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volunteers)

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The future of WSPA is depend on them



Photo: Kim Bond

Leah Condon, Ali Bond, Jen Benetti-Longhini, Roni Morthorpe at the 39th WSPA seminar in Varese, Italy

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

BOARD

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

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editor@womensoaring.org
OR
FRAUKE ELBER, EDITOR,

Badges
(reported through August 2016)

B Badge
Carolyn Bienvenu, TX
Karin A. Kalishek

A Badge
Carolyn Bienvenu, TX
Karen A. Kalishek, WI

SYMONS WAVE AWARD – LENNI 1
Karol Hines

**Next Hangar Soaring
Deadline:
October 31, 2016**



From the Editor

Both, Wolf and I turned 75 this year. And since I like to play with numbers, I came up with the following: together we turned 150 years old and combined we look back on 100 years of soaring (not 50/50. I have more than Wolf). 48 years ago, I gave my not yet husband his first ride in a glider. The rest is history. Our son flew from early age on (even before he was born). There was a short time when each of us had his/her own glider.

Now, all of that is in the past. None of us flies anymore. We sold all the gliders. Wolf and I have moved to a retirement community. But we still spend many weekends at our local gliderport and help out with the ground operation. I still love to attend seminars and conventions. I enjoyed both events this year and hope that I will be able to attend a few more in the coming years. I love our now international seminars where we don't compete for national and international honors but get together for the love of soaring and cheer and support each other. I wished big politics could work like this.

Frauke

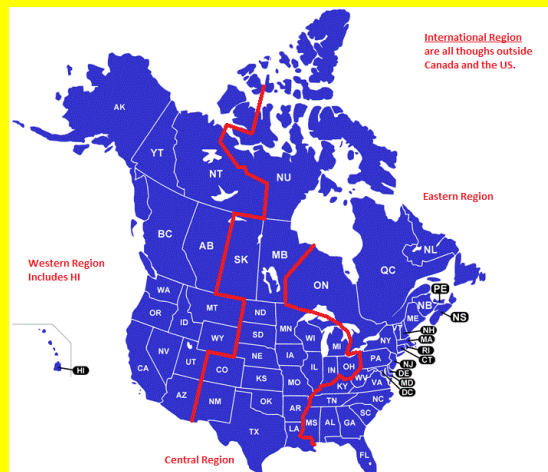


Photo: Maria Szemplinska



WSPA needs you!!!

2016 is not only an election year in big politics. WSPA also elects new officers for its Board and is looking for volunteers who are willing to serve for the next two years. WSPA usually elects two Board members from each of the three regions (west, middle and east—including Canada and one member from overseas). When you feel that you can contribute to the wellbeing of WSPA and want a part in the decision making, please submit a short bio and a picture to be included in the November Hangar Soaring to Frauke Elber, editor fandw_elber@cox.net



Financial Report
 Fiscal Year: July 1, 2015 - June 30, 2016
End of the Year Report
 By Mary Rust, WSPA Treasurer

INCOME:	
Carry over from last year Prior Chg Bal 6-30-2015	\$ 21,877.27
Membership Dues	\$ 5,857.38
Misc Income & Cash Box	\$ 1,148.96
Scholarship Donations	\$ 7,923.22
Gen Op Donations	\$ 46.06
Pymts from A. Moore	\$ -
Varese Seminar	\$ 10,799.41
Transfer from Savings - PayPal	\$ 10.00
TOTAL INCOME	\$ 47,662.30

EXPENSES:	
Newsletter (Inc: postage printing)	\$ 448.35
SSA Convention 2016	\$ 761.36
Postage	\$ 530.90
Temp. Cash for Convention	\$ 200.00
Office, copies, printing, etc	\$ 245.34
Web Page	\$ 140.00
Outside Vendor	\$ 361.73
Schwab Investment (TFM & Monique Scholarship)	\$ 12,000.00
Minden Seminar	\$ 339.70
Varese Seminar	\$ 110.90
Tax Prep.	\$ 370.00
WSPA Scholarships	\$ 3,499.23
TOTAL EXPENSES	\$ 19,007.51

ASSETS:	
Cash:	
Compass Checking Acct	\$ 28,645.79
Compass Savings Acct	\$ 13,619.64
Cash Total	\$ 42,265.43
Investments:	
Schwab Investments	\$ 108,951.90
TOTAL ASSETS	\$ 151,217.33

LIABILITIES:	
Past Liabilities:	
Current Liabilities:	
Scholarships (from 2015- 2016)	\$ (1,770.49)
Varese Seminar	\$ (2,000.00)
TOTAL LIABILITIES	\$ (3,770.49)

Total Assets vs. Liabilities (NET) =	\$ 147,446.84
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WSPA thanks all the following donors

Jenny Beatty
 Neita Montague
 Michael Schneider
 Pam Grandin
 C. Dianne Black-Nixon
 Jessica Stearns
 Sarah & Jason Arnold
 Kate Harps & Dale Roberts
 Peter & Gloria Gross
 Donna Morrison

