



Hangar Soaring

August, 2011

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

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Hear Say

2011 WSPA Seminar, September 22—September 25

Tucson, Arizona

Where WSPA was founded 25 years ago



The TUSC is looking forward to the WSPA Seminar in September. We have wonderful air out here in the desert! From newbies to XC Queens, we have something for EVERYONE - so come on out. Plan to come out on Wednesdays, 9/21, for the Welcoming dinner, and for club check outs before the actual seminar begins, and stay through Sunday so you don't miss "tacos & beer " at the local saloon after flying.

Seminar Lodging

We have room for about 12 hearty souls who would like to camp out at the club house, and plenty of tie-down space for both gliders and RVs, for \$5 per night. There are no electrical or water hook ups. We really are at the end of the proverbial road in the desert. But we have a great big kitchen with a huge gas range, a large gathering room, a bunk room, and several additional rooms we can use for sleeping too, not to mention a wonderful covered deck we use for sleeping in the summertime. There is a single bathroom, with a pitiful but useable shower. We are working on getting field showers. Those staying at the club house may want to head over to Pinal for a shower, see below. It is highly recommended that you bring a cot and air mattress to stay higher than the desert critters, inside the club house or tent camping. In addition to TUSC, there is the Pinal Airpark Housing. It is a former WWII military training base, currently being used by Evergreen Maintenance Center. Evergreen was a CIA operative during the Viet Nam era, and now does heavy a/c repairs, among other things they don't talk about. It has several former officers' quarters that would be great for sharing, and cheap (\$133.11 per night per house, sleeping 4 to 8). There are also motel rooms (\$53.03). Additionally there are simple dorm room type suites that share a bath for \$25. 51, but I've seen them and they are not recommended. It is quiet, very historic/retro (was restored in the 60s) 6.5 mi from El Tiro, and is a great idea for you all. And it has a pool that looks fantastic that Pat Valdata claims was great when she was here in the 80s. To make arrangements call Norma, 520-682-4181 ext. 5975. Everyone there is most helpful and very friendly. I think it would be

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

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HANGAR SOARING IS PUBLISHED FEB, MAY, AUG, NOV. PLEASE SEND STORIES, PHOTOGRAPHS, COMMENTS, ETC TO

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Badges

(reported through June 2011)

Silver Altitude
Summer Gajewski, KS
Morelle Jones, GA

Bronze Badge
Elizabeth Tattersall, NV

A Badge
Lillymae Gunick, MT

STATE RECORDS APPROVED
Tennessee
(all Sarah Kelly Arnold
crew Rachel Flemming)

**General Category-
Open multiplace glider**
Free Out and Return Distance
118.826 sm

**Feminine Category
Open multiplace glider**
Free Distance: 57.656 sm
Free Out & Return Distance
118.826 sm
Free Distance, up to 3 turn-
points: 217.533 sm
Straight Distance to Goal
57.436 sm

**Feminine Category
Sports Class**
Free Distance 106.087 sm
Free Out & Return Distance
218.640 sm
Free Distance up to 3 Turnpoints
400.261 sm
Straight Distance to Goal
105.682 sm
Distance up to 3 turnpoints
367.481 sm



President's Note

Summer's soaring is in high gear across the country and we are hearing reports of good flights everywhere. For an update on who is soaring and how far they are going you can visit www.onlinecontest.org to see those of our members who have signed up on OLC. At the Women Soaring Seminar in Tucson, September 22-25 (Registrations are coming in!) we'll concentrate on Badge, Record and Cross Country flying and show you how to register and record your flights on OLC. We will also work on polishing your basic skills and do primary training, so there is something for everybody.

I am using a Nano to record all my flights and posting them on that website, even those flights I take with students. The Google Map portion of each flight shows clearly the quality of my students' thermals, wind drift, their flight paths during ridge soaring. SO, Borrow a data recorder and give it a try. You'll learn a lot about your flying and can review your decision-making during that flight. And you can earn points for your club in the club competition.

TUSC (Tucson Soaring Club) is an incredible soaring site for our Women Soaring Seminar and it has excellent ships and instructors and good inexpensive accommodations nearby. There is Officers' Military housing where you can share a house. Motels aren't far. Meals will be at the field and included in your registration fee. Gliders will be free! Go to our www.womensoaring.org for details under "Seminar".

I keep hearing of the fun plans they have for us, including inviting local 99s to join us one evening. The big news I just learned was that Colonel Donald R. McMonagle, former USAF Test Pilot and a NASA Astronaut for three Space Shuttle Missions, has offered to speak at our banquet! We'll have a short business meeting the night before so that our banquet will be for fun and celebration.

Other great news from TUSC: one of their members has offered us a Seminar Scholarship. This brings to three, our seminar scholarships, what with the two offered by the WSPA. Each is for \$500! So get your fingers working over the keyboard, go to our web-

(Continued on page 3)



From the Editor



On July 17, 5 year old Calvin Powell drew the winning ticket for the 2011 raffle at the Garner Gliderport in Virginia. And the winner was: Diana Dade from Hillside, NJ. Diana is a WSPA charter members. Congratulations Diana.

A big THANK YOU to Col. Kleber who made and provided the beautifully crafted wooden bowl. The raffle netted WSPA \$405.



The Sarah Fund

Shortly after Sarah Kelly Arnold was assured a berth on the US Soaring Team, I was contacted by Bill Elliot (of SoaringCafe fame) with the question if WSPA could help by financially supporting Sarah's participation in the World Championship (she will fly in the Club Class in January 2013 in Argentina). WSPA's Board agreed to establish the Sarah Fund to make donations tax-deductible. To get the fund going I put up a \$500 challenge between June 15 and July 15. This challenge was met within 2 days of the announcement and the checks – big and small kept arriving. Towards the end of the challenge period, an anonymous offer of another \$500

was made with the request to extend the challenge period for another month.

