



Hangar Soaring

August 2012

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

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Photo: Jim Foreman

Sabrina Jackintell 1940-2012

An extraordinary woman

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DEADLINE for the November
Hangar Soaring:
October 31, 2013

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 August 2012 SOARING

Silver Badge
Marianne Guerin, CA

Silver Duration
Marianne Guerin, CA

C Badge
Marye Anne Read, NV
Sydney Barnes, TN *
Deonna Neil, CO

B Badge
Amanda Lukens, PA *

Deonna Neal, CO
Mary Lyn McNeely, CA*

A Badge
Amanda Lukens, PA *
Deonna Neal, CO

Solo
Pam Grandin, NY *

PPL-G
Jennifer Hunt

* non WSPA member

PRESIDENT'S NOTE



Our Tennessee Women Soaring Seminar was well attended and the days were packed with training (initial, refresher, aerobatics), mini-lectures. There was still time to visit, to relax and enjoy each great meal.

We wish you had been there! We all left Chilhowee on an upbeat note and many of us are already planning for the next seminar at Moriarty, New Mexico: July 8 through 12, 2013. Come early to Albuquerque or stay after the seminar so you can visit Old Town, browse the pawn shops for jewelry and pottery, enjoy the specialties of New Mexican food. Moriarty has hosted our seminar in the past, and after our highly successful one in Chilhowee we have a great template for involving everybody. You'll hear more from Maja, our Vice President and Seminar Coordinator in the next issue about this upcoming Seminar 2013. She's already working on the one for 2014! You're in for a surprise as to location.

We're in high summer across the U.S. and Europe. I am enjoying looking at flights on OLC. You might want to go to www.onlinecontest.org and go to Gliding, OLC Scoring, Daily Score, then go to the arrow by Worldwide and click down to North America etc. I use this great tool for debriefing my own flights as well as my students': quality of thermal turns, drift, choice of direction, etc. And I encourage you to post your own flights, be they 15k or 250k or more! You might have fun, when you aren't able to get to the glider field, to go online to see what your fellow WSPA members are doing. Thanks to Sarah Arnold for giving us a talk about going cross country at our Alexandria, Indiana Seminar in 2008 (AND for hosting this year's seminar at her beautiful gliderport) and to Elke Fuglsang-Petersen for encouraging me at last year's seminar in Tucson to use the OLC site.

There has been some discussion as to whether our members want to post under their own club, airfield or under the name of the WSPA. I post, at the moment, under my club, Air Sailing, but put in the comment box: "For the WSPA". Let me know what you think.

I encourage you to send us notes on your soaring, urge you to strive to improve and to increase safety by flying as often as you can, and to support your local CFGs and tow pilots with a big "Thanks!" every time you go to the gliderport. They are the lifeblood of every field and often some may go there day after day, during hot and cold weather, on good soaring days and not so good soaring days.....most without much compensation. Bravo to these heroes of the gliding world. And bravo to all of you for your support of soaring and our WSPA scholarships with your membership and donations.

NEITA



From the Editor

The comment of one of our very young seminar participants "I did not know this would be so much fun" made me thinking how important it is to convey the fun factor of soaring and the soaring community to the young people. Expose them to the "Joy of Soaring" first, the fact that becoming a glider pilot necessitates a serious learning process, will sink in later and will be easier to take.

These thoughts led to "mentoring". To mentor a young person does not mean financial support (unless the mentor is willing to do that), it does not mean countless hours in the uncomfortable back seat of a double-seater. What it means is encouragement, listening and the willingness to pass on the knowledge we, the "oldies" have acquired over many years, the willingness to answer questions even when they sound trivial to us.

This was brought back to me a few weeks ago when I received an e-mail notification that someone had posted a message on Facebook for me. Upon checking the message the name of the sender didn't immediately ring a bell. But reading the message, the memory of a trivial happening seven years ago came back..

In 2005, I worked as the official interpreter at the Women's World Championships in Klix /Germany. One day, in the middle of the landings of the competitors a pink Ka8, which I dubbed "Pink Panther", landed at the airport. The pilot was a 15 year old girl. I went over to help her push the plane out of the way and told her that she had landed right in the middle of a World Championship and asked if she had any idea how many famous women pilots were at the field. She had absolutely no idea.

After inviting her to a Bratwurst dinner at the airport I took her around and introduced her to some of the pilots until her crew came and she merrily went her way (the same Ka8 with a different young girl at the

controls landed again at the field, but this time we were alerted to her coming). I quickly had forgotten that unexpected visit and the young pilot's name until she contacted me via Facebook seven years later asking: "do you remember me? I was the girl who landed the pink Ka8 at Klix during the World Championship and you took me around." For her this short encounter was important enough that she remembered my name and made the effort of finding me on Facebook. She is in her twenties now and an university student. I don't know where her soaring took her but in my opinion the short time I took off from a very busy schedule to introduce her to the world elite of women soaring pilots was a way of mentoring. My own son benefitted from two great mentors : Karl Striedieck and Hank Nixon. Even when he was only 12 years old they took him seriously, answered questions, nurtured him along when he became a glider pilot , became good friends although they were our age, and often had more influence on our son than we as parents had. I am grateful to both of them. So, when you see a young person standing around at a gliderport, take him/her under your wings and portrait soaring as a fun thing to do and the soaring community as a caring one.