Laurie Harden
 Peter Fuss (See raffle tickets also)
 Jay McDaniel (See raffle tickets also)
 Joan Lazar
 Dennis Linnekin
 Christine Epp
 Leah Condon
 Uwe Rudloff
 Diana Dade
 Marilyn Meline
 Patricia Laverty
 Lora Lewis
 Mary t & Mike Rust (See raffle

tickets also)
 Lucy McKosky
 Christine Patton
 Phyllis Wells
 Pam Grandin
 Irit Abramovich
 Andrea Apt
 Jennifer Benetti-Longhini
 Marine & Thomas Beukert
 Henri Beutel & Uli Franz
 Alexandra, James & Kim Bond
 Birgitta & Wolf Dieter Bornholdt
 Leah Condon (See raffle tickets also)

Frauke Elber
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 Cindy Fisher
 Elke, Jochen & Ben Fuglsang-Petersen
 Marianne Guerin & John App
 (See raffle tickets also)
 Simonetta Guglielmini
 Dale Roberts & Kate Harps
 Alfred Schindelberger
 Elaine Carlson
 Daniela & Klaus Helbig
 Ute Kaden

(Continued on page 4)

(Continued from page 3)
 LucyAnne & Mike McKosky
 Veronica Morthorpe
 Margaret Roy
 Gail Schipper
 Anna Dobrin Schippers
 Elizabeth Tattersall
 Marc Theisen & Anette & Amelie Weidler
 George Popa

The 2016 Raffle

The following bought raffle tickets and thus supporting the WSPA scholarship funds which netted \$420

Maggie Hettinger
 Burt Compton
 Leah Condon
 Tom Klassen
 Marianne Guerin
 Lisa Davis

Pat Grusenmeyer
 Shannon Moon
 Jeff Kellet
 Jaye Pokorski
 Dale Pokorski
 Joan Lazar
 Robin McDaniel
 Ann Wright
 Bill Daniels
 Tom Johnson
 Mary Rust
 Charles B. Norman
 John Bryant

Iris Striedieck
 Walter Striedieck
 Lucy Anne McKowski
 Pat Valdata
 Margot Aquaderni
 Elaine Ernwein
 Cindy Fisher
 Susanne Lucas
 Peter Fuss

The drawing was conducted on July 1, 2016 at Varese by 8 year old Tommasco Colombo

2016 SCHOLARSHIP RECIPIENTS

Briegleb Scholarship \$750 to be used at the seminar: **Veronica Morthorpe**, USAF pilot in training.

Maria Faber Scholarship \$750 which will be used at the seminar this year: **Elaine Ernwein**, Ontario Canada, working on advanced skills and eventually an instructor rating.

SoaringNV Scholarship \$1500: **Karen Kalisheck**, Wisconsin, airplane and glider pilot working toward CFG and tow pilot endorsements.

Monique's Scholarship \$1500: **Lora Lewis**, Florida, Commercial Glider Pilot working toward CFG. (finished CFG)

Mid Kolstad Scholarship \$1500: **Judy Soroka**, Alberta, Canada, working toward Private Glider License.

Sky Ghost Scholarship \$750: **Lina Leonard**, Louisiana, working toward Private Glider License. Age 15.

Judges Award \$500: Often there is an applicant the judges particularly like, one whose score is very close to the selected recipient, but since only one person can be chosen, does not receive a scholarship. The judges may choose to make a one-time donation to help that person. This year that donation goes to **Chantelle Schlump**, a college student from Wyoming who is working toward her Private Glider License.

Eileen Collins Space Camp \$400: The staff at the National Soaring Museum selects a young woman to receive this scholarship to attend camp. She has not yet been selected.

Phyllis Wells



Congratulations to all

In Memoriam

Marti Hudson



Marti after a successful tandem parachute jump at the 2008 WSPA seminar

Longtime WSPA member Marti Hudson passed away on July 4, 2016. In her professional life, Marty was a media specialist.. She was a dedicated 1-26 pilot. In 2001, she was the main organizer of the SSA convention in Indianapolis. Also, together with Cheryl Beckham she was the host of the 2008 WSPA seminar in Anderson, IN. For many years Marty was a regular at the WSPA seminars. Just last year Marty became a WSPA Life member. Marti's son Mitch, also a gliderpilot, attended some of the seminars too.

Welcome new Members

Andrea Abt, Germany*

Jennifer Bauman,

Olivia Vogel,

Veronika Bensova, FL

Mike Rust, CA*

Janne Mitchell-Kang

Simonetta Guglielmini, Italy*

Cindy Fisher, Canada*

Brigitta Bornholdt, Germany *

Thomas Beukert, Germany* (husband of Martina, father of Julia)

Jennifer Benetti-Longhini, TN *

Britta Schlenker, Germany*

Vanessa Aaron, OR

Ute Kaden, AK*

Susanne Lucas, France (sponsored by Frauke Elber)

*joined for seminar



AEROPORTO
ADELE e GIORGIO ORSI



2016 WSPA seminar at Varese, Italy



2016 WSPA Seminar: (Names – Left to Right)

Row 1: Jennifer Benetti-Longhini, Leah Condon, Lucy Anne McKosky, Elizabeth Tattersall, Elke Fuglsang-Petersen, Ulrike Franz, Alexandra Bond

Row 2: Brigitta Bornholdt, Gail Schipper, Veronica Morthorpe, Cindy Fisher, Anette Weidler, Amelie Weidler, Elaine Ernewein, Mary Rust, Margherita Acquaderni, Margaret Roy

Row 3: Irit Abramovich, Simonetta Guglielmini, Daniela Helbig, Marianne Guerin, Kim & James Bond, Susanne Lucas, Ben Fuglsang-Petersen, Frauke Elber, Kate Harps, Dale Roberts, Anna Dobrin Schippers

Row 4: Mark Theisen, Ute Kaden, Klaus Helbig, Mike Kaden (? – Behind Ben with White Hat), François Robert, Wolf Dietrich Bornholdt, Heinrich Beutel, Thomas Beukert, Jochen Fuglsang-Petersen, Martina Beukert, John App, Birgitta Bornholdt

Please inform editor of any mistakes. Who can identify in row 4 the person in the white hat?

