



February 2013

Hangar Soaring

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

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Motion induced Blindness



Sarah Arnold coming in for a landing during the 2012 Region 4 South contest in New Castle, Virginia

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

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BADGES (reported in SOARING through February)

Silver Badge
Maja Djurisc 6905

Silver Altitude
Maja Djurisc

Silver Distance
Maja Djurisc

Silver Duration
Maja Djurisc

C Badge
Kathryn Berkey, TX
Jennifer Hunt, WA

B Badge
Jennifer Hunt, WA
Kathryn Berkey, TX
Sarah Lenox, TX
Melea Levine, PA
Kaitlyn Brown, FL

A Badge
Jennifer Hunt
Kathryn Berkey, TX
Melea Levine, PA
Olena Manakina, FL
Kaitlyn Brown, FL

1-26 RECORDS
Feminine Class Region 9
Joann B Shaw, Free Triangle
Distance
142.89 sm

Open Class Region 9
Joann B.Shaw, Free Triangle
Distance
142.90 sm

Al Simmons, WSPA Associate member, was listed with the following :
Gold Badge (2663)
Silver Badge (6908)
Gold Distance, Gold Altitude
Silver Duration, Silver Altitude,
Silver Distance

2013-2014 WSPA Board listed in the left hand column

PRESIDENT'S NOTE



Each year, before I head for our Women Soaring Seminar, I search the Soaring Society's website for Feminine State Records. I started this in 2007 for the Avenal, CA seminar. To my surprise, I found then, and continue find now, so many records up for grabs. Some states have no feminine records claimed.

Over the years I've been thinking about how to encourage you to get up and go besides talking about it here and encouraging our participants during the seminars.

This summer I decided to do something concrete about it: I'd invite women to fly with me and I would keep asking and trying until we made the goal, if not the record.

My first three attempts were with Phyllis Wells, your Scholarship Chair, who came out for over a week specifically for these flights. I'd sent her a sectional and started talking about our local names for peaks, valleys and places as turnpoints. All three attempts were remote starts out of Air Sailing, Reno, NV and required us to fly 35 km northwest to begin the course. Some days it was a real struggle as the official start was across a valley and downwind of a mountain range. But we had fun and we learned a lot!

I chose this start because it was a challenge. I knew we were only trying for a 100k triangle, but I also knew that doing it from peak to peak and within Nevada would be something I'd already done, though not recorded. And I knew there was a blank in the California State Records.

There were no landable areas enroute. And none at the remote start point. At times we'd dash for the start point, only to turn back towards home to try to gain altitude to try again. Once we even had to dash back towards a dry lake well off course and declare a possible landout.

More than a month later the next attempt was with Terry Duncan, treasurer for our 2010 Air Sailing WSPA Seminar. We had a late start

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From the editor

I hope everybody had good holidays and made a handful of resolutions for a exiting and safe soaring season.

I want to start the new year of Hangar Soaring with an apology. I am very sorry that the last e-mailing of Hangar Soaring went out with multiple postings. I was a victim of that myself since I keep myself on the mailing list to have a control that the newsletter went out alright. I have no explanation for the mess, except that the newsletter went out during the time when the East Coast experienced a lot of power outages due to hurricane Sandy and that this caused havoc with the servers. I myself received one e-mail 17 times but each time without the requested attachment. Discussing the problem with one of our members I received the following consolation: "My computer guru friend replied and says that multiple copies being sent out just happens now and then and there is not much you can do about it. He does agree that a sudden power outage could have something to do with it." So, please don't consider me crazy.

We lost three great women soaring pilots in 2012. The first was Sabrina Jackintell. I never had a chance to meet her but knew about her most of my soaring life. Then in November it was Gill van den Broeck, a WSPA member from Belgium. I had featured Gill in a past Hangar Soaring (Nov.2008) in the series of famous women glider pilots. Our ways crossed in 2001. WSPA members who participated in the 2009 seminar in Slovenia had a chance to meet her when she dropped by for a few days on the way to the Women's Worlds in Hungary. She has always bemoaned the fact that no American woman ever participated in the Women's Worlds. Now, that Sarah Arnold is going to compete, Gill will not be around anymore to

see this first. For all her work she has done for women soaring she was awarded the 2011 Pelaga Majewska Medal. According to one of her friends from Italy "Unluckily she was not well at the time of the ceremony in October and so she was given the medal....at her funeral." The third big loss in women soaring is Helen Dick. She passed away in December at age 95. Very few of our present WSPA members have ever heard about this great pilot. Helen was one of the pilots I always wished to meet. It never happened. See the obituaries for Gill and Helen somewhere else in this issue of Hangar Soaring.

On a personal note: on July 12, 2012 my first soaring instructor passed away at age 84. He was an aeronautical engineer, a test pilot, inventor and an artist. When I was assigned to him I was scared because of his reputation that "he would fly anything but straight". This soaring connection led to a 50 year friendship including his family. Their home became for two years –until they moved– my home away from home. Two of his three children spent time with us here in the US: his son a summer and his youngest daughter a whole year attending a private high school here in town. He implanted "you can do" attitude in me. He involved me outside my regular job in a research program that became his PhD thesis and the resulting landing approach system became standard in today's guidance systems. According to a NASA test pilot and researcher "he was twenty years ahead of his time." During his retirement years he dug into the air war over Germany in WWII. Again, he involved me in that research searching for archival material on this side of the pond which in turn led to some things I personally was interested in. He was unable to finish the planned book. A great friend went on his final glide.

Last not least I want to thank our members from the Eastern Region to elect me to the new Board. This gives me for the first time in 12 years a voice other than in the newsletter.

Thanks for your trust

Frauke

(Continued from page 2)

due to our not getting moving and to slow griding. We made our start, rounded two turnpoints and were within 10 km of closing the triangle when, the day dying and clouds limiting our height band, we turned back, with regret, to Air Sailing and landed. But again, we learned a lot and had fun!