As of this writing and with one more week to go in the challenge period I am pleased to report that the Sarah Fund has grown to \$4330.00 (from 37 donors, 13 WSPA, 24 from others, -mainly pilots who fly at Chilhowee and friends of Sarah from the SE states-). The WSPA Board has decided to contribute to the fund from the treasury.

As Neita mentioned Pat Valdata and I (with our husbands) will be at the Soaring100 celebrations in Kitty Hawk, Oct. 21-24. We will be staying at the Quality Inn Carolina Oceanfront (right across from the 1st flight memorial) The rates are very reasonable. Bookending the weekend the charges are \$59.49/night. Saturday and Sunday night are \$76.49/night plus estimated \$32.10 in taxes.

See you at Soaring100

Frauke

(Continued from page 2)

site and, under "Scholarship" look for information so you can apply. You can email Phyllis Wells at PWells1634@aol.com with your questions. Be sure to mention which scholarship you are interested in.

On other news, Pat Valdata and Frauke Elber are volunteering at the celebrations at Kitty Hawk, NC where "The centennial celebration of Orville Wright's historic, world record glider flight" was made on October 24, 1911 (the flight was 9 minutes and 45 seconds long), heralding the arrival of modern soaring. Pat is looking for other WSPA members to join her and Frauke. Contact Pat at pvaldata@zoominternet.net The event takes place October 21-24 and should be an incredible opportunity to learn more about the early days of aviation and network with other glider pilots.

These two events are great opportunities for you to join your fellow members for flying and fun and history. We look forward to seeing you in September and October. NEITA

(Continued from page 1)

great fun to share one of the houses. Be sure to make arrangements asap as they have a contingent of Border Patrol Agents staying there at the same time, so you want to make your reservations quickly. The houses are fully supplied, including kitchens, but remember TUSC is providing all meals from Weds evening thru Sunday noon. We will do the shopping so you can focus on flying!

I also have a spare room/office with a daybed if anyone would like to bunk at my place with my cats, so no allergies. I'm 45 minutes from the gliderport.

I'm so thrilled to announce we have another \$500 scholarship for the WSPA seminar at TUSC in Sept! A TUSC club member immediately responded to my email today asking club members for ideas to defer costs for the seminar.

We also have a special guest, Don McMonagle, a glider pilot (and former shuttle commander) for the awards benefit. He is looking forward to handing out awards, and is known to be a wonderful speaker. We hope to have as many WSPA pilots as possible, so be sure to get your registration in!

K8porter

Contacts

Kate Porter, TUSC/WSPA Event Coordinator, porter8@gmail.com, 520-325-7643

Greg Hodgins, TUSC Operations Chief, Event Coordinator, ghn8un@gmail.com

Neita Montague, WSPA President, neitalibelle@aol.com

Maja Djuriscic, WSPA Seminar Coordinator, djuriscic@stanford.edu

Seminar Registration Form (Deadline August 31, 1011) and detailed information

<http://www.womensoaring.org/?p=seminarform>

Note to our members

This page in the August HS issue is normally reserved for the Treasurer's Report and the WSPA donor list. Neither one is available this month but will be in the November issue

Kolstad Scholarship Deadline is September 30

Its time to start thinking about your application for the Kolstad Scholarship. Here are a few guidelines to help you put your application together. In June collect your three references and letters of recommendations from soaring friends. Three is always good. July/August write your statement that includes your involvement in your soaring club, your school and community. Present your plans for further education and eventual vocation. Include your soaring achievements and information about what planes you have flown, awards won, badges earned and any FAA licenses you have earned. Review your application and submit it to the committee by September 30. The scholarship amount is now \$5,000.00.

Welcome new members

Gretchen Gibbs, AZ

Gretchen is a member of the Tucson Soaring Association and involved in organizing the upcoming seminar.

Jacqueline Justice, VA
(sponsored by Frauke Elber)



Jacqueline is one of the three 2011 Tidewater Soaring Foundation's scholarship students training at the Tidewater Soaring Society. She writes:

"I began flying last August in a Cessna 172. I had always wanted to have my pilot's license and I didn't realize my mom would let me until I asked last summer and she said yes! I joined the 99s which is where I heard about gliding, from Mrs. Linda Mathias. I'm 16 and going to be a senior at Western Branch high school. I'm the senior class historian, the president of our Operation Smile club, and a member of National Honors Society. I'm in all AP and honors classes and am unsure of where I want to attend college next fall."

Sandy Snyder, TN

Sandy is not a glider pilot. She is the driving force behind the Sarah Fund. Her husband flies at Chilhowee and he volunteered to run the gliderport while Sarah is flying in the World Championships

Cecilia Stebbins, WA

Andreya Witmer, IN

WELCOME TO ALL



The following notes were received with checks for the Sarah Fund:

After reading about your fund for Sarah \$500 match offer, I am writing to say I would like to do the same.

Anonymous

Great of you to do this again. I have known Sarah since she took over my home field, Chilhowee, and watched her mature as a competitor- beating me all the while.

I can't wait to watch her at the Worlds
Tim Larsen

Thanks for doing this.
Good luck (and skill) to Sarah
RJ

Sarah helped me to get my Diamonds.
Send Sarah to Argentina
Ed Bransford

Thanks for supporting Sarah
Steve McDonald
B757, 767 Captain Delta Airlines
Commercial glider pilot

From Diana Dade, winner of the 2011 raffle

I can't believe that I won this beautiful, handmade, wooden bowl. Col. Ray Kleber is quite an artisan.