Mary Rust, her husband Mike, Kate Harps and Dale Roberts were already at the hotel in Varese when my friend Susanne and I arrived by car from Southern France crossing the Alps from West to East. Again, like three years ago, my journey began with obstacles when my flight out of Newport News was cancelled due to severe storms in Philadelphia. The second try, a day later, worked like a charm; and I arrived in time in Marseille, where Susanne met me at the airport.

The next day on Saturday, Mary, Kate, Dale and I started to set up shop at the clubhouse of our hosting club to get ready for the seminar. In the afternoon we had some time left, so Susanne, Dale, Kate and I set out to explore the nearer surroundings of Varese.

We visited the ancient Saint Mary Sanctuary of Monte Varese and its beautiful, ornate baroque church. By Saturday afternoon, most of the seminar participants had arrived (from 9 countries), including three of our Slovenian friends, Dani, Nataša and Denis, who sadly could only stay for the weekend. Fortunately they were able to join us on Sunday evening for the opening ceremony, which was benevolently hosted by the ACAO members, at the impressive Palazzo on the hill over-looking the town of Varese, which was turned into a conference center by the city of Varese. There we were welcomed by the Varese Mayor, Dávide Galimberti; Chamber of Commerce President, Giesepe Albertini; Gianni Orsi (son of Adele & Georgio Orsi) who continues to serve as a benefactor for the ACAO; the President of the Italian Gliding Federation; and the President of the ACAO Club, our hostess, Margherita Acquaderni. Sitting up front on the stage with them was Mary Rust, the WSPA Board Member appointed to run the seminar for WSPA this time. Mary Rust thanked everyone for the warm welcome and gave a short overview of the history and mission of WSPA. (The next day a photo of Mary adorned the front page of both local newspapers.) Following the official ceremony, we were treated to a delicious buffet on the terrace of the Palazzo hosted by the ACAO. The evening ended with a celestial firework that created a spectacular sky.



Photo: Frauke Elber

Villa Ponti, (the Palazzo) where the opening ceremony took place

Following the official ceremony, we were treated to a delicious buffet on the terrace of the Palazzo hosted by the ACAO. The evening ended with a celestial firework that created a spectacular sky.



The facilities

(Continued on page 6)

(Continued from page 5)



Flying the simulator

The ACAO, Aero Club Adele Orsi, which is named after its founder, is located beside Lake Varese, near the Lago Maggiore, on land the Orsi family made available. To the west towers the majestic, snow-covered Monte Rosa, the second highest mountain in the Alps. The top floor of the clubhouse has a big, well-equipped classroom with modern communication equipment, that made the streaming of the lectures possible (can be seen on YouTube), several offices, a large living room/meeting room with a dining table for ten people. Another part of the top floor (and part of the clubhouse) was a full service restaurant with a big terrace from which flight operations could be watched. Downstairs is a big community room with bar and kitchen, a national Museum of Soaring History, a well-maintained Soaring Library, a room that held all of Italy's soaring archives, and a darkroom that housed the 3D, 180 degree simulator. This simulator is mainly used to familiarize pilots new to the area with the challenging alpine environment and how to fly in it.

Outside of the front doors of the community room, pilots and friends could enjoy watching the flight operations in the shade of tables and chairs with

umbrellas or take a dip in the swimming pool. Flags from Australia, Canada, France, Germany, Israel, Italia, Slovenia, Switzerland and USA announced the nations from which the seminar participants had come. Several German participants brought gliders with them, some of them high performance double seaters. Gliders available from ACAO were the club's four ASK21's plus one ASK21-motorglider, 2 Duo Disci, 5 tow ships and several privately owned high performance gliders like a DG 1000, an Arcus and an ASG32 whose owners generously offered flights to WSPA members.

The flying days began with lectures and briefings. Most of the US & Canadian WSPA members had, for the first time in their lives, the chance to fly the latest in sailplane technology. What a thrill moving from a 2-33 to an Arcus! Several ventured out deep into the Alps and into Switzerland. A lot of smiles were seen in the evening. Only one day the weather didn't cooperate. That day was used to visit historic sites in the area. ACAO had hired a big bus for that occasion, and off we went to visit the seminary Di Santa Catarina del Sasso, which is built into the side of a mountain cliff, overhanging the lake below. After that we toured the beautiful and magnificent, medieval Mansion - Villa Della Porta Bozzolo.

