



February, 2014

Hangar Soaring

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

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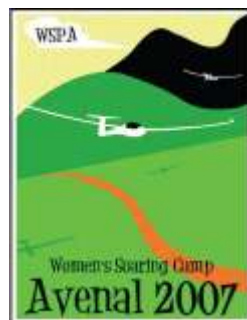
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This and That



PROMOTING WOMEN IN SOARING AT EVERY SKILL LEVEL

**OVER \$50,000 IN SCHOLARSHIPS GIVEN TO WOMEN PILOTS
SINCE ITS INCEPTION**

**ANNUAL WSPA SEMINARS IN THE BEST SOARING SITES
AROUND THE WORLD**



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 through January 2014)

Gold Altitude
Marianne Guerin, NV

Bronze Badge
Deonna Neil, CO

C Badge
Melanie Marcols, NJ
Julie Butler, CA

B Badge
Melanie Marcols, NJ
Julie Butler, CA

A Badge
Elizabeth Bell, CT
Sylvia Blanco, OK
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Christina Atkins, PA

Ed note: By the time Hangar Soaring was ready to go to the printer I had not received the February SOARING to include the February listings in this issue. I will catch up in May

President's Note



SOARINGCAFE recently had an article written by our WSPA member and 2012 AML Trophy winner, Elke Fuglsang-Petersen, about a new world and new continental record done by a woman from Germany, Suzanne Schoedel who flies seasonally in Namibia. **Suzanne's comments echo some of the WSPA President's Messages I've written and expands on ideas.** She comments: "It's amazing how we can break distance and speed records every year that we fly here! Technically the gliders are already brought to perfection, but pilot wise you can still work a lot on your own performance and skills. Of course it takes several visits, years of preparation and flying to be able to fly that fast and far over the area. Only when the weather and the prepared task fit really well together you can achieve more. Sometimes we have to wait for weeks, try the flights over and over again... For a record flight it is most important to have the right plan and to stay focused during 8 or 9 hours."

While most of us are not going to fly 8 or 9 hours, the principals she mentions remain the same for all of us for every type of flight, whether they are for pattern work, cross country attempts, badge or record attempts: preparation, planning, practice and finding the right weather. Whether we fly 10 km or 50 or 100, planning and practice are the keys to achieving.

As an aside, one of our Canadian members wrote me about her first landout. I was so excited for her. She learned about herself, her ship, about the joy of landing other than at her airport. She made the comment that "... it was at a friend's grass air strip 30 km from airport but a land-out none the less. This is when you find out how well you can read the weather and potential lift conditions." I'm certain she could fill a page listing all the things she learned.

One of the fun things about OLC is that you can watch other pilots in your area and in others and are thus able to see over a period of time where those pilots are finding lift, what they are using for turnpoints, what kind of lift day it was, and what the height bands were over the course of the day and territory.... I then look at their distance based on what kind of ship they were flying. I cheer especially those pilots flying the lower glide ratio ships and that includes the majority of us women. While we celebrate those 1,000k records, it is the pilot that flies 30k or 50k that really makes me jump up and down. What great achievements are those first steps into cross country! And the next ones!



From the Editor

I hope everybody had a good Holiday Season and a good transition into the New Year with it a slew of resolutions including some soaring related ones. Did you resolve to solo in the New Year; to fly your first cross country or even in a minor contest to gain some new skills? Did you resolve to post your flights on OLC? Even the shortest flight is worth to record. My club ended the top dog 2013 in Region 4 not because of spectacular flights (Coastal Virginia is not known for that) but all the many short ones posted. The sheer numbers of recorded flights brought us to the top. Our club invested in a couple of Nano recorders that are available to anybody who wants to take them along. Since the beginning of the new OLC season in October and as of this writing only 6 flights have been posted by three women pilots. Where are you gals?

Also have you ever ask yourselves –to paraphrase JFK- "don't ask what WSPA can do for you, ask what you can do for WSPA"? As Neita mentioned in her President's message, 2014 is an election year for WSPA. We, the oldies, would like to pass the baton to the younger generation. Please offer your skills and donate some of your time to serve on the Board to **determine WSPA's future and continuity.** Neita will not run for office anymore so wont I, although I will continue as Hangar Soaring editor unless the new Board decides otherwise.

Have you ever thought of making a financial contribution to WSPA either a small one or pay a membership (\$20) for a young woman pilot in your club, or put WSPA in your will or make a bequest as some members have done? The Mid Kolstadt Scholarship is funded through an "end of life" very generous donation.

We provide more scholarships

than any other group. But more than 30 members did not renew their membership in 2013. Not only did this cut WSPA's revenue short, we are asking ourselves: "WHY?" There were no resignation notes, no explanations. Are we doing something wrong?