Thank you so much for all you do for WSPA and all the Club News articles in SOARING magazine.

Blue Skies

Diana Dade

The "Hi Pat" is an inside joke for Pat Valdata



What's the Point?

Ups & Downs, the newsletter of the Blue Ridge Soaring Society features a column with the above title. A recent fatal accident led to the following thoughts:

Know your signals
What is the point?

On July 15, 2011, a glider on tow departed Leonardtown, Maryland. At 100ft AGL and beyond the departure threshold, the tow pilot gave a rudder fan to tell the no-radio glider that his spoilers were open. The pilot rated passenger yelled "Release, release, release" which the flying pilot did. The glider was unable to reach a safe landing spot, with bad outcome. It is apparent that the rudder fan was seen as a wave off, demanding immediate release.

On July 23rd, we were at the field discussing the event when it emerged that none of us had ever seen (or, from the front of the rope done) a rudder fan. The questions were many: how much do the wings move during a rudder fan? How much does the rudder move during a wave off? Can the signals easily be confused? And so on...The only way to definitely answer the questions was to give it a try, so we did. Upon reaching 1000' over the field the tow pilot radioed "demo rudder" and then "demo wave off".

Conclusions: having seen both, it is impossible to confuse the two maneuvers. With the rudder fan, the wings stay level and with the wing wave, the rudder movement is inconsequential. Each action is wholly distinctive from the other. The most remarkable and unanticipated aspect with the rudder fan was the towrope immediately displays a vigorous horizontal oscillation, even with spoilers full open on the glider. Quite a sight!

Remember the rudder fan says "We are not climbing as we should: I have checked the tow plane and all is well on this end. The problem is with you and it is most likely that your spoilers are open." More importantly, spoilers open is not an emergency, simply a situation requiring prompt remediation. All of our tow planes, even on a hot day, have sufficient muscle to maintain, at the least, level flight.

The wing wave says, "I have a problem with the tow plane and it is of urgent nature. Release NOW."

On your next flight, ask the tow pilot to demonstrate the two maneuvers so each will be clear in your mind. Know your standard soaring signals and enjoy Happy Landings.

Lost and Found—through Soaring

By
Frauke Elber

The Last time we saw each other was in Fall 1989 at our grandmother's funeral, my cousin Anni and I, two of the 19 grandchildren.

Then we lost sight of each other. Our lives diverged. I went to college and my first job after graduation led me back to my birth place, the city of Essen, the big, industrial city in the Ruhr valley. There I found a job in an aeronautical research lab in the neighboring city of Muelheim. And through that work I stumbled into soaring. We had sailplanes at work. I spent eight years in that job, working, flying and traveling until I met my husband-to-be, getting married, becoming a mother and moving to the United States in 1970. We settled in Newport News and immediately joined the local soaring club. A few years later we got our own sailplane, branched out into the contest world, not as competitors but as support team. Our son Dirk grew up in the soaring world and participated in every aspect of it. He became a glider pilot himself. Then, in 1983 we were invited to participate in the Soaring World Championships in Hobbs, NM, working as scorer, line crew and in any job that needed to be done. At that time we still had strong ties to the German soaring scene and we spent a lot of time with the German team members. Months later the German publication LUFTSPORT ran an article under the heading "What became of them" telling the German readers about our flying in the US and my husband's development of scoring programs and his professional accolades (remember, this was in the infancy of computers). I was mentioned in the article by my maiden name: Frauke Jung.

Several months later I received a letter from Germany with an unfamiliar sender. The letter started:

"Dear Frauke, It has been a long time since we saw each other at our grandmother's funeral. I saw the article about you in LUFTSPORT and called your parents to find out if it was really you. They gave me your address. Since so many years have gone by, let me tell a bit about me:"

And then Anni told her story. She had become a corporate secretary working in Frankfurt and Duesseldorf. She got interested in horseback riding and through this sport met her husband, 20 years her senior and a highly decorated World War II veteran and a widower. Through her husband's job related travels she traveled extensively in the Mid East and South America. They made plans to spend his retirement in South America. But at the time they were living in Muelheim, the same city where I had worked and where we made our home until we moved to the United States (we never found out about this since we both had changed names). Her life took an unexpected turn when she was widowed at age forty. To raise her spirits after her husband's death, friends invited her to a gathering of the local glider club and convinced her to give soaring a try. She liked it and became a glider pilot and very active in the club's life. She did most of her training at the well known soaring school in Oerlinghausen (our son spent the summers 1984/85 at the same school but they never met)

Then came the article in LUFTSPORT and she realized that her cousin Frauke was mentioned.

September 1988, sitting in the train to Muelheim, I was wondering if we would recognize each other at the railway station. Still in the train, I spotted her on the platform. There was Anni, not the Anni I remembered from 30 years before. But the family resemblance was so striking that there was no doubt it was her.

We had only one afternoon and evening together before I continued my travels through Germany. We drove around town, to the street where I had lived before moving to the United States, out to the airport where I had worked for eight years and did a few soaring flights. I met some people who still remembered my early exploits. It became a long, long evening catching up on 30 years of our lives.

The following year, Anni visited us here in the US and I was able to show her our beautiful State but also was able to take her to a soaring contest in Elmira, NY where she crewed for one of the pilots. I had hoped that she could come to one of the WSPA seminars, since she belonged to the German Women Soaring Pilot Association, known as the "witches" and myself being a WSPA member.

