Kristin Farry



Climbed to Silver altitude during the WSPA seminar. Following the seminar she flew in her first contest, the 1-26 contest, held in Moriarty. During the contest she made her first off-field landing and was honored for it with the Killer Rabbit Trophy.

Kirstin reports: The 1-26 folks have been great—volunteers retrieved me all three times. I have been awarded the Killer Rabbit trophy which is **given for the meef's biggest surprise.** In my case, the surprise seems to be the fact that I have launched every single day in a borrowed ship without a crew and actually put some points on the **board..... only a tenth of what the winner put there,** but hey, start somewhere! **I didn't come all this way to watch!**

Gail Schipper

Also flew Silver Altitude during the seminar

Kathy Williams

also competed in the 1-26 Championship and finished 6th.

Elke Fuglsang-Peterson

received the Anne Morrow Lindberg Challenge Trophy for the longest flight flown by a WSPA member. Elke also posted the longest OLC flight flown by a woman in the US. She was awarded a National Record for a flight in the categories General, Motorglider, Singleplace for Free Turnpoint Distance 320.38 sm

Neita Montague and Marye Anne Read (in ASK21)

claimed the following records for California Fem. Open Class, Multiplace, Triangle distance 72.92 sm; Fem. Open Class, Multiplace 100 km Triangle Speed, 28.20 mph; Fem. Open Class, Multiplace, Free Triangle Distance 74.78 sm; Fem. Sportsclass, Multiplace Triangle Distance 81.67 sm; Fem. Sportsclass, Multiplace, 100 km Triangle Speed 42.78 sm; Fem. Sportsclass, Multiplace, Free Triangle Distance 83.76 sm.

Neita Montague and Jennifer Hunt Claimed the following record for Nevada

Feminine, Open Class, Multiplace, Free distance 67.77 sm

Elizabeth Tattersall

flew her Silver, Gold and Diamond Altitude

Sarah Arnold

Finished 3rd in the Region 5 North contest competing in Standard Class, flew in the World Championships (Club Class) in Argentina finishing 25th, flew in the 7th Women World Championships in France, again in the Club Class, finishing 3rd. In the latter two contests she was the first US woman ever competing on that level.

She presently is the first ranked pilot (male and female) in the nation. World wide she is in 120th position (up 178 places from the 2012) out of 5182 pilots listed.

Sarah Arnold and Diana Fleming

were awarded the following State records for Tennessee:

Feminine Open Multi-Place Class: Goal, 60.07 sm; Out and Return Distance, 120.14 sm; Absolute Altitude; 5,256 ft; Altitude Gain; 2,562 ft; Free Distance; 61.03 sm; Free Out and Return Distance; 121.35 sm; Feminine Sports Class: Goal, 110.53 sm; Out and Return Distance, 221.06 sm; Free Distance; 112.29 sm

Free Out and Return Distance; 223.28 sm; General Open Multi-Place Class: Free Out and Return Distance, 121.35 sm; Out and Return Distance; 120.14 sm

All of these flights were flown a 2-33!

Margot Aquaderni (Italy)

Represented her country in the Women's World Championships

Sylvia Grandstaff (Szafarczyk) (former WSPA member)



Returned from a nine months tour of duty to Afghanistan where she flew Chinook helicopters for the Army.

Kelly Naber (former WSPA member) graduated with summa cum laude from the aviation program of the Middle Tennessee State University. Presently she is employed as a scheduler by Frontier Airlines but aims for a career as an air traffic controller. Kelly is a tow pilot in the Blue Ridge Soaring Society. She soloed in gliders on her 14th birthday and got her PPL-G on her 16th. The same day she soloed in a power plane.

Doris Grove

On August 10,. Doris celebrated her 80th birthday. Congratulations Doris

Scholarships

It's the time of the year to think about money.

Quite a few scholarships and grants are available to soaring pilots, male or female. WSPA alone provides nine scholarships ranging from \$750 to \$2000. For information go to www.womensoaring.org (our overseas members are eligible for several these too). The deadline is in May. The winners will be announced at the seminar.