WSPA is the most active and visible Division in the SSA with a membership spanning the globe. Please help us to stay that way and encourage more women to fly. Have a great soaring year

Frauke



Spirit of Flight
2014 WSPA raffle
\$5.00/ticket

Buy your tickets from
Frauke Elber
213 Anne Burras Lane
Newport News, VA 23606-3637

Make your check out to
WSPA
Subject line
2014 raffle

I'm a bit of the old fashioned kind of pilot for, in another sense, it doesn't matter to me if you are flying a 2-33, a 1-26 or a super ship. What matters, is that you are out there working at upping your skills and that you are pushing yourself to achieve MORE. Even if you are someone who is not comfortable getting far afield, you can find joy in practicing a high approach and planting the glider exactly where you'd like it. Who knows, some day you might just need that skill when you do venture out.

On another subject: This winter the WSPA begins the nominating process for your new board. Elections start in September and the new board gets the Board Manual and the calendar, the By-laws and Standing Rules and some of our history from the outgoing President in December. So each new board member has tools to help her guide the WSPA towards its next scholarship-granting year, its next several seminars, its PR for both as well as for the AML Trophy application and award. YOU could be part of this fun process. Most work is done online and some at our seminars. This year most of the current board will meet at the SSA Convention for Mary, Maja, Neita, Stephanie, Frauke and Leah will be there. We'll be encouraging the Nominating Committee to begin its work and we now encourage you to think of being on the board. Those who ran earlier are encouraged to run again. We are hoping for at least three new board members as we may have four continuing on to provide continuity, knowledge and history of the organization as well as well-honed skills for working together. It has been a real privilege working with the six other board members as well as your energetic committee members. Gretchen Gibbs of Tucson will continue as Chair of the AML Trophy Committee. Phyllis Wells will continue as Scholarship Chair. Pat Valdata is PR Chair and making us new business cards as well as seeking candidates for the next board. Frauke is fundraising and is overseeing our raffle which drawing will take place in York, Canada at our seminar. We need a new Finance Committee to make recommendations as to our scholarship investments.

I'm hoping to see you, too, at the SSA Convention in Reno February 27 through March 1. Let me know you are coming! When I do see you I'll tell you about a talk I've been asked to give in Portland, Oregon the 1st of February on the WSPA and on Libelles. It will be fun bragging on the WSPA and the over \$50,000 in scholarships we've given!

Neita



Canada Licensing

Sorry about the length of the information, but I needed to break down the different scenarios and offer explanations for each. The information is posted on York Soaring's website, at: <http://yorksoaring.com/wspa-2014>

Regards,
John

This is a varied issue, depending on the visitor's needs and goals; I'll do my best to simplify. For the purposes of this writing, "foreign" means "not Canadian".

Foreign-Licensed Pilot Bringing an Aircraft

A foreign pilot flying a same-foreign registered aircraft (eg U.S. pilot flying N-ship) in Canada may do so provided:

- a) The pilot holds an ICAO-compliant medical rating for the aircraft, no more than two years old
- b) The pilot is legally allowed to fly that aircraft in home country
- c) The aircraft is properly insured

YSA must certify the following:

- pilot license permit
- medical rating
- proof of currency (eg BFR, log book)
- proof of insurance
- proof of identity

NOTE 1: since U.S. glider pilots do not normally require a medical to fly in the U.S., they MUST obtain a FAA medical, 3rd class or better, in order to fly outside of the U.S. (this is normal procedure for most countries)

(Continued on page 4)

(Continued from page 3)

NOTE 2: EXPERIMENTAL gliders require additional paperwork and fees in order to fly in Canada.

Foreign Licensed Pilot Wanting to Fly as PIC in Canadian Aircraft

The pilot must:

- a) Possess a Foreign License Validation Certificate (FLVC), obtained through Transport Canada. The cost is \$CAD 45, valid for one year.
- b) Possess a valid (within two years) ICAO compliant medical

Rules governing the process are here:

<http://www.tc.gc.ca/eng/civilaviation/opssvs/managementservices-referencecentre-ac-400-400-003-122.htm>

It is up to the pilot to obtain the medical rating in advance from an appropriate aviation medical examiner. For U.S. pilots, a FAA 3rd class or better medical rating is required.

YSA will facilitate the issuance of the FLVC. This will be done in two stages.

Stage 1) Before 1 June 2014, the pilot will provide to YSA:

- Application for FLVC http://www.tc.gc.ca/wwwdocs/Forms/26-0701_0712-02_BO.pdf

- copy of foreign pilot license
- copy of foreign medical rating
- copy of passport

YSA will forward all materials to Transport Canada and obtain a file number (identity number) for each pilot. This file number will be given to the pilot along with a phone number to call Transport Canada to make payment of \$CAD 45.