Frauke.

Welcome new members

Laurel Cummings, VA
2012 TSS scholarship student
Sponsored by Frauke Elber

Kristin Farry, VA

Megan Grusenmeyer, LA
Patrick Grusenmeyer, DE
(Megan's father)

Rita Johnson, FL
Tom Johnson, FL
(Rita's father)

Karen & Mike Morgan
(no address available)

Jilinda Rowland, CO

Anke Rudloff, IN
Uwe Rudloff, IN
(Anke's father)

2012 WSPA Scholarship Winners by Phyllis Wells

The WSPA Scholarship Committee is happy to announce the scholarship recipients for 2012. We feel that all four women are outstanding pilots and will do well in their glider training.



Katie Berkey was selected to receive the **Sky Ghost Scholarship**. At 24 years of age Katie is a graduate of the Naval Academy and is in flight training in Kingsville TX. During the month of June she was busy practicing aircraft carrier landings! To combat the stress and regimentation of military training, Katie sought out a local gliderport where she finds soaring to be a pure form of flight, with no engine, fuel, or air traffic controllers. In her words, soaring is, "a creative and intuitive process". At the time of her application, Katie had 4.5 hours in a 2-33. She flies gliders at Refugio Soaring Circle in Texas.



Lenka Kubina is seeking to advance her skills in gliders. She is a Commercial pilot with ratings for SEL, MEL, and Gliders. Having grown up in the Czech Republic, it was not until she came to the US that she was able to fulfill her dream of becoming a pilot. Lenka lives in Utah and is active in the Commemorative Air Force and the Civil Air Patrol. She plans to be involved in the CAP summer gliding program for Utah youth in addition to towing at her glider club, Cedar Valley Soaring. Lenka enjoys photography and has produced an exhibit titled "Fly Utah" which she has displayed both in the US and the Czech Republic. She is receiving the **Maria Faber Scholarship**.



Jill Rowland worked at Black Forest Gliderport as a teenager, but she didn't learn to fly gliders. Instead she became a licensed pilot in airplanes, earning her Commercial Certificate in single and multi engine planes and Certified Flight Instructor rating in Airplanes. She has worked as a Flight Instructor, Charter Pilot, and Airport Manager. With over 2500 hours of flight time, Jill is finally at a point in her life where she has the time and the opportunity to get her glider rating. She will be flying with High Flight Soaring Club in Colorado Springs CO, and will use the **Mid Kolstad Scholarship** to help with her expenses.

WIA scholarship

This year, **Heather Jordan** was selected to receive a scholarship from the Women Soaring Pilots Association for the purpose of obtaining her glider add-on rating. Heather is a flight instructor and Chief Pilot for Pontiac Flight Service, flying such planes as a Cessna 421, a TBM 700 and a King Air 200. She volunteers with Angel Flight, Young Eagles, and the 99s Pinch Hitter Course.

An introductory glider ride convinced Heather that she wanted to master gliders and work toward being a CFIG. She loves teaching and sharing the excitement of flying. She will take her glider lessons at Sandhill Soaring Club in Michigan.

This scholarship is promoted by the Women in Aviation International in conjunction with WSPA. This is the first year WSPA has offered this scholarship, but we hope to continue since it gives our organization great visibility among a diverse group of women pilots.

IN THE NEWS

Jaqueline Justice wins Michael Wallace Scholarship

Jacqueline Justice, 2011 TSS scholarship student, was the 2012 recipient of the Michael Wallace Glider Flight Grant of \$1000. Jacqueline graduated from high school in June and will attend the University of Maryland to study Journalism.



Photo: Frauke Elber

Jacqueline and her instructor, Kevin Leahy

The following URL leads to a very old movie from 1955 when Virginia Schweizer was still Virginia Bennis
<http://www.youtube.com/watch?v=mhCcyXTX7Xc>

Professional Woman Pilot of the Year

WSPA president **Neita Montague** was honored by the 99's International, South-west section with the "Professional Woman Pilot of the Year" Award for her dedication to flight, exemplified with such accomplishment as flying Young Eagles, volunteering at the Reno Air Races, and many other examples of aviation enthusiasm and support. (SOARING, July. 2012)

On July 17, 2012 **Jeannie Pitsenberger** was interviewed by the Staunton, VA newspaper. See the interview at

Continued page 9

**Women Soaring Pilots Association
Balance sheet
Feb. 1, 2012 - June 30,**

INCOME

Prior Bank Balances	\$ 439.22
Membership Dues	\$ 950.00
Donations	\$5,591.50
Raffle	\$ 640.00
Seminars	\$8,657.00
SSA Convention	\$ 439.00
Bank Credit	\$ 61.20
Total Income	\$ 16,777.92

EXPENSES

Hangar Soaring	\$ 387.67
Office Expenses	\$ 111.81
SSA Convention *	\$ 465.89
WSPA Pins	\$ 637.53
Scholarships	\$ 2,200.00
Seminar (ASI & Tucson)	\$ 8,366.00
Total Expenses	\$ 12,168.90

* Includes Banner

ASSETS**Cash:**

Compass Checking	\$ 2,517.97
(From above cash - Scholarship Funds = \$ 5,591.50)	
Compass Savings	\$ 500.00
Cash Total	\$ 3,017.97
Investments :	
Schwab	\$44,067.00
Total Assets	\$47,084.97

LIABILITIES

Mid Kolstad	\$ 1,500.00
Tucson Soaring Club	\$ 1,604.00
Total	\$ 3,104.00
Total Liabilities	\$ 3,104.00

Total Assets/Liabilities = \$43,980.97

**WOMEN SOARING PILOT ASSOCIATION
ANNUAL MEETING MINUTES 2012
Chilhowee Gliderport, Benton, Tennessee**

The 2012 WSPA Annual Meeting was called to order on four consecutive days by President Neita Montague. Each day covered a portion of the Annual Meeting agenda. This was deemed acceptable by the board to facilitate members understanding of the organization and to use time and pilot energy more efficiently during the five day seminar.