It was not to be, our lives diverged again. She got out of soaring traveling the globe and frequenting the fancy spas in Southern Europe. I lost track of her again. But in 2005 when I worked as the official interpreter at the Women's World Championships in Klix, Germany, one of the visiting male pilots approached me and asked "Didn't we meet before at the witches gathering in Worps Wede?" I had to disappoint him. He had mistaken me for my cousin Anni.

The following article is the edited and updated version of a paper that was presented at the 2010 Soaring History Symposium at the National Soaring Museum, Elmira NY

US Women in Soaring and the Women Soaring Pilots Association

Frauke Elber

The Wright Brothers started in 1901, Orville setting a world the early 20ies, when it was bro-Germany. Once the brothers aircraft and turned the flying transportation, motorless flight Because of the harsh World War I that forbad flying airplanes, mo-which soon caught on here in this ited with being the first five They are: Anne Lindbergh, wife Kotter, Maxine Dunlap, Peaches These five created so much women's glider club, the Anne 1930s women started to partici-Schweizer became the first Silver C badge. In the 1950s, at a a thousand registered glider the sport reached its highest level. The 1970s saw a decline in the percentage of women Silver dropped from 2.3% in 1954 to 2% statistic was even more telling. In holders were women. In 1972 1%. Early in the 1950s Betsy Sierra Wave Research project, the project and in 1952 became holder. In 1967 the first woman Helen Dick. In 1979 and 1980 front again: Sabrina Jackintell tude record of over 42 000 ft, Grove became the first woman barrier (as of this writing three



Top: Anne Lindbergh Glider Club 1929
Middle: Guinivere Kotter, Maxine Dunlap, Peaches Wallace
Bottom: Ruth Alexander, Anne Lindbergh

their flight experiments in gliders endurance record that stood until ken by Wolfgang Klemperer in successfully flew a powered machine into a new mode of was put on the back burner. conditions imposed on Germany torless flight found a revival country. Five women are cred-women glider pilots in the US. of Charles Lindbergh, Guinevere Wallace and Ruth Alexander. enthusiasm that in 1929 a Lindbergh Club, formed. In the pate in contests. In 1947 Virginia American woman awarded the time when the whole US had only pilots, women's participation in percentage and performance women participation reflected in Badge holders which had in 1972. The Gold Badge holder 1954, 2.4% of the Gold Badge that number had shrunk to only Woodward participated in the claimed an altitude record during the first US woman Gold Badge awarded a Diamond Badge was two women moved to the fore-flew a new feminine world alti-which stands to this day. Doris world wide to break the 1000km American women have done so)

In the early to mid 1970s American women pilots participated in international women's contests in Europe. In 1989 Karol Hines became the last US participant who flew as a guest in the then-renamed European Women Championships in Orel, Russia. Since 2001, after a 33 year long struggle with the FAI the European international women competitions were recognized as Women's World Championships. In the six contests flown so far no American woman ever participated. It wasn't until the late 90s that an American woman again participated in an gender neutral international contest: In 1999 Liz Schwenkler represented the US on the Junior Team in Holland. Later, she made history when she won as the first US woman ever a national contest, the U.S. Open Class Nationals in Hobbs in 2006, and finished 3rd in that class in 2007. Eight years later Kathy Fosha earned a berth on the U.S. Junior Team, flying in the Junior Worlds in Rieti, Italy. These are the exceptions. Very few women in the US are presently participating in Regional and National contests.



Helen Dick

Overseas the question is frequently asked why no American women participate in World Championships especially the Championships. This topic has discussed. One reason is that there are fewer women glider in most European countries and spread over a very big country. don't even have glider clubs. Amongst these relatively the regional or national level. Geography plays a roll. The Therefore the few women glider pilots very seldom get a concentration of clubs can be found along the two coasts. well structured support and training system in place for observation was made that since the women's liberation The probable reason for this trend is that many joined the



Photo: Peter F. Selinger
Ginny Schweizer and Liz Schwenkler

Women's World been extensively percentage-wise pilots in the US than these few are thinly Some of the States few, only a very small number ever flies in any contest, be it on distance between East and West Coast is about 5,000 km. chance to meet, interact or train together, since the biggest In contrast the soaring powerhouse nations of Europe have a male and female competition pilots. In addition the surprising movement started, the number of women in soaring declined. work force and because vacation time in the US is much less



Betsy Woodward



Photo: Sharon Smith

Bertha Ryan and Frauke Elber, the 1st and present Hangar Soaring editor

than in European countries they did not want to invest their diminished free time into time consuming competition soaring

In 1972, to start more interaction among the US women glider pilots, Bertha Ryan, a glider pilot herself, and later the recipient of the Majewska Medal, the highest international honor for a woman glider pilot, distributed amongst the clubs a survey to find out how many women glider pilots were in the US. Fifty-seven women responded. Encouraged by the response, Bertha started a small newsletter that later evolved into the now quarterly newsletter *Hangar Soaring*, which became a sounding board for new ideas and communication amongst the women here in this country and overseas.

Bertha's initiative led in 1978 to the first week-long women soaring seminar at which the decision was made to hold this seminar annually and each time in a different part of the US, to enable as many women as possible to attend over the years. Out of these seminars grew the idea of forming a Women's Soaring Pilots Association, which happened in 1986 and whose intended mission it was to encourage and support the women glider pilots.

As my records document the first By-laws were adopted on June 11, 1986. The Articles on Incorporation were filed on January 2, 1987 in the State of Texas, signed by the members of the first Board: Janet Clark, Nancy Lee Evans, Nancy La Riviere, Ducky McEwen, Sharon Smith and Pat Valdata. The earliest roster I could find, dated 1987-88 lists 183 members.