Not long afterwards I grabbed Marye Anne Read, an Air Sailing member and 1-26 owner, and said, "Let's go for a state record!" Off we went! As usual, the first part of the course, prior to start, was daunting. But we pressed on. We talked about where lift might be at "this time of day," about flying a straight line for speed along to the next thermal, about not topping each thermal, about lightly pulling up in lift and gently lowering the nose to speed. In all I flew with three friends for a total of 837.6 km (don't laugh!) in order to make one good 100k triangle. We'll get better! None of the flights were failures.

It doesn't matter if your attempts are for a 100 km triangle (that's only 54 nm, not even the height of two of those boxes on your sectional). It doesn't matter if your speed is only 38 mph/61 km/h as ours was. It doesn't matter if you are using a trainer, if you fail to make the goal. What matters is that you made the attempt, learned during the flight, and that you had fun! For dual attempts working with a partner brings its own rewards in terms of learning, but even more so in terms of friendships. Go for it, dear WSPA members. The rewards are out there for you to grab. And not all of them are records.

Neita

Important Deadline

The deadline to apply for the WSPA scholarships is May 15, 2013. For details see www.womensoaring.org

HISTORY OF THE WSPA SCHOLARSHIP PROGRAM

by Phyllis Wells, Scholarship Chair, updated 4/2012

Briegleb Scholarship

In 1989 the Women's Soaring Seminar was held at Tehachapi. During the seminar Gus Briegleb donated \$500 to start a scholarship in his wife Anne's name. The purpose of the scholarship was to help pay expenses for WSPA members attending future seminars. A committee was established to manage the scholarship. Mary Rust, Nancy Clark, and one other person were on the committee. It was decided that the scholarship would be for \$200. Since Mr. Briegleb did not intend to donate any more money to the scholarship fund, it was agreed that \$1.00 from each seminar registration would go into the scholarship fund. In 1992 it was decided to raise that amount to \$2.00. Sometime later it was raised to \$10.00 per seminar registration. The first Briegleb Scholarship was awarded in 1990. It has been awarded almost every year since then. In 2001 the amount of the scholarship was raised to \$500. Since \$10 from seminar registration would no longer generate enough income to fund the scholarship, WSPA began having raffles and various fund raisers, initiated mostly by Frauke Elber. In 2007 the amount of money donated from seminar registration was increased to \$15.00.

Gross Sky Ghost Scholarship

Around 1991 or 1992 the Gross family donated money to WSPA in memory of Dr. Frank Gross to be used for a scholarship. They stipulated that the applicant be an academic student and/or a student glider pilot under the age of 25. The scholarship could be used at a seminar or at another glider port. Except for these stipulations, WSPA could manage the scholarship as they wished. In the beginning the Sky Ghost Scholarship was given to someone at a Women's Soaring Seminar, just as was done with the Briegleb Scholarship. The Sky Ghost was first awarded in 1992 and until 1997 it was for \$200. From 1997 to 2000 it was for \$250. In 2001 it was increased to \$500. According to my records, \$7,250 has been given out in Sky Ghost Scholarships as of September 2011. It is my understanding that the Gross family has made other donations to the scholarship fund in recent years. Sharon Smith seems to be the contact person with the family and she may have more accurate information. This is a very popular scholarship. We have always had several applicants every year except 1995 when no one applied for any scholarships.

New Scholarship Committee formed

In 1998 the Board agreed to form a new Scholarship Committee. Up until that time scholarship recipients were chosen by the Board at the Women's Soaring Seminar, from the group of women who were in attendance at the seminar. The Briegleb and the Sky Ghost were both used for seminar expenses. The new committee would be chaired by Phyllis Wells with Margaret Roy, Kathy Taylor, and Susan Von Helens serving as judges. Procedures were established, requiring applicants to submit their applications prior to the time when they would need them. Criteria for each scholarship were published in "Hangar Soaring" and on the web page. Ads about the scholarships were run in "Soaring Magazine". Each applicant was required to be a member of WSPA and SSA at the time of their application. The three judges reviewed the applications and voted for their choice. Applicants were then

(Continued on page 4)

(Continued from page 3)

notified if they had been selected or not. Scholarship money was distributed by the WSPA Treasurer.

Note: Procedures are updated as needed. Details of current scholarship application processing and selection procedures are available from the Scholarship Committee.

The Flying Montagues Scholarship

In 2000 Mark and Neita Montague felt strongly that we should have two scholarship recipients at each seminar to give each woman moral support and encouragement. They donated money to make this possible. And so it was that at the 2000 Women's Soaring Seminar we had one Briegleb recipient and one Montague recipient. The intention of the Montagues was that WSPA would match what ever money they contributed to The Flying Montague Scholarship. This scholarship has been available every year since 2000. Originally the scholarship was awarded to a student pilot, however, recently the criteria has been changed to "a woman who already has at least a Private Pilot Glider Certificate and is working on additional ratings, badges, or records". Note: This scholarship does not require membership in SSA.

National Soaring Museum – Eileen Collins Aerospace Camp for Girls

In 2002 we began giving a scholarship for a girl, age 9 – 14 to attend this camp held at the National Soaring Museum in Elmira NY. The girls come from the surrounding area. The recipient is selected by the museum staff. The scholarship began at \$300, but now is up to \$350. We have given this scholarship every year (except 2012. ed) since 2002. All details of the scholarship are handled by the museum, we just send a check. In return they give us information about the recipient, usually a photo, and information about the camp.

Competition Scholarship

At the 2003 Women's Soaring Seminar (business meeting) it was decided to start a scholarship to encourage U.S. women to compete in soaring competition. It was agreed that the scholarship would be for \$500 and would be funded from WSPA funds. The first Competition Scholarship was awarded in 2003. Total number of Competition Scholarships awarded is five.

Maria Faber Scholarship

In 2005 the Maria Faber Scholarship was created in memory of Maria. The Board decided to create this scholarship and Maria's family contributed monies given as memorials at the time of her death. The family gave additional monies at a later date, but I do not believe it was their intent to continue to fully or even partially fund this scholarship. Because Maria had expressed a desire to have a scholarship for advanced training in gliders and/or for tow pilot training, the scholarship was designed for that purpose. It is for \$500 and had been awarded three times (2006, 2007, 2008).