Stage 2) Upon arrival, the pilot will provide to YSA for certification:

- pilot license
- medical rating
- passport
- proof of currency (logbook, BFR, etc)

Certified copies of these documents will be taken to Transport Canada by a YSA rep Monday morning. The FLVCs will be issued and brought to YSA later that day.

If the foreign pilot chooses to obtain the FLVC on his/her own, please allow 4-6 months of lead time.

The FLVC must be in the pilot's possession while flying PIC of a Canadian aircraft, along with the pilot's foreign license.

Foreign Non-Licensed Person Wishing to Fly Solo

This person must apply for a Canadian Student Pilot Permit and medical; this may be done upon arrival at YSA.

The person must provide:

- passport
- Canadian medical Cat 1 or 3, OR self-declared medical Cat 4

YSA is able to provide the necessary form for a Cat 4 medical. Note that a Cat 4 is valid only within Canada and the Student Pilot Permit is also only valid within Canada. The cost of processing is \$CAD 55, paid to the federal government.

The minimum age to fly solo in Canada is 14 years. The minimum age for issuance of a Glider Pilot License is 16 years.

It may be possible for this person to complete training to Canadian standards and obtain a Canadian Glider Pilot License (fee of \$CAD 55 for the license booklet). YSA has a certified examination centre on-site for the written exam (cost of \$CAD 110). The person must also provide one "passport-style" photograph for the license booklet.

It is then possible for this foreign Canadian-licensed pilot to seek a "reciprocal" license in his/her home country, based on keeping the Canadian license active (this would involve, however, maintaining a valid - within two years - Canadian Cat 1 or Cat 3 medical).

Foreign Person wishing to fly as Passenger or Conduct Non-Solo Training

Any person wishing to fly as a passenger or non-solo student in YSA aircraft must sign a waiver of liability form and be a day member of YSA. Seminar participants are automatically members of YSA for the duration of the seminar. There are no other legal requirements.

In all of this, please be aware that YSA makes no money; all licensing fees are paid to the federal government, even with YSA acting as intermediary.

YSA has two Transport Canada Authorized Persons: Wayne Hewison and John Brake. They are responsible for all liaising with Transport Canada and issuance of Student Pilot Permits and Glider Pilot Licenses, plus certification of documents.

Berblinger Prize 2013

By Frauke Elber

In 2011 Eric and Irena Raymond won the prize of EUR 45.000 for the single seat, 15m Sunseeker II, which during the preceding 20 years proved to be a viable platform for solar power flight technology. Eric hails from California and his wife Irena from Slovenia.

Early in November 2013, it was announced that Irena and Eric



L to r: Peter Selinger, member of the Jury, Irena and Eric Raymond, Ivo Gönner, mayor of the city of Ulm



Photo: Irena Raymond

Irena and Eric Raymond in front of the Sunseeker Duo

Raymond were the recipients of the 2nd Prize Award of the Berlinger Prize Competition 2013 “for their efforts and achievements in pollution free flights with direct sun energy.”

The Berblinger Competition brochure states:

“The two-place Sunseeker DUO is the natural next step towards a solar driven sailplane. The project is characterized by a combination of good ideas and a well designed overall concept. It is based on the experience gained from many flight hours in solar planes”.

The Berblinger prize is awarded by the South German city of Ulm, located at the banks of the Danube River, in commemoration of Albrecht Ludwig Berblinger known in German folklore as “The Tailor of Ulm”

Short history of the Berblinger Prize

Albrecht Ludwig Berblinger is considered a German aviation pioneer.. He was born on June, 24, 1770 in Ulm. Orphaned at age 13, he lived with two of his brothers in an orphanage for a year after which he was apprenticed by his guardian –against young Berblinger’s talents and interests- to a tailor. He quickly progressed to the rank of “master tailor”

and opened his own shop in 1791. But his interests lay much more in technical innovations and mechanics. One of his developments was the forerunner of our modern day prostheses, artificial, movable limbs. Like many of his contemporaries he was fascinated by the idea of flying. He experimented with gliders and conceived the first semi-rigid hang glider.

Berblinger publicized his first flight experiments in spring of 1811, after several successful short glides from Ulm’s vineyards terraces. Witnesses reported seeing him leaping from a garden shed testing his glider. The same year he announced a public flight demonstration on the banks of the Danube for June 4th. Due to the announced visit of King Friederich I who wanted to witness the event, the date was changed to May 30, 1811.

For this flight demonstration the launch site was a 7 meter high ramp on the banks of the Danube River. Because of a technical problem with the flight apparatus the flight was postponed for a day. The flight demonstration that had attracted thousands of spectators but without the presence of the king failed. He had not considered the different wind conditions from the ones of his earlier flights at the vineyards. Berblinger plunged into the Danube and almost drowned. He became the joke of the town and this failure ended his technical career. From then on his life went into a down-spiral. Destitute, he died on January 28, 1829 and was buried in an unmarked pauper’s grave. But in all of Germany folklore is keeping him alive as the “Tailor of Ulm.”