The SSA.org web site lists the following scholarships and grants available:

- Kolstadt Award Scholarship
<http://www.ssa.org/Youth?show=blog&id=2390>
- Kolstadt Century Awards
<http://www.ssa.org/Youth?show=blog&id=2406>
- Michael Wallace Memorial Glider Flight Scholarship (one of TSS's/ WSPA's young members had received this one two years ago)
<http://www.cypresssoaring.org/Scholarship/Scholarship.html>
- Bultman Youth Flight Scholarship (this is a worker award)
<http://www.ssa.org/Youth?show=blog&id=2389>
- Cadet Youth Flight Scholarship
<http://www.ssa.org/Youth?show=blog&id=2388>

And the latest one: (for women only)

- Karen Greig Soaring Scholarship
This is a scholarship to honor the memory of Karen Greig (1974-2012). Karen loved flying gliders and airplanes. During her short life, she earned VFR and IFR ratings in airplanes, was a budding student glider pilot, and possessed an adventurous and generous spirit. In addition to being academically driven, Karen had diverse interests in literature, business, and science. This scholarship is to encourage women at any age to pursue their dream of flight. Applicants should be either pursuing an add-on private glider rating or may be pursuing their private pilot rating in gliders. Applicants at any stage of glider training can apply. <http://www.ssa.org/Youth?show=blog&id=3395> (this one has a deadline of Jan. 31 !!!)

Women in Aviation, [Deadline Nov.18](http://www.wai.org/education/scholarships.cfm?kw=newsletterBigBox)
<http://www.wai.org/education/scholarships.cfm?kw=newsletterBigBox>,

99's and ZONTA offer various scholarships. Consult their respective web pages and check deadlines.



The Chilhowee Soaring Association
Is pleased to announce the
Sixth Annual Sequatchie Ridge
Badge and Record Camp
March 18-27, 2014
Marion County Airport (APT) in Jasper,
Tennessee

The Sequatchie Valley provides some of the finest post-frontal ridge soaring in the USA. The 2013 camp is timed to maximize the potential for ridge days while offering an environment conducive to earning that elusive badge or record. For those unfamiliar with the Sequatchie, the most striking geological feature of the plateau is the Sequatchie anticline, an elongated upfold of rock into which nature has eroded an impressive valley. ... The portion of the trough within Tennessee is known as the Sequatchie Valley, the valley drained by the river of the same name. Within this 50+ mile long depression, the valley floor averages some five miles in width and lies more than one thousand feet below the height of the plateau, which is marked by sheer slopes. Although not as well defined, the valley does continue south past Lookout Mountain deep into rural Alabama. When the ridge is working, the Sequatchie Valley and its southern counterpart offer the ideal location to earn distance/speed badges and or records.

In addition to excellent soaring, the camp includes evening lectures on badge and record flying on ridges, daily assistance with route planning, area checkout opportunities, and official observer services. We will be offering a discount rate at one of the nicer hotels in the area. Specific details will be promulgated over the next few months.

There will be a \$100 deposit/registration fee to cover extra operational expenses. All **tows will be charged at Chilhowee's normal rates.** This deposit will be refunded if a person on the waiting list is willing to take over the spot.

For more information contact Tom Snyder by phone at 423 253 3102(H), 423 453 9321(C), or by email at tswhitewater@gmail.com

Fly Gliders

Pilots seeking to improve their manual flying skills should consider trying gliders, according to Captain **Sarah Kelman**. The former women's world gliding champion and EasyJet safety officer told the Royal Aeronautical Society's recent International Flight Crew Training Conference in London that flying gliders is beneficial to upset prevention and recovery training.

<http://www.ainonline.com/aviation-news/ainsafety/2013-10-07/gliders-might-improve-pilots-upset-flying-skills>

Eileen Collins Aerospace Camp.

The Spring/Summer NSM newsletter featured the following story:

"Former Eileen Collins Aerospace Camp attendee Bridget Murphy has been accepted to the aviation program at Embry Riddle Aeronautical University in Daytona, FL. Bridget is also a member of the Harris Hill Soaring Corporation as a Junior member, a former EAC camp counselor and graduated valedictorian from her high school. (Ed. note: Bridget was also this year's recipient of the Bultman Award)

Bridget was awarded a scholarship to attend ECAC by the Zonta Club of Elmira and received another scholarship from the organization, this time to help to pursue her dream of **starting her own charter flight business**".

This year the camp had several new and exciting aspects. The most exciting of all was a visit by Col. Collins herself. For the first time since the inception of the camp Col. Collins was available to kick off the program. She introduced herself to the students, talked about what being in space was like, and stayed for a question and answer session with the campers **who were eager for first hand tales of what it's like outside the earth atmosphere.**

(Ed. note: WSPA supports the Space Camp)



Elli showing off the Women's World Championship poster signed by Sarah

Read the whole story on page 12 of skylinesoaring.org/NEWSLETTER/current.pdf

The movie "Hexen im Aufwind" (Witches in Updrafts) filmed at the 2005 Women's World Championships is now available on YouTube. The film runs 58 min and has English subtitles.

<http://www.youtube.com/watch?v=pjq9xx09fMk&feature=related>

From Germany

The acronym AMF stands for Dr. Angelika Machinek Foerdereverein, an organization similar to WSPA. This organization was formed after the untimely death of Angelika to foster women in soaring in Germany. As of now two sailplanes, a Hornet (AM1) and a Standard Libelle (AM2), are available to women who wish to advance in contest and cross country flying. Mentoring partners are available and several training camps have been held in the past.