Mid Kolstad Scholarship

This scholarship was established by Mid in 2007, shortly before her death at the age of 90. It was her desire to have a scholarship for older women who were committed to obtaining their glider license. It is my understanding that she bequeathed investment funds having a value at the time of about \$35,000. Her intent was to donate enough money so the interest would generate at least \$1500 per year. I worked personally with Mid, and after her death, with her children, to establish the criteria and selection process for this scholarship. This is a popular scholarship because of the dollar amount. It was first awarded in 2008. It is my understanding that the investments are handled by Schwab at no charge to WSPA.

1990

Briegleb Scholarship (\$200)- Rhona Culp.
This was the first scholarship given by WSPA

1991

Briegleb Scholarship (\$200)- Kymberly Ceres

1992

Briegleb Scholarship (\$200)- Martha Hudson
Gross Sky Ghost Scholarship (\$200)- Kymberly Ceres. Used at Seminar

1993

Briegleb Scholarship (\$200)- Christy Brandon
Sky Ghost Scholarship (\$200) - Miche Jo. Used at seminar

1994

Briegleb Scholarship (\$200)- Miche Jo –
Sky Ghost Scholarship (\$200 -



Scholarship recipients



Christy Brandon). Used at seminar

1995

No scholarships awarded this year

1996

Briegleb Scholarship (\$200)- Stella Paredes
Sky Ghost Scholarship The following women each received \$100 from the Fund to use at the seminar:
Elizabeth Deener ,
Megan Clark,
Mandy Baird,
Shelly Hunt

1997

Briegleb Scholarship (\$250) Mary Ripberger Williams

Sky Ghost Scholarship (\$250)- Sharon Hilchie (used at seminar)

1998

Sky Ghost Scholarship (\$250)- Ajna Wei (Used at seminar)
Note: From this point on the **Sky Ghost Scholarship** has been used at the recipient's glider port.

1999

Sky Ghost Scholarship (\$250)- Regina Wright.

2000

Briegleb Scholarship (\$250)- Melody Charlton
The Flying Montagues Scholarship (\$250)- Ami Howard Used at seminar.
First time for this scholarship.

2001

Sky Ghost Scholarship (\$500) Kate Flynn

2002

Briegleb Scholarship (\$500)- Sylvia Szafarczyk (Grandstatt)
Briegleb Scholarship (\$500) Mary Jet
The Flying Montagues Scholarship (\$500) - Lauren Reitz
Sky Ghost Scholarship (\$500)- Kathy Fosha
Awarded \$200 to use at her gliderport (donated by a WSPA member)
Lynne McAllister

2003

Briegleb Scholarship (\$500) Lucy Anne McKosky -
Sky Ghost Scholarship (\$500)- Lynne and Lauren McAllister (sisters shared the scholarship)
Competition Scholarship (\$500)- Valerie Paget First time for this scholarship.

2004

The Flying Montagues Scholarship (\$500 each)- Peggy Loefler, Jeannie Dismukes

Sky Ghost Scholarship (\$500)- Aileen Lennon

Competition Scholarship (\$500) Cathy Williams

2005

Briegleb Scholarship (\$500).
Juliane Hinz

First time a WSPA scholarship awarded to a foreign member.

The Flying Montagues Scholarship (\$500) Neva Cole

Competition Scholarship (\$500)
Laura Hohanshelt

Billy Goat Hayes CX Camp (\$500) Grace Higgins.

One time scholarship administered by WSPA.

Sky Ghost Scholarship (\$500)
Dianna Fleming

2006

National Soaring Foundation Scholarship (\$500) Helen D' Couto.

One time scholarship administered by WSPA.

Briegleb Scholarship (\$500)-
Ashley Sprandel

Sky Ghost Scholarship (\$500)-
Ashlee Klemperer

Maria Faber Scholarship (\$500)-
Cheryl Beckage.

First time this scholarship awarded.

Competition Scholarship (\$500)- Sarah Kelly (Arnold)

2007

Briegleb Scholarship (\$500)
Marissa Anaya. In place of Anna Rucz who was unable to attend seminar.

The Flying Montagues Scholarship (\$500) Amy Guyton

Sky Ghost Scholarship (\$500)-
Kirsten Hein

Maria Faber Scholarship (\$500)-
Mara Morgenstern (Orescanin)

2008

Briegleb Scholarship (\$500)
Jamie Morris

Mid Kolstad Scholarship (\$1500)-
Amy Guyton.

First time for this scholarship.

Maria Faber Scholarship (\$500)-
Marti Klemm

Sky Ghost Scholarship (\$500)-
Eleni Brand

Competition Scholarship (\$500)-
Sylvia Szafarczyk

2009

Briegleb Scholarship (\$1000)-
Ana Klansek (member from Slovenia)

(Amount increased for this year

only).

Sky Ghost Scholarship (\$500)-
Mary Herman

Mid Kolstad Scholarship (\$1500)-
Tabitah Thomas

2010

Mid Kolstad Scholarship (\$1500)-
Elizabeth Collins

Sky Ghost Scholarship (\$500)-
Pyper Ribble

Maria Faber Scholarship (\$500)-
Elizabeth Tattersall

The Flying Montagues Scholarship (\$500) Carol Mulder-

The Briegleb Scholarship (\$500)-
Leah Condon

Other scholarships made available from outside donors and administered by WSPA

The Billy Goat Hayes Scholarship Fund- Kate Redick and Summer Gajewski

each received \$500 to use at the Women's Soaring Seminar.

Cliff Robertson Fund- Phyllis Wells received \$500 from for use at the seminar.

2011

Ngan Nyguen Scholarship for the Women's Soaring Seminar at Tucson Soaring Club, Tucson Arizona (scholarship made possible by Mr. Nyguen, member of Tucson Soaring)- Jennifer Hunt
Sky Ghost Scholarship (\$500)

Cecilia Stebbins -

Competition Scholarship (\$500)-
Jeanne Pitsenberger

Mid Kolstad Scholarship (\$1500)-
Kim Rendek

Scholarship Amounts Increased

The WSPA Board of Directors voted in 2012 to increase the amount of the scholarships to \$750. This does not include the WAI Scholarship which remains at \$500 and the Mid Kolstad Scholarship which is for \$1500. The Eileen Collins Aerospace Camp for Girls Award is adjusted annually and most recently was \$350.