OLD BUSINESS:

MINUTES

The Minutes of the 2011 meeting at the seminar in Tucson, Arizona were accepted as published in "Hangar Soaring" and the seminar participants' binders.

PR REPORT

Innovative ways and plans by which the WSPA has been and could be promoted were discussed. Articles on our scholarships, our Anne Morrow Lindbergh Challenge Trophy, on this Chilhowee Seminar and on the upcoming Seminar in New Mexico will be emphasized this year. The AML Trophy photo on the back of the seminar binder was used to introduce to new members to the history of the award and to explain the emphasis on cross country flying. The trophy will be presented to the winner at the 2013 Seminar in Moriarty, NM that is being organized by our Vice President and Seminar Coordinator, Maja Djurisc. The seminar will be chaired by Connie Buenafe from Moriarty.

Neita distributed business cards and encouraged outreach to others by handing them to any female or male glider pilot who might be interested in joining or supporting the WSPA.

NEW BUSINESS:

TREASURER S REPORT

In the absence of Mary Rust, WSPA Treasurer, President Neita Montague reported on the summary balance sheet for the WSPA reporting as a 501(c)3 organization (non-profit). Total current assets recorded were \$55,024.56. Total Current Liabilities were \$13,180.00 and Equity \$41,844.56, The Treasurer's Report was accepted as printed in the seminar binder.

MEMBERSHIP REPORT

Phyllis Wells and Neita Montague reported on Membership. The membership of the organization has grown to 257 members with other applications pending as of this writing. The total voting membership is 237 with 73 coming from the Eastern Region, 55 from the Central Region, 81 from the Western Region, plus 26 international members. We have 17 Honorary Members. Encouragement of Life Membership was suggested and it was announced that Chuck Schroll will become our third Life Member as of this seminar. He looks forward to supporting the WSPA in continuing its "outstanding efforts" in encouraging women to soar the sky.

SCHOLARSHIP COMMITTEE REPORT

Phyllis Wells gave a review of the history of the WSPA scholarships. She reported that the WSPA has awarded over \$37,600 in scholarships since 1990. She then announced this year's winners as follows: The MID KOLSTAD SCHOLARSHIP (\$1500) to Jill Rowland, of Westcliff, CO. The SKY GHOST SCHOLARSHIP of \$750 was awarded to Katie Berkey, of Refugio, TX. The MARIA FABER SCHOLARSHIP, (\$750) went to Lenka Kubina of Utah (she is formerly from the Czech Republic). The WSPA Women in Aviation Scholarship went to Heather Jordan.

Neita then announced a possible new scholarship from a WSPA member who attended our 2007 Seminar in Avenal.

BYLAWS COMMITTEE

As per the WSPA Bylaws Article VI, item A, Neita Montague, as President, has appointed Pat Valdata, Phyllis Wells and Jeanne Pitsenberger as the Bylaws Committee. Revisions to the Bylaws are currently being worked on by these three members. Additionally, Standing Rules will be established by the Bylaws Committee and are to be approved by the Board. These will include, but not be limited to, the setting up of an INVESTMENT (or Finance) COMMITTEE.

NOMINATIONS FOR THE 2013-2014 BOARD OF DIRECTORS

Neita expressed the need for volunteers for a NOMINATING COMMITTEE for the upcoming Board of Directors Election in November. The following individuals have tentatively accepted to work on this committee: Kathy Taylor and Marilyn Meline. Anne Wright requested that her name be considered for nomination to the board.

ANNOUNCEMENTS

The Flying Goddess (Limerick Contest) rules were explained by Pat Valdata and seminar participants were invited to write their best creative limerick to win possession of the "Goddess" for a year. She was later awarded to Thomas Johnson during the banquet held on Friday.

(Continued on page 8)

The 2012 WSPA Seminar at Chilhowee Gliderport, TN

By Meagan Grusenmeyer



Seminar participants (in alphabetical order): Wolf & Frauke Elber, VA; Kristin Farry, VA; Dianna Fleming, TN; Ulrike Franz, AL; Megan Grusenmeyer, LA & Patrick Grusenmeyer, DE; Ami Guyton, MI; Frank & Maggie Heltinger, KY; Alexis Latner, TX; Mike & Lucyanne McKosky, OH; Marilyn Meline, MN; Mark & Neita Montague, NV; Donna Morrison, MD; Jeannie & Graham Pitsenberger, VA; Anke, Uwe & Christiane Rudloff, IN; Chuck Schroll, AZ; Al & Susan Simmons, CT; Sandy Snyder, TN; Pat Valdata, MD; Phyllis Wells, AZ; Gerry Whitson, KY; Anne Wright, MI.