Over the years private donations and grants made it possible to establish scholarships to support young pilots (and recently not so young pilots) and help defray the costs of the seminars and training. Through the years the organization has grown to over 200 members (women and men) in 10 countries. Several have come across the Atlantic for the seminars especially then when the seminars were held in the Western States.

Early in 2009 the FAI honored Doris Grove for her dedication and achievements in soaring with the Pelagia Majewska medal, the international honor bestowed on an American woman pilot only for the second time in its history.

In the summer of the same year, for the first time in WSPA's history, the seminar took place in Europe, in Lesce/Bled, Slovenia. Of the 48 participants 21 came from the US, 11 from Germany, 2 from Switzerland and 2 stopped by on the way to the Women's World Championships in Hungary; Margot Aquaderni from Italy and Gill van den Broeck from Belgium. This seminar was extremely well organized and created a lot of enthusiasm. Support and sponsorship from private and official sources in this tiny country was amazing, at least to the participants from the US who are not used to corporate and public sponsorship.



The 1986 first WSPA seminar in Tucson, AZ



Nataša Marzidovšek, Vesna Stergar, Hana Holan
1st seminar participants from Slovenia

The connection to the Slovenian women glider pilots goes back to 2004 when WSPA was informed that through an anonymous donor \$750 were available in case the organization was able to bring a woman glider pilot from one of the former East Block countries to the 2004 seminar at Harris Hill. Through Andrej Kolar, the creator of the "SeeYou" program, who had attended several SSA conventions, the connection to the Slovenian women glider pilots was made and three in addition to one from Germany and one from Switzerland joined us at the Harris Hill seminar. In the following years two American members visited Lesce/ Bled airport and were impressed by the facility and the beauty of its location. After 4 years in the planning the first out-of the US seminar became reality.

At the 2010 Soaring Convention in Little Rock, Arkansas women reached a high level of visibility: Dianne Black-Nixon was awarded the Warren E. Eaton Memorial Trophy, the highest award the SSA bestows. WSPA became the first organization ever honored with the Exceptional Service Award for promoting soaring and its international work. Kathy Fosha had 6 National records awarded, Cindy Brickner and Valeria Paget each one. Val's record also was recognized as a World record in the World Class category. What made this flight so remarkable was that it was not flown at any exotic soaring site but in the coastal area of South Texas. Kathy Taylor was recognized for scanning countless back-issues of the SOARING magazine which are now posted on the SSA web page.

An all time high in seminar participation was reached at the 2010 Seminar held at Air Sailing in Reno, Nevada. A record of 72 participants signed up, 44 were pilots and 9 of them instructors. Participants came from Canada, Germany and Slovenia and the US ranging in age from 18 to mid 80ies. An array of high performance gliders, double and single seaters were available during the seminar.

In Spring 2011 Sarah Kelly Arnold earned a berth on the US National Team and she will compete in January 2013 at the Club Class World Championships in Argentina.



Sarah Kelly Arnold

As we are now celebrating WSPA's 25th anniversary, we are returning to the site where the organization was formed Tucson, AZ



**Come and celebrate
WSPA's 25th Anniversary
at the Seminar in Tucson, Arizona
September 22-25, 2011**

6th Women's World Championships in Arborga /Sweden

from a German report by Gaby Haberkern

2400 m cloud base, 2 to 4 m thermals and visibility up to 100 km, distances up to 500 km at speeds about 110 km/h. That was during last year's pre-worlds in Esklistuna/ Sweden.

This year at the Women's World Championships the picture was quite different: five scored days in Club and Standard Class, six in the 15m Class (out of twelve possible days). There was never any good soaring weather. Often we were rained on during the flight and except for one day we flew only between 120 and 200km. On the last day every body except three landed out.

This is the short summary of the World Championships.

The organizers provided for a festive opening ceremony. They had erected a big tent at the airport and the contestants arrived in Old Timer cars and on wagons pulled by vintage tractors. After some speeches and several interviews with the pilots followed by a small air show the contest was opened.

From now on it was the weather that played the biggest roll and it had no pity with the pilots. Every point had to be hardly fought for. Even small mistakes couldn't be eliminated over these short task distances. Cloud base was seldom more than 1400m and from that height the forests and lakes looked rather big and menacing. Good off-field landing fields were rare.

The last contest day was especially memorable. We took off in rain with cloud base between 900 and 1400m. After the start gate opened everybody hesitate to go on course, which lead to mass starts of 15 to 20 planes crossing the line together later in the day.. The way to the first turnpoint offered only two choices causing the group to split up. It was raining hard over the second turnpoint but we managed to get through and found small thermals on the other side that gained us some altitude. We also joined some of the other planes again and we saw several in the fields underneath. The wind almost blew us to the next turnpoint and unfortunately we had to turn north to get to the turnpoint. From then on we had head wind and we encountered another rain shower. We had only two alternatives and most pilots choose the safer one and landed out on the 4th leg. With eleven planes in the same pasture we just turned the field into our new airport. Quite an attraction for the people who lived there.



The weatherman running for his life

During the second week the traditional Babajaga ceremony took place. 10 novices were inducted into the sisterhood of the "Flying Witches" and the dancing around the fire lasted deep into the night. It was as well that the next day was cancelled. The witches decided to burn the weather man at the stakes and had strapped him to a ladder ready to be roasted. He was last seen leaving the festivities in a hurry scantily clothed.

And all too soon the final evening had arrived. Again, the organizers hat that evening well planned. Traditional food was served. There was music and dancing and the Swedish Aeroclub presented the participants with small gifts.