2012

WSPA Scholarship awarded through Women in Aviation (\$500) Heather Jordan - (First time)

Maria Faber Scholarship (\$750)-
Lenka Kubina

Soaring Scholarship awarded to WAI member

Three years ago the Women Soaring Pilots Association Board voted to award a \$500 scholarship to a member of the Women in Aviation, Intl. as a means of introducing more women to soaring.

The 2013 recipient of the scholarship is Karrie Brimhall. Karrie is a Captain in the US Marine Corps currently deployed to Afghanistan as a helicopter pilot. At one point in her military career she was in charge of a 45 crew aviation maintenance division. She has also instructed less experienced aviators serving with her. She especially enjoys teaching and hopes to become a flight instructor as a civilian when her tour of duty with the Marines is completed. Karrie plans to use her scholarship for an introductory flight lesson in gliders at Cypress Soaring in El Mirage, CA

IN THE NEWS

.On December 2012 **Lander Burns Kennedy** soloed in a 2-33 at Air Sailing. Lander is a Billy Goat solo scholarship recipient. Lander is currently going to college and is majoring in Environmental Engineering. Lander works three jobs and has inspirational energy to infectious proportions.

Lander was hand selected by DoDo (Ed Lord) and assigned to Skimmer for training. During her training Lander showed a deep interest and developed a strong desire for soaring. With every lesson she retained and applied everything she learned to the next lesson. After only 7 hours and 29 instruction flights, Lander slipped the surly bonds of earth and soloed on her 30th flight.

It has been Skimmer's (Pete Casti's) pleasure working with

Lander as even when her lessons are done she stayed afterwards to help around the airfield and learn as much as she can just by being there.

Skimmer is also glad that, when it comes to flying, he keeps getting students that are gifted and talented and Lander is no exception.

Lander is planning on continuing to here private glider license.

Great job Lander.

From Tucson

Hayley Smith started the year out right and flew her first solo flight. Even though her instructor was nervous (he had a lot riding on the outcome), Hayley was focused on the task at hand flew to a beautiful landing

Jeff Smith

Sandy Snyder received her PPL-G just in time to declare it a Christmas gift. Sandy started her training under the tutelage of Sarah Arnold at Chilhowee gliderport in Tennessee. Congratulations Sandy

Aerospace firms see women soar

Lockheed Martin, the largest defense firm in the world hired Marilyn Hewson as chief executive.

Phebe Novakovic became CEO of **General Dynamics**

By 2013 six women will be part of a fourteen member senior management team of **Northrop Grumman**.

Boeing included five women into seven member leadership roles.

My Best Flight of the Yearaka I Earn My B-Badge FINALLY

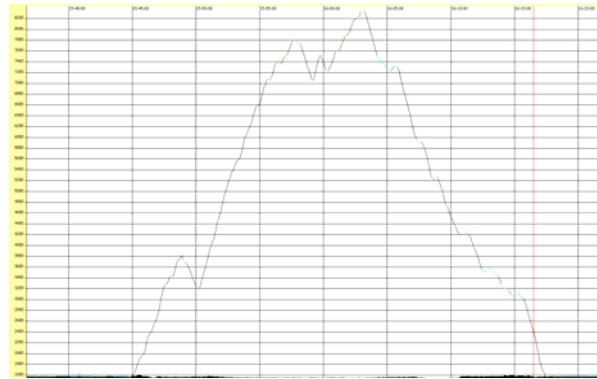
By Leah N. Condon

I have made a few attempts at the illustrious SSA B-badge or 30-minute duration solo flight (after release of course). I believe I even have two 28-minute flights to my name. Technically my longest flight so far was a 3 hour flight over Reno, NV.....but of course that doesn't officially count and I had some extra ballast.....er I mean instructor in the backseat.

I wasn't really sure if I was going to go soaring on July 28, 2012. My main goal was to solo and get current again after spending the two weeks before crewing for Tony at the 13.5 m Super Regionals hosted by the Texas Soaring Association outside of Dallas. Mike Westmeier was the instructor on duty and I wanted a sanity checkout before I flew solo. Tony was planning on flying the Cirrus so I got in line to fly with Mike in the SGS 2-33. My flight with Mike was pretty bumpy. You could tell that the day was working. While I was a little critical about my performance staying directly behind the tow plane I had full controls the whole flight. We released and once I caught some lift and managed to thermal up a few hundred feet I started to feel guilty about hogging the instructor and the glider so decided to land.

Bob Hinson was also out that day and had been cleared to solo. As there was a long line of students to fly with Mike in the SGS 2-33 the two of us pulled out the SGS 2-22. I was a little nervous in flying the SGS 2-22 and not the 2-33 as it had been a while since I had soloed it. But I was able to remind myself that I was checked out in the glider and had just nailed my sanity check out with Mike and decided to crack the solo ice and get on with it. I always have been cautious (sometimes overly) with my flying. Tony practically jumped out of the glider the first time to get me to fly solo. I was under the opinion that I had to be performing to private pilot checkride standards before agreeing to the instructor's assurance that I was ready to solo.

My first flight in the SGS 2-22 had a rocking and rolling tow. There was definitely lift out there.



However where there is lift there is also sink and I was shot down by some variometer negatively pegged sink. I made what I thought to be a good and precise landing and Bob was nice enough to let me take a 2nd crack at it before he took his turn with the 2-22. My second tow went the same as the first and I released in lift. I managed a turn before I hit pegging sink. When I released I felt comfortable with my distance to Sunflower but sometimes as Tony says "You just can't stop that sinking feeling". It was the first time in my flying career when @ 1300 agl I thought.....ok here it goes, I am going to make my first off airport landing. I always thought that this would be a difficult or stressful decision to make but actually I found it really calming and peaceful once I made the decision and even had a field picked out. When fortunately the vario went from full pegged down to full pegged up.