In the same year I was told by a glider pilot that he wouldn't take me as a passenger in his club's sailplane because "he doesn't fly with women", and two Saudi athletes were called "Olympic sluts" for representing their country in the premier international sports competition, the Women's Soaring Pilots Association held their 35th annual seminar. This event elegantly brings together the conditions to foster and grow women soaring pilots, an oxygen tent nurturing the continued growth of this sport.

The focus of this year's WSPA seminar was on mentoring and being mentored and there was a wide range of piloting experience represented in the 35 attendees, myself never having sat at the controls alongside professional pilots, single-engine pilots, mechanics, and soaring enthusiasts. I jumped at the opportunity to learn about gliding when I heard my father was attending to get some experience ridge soaring (yes, WSPA seminars are open to non-women). In the course of this weeklong event, four women soloed, many experienced ridge soaring and aerobatics for the first time, and we all deepened our knowledge of flight.

The seminar was held at the Chilhowee gliderport (an hour east of Chattanooga) located near a ridge and surrounded by fields and woods. There were five flight instructors to meet the numerous goals and skill levels of the pilots and would-be pilots present. The half-mile dirt airstrip easily accommodated the sometimes fifty flights per day. Two tenacious tow pilots and a hardworking ground crew graciously provided the support to fill our log book. There were multiple student sailplanes available, among them the Schweizer 2-33, Schweizer 2-32, Blanik L-23, and Schleicher Ka-7 as well as several single place ships. Twice daily ground school on topics such as thermaling, finding and optimizing ridge lift, choosing a mentor, using SeeYou[®] software, and unusual attitudes supplemented the hands on learning. Also Lukas von Atzigen provided aerobatics instructions, demo flights, and ground school training. The hundred plus-degree days yielded good afternoon lift over the surrounding fields, and as safety is paramount, the clubhouse was mercifully dark and cool.

I am so grateful to my instructor, Chuck Schroll, and the organizers at WSPA because I was able to log twenty-four flights that week and experience my first tow release in the seclusion of the sky. My new network of friends will be hearing from me since there are no glider clubs in New Orleans, where I live, and I'm hooked.

For those women interested in flying, find the WSPA or be persistent at your local glider club, it's well worth it. For those pilots interested in growing the soaring community and the achievements of motor-less flight, don't overlook the talent and dedication that lies waiting. Sarah Arnold, owner of the Chilhowee gliderport and host of this year's WSPA seminar, will be the first US woman ever to compete in the World Gliding Championships in Argentina in 2013. These are the sort of achievements we can boast within the international soaring community with the continued help of the dedicated aviatrixes at WSPA.

Editor's note: we had hundred eighty-five flights during the seminar, one day with fifty-seven. At the end of the seminar we could congratulate four



The new solo pilots: Kristin, Maggie, Anne, Megan
Kristin also got her commercial glider rating

newly anointed solo pilots, one of them Megan Grusenmeyer, a pure glider pilot. One of the four also received her commercial ticket. But not only soaring was on the learning tablet. All participants got a lesson in good, southern cuisine. Sandy Snyder was in charge of the food operation to which every body was detailed for one day (even the not flying participants) . Thanks to a nearby Amish produce market, Sandy provided the dinner crews with plenty of fresh vegetables. The dinner crews did an outstanding job with all the "raw material" and provided delicious meals.

A note of thanks go to our two tow pilots Lynda Lee LaBelle and Gerry Whitson; to the tireless instructors Sarah Arnold, Chuck Schroll , Lynwood Stevenson and Neita and Mark Montague. Also a big thank you to the presenters of the morning and evening lectures: Mark Montague, Sarah Arnold, John Dean, Jay Campbell and Lukas von Atzingen. Air Boss was Jason Arnold, Line Boss Tom Snyder assisted by the tireless line boys Luke and Joseph. Thanks also to the two clubs which provided additional double seaters: Eagleville Soaring Society and Smokey Mountains Soaring Association.

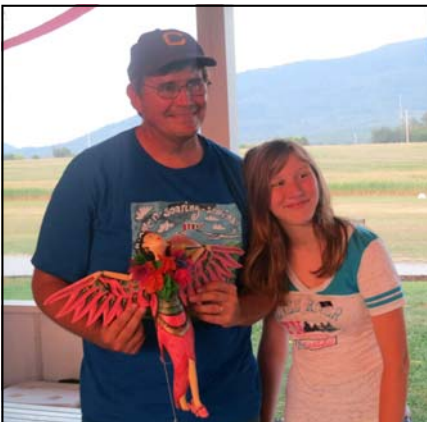
It was also great to notice how much the WSPA seminar has become a family affair. Anke Rudloff, at age 12 our youngest participant and Rita Johnson, just a few months her senior, attended with their parents (in both cases the fathers are glider pilots). Megan Grusenmeyer attended with her father, also a glider pilot. The following attended as twosomes: Sarah and Jason Arnold (our hosts), Neita and Mark Montague (instructors), LucyAnne and Mike McKosky (Lucy being the pilot), Frauke and Wolf Elber (both not flying anymore), Maggie and Frank Hettinger (Maggie being the pilot), Sandy and Tom Snyder (Sandy being a budding gliderpilot and Tom an old hand), Jeannie and Graham Pitsenberger (both glider pilots but only Jeannie flew), Susan and Al Simmons (both flying in the seminar).