2013 offered two training camps. Elke Fugsang Peterson reported

The German female pilots practiced in Scotland? Why not, some pilots **perform fast and big wave flights in the Scottish Highlands... But no, the German women pilots met in Thuringia, on the plateau of Jena's airfield** for their second training in 2013. Usually a very good area for extended cross country soaring, this spring Thuringia looked more like the Lake District in northwestern England which borders Scotland about 100 km to the North.

The last week of May, 16 pilots and 8 trainers hoped to escape the bad German 2013-spring-weather when traveling to Jena. Almost everybody had experienced weeks of rain and heavy clouds and the weather could **only improve... But with only one exception, the weather gods were not cooperative at all. The forecast for the camp's first weekend did not look too promising. However the ladies rigged their ships and practiced some take-offs on landings and enjoyed the views of Thuringia's rolling hills. During the first night it began to rain and the precipitation became worse during the day: strong rainfalls and heavy winds...**

But a training camp is not only for flying: two days of soaring theory and lessons helped to keep focused on what was to follow. Tuesday morning looked completely different. The sun helped to quickly dry the wet tents, and trainees and trainers got busy rigging gliders and planning their **team's tasks. Despite the fact that during the last 48 hours heavy rain had soaked the country and the out-landing options were limited – the day**

Photo: Mirja Klicks

turned out great. Under varying cloud bases the women managed to fly between 100 and 300 kilometers, depending on their personal levels and skills. Yet, some had to land out and found places which were surprisingly dry. While sitting around the campfire that night, nobody would imagine this had already **been the last soarable day of the week...**

Several low-pressure-areas had gathered to play their rain drop music on the trailers and tents. The forecast did not show any second soaring-chance on Wednesday morning. The only way to take advantage of the training camp was to do an extended **de-briefing and listen to the pilot's stories of their flights.**

The second camp took place in an alpine setting in Lienz, Austria



Photo: Klaus Tillmann

Caroline Koser reports:13 participants and 7 trainers enjoyed a week of alpine flying in Lienz.

On the last day almost every body flew 500 km and reached heights of almost 12.000 ft



The German women glider pilots will meet for their 40. Hexentreffen (witches meet) January 24-25 at the youth hostel in Dachau (near Munich). For information see www.hexentreffen2014.de. Contact babs.jann@web.de

On the agenda: a soaring voyage in Marocco, a report from the WWGC in Issoudun by one of the team members, a medical presentation titled :Exicose, a presentation about jet propulsion in gliders (a trend in the future) and as guest will be presented a woman who after overcoming many hurdles made flying her profession. Two excursions are also on the agenda: to the restoration facility of the German Museum and to the MTU Aero Engines-Company Museum.

Throttle Back

Aviation gives us a number of metaphors for living life – **the term "Throttle Back," being one of them. The throttle knob controls the power. Full power (throttle) is needed for take off and many climbing situations. However, upon reaching cruise altitude, the power is reduced (pulled back) to a cruise setting, usually around 75% maximum power. This burns less fuel, allowing greater endurance. The airplane then flies the pilot to a destination. By throttling back, the engine lasts longer.**

In our competitive culture, we're taught to "give 110%." This all too often leads to burn-out. If we were to "throttle back," (relax a bit) we would expend less energy, letting life take us where it will. Our engines might last longer as well.

John Cabeen

Latest Libelle modification

During this summer's Women's World Championships the now vintage Libelles showed their stuff. They conquered the first four places in the Club Class. The two top Libelles were modified with winglets. Soaring NZ reported of a further modification that will make all the self launch Jockeys jittery.

Libelle Power Mod. easily applied.

Here's a photo taken at the Club Class Nationals of Mark Wilson's Libelle... slightly modified. We had earlier watched a number of low, high-speed passes of Brett Hunter's JS1 with the jet sustainer out, and these obviously gave Mark the idea for more power. Half an hour later, plus some sterling application of British-ecat, Kiwi Ingenuity (or should that be Enginuity), as well as some cardboard and duct-tape, here is the result.

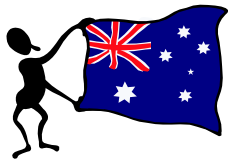


Apparently, starting it is only a matter of removing the canopy in flight, reaching backwards with a random flapping motion, finding the handle and pulling the cord. What could be simpler?