This flight was also different from the other flights I have flown in lift in that once I pulled the release the flight wasn't easier/smooth than the tow. I have never flown in thermals which were as broken up as these were. There were a few times when one wing clipped the center of the thermal and the other wing was outside of the thermal and I had to use full stick and rudder in the opposite direction to try and level the wings and was sure hoping that full deflection was going to be enough. Fortunately it was. I also encountered another flying first. I was thermaling all nice and happy when I looked up and

those clouds above me seemed to keep getting closer. In fact I let myself reach 7600 ft and pulled the airbrakes and leveled my wings to get out of the thermal because I was afraid I was going to get sucked into the clouds. It also looked to me like I was getting awfully close to the 500 ft below cloud limit. Of course once I landed I confirmed with other that they thought the clouds were 9k-10k ft and so at 7600ft msl I was nowhere near the 500 ft margin.

I started to have impure glider pilot thoughts at this point. I started to wish that as I was trying for a 30 minute long flight, it sure would be nice if maybe I was only climbing at 7 kts a minute and not peg to 10 kts. That way I could spend more time in a thermal before having to leave it and find some sink as there were not many areas of zero sink. It seemed to either have the vario pegged up or down. At one point



Leah showing off her certificate

I was level with the South end of the runway with my nose down, making no forward progress, just trying to maintain my altitude and not climb. After what turned out to be 35 minutes but felt like 2 hours mentally of flying in these rough conditions I turned downwind and landed. Of course when I turned to land I was at 3 k ft msl and had plenty of altitude. I was in fact slipping a bit on a long downwind when I hit the 10 kt down sink. I managed to make a normal pattern, no longer needing the slip and only used minimal airbrakes. Overall it was an amazing flight but I was glad to be back on the ground as it was also the most demanding flight I have flown to date.

PS

Leah's Cherokee II is still in mid-restoration with not a lot of progress since the last report last winter.

SOARINGNV Wave Camp April 3-8, 2013

Make your plans now to attend our Minden Wave camp April 3-8, 2013. If you are coming from out of town, you should plan to arrive on the 2nd to get checked in, as activities begin at 9 AM on the 3rd. Lectures will include wave window operations, high altitude flying, predicting wave, achieving a diamond altitude badge, and flying long distances in wave. The cost is \$300, which includes the seminars, written materials, a t-shirt and banquet. Bring your own glider or fly one of ours. If you plan to solo a SoaringNV glider, you need to have a current checkout from one of our instructors and proof of valid renter's insurance. If you are not checked out in our gliders, we encourage you to arrive a day or two early to accomplish the checkout. We also encourage participants to stay a few extra days to do additional wave flying. You can register for the camp online or by phoning our office.



25 YEAR ANIVERSARY OF THE SLOVENIAN WOMEN PILOTS ASSOCIATION

Dani Volčanšek Černe, Irena Raymond



1st meeting 1988 DSL Potorož

Female pilots in Slovenia and around the World were in the minority and it remains so today. They had to face difficult situations and wanted to join together, share information, knowledge, and help each other. They dreamed of establishing an organization to encourage woman to fly and make a good network of women pilots.

Slovenian women pilots raised the idea of organizing the Slovenian Women Pilot Association in 1988 at a time when Slovenia was still a part of Yugoslavia. In order to unite the women pilots in Slovenia, we organized the first meeting at the Airport Portorož on the 23rd of April 1988 followed by the formal founding on the 4th of March 1989 in Lesce, where 38 female pilots from 12 sport clubs elected the first president, Marjeta Jurančič. The main objective of the association at the time was to provide good connection amongst Slovenian women pilots, to organize regular meetings and to establish good links with the European Women Pilots Association.

From the beginning the Slovenian Women Pilots Association was well accepted into the European Women Pilots Association. The European Women Pilots Association organizes an annual meeting in a different country each year and in 1990 Slovenia was chosen to host the Annual Meeting of European Women Pilots in Portorož. This was very big event for such a young and small organization requiring lots of enthusiasm and cooperation ending with the



Kristina Novakovič

satisfaction of all 46 participants.

The first Slovenian aviatrix was Kristina Novakovič (née Gorišek) who started to fly in 1931 and made her first solo flight on November 9, 1932 with an airplane named FN.

The Slovenian Women Pilots Association organizes at least one annual meeting of pilots from Slovenia, which is the baseline for other activities, like flying and visiting all airfields in Slovenia, social gathering, organizing different flying activities. In 2004 we were invited by the Women Soaring Pilots Association in the USA (WSPA) to participate at its Soaring seminar at Harris Hill. This was our first connection with

the flying women in the U S A . O u r members participated at W S P A seminars also in 2005 and 2010. In 2009 we were

Nataša Marzidovšek, Vesna Stergar, Hana Hollan the 1st Slovenian WSPA seminar participants

honored by WSPA to organize the annual Soaring seminar in Lesce. This was the first time that this WSPA event has taken place in Europe. We established new friendships.



Dani, Monique and Jasna

Monique Weil is visiting Slovenia almost every year. A few months ago Elisabeth Brock was flying at Lesce too*. Slovenian pilots have now strong connections and close friendships with many women pilots all over the world.

From 1998 on our president has been Jasna Jerman. Irena Raymond succeeded her

in 2005.

Since female pilots are still in the minority it is important to bring the flying women together and to encourage and support them to fly. This year, in June, we will be hosting the Annual



Dani, Elizabeth, Nataša and Cindy Shaw and Nataša's twin girls Anja and Neja

Meeting of Federation of European Women Pilots (FEWP) in Murska Sobota.

Suddenly we realize how small the World is, and how easy it is to explore the sky all around us having these kind of connections and organizations.

**Editor's note: It was Elizabeth who made \$750 available with the stipulation to invite a woman pilot from one of the former East Block countries to participate in the 2004 WSPA seminar. It also was Elizabeth who paid for the WSPA membership of three Russian pilots. Unfortunately the economic situation in the former Soviet Union and the disbandment of their club made it impossible for these three pilots to continue soaring*

Roving WSPA members

Neita and Mark Montague started the year with visiting and flying in New Zealand.

In Spring **Monique Weil** visited our friends in Slovenia, **Elizabeth Brock** followed suit in Fall.

Phyllis Wells visited and flew with Neita.

Pat Valdata and husband Bob and Tabea Cornell from Germany paid Wolf and Frauke Elber a visit.