And last not least: this year's limerick winner was Tom Johnson

Thanks to all for a great seminar.



The oldest and youngest participant



Winner of the Limerick contest:
Tom Johnson (with daughter Rita)



I wanted to fly like a bird,
But my friends all said "That's absurd!"
I came from the stix
Now I fly with these chix
And my fun meter pegged off the board.



Best dressed tow pilot:
Lynda Lee LaBerge

Runner-Up Limerick
by Jeannie Pitsenberger



The Women Soaring Pilots Association
Assures ladies will experience orographic elation,
Whether it's thermal, wave, or ridge,
It keeps them out of the kitchen and fridge!
Their spirits take off and under the cu's they soar,
To return the next year full of adventure and lore!

WINNER OF THE 2012 WSPA RAFFLE



Jay Campbell from South Carolina was the lucky winner.

\$925 worth of raffle tickets were sold and added to the scholarship fund

(Continued from page 5)

The "international and U.S. regional structure" of the organization was explained.

Frauke Elber stated that donations to date for the "Sarah Fund" (monies being raised to assist her in competing at the 2013 World Championships in Argentina, South America) totaled over \$10,000.

Neita concluded the last evening of the meeting giving thanks to all who participated and all of those who worked as volunteers on the Chilhowee 2012 WSPA Seminar. All attending reported a wonderful time and enjoyed the learning experience and camaraderie. Special "awards" were given to several key individuals responsible for the success of this seminar.

The meeting(s) were adjourned during the banquet on Friday, June 29, 2012.

Respectfully Submitted,

Lynda Lee LaBerge
WSPA Secretary

The following Board members were present at the meetings

Neita Montague	President
Lynda Lee LaBerge	Secretary
Pat Valdata	Member at Large
Frauke Elber	"Hangar Soaring" editor

Attention Members

The WSPA fiscal year runs from July 1 to June 30 the following year

As of July 1, 2012, by decision of the Board, dues have been increased to

\$20.00/year



From: SoaringCafe

From the Opening Ceremony of the World Gliding Championships
in Uvalde, TX



Voices of the seminar

Thank you all for what this Seminar meant to me too. I returned safely to my family in Columbus, Georgia after the wonderful week of flying and fellowship.

Thank you all for giving me the highest and most wonderful point of my summer. (Literally the high point - thank you Neita for that flight to 6000' MSL!)

Fair skies and thermals to you all.

Alexis

Dear New and Old Friends,

Thanks for your support last week. It helped me a lot to have met those flying goals!

Hope to participate next year...

And some in between now and then.

Kristin

I had a great time this past week, and am constantly amazed at the quality of my experience at my first WSPA seminar. I'm looking forward to my second seminar already!

Anne

Great to be with you all for a week. I have long been a fan of the WASPs, and you are like a living version of them... Same spirit, same "can-do" attitude.

Chuck

Graham and I also had a great first-time seminar experience! Best of all was meeting all of you and the great camaraderie we enjoyed.

Take care all, and see you at cloud base!

Jeanne

I came home from Seminar with two books in my bag, and since school doesn't start for a couple more weeks, I found it easy to pick them up.

First I read Patricia's "Crosswind," and I thoroughly enjoyed it. The characters were interesting and likable, and the soaring world and the soaring experiences in the story were very welcome. I've ordered other novels about soaring (Amazon used books are great for trolling for such things), but only kept one, was it "Free Flight"?, and tossed the others because they just weren't good books, even if they are set in the soaring world. But *Crosswind* I'm keeping, and I'll most likely revisit the flying segments in it because I like to go back and touch on the experience. (It would be good to lend out to anyone who's interested in soaring, but maybe I'll just have to get them their own copy.)

That was last week.

Then, Tuesday, I think, it was really hot again, and I retreated into the house with Alexis's "Hurricane Moon." My intention was to spread it out over a few weeks, but once I got halfway in, it wasn't possible. I finished it today instead of visiting relatives who really were on my list.

What a great tale! I grew up reading every SF book on the library shelves, and one of my proud possessions is my shelf of *Analog* and *Asimov* magazines that I hope my grandsons will want to read. But I haven't read any SF for about what, 20 years, that I really liked. I guess I'd read enough that the new ones just aren't breaking any new ground (for me), or aren't well-written enough to get lost in. *Hurricane Moon* is real SF (not fantasy) that takes an adult tour of ideas, possibilities, and the what-ifs and potential of people with the same background as we have, projected forward. It's a space-travel story, but no clichés, no easy answers, no simplistic life-form problems and solutions. And the story keeps turning and turning. Very satisfying. Thought-provoking.

Thank you, ladies!!! A gift of the Seminar that I never expected.

Maggie

I had a fabulous time this year, even with the heat (although I was a bit dehydrated when I got home--nothing some electrolyte-flavored water couldn't cure). It was fun to meet so many new women pilots and to reconnect with old friends.

I want again thank Sarah and Sandy for all the logistics, Lynda and Gerry for all those hard-working tows, and Luke and Joseph for all that plain old hard work.