Friday evening, we all gathered at the restaurant next door for a multi-course, sumptuous

Winning Limerick

Once on Campo dei Fiori
I accepted the stick with "si"
Though a bit ridge shy,
Took control in the sky
And soared like Adele Orsi

Leah Condon

dinner; but because of the noise level in the restaurant, we retreated after dinner to the community below, where the WSPA Seminar gifts and awards were handed out. The raffle drawing took place and the winner of the limerick contest was announced. Margot Aquaderni's 8 year old grandson Tommasco Colombo had the honor of drawing the winning raffle ticket. And the winner was... MARY RUST. Thanks to all who bought raffle tickets!!! They added \$420 to WSPA's General Scholarships Fund! The Winner of the Limerick Contest was Leah Condon, and with that she will be the guardian of the Flying Goddess for a year. Dale Roberts provided the "goddess" with an appropriate travel case. Thanks Dale!



Photo: Irit Abramowich

Thank you Mary and Margot for a great seminar

Thus ended a beautiful, well-organized seminar. It was hard to part ways after such a great week!

Susanne and I started our trip across the Alps to France on Saturday morning. I spent a few more days in the Provence before flying to Germany to visit family and friends. For Susanne, who comes from a soaring family, the seminar provided her (after a more than 30 years hiatus) with a beautiful flight in a DG1000.



Photo: Susanne Lucas

Majestic Monte Rosa

SEE YOU NEXT SUMMER AT CHILHOWEE GLIDERPORT IN TENNESSEE.

Mary Rust's Speech at the opening ceremony

Hello, my name is Mary Rust. I am the treasurer of the WSPA and also the designated officer in charge of the Women Soaring Pilots Association 2016 Seminar. On behalf of the WSPA, I bring you greetings from Maja Djuriscic, the WSPA's Vice President and currently serving as the "Acting President." She regrets that her work at Stanford University (where she serves as a scientist doing brain research) has kept her from attending this year's seminar. However, she wanted me to tell you hello and to have a safe, successful and enjoyable seminar. Would all other WSPA Officers (past & present) please stand up!

A women soaring pilots group and the first women seminars were originally begun by a couple of women who worked at the Soaring Society of America

Office in the early 1980's. We achieved SSA Division status when we incorporated as a separate and self-funded Non-Profit 501 (c) 3 Corporation, in 1987. The mission of the WSPA is to promote women in the sport of soaring. With that goal, we organized annual seminars and scholarships for women. This is the 39th annual WSPA Seminar! We have held the seminars all around the United States and over the past 10 years, we have also held seminars outside of the US, first in Slovenia, later in Canada, and now here in Italy.

In 1989 at our Seminar at Skylark North (AKA: Fantasy Haven) in Tehachapi, CA, we set up our first Scholarship, the Anne Briegleb Scholarship, which is given to a "first-time" seminar participant each year. We now have 10 fully funded scholarships available each year. Two of our scholarship winners are here at the seminar,

Elaine Ernwein – Maria Farber Scholarship and Veronica "Roni" Morthorpe – Briegleb Scholarship. (Recent graduate of the USAF Academy) Over the years we have given out over \$65,000 in scholarships to women glider pilots.

WSPA began with only women members, and three of the original founding members are here at the seminar, Frauke Elber, Margaret Roy, and myself. As the years went by, we have added other categories of membership, such as Associate Members (men & women), Life Members (men and women), Honor Members (women), and Student Members. Currently, about 25% of our membership are "Associate Members" (mostly men). We now have over 250 members from many countries all around the world. This year we have 27 glider pilots and 12 family members (a total of 39 participants)

from 9 countries here in Varese to attend the seminar. The countries represented at this seminar are: Australia, Canada, France, Germany, Israel, Italy, Slovenia, Switzerland, and the USA.

The ACAO is by far the most beautiful and well-organized glider airport that I have ever been to, during my 35 years as a glider pilot! The lovely City of Varese is very fortunate to have such a wonderful glider airport with such an amazing history of great pilots who have flown here! We are honored to be here, and we truly appreciate all that you have done

It takes a village (to organize a seminar like this)

- Alberto Albertazzi : director and instructor
- Antonio Ghelfi : Instructor
- Fabio Rocca : workshop
- Mattia Cason: workshop
- Marco Mainati : Maintenance manager (he also helped on grid)
- Daniela Miglierina : Secretary
- Massimo Zottola : Secretary
- Francois Robert : Jack of all trades
- Matteo Borbonese : Simulator
- Tommaso Colombo (8 years old):gofor

PILOTS (some of whom from the Italian National Team)

- Aldo Cernezzi
- Gerolamo Ghiringhelli
- Enzio Providone
- Maurizio Secomandi
- Alberto Sironi
- Aldo Pigni
- Luca De Marchi
- Peter Hartmann
- Enrico Matteucci
- Marco Zuliani
- Emilio Bonzanini
- Franco Poletti
- Luca Bonini
- Alessandro Ferrari
- Alberto Consolini
- Maurizio Menegotto
- Antonio Caraffini
- Claudio Alluvion
- Marco Cassani

- TOW PILOTS :
- Luca Bonini
 - Fabio Martignoni
 - Roberto Troiano
 - Piero Tenconi
 - Giovanni Cazzaniga
 - Gianfranco Caroppo



La provincia vista dall'alto è "Wonderful": parola di donne pilota

Si conclude oggi, venerdì 1 luglio, il 39esimo seminario formativo della Women Soaring Pilots Association



Il cielo diventa rosa sopra Varese

Ieri in città la cerimonia di inaugurazione del seminario dedicato ai gentili sesso. Cinque giorni dedicati al volo

di Valentina Franzoni

Quaranta donne volavolante provenienti da tutte le parti del mondo hanno preso parte ieri alla cerimonia di inaugurazione del seminario Women Soaring Pilot, che quest'anno si tiene nella città di Giardino.