In the December 2012 SOARING **Marianne Guerin** reported from the 2012 Air Sailing Sports Class contest, the first contest, Marianne ever competed in. Her report is very inspirational and encouraging for anybody who toys with the idea to enter a contest and to anyone who is afraid to do so. Her assessment: I AM HOOKED. She writes "My skill level and confidence were clearly on a positive trajectory" "The top pilots were generous in offering time and suggestions on strategy and how to improve my performance" and she ends her report with "I ended up taking six days off work. The time I spent at this competition was worth every minute. I came in last in the total score but that won't deter me for my next competition. I won in every other way, flying better, flying longer and flying with new acquaintances. Just watch out next year, guys!"

The following are highlights from a lengthy article I have on file and which was sent to me for Club News.

Contest !

By Tim Martin

The obvious way to begin is to ask the question, "why compete"? First, everything you've heard about making you a better pilot is true. Trust me, you will learn more about efficient soaring in one contest than you can in many, many, days if not years, of non-contest flight. Just take it on faith. That being said, some of the finest pilots I know do not and have never competed. It's not everyone's cup of tea. But you owe it to yourself to at least give it a try. It is much easier now than in the days of turnpoint cameras.

A common mistake is thinking you can't be competitive in your first contest. If you apply yourself before and during the contest you can be. Set a goal, say, to finish in the top half of the field, or to learn as much as possible, and pursue it. The goal itself doesn't matter. It just needs to be YOUR goal. Another mistake is thinking you need a crew. You don't. There will be other pilots without crew and you can get together with them and agree to help each other in case of retrieves. Or find a local or extra body at the airport who will hitch up your trailer and come get you. Consider allowing for the expense of an aero retrieve if you land out at an airport. It sounds pricey, but I can just about guarantee you that it will be cheaper in the long run and it turns a real pain in the ass into not a big deal vs all the hassle of getting the trailer and doing a ground retrieve. Really. Or just accept a possible landout as part of the adventure and do whatever it takes to get back and get your own trailer and self-retrieve. The final answer to why compete, is the most important. It's fun. Enjoy it. There will be times when it's not fun, but that's part of the fun. A little obtuse I know, but true nonetheless.

Ok, so you've decided to enter the Regionals, now what?

I really don't want to inject myself into this narrative but some use of the "I" pronoun is unavoidable. Apologies in advance.

First, get a copy of George Moffat's "Winning on the Wind" and study it, especially the short section on "low loss flying". In a few pages it will open your eyes to the essence of efficient cross country flight. Make a study guide from the book and read it often. Mine is 4 pages and I read it a few times before and during every contest, especially after a tough day. Of course there are other books that are helpful, but Moffat gets a lot into little space. Start there.

Scoring and Turnpoints. You need to know about start and finish cylinders and turnpoint cylinders. Start and Finish rules seem to be constantly evolving. I'm not crazy about some of the changes but they are the reality so you might as well understand them. Really. Triple check your turnpoint database. Make sure it's in the correct format. Being wrong can cost you serious points. Read the rules through two or three times and at least try to understand the gist of what they are trying to do.

Gaggles. Don't be afraid of them. I personally enjoy flying in gaggles. It's beautiful and it's a challenge trying to outclimb the other ships. But be very cautious. Know how to enter and exit. There is a huge level of trust involved between pilots in gaggles. You are all trusting each other to fly in a cautious and predictable manner.

Leeching. Don't worry about it. Try to follow someone and see how they fly. How else are you supposed to learn? It's not like you can watch this stuff on TV and pick up pointers from the play-by-play. I've learned more from watching other pilots who were better than I than from any other source. In fact it's one of the main reasons to enter a competition in my opinion. Don't interfere in any way with another pilot, and keep your distance.

Don't be tentative. Be (or act) decisive. If you're not decisive, fake it. The best pilots are decisive and you can see it in their flying. If you watch another pilot fly and make decisions, don't focus on his decision, try and figure out why he made it.

Don't land out. The penalty is severe. It is better to land early if conditions are deteriorating than take a real low percentage chance of staying out the minimum time by continuing into weakening or collapsing conditions. This is where judgment really comes into play.

Sometimes you do have to take chances, but make them thoughtfully. The other advantage is that you will be back at the field relaxing while the guys that pushed on are trying to figure out how to get retrieved, doing the retrieve and reassembly of their glider, and getting back in the game. You not only have more points, you are fresher the next day. Don't be undisciplined or unprepared. Find a routine that works for you in the mornings. It may take a few days settle into one. And make sure it includes some time alone and relaxing. I learned this watching Baer Salen in the Nationals. Every morning before grid time he would be in his car reading the newspaper. He never varied. Maybe not my thing but it worked for him. Find your happy place and visit as often as needed. I love my Ipod.

Control your emotions, especially negative ones, but also positive emotions. I often find I am mentally talking to myself when I am getting low and looking for a thermal (or a place to land), controlling my anxiety, saying "you've done this dozens of times and this is no different, look around, look for clues, have faith." Likewise, don't get caught up in feelings of elation or superiority when you do well. Channel those feelings when things are going well in the flight, into confidence, relaxation, (during a nice glide), observation of conditions and thermal sources, and gratitude that things are working out well RIGHT NOW. They could change quickly.

If you have a question about something, don't be shy about approaching a more experienced pilot for an answer or opinion. I believe most pilots are willing to be quite helpful to a new contestant. New pilots may mistake the detachment of more experienced guys as aloofness or worse. Often it's just that the competitor is engaged in something that requires his full attention and he can't talk right then.

Don't just look at the score sheet at the end of the day and walk away. This is the time to do a little thinking. Be skeptical. Check the turnpoints you were credited with. You may not have made all the ones you thought, which kills your score, but you may have come close and with a missed turnpoint penalty you may be better off. You may have missed the start cylinder by a few hundred feet and hence did not start the task. Oops, goose egg! There are penalty formulas for this that will hurt your score but still give you most of your points for the day. Pilots have been known to neglect to inform the scorer that they were flying with their long wingtips, etc. etc. If you notice that two gliders of clearly different performance have similar handicapped speeds and similar raw speeds, maybe someone's handicap is in error. Maybe someone forgot to mention their extended tips, maybe the scorer made an incorrect assumption? Take a calculator and go over a score sheet with some grade school math and you'll see what I mean. In most contests I have found errors just by looking at the score sheets. There are many ways for the scores to be inadvertently in error and it is up to you to bring it to the attention of the

credited with. . There are many ways for the scores to be inadvertently in error and it is up to you to bring it to the attention of the proper officials. All that said, I find errors much less common recently.