Pat

Prior to the seminar, Sandy had bought a 1-26A. We all got a chance to admire the bird in its trailer. The following is an update by Sandy:

Well, folks I went with Tom and Key Dismukes to inspect the 1-26. It's in pretty good shape; needs some new avionics and a good cleaning. I then did what I should have done first. I got in and found that my legs are about six inches too short to reach the non-adjustable rudder pedals from the non-adjustable seat. I also need about six inches of cushion to see over the instrument panel, which makes the "short leg" problem worse. Bummer ... The good news is that Linda LaBerge is interested. Linda?

Sandy

Thank you to Sarah, Mark, Chuck and everyone else for giving Anke a jump start on her flying goals.

Now if we can just get someone around here to make that fresh iced tea...

Uwe

Chilhowee was a great success. Just having mostly green grass was a plus compared to Air Sailing's hot, dry desert climate – even if the lift isn't as good in the east as it is out west. I know for certain that Al's soaring confidence/ability increased by leaps & bounds since he was out all week in one or the other of the 2 single-seat gliders that were available. In Parowan, Utah he completed the Silver Badge requirements. Then in Minden, Nevada he completed the Gold Badge requirements. He's put a deposit on a new Arcus self-launching 2-seat sailplane. We won't see it for about 18 months as production is slow. Al's planning on getting into competition soaring! He's got a glider friend in New Jersey who's a good competitor that is anxious to fly with Al at competitions.

One day of our trip in Parowan Al & I were soaring – engine out – in our Diamond for 6.7 hours! Near Cedar Breaks Monument while sightseeing in our rental car I saw my first two yellow bellied marmots. The view from our Diamond over Zion National Park was awesome. When we left Parowan to fly to Minden, we decided to stop in Eley to check it out as a possible future destination. As I was flying in about 5 miles from the airport the ATIS was reporting wind 8 gusting to 37!!!! I told Al I wasn't about to land in those conditions, even if the wind was basically down the runway. Fortunately, it subsided before landing.

We stopped at Oshkosh for a few days before coming back to CT. I met power-pilot Elaine Epps Pearson from Atlanta at Oshkosh. Her 14 year old son just started taking glider lessons. I asked her if she knew Linda LaBerge. Small world...Linda is the tow pilot for her son's lessons & Linda's husband is the instructor!

Susan

IN MEMORIAM

Sally Ride 1951-2012

In 1983 Sally Ride became the first American woman in space launching in space shuttle Challenger. A year later Sally Ride went into space again becoming the idol of many young women who realized "that the sky was not the limit".

Sally left NASA in 1989 and joined the faculty of Stanford University. She was interested in introducing young people, especially young women, through her "Sally Ride Foundation" in San Diego to science. "She believed in inspiring young people to become scientifically literate and pursuing a career in science" (quote: Irene Klotz, Reuters News Agency)

<http://www.newsleader.com/article/20120717/NEWS/307170010/Fishersville-woman-soars-great-heights?odyssey=mod|newswell|text|Frontpage>

Sarah Arnold was interviewed by Chattanooga's News Channel 12 which aired on July 19th. Here is a link to the piece: http://www.youtube.com/watch?v=0veH-zU5UFs&feature=youtu.gdata_player.

Three women are presently flying in the World Championships in Uvalde: Lisa Trotter from Australia (a profile of Lisa was published in an earlier Hangar Soaring) and Susanne Schoedel from Germany



Susanne is a multiple World Record holder and reigning Women World Champion in the 15m class.

Sarah Arnold is flying in Uvalde but at the other end of the tow rope. (her husband Jason is crewing for a pilot from Argentina), This will give her a premiere insight into a world championship. Sarah's turn as a competitor will come in January 2013 when she will represent the US in Argentina, competing in the Club Class



Sarah and Jason Arnold

The obituary in the May 2012 issue of *Hangar Soaring* did not do justice to an extraordinary woman who went through life with a zest for adventure, doing things a woman ordinarily doesn't do. Besides being a wife and mother she tried her luck as fashion model and was featured as a nineteen year old on the front page of *LaVogue* magazine. She was an artist, a high speed racer driving Art Arfons' Green Monster setting a one way speed record on the Bonneville salt flats (over 300ms/h). But mechanical problems prevented the return run, so it wasn't listed in the record books (A few days later Betty Skelton was able to set the official record with a two way run [1]) But her real fame came as a record setting glider pilot.

"Sib" as she was known to her friends came to soaring in the mid seventies, flying and getting her license at the old Black Forest glider port near Colorado Springs and the wave producing Pikes Peak. She quickly established herself as a record setter, setting many records in the Feminine category, records in distance, speed and altitude flights. In her words "the feminine record category is needed, because it provides an incentive to get women active in the sport; it sets reachable goals, a place to start. Once a person achieves some success, however, the category is no longer as important as simply having records to strive for" [2]

She also noted "The soaring community is basically positive toward women pilots, especially when they are trying to achieve something" [2].

She had her first exposure to wave flying in fall of '75. By the time of her world record altitude flight she had made at least 250 high altitude flights, several over 35000 ft. Late in '75 she flew her Diamond altitude. In February of '76 she earned her Double Lennie Pin.

On Valentine's Day 1979 Sabrina established a women's world altitude and altitude-gain record in her Astir in the Pikes Peak wave. That day, in a 3hrs 18 min flight she reached 41460 ft and became the first woman to qualify for the Symons Wave Memorial Triple Lennie.