The sun appeared for the closing ceremony and it was warm. But in the end Sweden bid farewell with rain.

Editor's note: 47 pilots from 13 countries (all European countries, Asia, Africa and Australia did not send a pilot) competed. In the Club Class the first two places went to pilots flying Standard Libelles. WSPA members Magot Aquaderni from Italy, finished 6th in the 15m Class and Gabi Haberkern from Germany 3rd in the Standard Class.

Results

15m Class

1. Susanne Schoedel, Germany
2. Anne Ducarouge, France
3. Alena Netusilova, Czech Rep.

Standard Class

1. Sue Kussback, Germany
2. Gunilla Lindell, Sweden
3. Gabi Haberkern, Germany

Club Class

1. Agnete Oleson, Denmark
2. Ayala Liran, Great Britain
3. Amelie Audier, France

German Women's Meet.

Excerpts from a German report by Gaby Haberkern

Traditionally the German women pilots meet during the last weekend in January. This year's meeting took place in the medieval city of Soest, in the northern part of Germany.

The early arrivals were treated to a cabaret evening followed by a good dinner that lasted into the late hours.

About 70 participants had arrived by Saturday morning. The first presentation was by Dr. Claudia Wesenberg, whose hobby is parachuting. Following this Gaby Haberkern and Katharina Milke reported about the new soaring paradise of Namibia in West Africa, where Claudia had flown her longest flight ever of over 970 km. Gaby Haberkern reported that Namibia has more to offer than just exceptional soaring conditions. She pointed out the unique animal world and landscape. The third presentation was by Helmut Grix who enthusiastically reported about his fascination with soaring safaris. In several safaris he has soared over half of Europe. Susanne Schoedel, who has flown a world record in Namibia earlier in the year lectured about "Women Soaring- Quo Vadis?" Questions that are familiar to us here in the US where on her agenda..

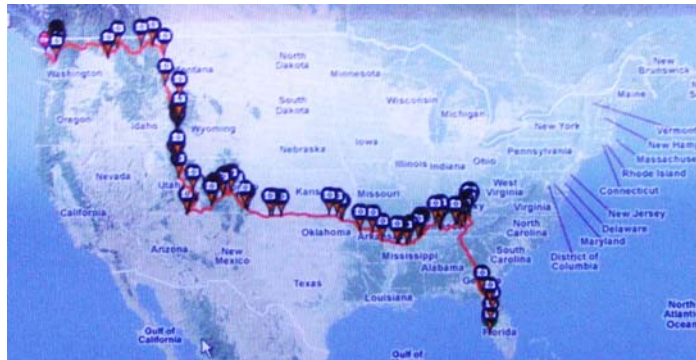
The day ended with a great dinner and a guided moonlight tour through Soest .

On Sunday several activities were offered to the participants.

Next year's meeting will be held at the famous soaring site "Hahnweide" near Stuttgart

Roving WSPA members

Editor's note: this summer several of our members undertook some exciting trips. Monique Weil returned to Slovenia, site of the 2009 Seminar. Susan and Al Simmons took their Diamond motor glider cross country. Anna Dobrin Schippers, husband Joachim and a friend (all from Switzerland) explored the US by motorbike using mostly dirt roads. They started out in Florida on June 2nd and reached the West Coast (Seattle) on July 30th. Hopefully Hangar Soaring will get more detailed reports from Susan and Anna.



Anna's and Joachim's motorbike trip across the United States

Susan wrote on June 26th:

"Al & I are currently on a 30 day trip around the USA in our Diamond motor glider. We're having a ball, just like last year's trip. I retired a couple of months ago so Al's making me do most of the flying. There was a motor glider fly-in in Minden several days ago & we left the Parowan, UT ASA meet a couple of days ago. We did our first engine out cross country in Parowan with Al doing the thermalling. Flew in to Moriarty, NM from Payson, AZ today. The flight from Parowan, UT to Payson, AZ over the Grand Canyon was simply awesome. We also did Brice Canyon, Zion, Monument Valley, & even did a car trip into Arches National Park at Moab. We'll be stopping in to the 18 meter competition in a couple of days. Will visit a tow pilot in Birmingham AL whom we'd met at Chilhowee, TN Sport National competition a couple of months ago. Then on back to CT."

Susan

Spring 2011 - my third visit to Slovenia By Monique Weil

I was able to go to Slovenia for a few days in May. It was wonderful to be there again, to renew friendships, visit favorite places and fly.

Because of physical problems I almost canceled the whole trip to Europe and was so glad I did not. Dani was so sweet. I arrived in Brnik close to midnight and Dani insisted on coming to pick me up from the airport as she was off work the next day. I was again welcomed into Dani's family.

The day after I arrived, Dani had scheduled me to fly with Ivo Smolenc in his ASH25. I had had a great flight with Ivo on my last visit and was happy to fly with him again. The partners take turns flying. It was Ivo's week to fly SI. The weather had not been great the week before or the week after but it was perfect for our flight. We flew for close to 3 hours over the Julian Alps and around Triglav and other snowy peaks, which looked different than the previous times, when there was no snow left. This was a very beautiful flight, crossing at times into Italy and over the peaks to Austria. No hikers to wave to in the snow. Ivo is a great pilot and also excellent at explaining the highlights of the landmarks - historical, geographical, geological, political, meteorological- of the peaks and valleys and rivers we soared over. His explanations were still fresh in my mind when the next day Irina and Eric Raymond (the Sunseeker builder) drove us to many of the sites I had seen from the air. For example, we had soared back and forth over the Vrsic pass, from Slovenia to Austria. It is the highest pass in Slovenia and from the peak of the high mountains, with Italy on one side and Austria on the other; looking to the West we could make out Glockner mountain, the highest in Austria.