Don't quit the contest early if you can help it. It's understandable to get discouraged if you have a bad day or two, or you are way down on the score sheet. Never quit trying to do your best. You will thank yourself later no matter how tough it seems at the time. Maybe your best is just trying to make it around the course the last day. That's OK. There are many cases of last day upsets. A few people land out and it's a whole new contest. I can't stress this enough: This is a mental game we play. The gliders are just the vehicles that allow us to play, like the ball in a basketball game. Be appreciative of your fellow competitors, and also of those volunteers who have given of themselves to make this possible. Wish the other pilots good luck, and mean it. It is their willingness to compete and to volunteer that is allowing you to have this adventure, and to become a better pilot. Never will your mother's advice to say "thank you" pay a greater dividend. Enjoy the competitiveness but don't take it too seriously. It's easy to get caught up in rivalry and negativity and you will have opportunity to do so. Resist. Be gracious and grateful. I am mindful that it's the people, my flying brothers and sisters, much more than the machines, that make it so special. I can't promise you'll win, or that you'll place, but I can promise that you will develop a special camaraderie with the finest people you could hope to meet.

So finally, remember that all this is meant to be fun. Make sure that it is.

In Memoriam

Helen R. Dick 1919-2012



Helen dreamt of flying from the time she was young girl after watching airplanes fly at a local airport in Idaho. World War II offered the opportunity when in 1940 the government established the Civilian Pilot Training program with the possibility of later military service. She got her private pilot license in 1940 and joined the 99s in 1941. Later she

became a life member of the 99s. She joined the WASPS (Women Auxiliary Service Pilots) in the 43-W-8 class but was unable to complete the training when in 1943 the military reduced the numbers of pilots needed.

She joined the SPARs (the women/s branch of the Coast Guard) in a non-flying capacity.

She later moved to San Diego and got involved in the AWATAR (All Women Transcontinental Air Race).

Her flying was limited, because she depended on rental aircraft. A fellow 99er and WASP, Dorothea Schultz encouraged her to join a glider club, work as a tow pilot and convinced her to give gliding a try. This turned into a life long passion and she became a Life member in the Soaring Society of America. She became the first woman elected to the SSA Board of Directors.

Accomplishments:

- Silver Badge #337 in 1959 (10th American woman)
- Gold Badge #120 in 1962 (3rd American woman)
- Diamond Badge #79 (International #545) in 1967 (First American woman)

Records:

- National, Feminine, Single-place, out and return flight, 249 miles (1964)
- National, Feminine, Single-place, distance flight, 306 miles (1967)
- National, Feminine, Single-place, distance flight 380 miles (1972)
- National, Feminine, Single-place, goal flight 227 miles (1966)
- National, Feminine, Single-place, goal flight of 349 miles (1972)
- California, Feminine, Single-place, distance flight 418 miles (1974)

Service:

- Volunteer "Badge Lady"
 - SSA director (first elected woman)
 - Competition official
 - S3C competition documentation techniques and encourage competition soaring
 - State soaring records development
 - SSA State Governor Southern California
 - Associated Glider Clubs of Southern California – Secretary, tow pilot
 - SSA Life Member
- Honorary WSPA (Women Soaring Pilot Association) member
- Awards:
- Warren E. Eaton Memorial Trophy 1972 (first woman in her name only)
 - United States Soaring Hall of Fame 1968 (40th person, second woman)
 - Exceptional Achievement Award 1972 (sailplane records)
- Certificate of Appreciation 2005 (lifetime service)
- Sailplanes owned (mostly with partner Johnnie Williams)
- Flat-top double-bubble L-K
 - Flat-top single-bubble Schweizer 1-23
 - Zugvogel IIIB (currently on display in PIMA Air and Space Museum, Tucson, AZ)
 - Schreder (modified) HP-14T (homebuilt by Helen and Johnnie)
 - Open Cirrus
- Kestrel
- Airplanes owned (with partner Johnnie Williams)
- Mooney
 - Cessna 140

Source: SSA "Final Glide"

Continued from page 9

Gill van den Broeck passed away November 17, 2012 shortly before her 85th birthday.

(Ed.note: Gill and my ways crossed in 2001 when she reported from the 1st Women's World Championships in Lithuania and I asked permission to use her reports in Hangar Soaring. We met in person at the 2005 Women's World Championships in Klix, Germany, where she was a Jury member and I worked as the official interpreter. She briefly stopped at the 2009 WSPA seminar in Slovenia



Gill, at the 2009 WSPA seminar

while on the way to the 2009 Women's World Championships in Hungary. She never made it there since she and her husband were involved in a severe car accident on the way to Hungary).

Gill Van Den Broeck was one of the most well-known and influential women in the European and international gliding community, especially in European and World Female gliding championships. She began making a name for herself and breaking Belgian records as early as May 1964 with a solo flight of 7h29 and in 1965 with altitude gains. Her involvement with gliding goes beyond the pure joy of flying. She directed and organized 30 times the annual international "Concours des Ardennes", 5 of which were official Belgian Championships. Several times she was the team captain for the Belgian team and served as Steward or on the Jury at several international competitions. She was Secretary General of "Aeroclub des Ardennes" for 36 years. In 1985, she received the FAI Paul Tissandier Diploma and in 2005 the "Golden Witch" award from the German Aeroclub (the only non-German to receive this honor). In spring of 2012 she was awarded the Pelaga Majewska Medal, the highest honor for a

woman glider pilot. Sadly, she was unable to attend the awards ceremony in October and the medal was presented posthumously. She joined Women Soaring Pilots Association in 2005 and was until very recently still very active in publishing in different aeronautical magazines and Belgian newspapers. She wrote a book entitled "History of International Gliding Contest, European and World Championships for Women" in which she painstakingly reports about the progression of women international contests, their obstacles and final triumph having the contest recognized by the FAI as Women's World Championship. She has been representative for Belgium in IGC from 1987 to 1991.