Her absolute altitude record has never been broken. The altitude gain record was broken in 1988 by Yvonne Loader from New Zealand.

But Sib was not only hunting for altitude records. She set many distance and speed records for Colorado and New Mexico. For all her flying achievements she was honored with the Colorado Soaring Pilots Award for the most outstanding flight by a Colorado pilot and the first award in the Flight Category presented by the Sports Women of Colorado. [2]

In 1979 Sib flew more than 4000 cross country miles. Often her husband and her two teenage children were unable to crew for her. If she landed out she simply took the bus or hitchhiked back to Black Forest Gliderport to get her trailer and retrieve herself.[3]



Photo: Jim Foreman

Sabrina Jackintell 1940-2012

By Frauke Elber

For many years *Hangar Soaring* tried to get in contact with Sabrina for the series on famous women glider pilots. Letters to her Sebring/FL address remained unanswered. Rumor had it that after her record flight she suffered from oxygen deprivation and affected her for the rest of her life.

To find out what happened *Hangar Soaring* contacted Jim Foreman, her official observer on the record flight. Jim explained: "when she landed, she said she had difficulty lowering the gear and operating the dive breaks (in her Astir). Then she found she had difficulty walking and seemed confused, a quick check gave strong indications of a stroke so I took her to the emergency room. After about ten hours of tests, they said they could find nothing wrong with her except low oxygen levels. The ship still had oxygen pressure and the regulator was checked and found to be operating properly. She was fully recovered in about 24 hours" The picture of her in the helmet and mask was taken about three days after the flight.

It was on another high altitude flight to about 38000ft that she encountered similar in-flight symptoms. She could not lower the gear or operate the dive breaks. Jim described what happened: ". Her voice sounded slurred over the radio. The girl on the desk called some of us instructors to see what we could do to help her. Someone suggested that she turn loose of the stick and try to lower the gear with both hands which she was able to do. Then she unlocked the dive brakes to where she could move them with her left hand.

She landed without incident and while she was very cold, her temperature was 96° F and she insisted that she felt OK. Her face was symmetrical but we feared a stroke so we put her on portable oxygen and took her to the Emergency Room.

Her blood oxygen was 92% which is the lowest it should go before problems. But since we'd had her on 100% while transporting her, they thought that

might have raised it. All the time she insisted that she felt OK.

They ran a lot of tests but found nothing to indicate a stroke and by that time, she was speaking normally and had good strength in both arms. We shipped the A-14 regulator to the shop in Denver where it had been overhauled only a few months before and they reported that it functioned properly. She still had 800 psi in the tank and the regulator was still set on 100% pressure breathing when she landed. She had pulled her mask off when she was down to about 10,000 feet but was speaking through it when she called on the radio. (The regulator proved to have been functioning properly).

Switching to 100% pressure breathing on the A-14, one has to physically exhale to empty the lungs so the next breath will come in. We found that some people would simply get tired and stop breathing for a period of time, especially when they were coming back down. That's why we always told people to switch off 100% pressure breathing when they got below 25 000ft. Since in Sib's case her system was still set on 100% pressure breathing and she had so much oxygen left, it was surmised that she simply wasn't breathing regularly and that might have been the problem. Many of her symptoms were what happens when someone isn't getting enough oxygen

It was concluded that due to her being so cold, she was approaching hypothermia at which respiration rates slow down which meant she might not have been getting adequate oxygen. She insisted that she was OK but felt very tired and wanted to sleep more than usual for the next week or so.

All the instructors at Black Forest had received extensive training at the Air Force Academy in high altitude problems and knew how to recognize symptoms of problems. The girls on the desk were always very aware of how pilots sounded over the radio. Some were advised to come back down if they didn't sound right. We also had some quick checks we could have them do to check their condition.[1]

Sib continued flying but terminated her flights in about 25 000ft. She went into aerobatics and after moving to Florida spent a lot of hours flying with Patty Wagstaff.

In 1977, Sib earned Diamond Badge #367 (US) #2187 (World)

Sources:

[1] Jim Foreman: e-mail exchange with *Hangar Soaring* editor May and June 2012

[2] *Soaring Magazine* May 1979, article by Mike Moore

[3] *Soaring Magazine* Dec, 1979

The Women's Air Race Classic

By Summer Gajewski

(Editor's note: Summer had just soloed in her club's 2-22 when she came to the 2010 WSPA seminar at Air Sailing. She was one of the two recipients of the Billy Goat Hayes scholarship)

This past June, I flew in the 36th annual Women's Air Race Classic. Some of you older folks might recognize it as the Annual Powder Puff Derby. The race is generally composed of 52 teams of two women each, flying across the country in a total of four days. The way the race works is a bit similar to how some of our local glider competitions work. Each plane is required to do a handicap flight with a race official and is then given a standard speed for that aircraft at full throttle. The plane then competes against its own best time during the race. My team flew a Cessna 172S model (180hp). We handi-capped at 125 knots.

We started in Lake Havasu City, AZ...and let me tell you...it was hot!

We had been expecting it, but it didn't really hit us till we descended down from 10,500MSL in a cockpit with no air conditioning...it was like walking into a brick oven. What I didn't realize was that this was the easy part...later we would go onto flying through this crud with all of our vents closed to reduce parasite drag...