A piece of string tied around the throttle at one end and your head at the other enables precise, if inaccurate control, via **the tried and tested 'lean forward to go faster' approach that owners of all under-powered vehicles know and love. The movable air nozzle adds the element of surprise, in that it is only once the motor has started that you discover the line of the thrust vector. Left turns today? No problem! This sustainer arrangement is also intrinsically safe, in that too much thrust activates the ripomatic mechanism built into the duct-tape, thereby removing the excess thrust (and indeed the whole motor) from the glider.**

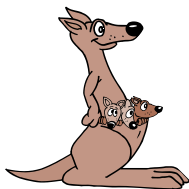
Once this occurs, the string tied around your head will break cleanly after only a minute or so (as the motor flails around at full power under the glider), providing ample tactile and audio feedback of a clean power-off. No more squinting at small LEDs or flipping of tiny switches!

Patents pending. Send no money now....



Leonie Furze from Australia writes

Our next Women in Gliding event 'Girls Just Want To Have Fun' will be from the 1-7th December. It will be a casual week of fun flying and fun. We had our official WIG event in January so this is an added event for the girls. It will be held at the Bathurst Soaring Club, 2.5 hours from Sydney.



Aug. 21, 1939: Horses are used to launch motorless sailplane at Grand Central Flying School in Glendale.

Pilot of the Bowlus glider was Glenn L. Martin. Maker of mighty bombers and seaplanes

From a blog by Scott Harrison



A Salute to Gill

Last November, one of the most active shakers and movers in women's international competition, Gill van den Broeck unexpectedly passed away at age 83. After the 2005 Women's Worlds in Klix, Germany, Gill put the history of the women's international contests together in a book and Margot Aquaderni from Italy, a long time friend and competitor published it. After the consequent Worlds in 2007, 2009 and 2011 Gill documented these contests in added editions. Sadly, she did not live to see the 2011 printed version that was on sale at this year's Worlds. Margot Aquaderni wrote the very moving foreword that is here reprinted with Margot's permission.



"It has been really hard finishing the book without you, dear Gill.

Last July you came to Issoudun at the Pre-Worlds to meet me, to show what you had written about Arboga 2011, then you drove to Bailleu to meet me again in August. No matter how long it would take to drive from Brussels, and your husband always with you, waiting for you in the car for hours and hours...

Always full of life, always with new proposals, always with an uncountable number of papers where you had written, noted or printed any sort of news regarding gliding competitions. Whatever they were.

Many times, lately, you were asking me, "But who will be the one who will go on writing about women competitions if I can not come anymore to the Championships? I'm 83, I'm not eternal..."

I promised, together with Gill Spreckley "Be assured Gill, we will take over"

And then in November your call : "Margot, I am suffering from cancer. The doctor told me I won't survive more than two months." I was in shock, I could not believe it...

We were in touch nearly every day, "Can you believe this is happening to me?"

Your voice was weak, but then, all of a sudden, when I started speaking about the book, the color of the cover, the choice of pictures, you started laughing and your voice was getting stronger and as happy as usual.

You were worried about Issoudun 2013: "If you and Gillian are competing, how can you write, let's think of someone else!"

Be assure Gill, we will find someone"

"Thank you Honey..." This is the way you greeted me every time we spoke. And then, one day, you didn't answer to my call any more...

Follow us from heaven, Gill and fly and fly now with your brand-new celestial wings!

The Babajagas are all thankful for what you did with your dynamic presence, your positive spirit, your passion for flight, your extraordinary generosity and empathy that was immediate to anyone who had the great opportunity to meet you

With all our love

Margot"

Ed. note: I made first contact with Gill after the First WWGC in Lithuania 2001

We met in person for the first time at the WWGC 2005 (where I also met Margot Aquaderni for the first time) and then when the WSPA 2009 seminar was held in Slovenia, Gill, her husband and Margot stopped by in Lesce on the way to the WWGC in Hungary.

Words of Wisdom

What's the Point? (from the Oct. 1013 BRSS newsletter Ups and Downs)

Success is all about knowing your options.

What's the point?

At the lowest level, a successful flight means you land when and where you intended and didn't break anything, including the rules.

At the next level, a successful flight means that all your decisions –both big and little were appropriate and making appropriate decisions means you were always aware of the choices and where each choice would lead (or you were just plain lucky!)

If you rely on something other than luck, however, it is important to be aware of all your choices, even the ones that aren't apparent. **If you are next on the line, you may think you have to fly: you can, however, choose to delay your launch, or even not fly at all.** If you are in the pattern and suddenly the landing lane is blocked, you can touch down on the west side (at the New Castle Gliderport) or land long or put down east to west at the north end of the field, if that is all that is available. The failure of a given flight comes down to having no options at all. If you are always aware of the critical need for options, you should enjoy

MANY HAPPY LANDINGS



From this.....



.....to this

Sylvia Grandstaff (Szafarczik) with husband Hugh

Hangar Soaring
213 Anne Burras La.
Newport News VA 23606-3637



First Class Mail