(based on the IGC web page)

Catherine "Kitty" Houghton

Catherine "Kitty" Houghton (70) passed away on January 29, 2013.

She had joined WSPA several years ago and participated in the 2009 (Slovenia) and 2010 (Reno) WSPA seminars.

She was a member of the Marine 99's chapter, flew for the Charity "Angel Flights" and was a member in the SingerMarine Choral group.

A native of Reno, Kitty graduated from White Mountain School, NH. She received her undergraduate degree from UC Berkley and her PhD from Stanford. Speaking 14 languages, she spent many years in the Foreign Service. She served all over the world including Colombia, Austria, China, Cote d'Ivoire, Germany and Canada. Kitty lived in Novato, CA



Kitty at the 2009 seminar



Margot

Margot Aquaderni, WSPA member from Italy writes:

I'm trying to push the development of women soaring in Italy and since last year we have formed quite a nice group of Italian glider pilots .



Sarah and Jason Arnold at the World Championship's opening Ceremony in Argentina

The contest was marred by unfavorable weather. Only eight days out of 14 were flown. Sarah finished 25th in Club Class. (Report pending)



The German Women Gliderpilots, called Hexen (witches) held their 39th annual meeting in the North German city of Bremen on the weekend of January 25 and 26, 2013.

Women's meet in Gawler, South Australia

Australia's Women glider pilots held their annual meeting in January. This year's program included flying every day, for both pre and post solo pilots and the program was designed to suit participant's needs, skill levels and goals.

More from Down Under

Lisa Trotter won in Standard Class (and her husband Peter in 15 m Class) during the just completed National Australian Multi-class Championships

Take Note

2014 Seminar will be hosted by the York Soaring Association near Toronto, Canada, July 21-25 2014. Emphasis on acrobatics and cross-country flying."

Editor's Note

During the 1983 World Championships in Hobbs, NM I was part of the Finish Gate Crew under the direction of the late Charlie Spratt. When coming back from the task the pilots had to call "5miles out" and that got the people of the finish gate (after dozing most of the day in the heat) springing in action. Our "spotters" very young people with still keen eyesight donning their binoculars and beginning to scan the horizon for approaching gliders. This was before GPS, data loggers and cell phones. For several days an Air Force fighter pilot joined us at the Finish Gate and he put us in pure amazement.

I have never forgotten his ability to spot an approaching glider when none of us, even the young spotters located the speck on the horizon. Several weeks ago WSPA member Elaine Carlson sent me the following article. I urge you all to go to the web page and take the test. We as gliderpilots are taught to keep our eyes out of the cockpit and scan the sky for imminent danger.

Motion Induced Blindness

In a motor accident, wherein a speeding car hits a slower moving vehicle coming from the side, the speeding car drivers often swear that they just didn't see the vehicle coming from the left or right.

Well, they aren't lying. They really don't see the vehicle coming from the side, in spite... of broad daylight. This phenomenon on the car drivers' part is known as "Motion Induced Blindness". It is unbelievable but it is true, and it is definitely frightening.

Armed forces pilots are taught about motion induced blindness during training, because it happens faster at high speeds; and to some extent it is applicable to car drivers also, especially the fast ones. So, if you drive a car, please read this carefully.

Once airborne, pilots are taught to alternate their gaze between scanning the horizon and scanning their instrument panel, and never to fix their gaze for more than a couple of seconds on any single object. They are taught to continually keep their heads on a swivel and their eyes always moving. Because, if you fix your gaze on one object long enough while you yourself are in motion, your peripheral vision goes blind. That's why it is called motion induced blindness. For fighter pilots, this is the only way to survive in air; not only during aerial combat, but from peacetime hazards like mid-air collisions as well.

Until about three decades ago, this "heads on swivel & eyes moving" technique was the only way to spot other aircraft in the skies around.

Now-a-days they have on-board radars, but the old technique still holds good.

Let me give you a small demonstration of motion induced blindness. This is the same demonstration that is used for trainee pilots in classrooms before they even go near an aircraft. Just click on the link below. You will see a revolving array of blue crosses on a black background. There is a flashing green dot in the center and three fixed yellow dots around it. If you fix your gaze on the green dot for more than a few seconds, the yellow dots will disappear at random...., either singly, or in pairs, or all three together. In reality, the yellow dots are always there. Just watch the yellow dots for some time to ensure that they don't go anywhere!

<http://www.msf-usa.org/motion.html>

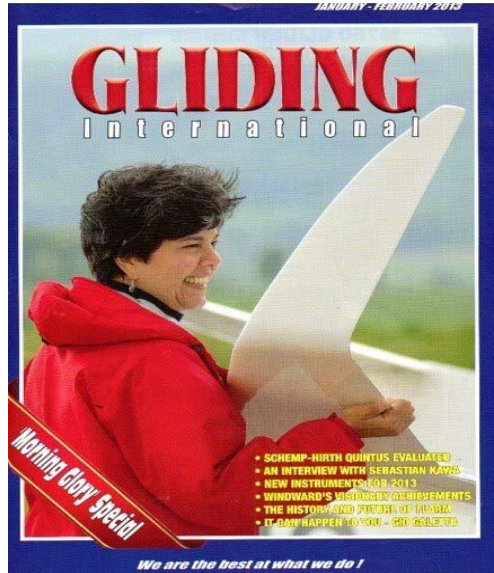
(You can alter the background color or the rpm of the array by clicking the appropriate buttons).

So, if you are driving at a high speed on a highway or fly a glider ed.) and if you fix your gaze on the road straight ahead, you will not see a car, a scooter, a buggy, a bicycle, a buffalo or even a human being approaching from the side. Now reverse the picture. If you are crossing a road on foot and you see a speeding car approaching...., there's a 90% chance that the driver isn't seeing you, because his/her peripheral vision may be blind! And you may be in that blind zone!



View from the back seat of Morgan Hall's DUO (photo Scott Ellis) copied from the SSA web page

COVER GIRL



WSPA member Janine Acee from Pennsylvania was featured on the cover of the New Zealand published January-February 2013 GLIDING INTERNATIONAL

Next Hangar Soaring Deadline
April 30, 2013

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