L'appuntamento con il seminario rappresenta il clou dell'attività dell'associazione Wspa e ogni cinque anni si tiene fuori dai confini italiani. La Women Soaring Pilot ha infatti sede a Tucson in Arizona ed è stata fondata nel 1968. Oggi ne fanno parte 200 piloti, di ogni età e nazionalità, quaranta delle quali saranno in città fino al primo luglio per i lavori del seminario.

Il sogno di Adele Orsi

«Questo è il coronamento del sogno di mia mamma (Adele Orsi) ha detto Giorgio Orsi in apertura

side della Camera di Commercio di Varese, Giuseppe Albertini. «E per me un onore dare il benvenuto volante» ha detto Albertini - La genesi del nostro territorio passa anche da iniziative come questa. In particolare, il seminario che stiamo andando ad aprire rientra nel progetto della Camera di Commercio che si chiama "Do You Like" - Un gioco di parole con l'inglese "Do you like" che mira proprio ad esaltare il divertimento e il piacere di trascorrere del tempo tra le bellezze del nostro territorio, non solo culturali ma anche sportive. «Varese diventerà una delle mete più conosciute a livello europeo» ha ribadito anche il neo sindaco Davide Galimberti «per turismo e cultura».

Il programma

Intorno le donne di tutto il mondo potranno apprezzare il nostro territorio da un punto di osservazione davvero unico: il cielo. Dal Taccuclub Adele Orsi si alternano in volo per lezioni tecniche a partire da questa mattina. E poi conferenze formative e voli gratuiti caratterizzano il sero



Margot Acquaderni commented: It was for sure a wonderful experience the one of having the Seminar at our Club !!!
I learned a lot from all the people who were there, it was really worth hosting it !

Thank you to all

From Kristin Farry



Many of you know that I've been taking care of my mother for some years now. This flight came to a sad ending several weeks ago: Edna Haley Farry passed away at our farm. She was 93.

Among her many accomplishments was being in the first class of physical therapists (called "physiotherapists" then) graduating from Stanford University in 1944. The Physiotherapist program was a US Army program, and my mother got there by tacking a year onto her age when the Army recruiters came through her Louisiana town. Subsequently, a medical officer fudged her weight and blood pressure up to the minimum acceptable level (she had a heart murmur from a valve damaged in a childhood bout of rheumatic fever, but never let that slow her down).

Before the war made gasoline a scarce commodity, she soloed in a Piper Cub, although she always minimized that and justified her worries about my flying with "airplanes were simpler then—they didn't have things like flaps!"

She landed on a Normandy beach and saw combat in the Battle of the Bulge, where she was wounded. After the war, she went on to become a leader in the Physical Therapy profession in the military, and her patients included General Eisenhower and Bob Hoover. She was a regular officer in both the US Army and US Air Force.

In civilian life (after 1952), she was a mother, physical therapist, farmer, and shepherdess.

The attached photo dates from the 1942-1944 time frame, and was taken for a US Army recruiting photo. Should any of you have access to a collection of WWII recruiting posters, I would love to find this poster.

Edna will be buried in Arlington National Cemetery. I am arranging for a plaque to be placed in the Women in Military Service Memorial at Arlington. If any of you would like to help with this, please let me know.

Kristin

It's Official! Obama Signs HR 4336.



Tiffany Miller @tiffmiller
Walnut Creek, CA

May 21, 2016 — Dear Amazing Supporters,

It's official! Today President Obama signed HR 4336, reinstating the rights of the WASP, like my grandmother Elaine Harmon, to be inurned in Arlington National Cemetery. (https://www.washingtonpost.com/local/md-politics/female-wwii-pilots-were-barred-from-arlington-not-anymore/2016/05/20/5bddff46-1ec0-11e6-9c81-4be1c14fb8c8_story.html)

This is what we have been working for ever since my mother's initial request to Arlington was rejected after my grandmother passed away in April 2015.

The most incredible part has been the support from around the world from total strangers who were moved by this story to bring honor in death to my grandmother.

The most incredible part has been the support from around the world from total strangers who were moved by this story to bring honor in death to my grandmother.

Tiffany Miller

Marianne Guerin: Commercial check ride

(Editor'd note: The May 2016 issue of Hangar Soaring featured a short notice about Marianne Guerin getting her Commercial Glider License. The following is a more detailed report):

Many thanks to Terence, my instructor, who guided me past this milestone of my Commercial Glider Pilot check ride and oral test, and to WSPA for granting me the scholarship opportunity. Dan Gudge, the examiner for my check ride generously traveled several hours on the day, and the tow pilot Rick Robbins agreed to tow mid-week. I'm truly grateful for all of the support on this important day.

Winds on the check ride day were fairly strong at 10-12 kts, but with the added interest of significant gusts, 25+ kts. The flying portion was lots of fun – three exciting tows due to the turbulent conditions, setting up slack rope conditions naturally, not staged as usually happens during training.