Monique at the Lesce airport

Ivo had explained that the road was built during the first World War by Russian prisoners. Later there was an avalanche and many died. With Irina and Eric, the next day, we drove around some hairpin turns, then hiked over part of the pass and visited the remote Russian Orthodox Chapel, built by the Russian POWs to commemorate their dead. Then, descending into the valley, we followed the beautiful emerald color Soča river and stopped to see a group of Irish kayakers prepare to go down the rapids. We continued on to hike on a trail to the source of the river, with very picturesque waterfalls and rapids.

Except for the first day of my visit, Dani had to work - she teaches high school as you know. She had arranged for our friends Irina and her husband Eric, followed by Jasna and then Nataša to do some sight seeing with me on different days. So we went driving, hiking, eating and visiting different scenic areas and

(Continued on page 10)

(Continued from page 9)

historical sites. I was happy to be able also to renew my acquaintance with Jasna's parents and Nataša's mother. Then Jasna and Nataša showed me parts of the old Ljubljana, and the ancient castle.

I was relieved to hear that the glider club in Lesče has recently come to an agreement with the airport administration flying most of the club gliders without charge, which they have not been able to do in a couple of years. Dani wrote "We are flying almost all gliders except DG500, FOX and one DG 100 and one DG 300. So we have 3 DG 100 one DG 300, LS8, Bergfalke and 2 Blaniks 23".

When it was time for me to leave Slovenia, Primoz, Dani's husband, drove me to Villach, a tourist town in Austria, on the other side of the Vršic pass which we had seen from the air earlier. I was heading to Vienna next and took the train from Villach. I had been invited to spend a few days with a friend in Vienna, then 3 of us were invited by an Italian friend to her little house on the shore of Lake Garda, in Italy. Her great great grandfather had bought some land just on the east shore of the lake. So, before returning home after visiting friends and family in Paris, we relaxed Italian style for almost a week, taking in the little towns and villages on the other side of the lake by a ferry ride and just hanging out, looking out at the gorgeous views, sampling the wines and Mediterranean food and going on walks and spending a day visiting the gothic city of Verona.

All in all, I enjoyed a most wonderful holiday in Europe this spring.

Hear Say

A new plane at Chilhowee Gliderport

After the world wide grounding of the L-13 fleet, Sarah Kelly Arnold lost a work horse at her glider operation. Recently she added a Schweizer 2-32 to her fleet and loves the 3 seat feature.

According to the Schweizer internet site:

"The 2-32 was once the world's highest-performance production multi-seater and has been a prolific record-setter. In the late 1960's and through the 1970's the design held many world and national records for speed over 100, 300 and 500 km courses, as well as a variety of distance, out-and-return and altitude records for both men and women. It gained the feminine multi-place world and national records for absolute altitude and altitude gain (10,809 m./35,463 ft. and 7,848 m./24,545 ft.) flown by Babbs Nutt at Black Forest, CO in 1975. It is widely used for the commercial 'rider' business with the facility of carrying two relative light and friendly passengers on the bench rear seat. The design features airbrakes and an all-moving horizontal tail with anti-balance tab. The first 2-32, serial 001, belongs to the National Soaring Museum. ATC."



The 2-32 now residing at Chilhowee began its life as a powered version. It was then modified to a pure glider and for many years served at a commercial operation in Bar Harbor, Maine.



This is what the plane looked like, when still flying there

Laurie Haden's longest flight

On May 31, Laurie Harden had her longest flight ever flying with Devin Bargainnier in a DUO. They flew 1,229 km and became 2nd in the world in OLC listings that day.

Julie Butler at the Cross Country Camp at SoaringNV;

Julie listed 6 flights in Duo Discus on OLC accumulating 1837.77 km

Jason Arnold (the Arnold part in Sarah Kelly Arnold) Congratulations are in order. Jason Arnold has been awarded two Certificates of Achievement for completing all of the legs of the Silver and Gold badges in a Schweizer 1-26. He wrapped up all the duration and distance requirements for both badges on his March 24th flight last March. Quite a flight. Way to go Jason.

Ron Schwartz
1-26 Record Keeper

What became of them?

Ashlee Klemperer
Ashlee Klemperer is a past winner of Sky Ghost scholar-

ship. Her father, Walter Klemperer, sent the following note:

"Ashlee turns 25 this Nov. and has traded her flying career for her education, Bachelors degree from Portland State University, and motherhood. Her daughter Lacie Ann turns 2 in a couple of weeks and has already sat in a sailplane, though she won't remember that! Ashlee is working in Portland now. She plans to start a Masters in Social Work on line through University of So. Calif."

Amelia Adams

Amelia was the youngest presenter ever at a SSA Convention. Hangar Soaring reported from the 2008 convention in Albuquerque

"The highlight of the women presentations was a lecture by Amelia Adams (16) titled "Healing the Patient". Amelia as a Junior in High School rebuilt - as an IB project - her club's LS 4. She got a standing ovation."

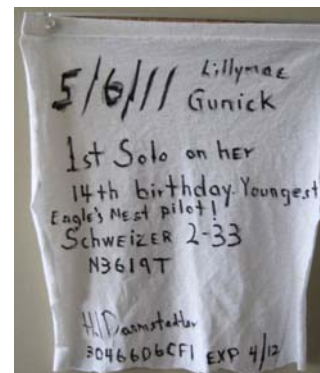
Scott Stan from the Colorado Soaring Association wrote the following note

"Amelia completed her first cross-country on Saturday flying most all of the 352km flight in the Duo Discus. She did turn over the stick to take some pictures of her dad flying by in AA."