The Air Race started with lots of frilly stuff. We were to arrive on Saturday and take off on Tuesday...in the mean time, banquets, receptions, safety briefings, and etc completed the schedule. When we arrived we were greeted with iced towels and margaritas, unfortunately I am not of legal drinking age and couldn't partake.

Fast forward to the beginning of the race.

Let me tell you, you ain't seen nothin' till you seen 50 women pilot teams take off in less than 30minutes from the same runway...maybe Sunflower could learn a thing or two... (joking)

Our first destination was to be Gallup, NM right off of the famous Route 66. Gallup was also to be the place of our first (and busiest) "fly by". What is a fly by you ask? It is a little maneuver that involves being 200 feet off the ground at full throttle over a specific point on an airport.

It was suppose to go like this: The pilot flies the airplane while the copilot makes the radio calls (10mi out, 5mi out, approaching fly by, etc), does the required checklists, starts and stops the timers, etc. Now let me tell you how it worked out the first time my partner and I flew one....she was flying, I was co-piloting...

10 miles out:

Me: (mic) Classic #38, 10mi out, fly by to land.

Megan: Got the checklists out?

Me: *Yup, everything's ready, just be sure you're on course and wings level a mile out.*

5 miles out

Me: (mic) Classic #38, 5mi out, fly by to land.

Megan: Got the timers?

Me: Yup, just concentrate on flying, I got this.

Megan: Be sure to note the UTC time.

Me: Yup, sure will.

Megan: Is that another racer in front of us?

Me: Naw, that looks like a bug to me...

The 2012 Air Race Classic route

2 miles out:

Me: (mic) Classic #38, 2mi out, approaching fly by to land.

Radio: Classic #49, approaching fly by to land.

Megan and Me:!!!!!!!!!!!!!!!!!!!!

Megan: ****!!!! CALL OUT A DUAL FLY BY!!!!

Me: ****! ****! I got it, I got it! (mic) CLASSIC RACER 38 DUAL FLY BY TO LAND! OVERTAKING AIRCRAFT ON THE RIGHT AND ABOVE BY 200FT!

Megan: *Don't forget the timers!*

Me: *MOVE OVER TO THE RIGHT OR YOUR GONNA MOW THOSE GUYS DOWN Needless to say, we were both shaking by the time we landed. IT WAS AWESOME!*

Our next fly-by in Hereford, TX was just as interesting...Megan was now the co-pilot and I was flying.

Let me begin by saying that NO ONE knows the heat of hell till they've been flying through TEXAS in late June at 2500AGL with every SINGLE vent closed. I wrap my hand in a rag to hold on to the controls, because otherwise they were to sweaty to grip. Whoever said girls don't sweat, they glisten....was WRONG! I was fairly nervous to actually be flying my first fly by, but I was confident enough with Megan working the radios.

So there we were, scooting along at a grand 130mph across the ground, sweating like crazy and Megan starts looking...well...not so good. I tell her that if she needs to, to open a vent and cool off, but she refuses saying that it will cause more drag and kill our time. Sooo, we continue until it's time to start the decent and build up speed for the fly by. As we reach about 140mph and are about 5 miles out I chance a glance over to see if Megan is getting ready to make the 5mi radio call. She gives me this funny look and then turns around, slams open the window, and creates a whole lot more drag all over the side of our plane. What smells worse than flying over Texas stock yards in the summertime? Texas stock yards mixed with the smell of throw up...

My team placed 20th outta 49. We also won a "leg prize" for the second fastest team on the Michigan leg from Sault Ste Marie to Benton Harbor. All in all, the trip gave us 37.9 flight hours and invaluable flight experience.

A big thanks must go out to the Connor Burton Aviation Foundation for COMPLETELY funding the whole trip and allowing us to experience this amazing event. Another thanks must go out to all of my friends at Sunflower Kansas Soaring Association). You guys are the original ones who nurtured my love of aviation, without you I would never have come this far.

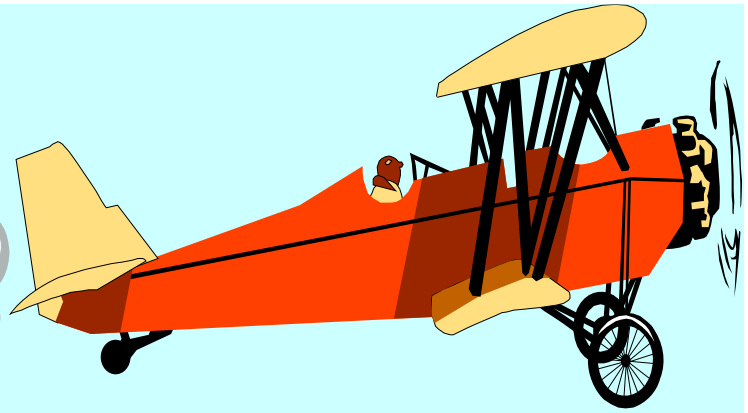
For more pictures and information on the air race please visit these two websites:

<http://www.facebook.com/KStateSalinaARC>

<http://www.airraceclassic.org/>

2013 WSPA Seminar

**Moriarty, NM
July 8-12, 2013**



Deadline for November Hangar Soaring Submissions:

October 31, 2012

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