Early in the first flight, we encountered a 6-8 kt thermal that my examiner, Dan, generously allowed me to explore for a little check ride fun – this really helped me relax and enjoy the

more formal skills testing. I had prepared extensively for the flight test, sharpening my skills and making certain I was 100% comfortable flying in NCSA's two-seater GROB 103's, and ready to take on a new role as a Commercial Glider Pilot.

The oral portion was pretty grueling – three hours of questioning to make sure I understood my responsibilities as a Commercial Glider pilot, the rules governing soaring flight, general concepts of glider aerodynamics and instrumentation, and how to gather and assess all the information needed for a cross country flight. I really enjoyed preparing and talking through the cross country portions as I'm currently focused on achieving the sections of a Diamond Badge. I learned a lot in this process and, as usual, concluded that in soaring, there is always more to learn and skills to continually fine tune."

After the seminar in Italy Marianne writes:

"My experiences at Aero Club Adele Orsi gave me a new long term soaring objective: return there in a few years for training in effectively and safely soaring the Alps. What an incredible experience I had at this seminar - excellent facility, equipment

and lectures! Although the lectures were on topics I've seen many times, the content was fresh and with a unique perspective that broadened my understanding. I flew as much as I wanted and more than I had expected, so by the end of the seminar I had explored the general area in all directions except south (due to air space considerations). The first two days I flew in a Duo Discus, Day 3 I flew in an Arcus motor glider, (Day 4 was a rain day) and Day 5 I flew in an ASG-32 motor glider. In the Arcus, we flew into terrain that was challenging for me - the mountains are glaciated with very steep, narrow valleys and closely spaced peaks, quite unlike the Sierra Nevada where I normally fly in the summer season. Also, I realized that both the Arcus and the ASG-32 would require practice to master, as the high wing loading and the inclusion of flaps gave them quite a different feel compared to the Duo Discus John and I own or to my LS-8. I really appreciated the hard work our Italian hosts, particularly Margot, the many skillful volunteer pilots and WSPA volunteers put into make this event so memorable."

Marianne

Achievements

On Page 4 of this newsletter, the recipients of this year's WSPA scholarships are listed. Amongst them is **Lora Lewis**, who was the recipient of the \$1500 Monique scholarship. This scholarship is awarded to a Commercial Woman Glider Pilot working toward CFIG. (finished CFIG). In May Lora finished her commercial rating (see May issue of HS). By July, she had finished her Instructor rating and on August 6, 2016 Lora flew her first instructional flights at Seminole Gliderport in Florida. She reports:

Yesterday was my first time giving flight instruction in gliders. My husband and I did cadet orientation flights for CAP cadets in Blanik L-23 gliders at Seminole Lake Glider port in Clermont, Florida. It was a wonderful experience. Two of them liked it so much they bought logbooks, had us sign them, and went home right away to get on IACRA and see what they need to do to get student pilot certificates! Next scheduled flights are August 20th..



Another scholarship recipient, **Karen Kalishek** from Wisconsin (SoaringNV \$1500 Scholarship, airplane and glider pilot working toward CFIG and tow pilot endorsements) reports:

Saturday I flew with 2 female student pilots to a meeting of The Ninety-Nines. The activity of the day was planned to be painting a compass rose. However, with extremely high winds and unseasonably cold temps (a hailstorm passed through - in May!), outdoor activity was out of the question. As the CFI in the group, I was asked to make some type of presentation. It was a perfect opportunity to talk about gliders and soaring. There was another group of aviators in the building and they came

in to listen also. We had 25-30 people involved. The YouTube video that you sent was a perfect lead-in, and it was followed with a great discussion, questions and answers for close to an hour, discussing powered vs. non-powered similarities and differences, sources of lift, training requirements, etc. Several of The 99s will definitely be taking introductory glider flights and hopefully more than one will continue on to a rating. The video is inspirational, and it was particularly nice to be able to highlight WSPA. I have continued on towards the goal of CFI-G and expect to fly many hours in Wisconsin this summer. And am enjoying life as a flight instructor, although the economic impact is substantial. .

Only two women flew in sanctioned contests so far this year: **Sarah Arnold** who gave the "A woman's place is on the top" a new meaning. Sarah finished first in the FAI combined Class in Region 5 South contest with her husband Jason finishing 7th.

Kristin Farry was the only woman competing in the 1-26 competition (therefore the Virginia Schweizer Trophy which requires at least two women competing in the 1-26 Nationals was not awarded.). Kristin reports from her adventure

I have been grinding along at the back of the pack at the 1-26 Championships, but today I - finally- completed a task! I am thrilled! Especially since a lot of the course was blue and the lift was very rough.

The day got off to an unpromising start as I fell out of the sky about 40 minutes after the first launch, pretty beat up from the turbulence. I tried again and was finally able to get enough altitude and confidence to make a start on course. It was very windy and the course was mostly crosswind (with some in the shadow of the Sandia-Monzano mountains), but it

passed close to the home airport twice and that helped me psychologically. I got up to 17,000 feet once, and that helped, too. But wow, penetration upwind in a 1-26 is an elusive concept. I did find that sometimes I could up without turning when I pointed the nose into the wind.