See Amelia's OLC trace at the listings from July 30, 2011. (it would not copy from the web page into Publisher)

Lillymae Gunick

Lillymae was bitten by the soaring bug at age 9. She had her



first flight at Shenandoah Valley Soaring Club in Waynesboro, Virginia. (Hangar Soaring reported about her in a past issue) Although she needed pedal extensions and any number of cushions to fit into the 2-33, it did not dampened her enthusiasm and she progressed nicely. Then her family moved to Montana where she wasn't close to a



Lillymae then... (with her instructor Jay Darmstadter)

soaring operation to continue her training.

The August SOARING magazine features an update on Lillymae provided by Jeanny Pitsenberger:

"Lillymae Gunick, now 14 years old, soloed in the SVS's 2-33 on her 14th birthday. "Her father had brought her back from Montana a couple of weeks before her birthday to brush up on her skills before soloing. Lillymae is an old order Mennonite and wore a borrowed t-shirt over her dress in anticipation of losing her shirrtail.. She was awarded her "A" Badge at the same day. Lillymae and her father returned to Montana the next day"



...and now (again with Jay Darmstadter)

Jay McDaniels reports:

Mary Movius (Mary Mo) became the newest Las Vegas Valley Soaring Association's Private Glider Pilot.



Mary Herman

Mary finished her first year at the Air Force Academy and has been accepted into the Academy's glider program.

June 22-29 - Bishop Encampment - (From the ASI July Newsletter)

Manager Mark Montague, 8 days with 16 pilots per each 4 day session

The Montagues (Neita and Mark) managed the event with a lot of pre-planning and daily support including briefings, tight launch timing, landout/ retrieve coordination, clearing landing gliders and evening meals. It was hot during the day and working the line (rotation of pilots) & tow was hard work!

Weather in the first session was great with too much wind the last 2 days of the second session. Pilots got as high as 18000' and flew in 2gold distances

It takes a lot of effort to coordinate the trip West.

NSA plans to manage the Bishop Encampment next year.

Contest Season

In 2011 US women participate in contests across the country more than ever and did very well. Presently Sarah Kelly Arnold is flying in the 15m Nationals in Uvalde, TX which doubles as a warm-up for the upcoming World Championships in which Sarah will represent the US in the Club Class.

Here are the contest listings:

Region 5N (Perry, SC)

Sarah Kelly Arnold (1st)

Sports Class Nationals

(Benton, TN)

Sarah Kelly Arnold (1st)

1-26 Nationals

Cathy Williams/ Jonathan

Leal (top team)

Jeannie&Graham Pitsenberger

(not enough days to make it a contest)

Region 5 South (Cordele, GA) 15m

Jayne Reid, (4th)

Moriarty Club/Modern Class Regionals

Kathy Fosha (3rd)

Vintage "Nationals"

Mary Cowie in ASK 18

Marita Rea in 1-26



Photo: Lee Cowie

Mary Cowie ready for take-off

Gerlach Dash

Neita Montague

Updated World Records

World Class (PW5)

Feminine free Distance up to 3

turnpoints

Ghislaine Facon, FR 450.2 km

(this broke Val Paget's record)

World Record claim (pending):

Feminine free triangle distance

Val Paget, USA 409 km

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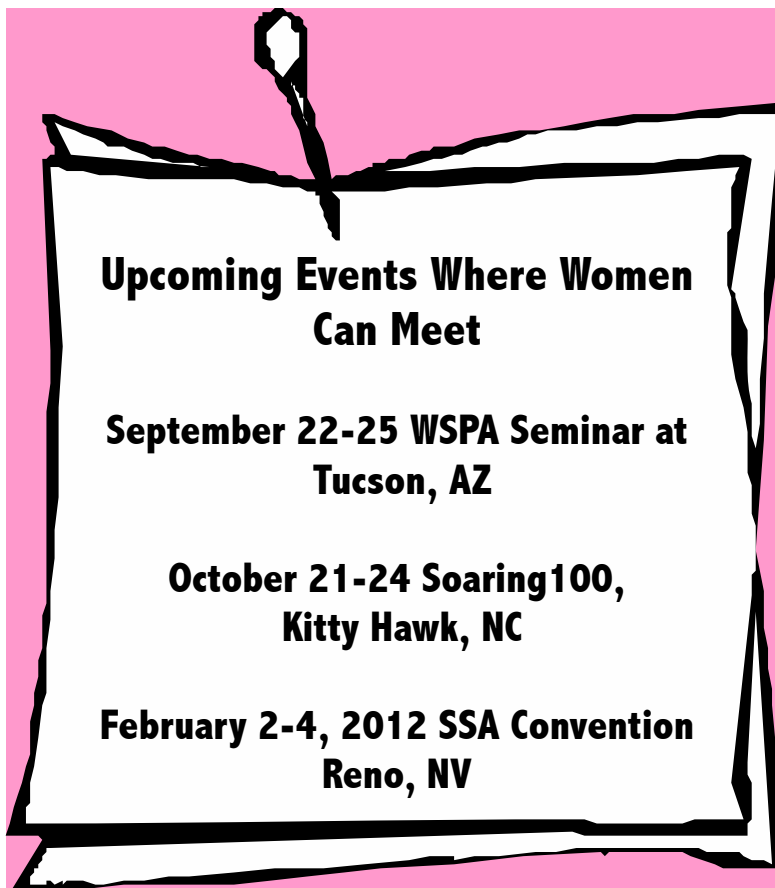
owner-operator: Sarah Kelly Arnold

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