Some excitement was had by my crew, as the SPOT decided to stop partway through the task and send a "landed out—need help" message. It seems that I banged it on the canopy rail in one of the turbulent thermals! The 1-26's aging radio with its questionable range did not help. I heard Gary Swift (whom some of you met at the Minden WSPA seminar) announce that he was heading north to a ranch with a landing strip in hopes of finding me there—but he did not hear my response from south of Moriarty. So we both got tours of the Estancia valley, from very different viewpoints!

I've had longer flights, but this was the first time I completed a task.

Special thanks to Ed Breau, Gary Swift, Robert Mudd, Alexis Latner, Stan Roeske, the 1-26 gang, and the Albuquerque Soaring Club (who owns #645) for enabling these soaring adventures!



**Kristin with her own 1-26
Not the one she flew in Moriarty**



What's the point?

(from the Jan 2016 BRSS newsletter).

The following is a regular feature in Ups & Downs, newsletter of the Blue Ridge Soaring Society

In flying, do **not** let the Force be with you
What's the point?

If you are involved in Star Wars, the Force is a good thing. If you are involved in flying, force is assuredly not. Canopy won't close? There is a reason: find the obstruction, fix it, and the canopy will close. Force it and generate an expensive repair. Spar pin won't go? Analyze the situation, isolate the problem, fix it and insert the pin. The energy of a big hammer will create a big problem. Round lead weights don't fit in certain gliders. Don't force them: get the proper weights, place them in place and secure with hitch clip. (OK, on the maintenance side, persuasion with the proper tools may occasionally be indicated, but that is always to be done with knowledge and skill.) For normal operation use, any need for force is an aircraft's cry for help. Keep thing flying and enjoy Happy Landings



Important Advisory

When traveling by air, do **not** throw the Boarding passes in the trash or leave them in the pocket of the seat in front of you.

The barcodes on the Boarding Passes contain a lot of personal information which can easily be accessed by unauthorized persons. The same applies for Boarding Passes on your smartphone.

When you're trying to feed an ornery kid some vegetables, you want to believe that all the rumors are true: Spinach will give you Popeye-like muscles, and carrots will give you super-human vision. Unfortunately, spinach is pretty much as good for you as any other green veggie, and scarfing raw carrots won't help you ditch your contact lenses.

A new video from the American Chemical Society gets into the fascinating history of the carrot rumor: It's actually a story of wartime espionage. In the Second World War, British pilots had a game changing new tool for finding their enemies at night—RADAR.

But if the enemy knew about the Allies new tech, they'd undoubtedly start working on copying it. So the British military started a rumor that their pilots had high-carrot diets to thank for their new-found night vision.

From myth-busting Web site Snopes:

News stories began appearing in the British press about extraordinary personnel manning the defenses, including Flight Lieutenant John Cunningham, an RAF pilot dubbed "Cats Eyes" on the basis of his exceptional night vision that allowed him to spot his prey in the dark. Cunningham's abilities were chalked up to his love of carrots. Further stories claimed RAF pilots were being fed goodly amounts of this root vegetable to foster similar abilities in them. It's not clear how well the ruse worked on the German forces, but it certainly worked wonders on the Brits:

People started eating carrots so that they'd be able to see better during blackouts.

When food shortages led the government to push home-grown veggies as an alternative to rations, the carrot myth was pushed further to encourage citizens to cultivate them at home.

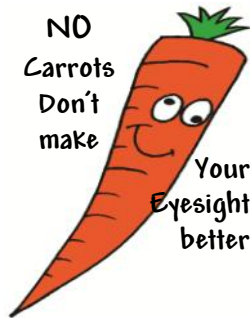
This isn't to say that carrots aren't good for your eyes:

They are a nice source of Vitamin A, which is essential for the general health of your eyes (and hair, skin, and immune system). But while it's important to eat sources of Vitamin A (which also include lettuce, milk, cheese, and peas, among other things), eating more won't actually help you see any better.

Megadosing with Vitamin A, however, is a bad idea. Large doses of Vitamin A can be toxic, and though such an overdose rarely kills, it has on at least a few occasions. On a side note, for those in a pure survival mode, DO NOT eat Polar Bear Liver. It is so high in Vitamin A, it can kill you in fact, shoveling excess carrot puree into your darling child's mouth will probably just make them look a little yellow. Also, too much beta-carotene will result in carotenemia, a condition that turns skin yellow or orange. Normal coloration returns once the increased intake of beta-carotene is reduced.

So even if you're hoping to raise a kid with fighter-pilot class peepers, rotate the veggie selection every once in a while.

From the newsletter of the Military Aviation Museum



Beacons of Hope

by Steve Rendle | Senior Communications & Media Advisor
Maritime New Zealand

This is a condensed version of an article that was published in *SoaringNZ* May-July 2106.

Thanks to Jill McCaw, editor and to Steven Rendle of the Rescue Coordination Centre New Zealand (RCCNZ) for the permission to use the article in *Hangar Soaring*.

A connection to the outside world is probably not what many glider pilots have as a priority when they're soaring above the Earth, a way of calling for help is something they should have in mind. Powered aircraft are required to carry ELT beacons – wired into the aircraft; they are designed to activate after a heavy landing but can also be turned on manually. While they are not required for gliders, PLBs and/or tracking devices should be top of the list for glider pilots. Gliders can have an enormous range – often in an unpredictable direction, given they are subject to the prevailing conditions.

When something goes wrong, it is much more difficult to plan a search when there is no good route information to start with. It is recommended that glider pilots carry some form of tracking device that sends a regular signal plotting their course as they fly. The benefit of tracking devices is they don't depend on the pilot making a decision to turn them on. If a glider is overdue or suffers a hard landing and the pilot is incapacitated, they show the track of the aircraft.

Carrying a PLB also means pilots can call for help – and it is recommended activating them early.

Neither pilots nor ground crew should be coy in raising the alarm if they think something has gone seriously wrong. If a glider is overdue, an early heads-up that something may be wrong – even if they land safely half an hour later – is helpful. Getting an early start can make all the difference in the event of a real search and rescue emergency. If being advised of concerns about a missing glider, the process can be started of alerting other aircraft that may be flying over in the area and that can provide valuable information.

If a pilot believes he is heading for a serious crash, it makes sense that he activates his beacon.

If there is time, it is better to activate it before the aircraft actually hits the ground – you don't know what condition you will be in afterwards. Given the distance gliders can travel, if there is no tracking device, a beacon could be the difference between a quick rescue or a long wait. They really take the search out of search and rescue.

In the case of a beacon activation, the first thing the Search and Rescue Officers do after receiving an activation is check the beacon database to see if the beacon is registered.

By law beacons must be registered and that can make a real difference to a response. Registration includes providing contact details for the owner – and an emergency contact. The rescue agency first check with the owner to ensure the activation is not an accident – that call can save a lot of time and money. If the owner is not contactable, an emergency contact can provide important information about whether the activation is likely to be the result of a genuine emergency.

Establishing an accurate location for someone in distress is obviously the key to a speedy rescue and there are two ways this happens, depending on the beacon used.

All beacons rely on satellites picking up their signal – they need to be able to ‘see’ the sky for signals to reach a satellite and with New Zealand’s terrain, often there is not a lot of sky to see. That can reduce the number of satellites in direct line of sight at any one time.

That is all about to change with a new search and rescue satellite system set to go.

The current global search and rescue satellite system makes use of two types of satellite - some are stationary above the equator (known as geostationary or GEO satellites about 36,000 km above the earth) and others are low-earth orbiting (LEO) satellites, operating between 800 km and 1,000 km above the Earth.

The GPS system, meanwhile, uses medium earth orbiting (MEO) satellites (orbiting at altitudes of around 20,000 km). Without GPS, it takes at least two passes of a LEO satellite to confirm a position for a beacon. At any given time, a LEO satellite can ‘see’ an area of Earth about 3000 km in radius below it during an orbit. The first satellite picking up the beacon signal will give two locations for the source of the signal on either side of its orbit track. The next satellite will also give two locations, but one of these will be in the same area as one of the two previous positions.

What this means for someone activating a beacon is that it may take time to establish the precise location and that’s where registration and an emergency contact can make a real difference. Information on a proposed route from an emergency contact can get a search started right away when it otherwise could be stalled by a lack of detailed information.

But that limitation is about to change with the introduction of a new generation of medium-Earth orbit search and rescue (MEOSAR) satellites.

MEOSAR satellites (orbiting at around 20,000 km above the Earth) are replacing the LEOSAR system. The MEOSAR system will begin operation in 2017, and will significantly boost search and rescue (SAR) capability in the NZ and Australian SAR regions, which together stretch north to the Equator and south to the South Pole, east to half way across the Pacific, and west half way across the Indian Ocean.

There are currently 18 MEOSAR satellites operating, compared with five LEOSAR satellites. This means beacon signals will be received more quickly and beacon locations identified with greater accuracy. This will further improve over the next five years as the number of MEOSAR satellites is expected to increase to more than 50, ensuring several satellites will be in view at all times from anywhere on Earth.

This will dramatically reduce the time taken to detect and fix a position for beacon activations.

Care and disposal:

Just as registration of your beacon is key, and a legal requirement, so is appropriate care and eventual disposal of beacons.

Carriage:

Personal locator beacons should be carried on your person. A beacon is no use if you can’t reach it when you need it.

Battery replacement:

Distress beacon batteries need to be replaced before the expiry date noted on the label of the beacon. This will ensure the beacon will transmit for the minimum time required once activated. Battery life varies from model to model, usually between five and seven years from the date of manufacture. Batteries should be replaced by the beacon manufacturer or their New Zealand agent. Contact your local beacon retailer or agent to arrange battery replacement and service for your distress beacon.

Disposal:

Old or obsolete beacons need to be disposed of carefully, to ensure they are not set off by accident. Do not just throw them away, as a lot of time and money has been spent on search operations to dig beacons out of rubbish tips.

The battery needs to be disconnected and the beacon disposed of according to local regulations, as many beacons contain hazardous materials. Contact your local beacon retailer, or police station, to arrange appropriate disposal of old, unwanted distress beacons.

Editor’s note: Hangar Soaring would like to hear from the experts in this country how the New Zealand System differs from the US system. But whatever the differences are, it’s important to know these rescue systems exist and how they work





SUNRISE (Alpenglow)...
Monte Rosa really is "rosa"



...SUNSET
Over Lake Varese



What is on your
bucket list?
Becoming a WSPA
Board member?

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First Class Mail