In 1986, the year of the 175th anniversary of Albrecht Ludwig Berblinger’s failed flight experiment, the city of Ulm announced a contest setting the goal to cross the Danube with the use of a as true as possible replica of the Berblinger glider in order to exonerate this early flight pioneer. 83 teams entered the contest. 46 teams, of which 30 were brave enough to give the Danube crossing a try, were judged. Only one team achieved that goal. Holger Rochelt from Munich flying his father’s hang glider crossed the river in a shallow arch flying about 30 km/h but dislocating his shoulder upon landing on the opposite bank. He had battled the same adverse wind conditions Berblinger had encountered and thus exonerated him. Although his modern technology hang glider reached only 9th place in the judging of the flight apparatus category, having crossed the river won team Rochelt 1st place in the overall competition and was awarded the prize of DM 50.000.

The Berblinger competition was repeated in 1996, 2006, 2011 and in 2013. The topics of the competitions are multifold and include environmental factors, flight economics, safety and design.

Congratulations Eric and Irena for the latest recognition of your work.

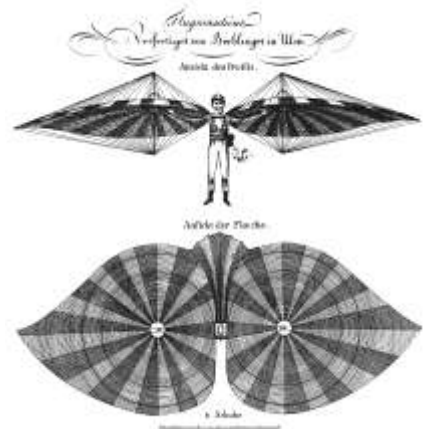
Source
“Fliegen mit Innovativen Technologien” (Flying with innovative Technologies”

Documentation of the Berblinger Contests 2006 and 2011

1st edition, Ulm 2013
Verlag Klemm & Oelschläger

www.klemm-oelschlaeger.de

ISBN 978-3-86281-061-1



Source: City archives Ulm

Berblinger Flying apparatus 1811

News from around the World



Italy:

Flying in Bitterwasser
By Margot Aquaderni, Italy

I had the great opportunity to go to Bitterwasser (Namibia) with my husband and two friends from my club. We flew a locally rented Antares E and a Quintus M we had shipped from Italy.

Bitterwasser consists of a wonderful lake pan of nearly 12 km perimeter with runways that go from 1,800 to 2,800 m. The airport has a very nice lodge and fantastic people from all over the world come there to fly. We had a really great time, very good weather and I had the opportunity to make three flights with a Quintus M, trying each time to beat Italian women records.

The first day I flew was December 12th. I took off fully loaded with water on my first flight with the Quintus M. On that first day, I had declared a FAI 500 km triangle, starting from Bitterwasser. Not a very good choice since the first leg was in the blue and the speed not very high (and it was also my first cross country flight in the Quintus that I had only flown once before leaving for Bitterwasser). The second leg was much better and the third was super! I finished with a speed just over 127 km/h and I discovered that beyond being an Italian it was also a Continental record, which at the time was standing at 125 km/h. I was really satisfied. Three weeks later, Susanne Schoedel beat that record!

On Dec. 15, I flew my second flight in the Quintus. I declared an Out and Return of 500 km but again the forecast was for blue sky around Bitterwasser. I went through the start gate about 50 km from Bitterwasser. I flew the first 130 km in the blue again. Then I hit cumuli. Cloud base was 5100

Australia:

Lisa Trotter 1000km



On Dec. 13, 2013, Lisa Trotter flew a 1000k. from Tocumwal, starting at 10.20 in the morning via TP's in the vicinity from Young and Tottenham and she arrived back around 20.30 under a dark sky, welcomed with a cool beer in the Toc. tradition.

m. I was very fast up to 30 km from the turn point where it had rained a lot. Therefore I was slowed down. The leg back was nearly identical. I ended with a speed of nearly 139 km/h, an Italian and Continental speed record again.

My last shot was on Dec. 18 but I was not able to fly the task since there where showers all around. But I had big fun anyway.

All the other days I flew with friends in the Arcus, flying several times 600,700,800 km.

What to say: flying over the Kalahari desert is something I will never forget.

You have to take care because everything, starting from the take off, is particular. You must be really careful.

It is quite difficult to set tasks since the weather changes very quickly and also thunderstorms are really strong.

I suggest this experience to anyone who loves flying!

Margot



Photo: Margot Aquaderni

Margot flying over the Kalahari desert

United States:

Neita Montague flies National Feminine record

Class D15, 15 Meter, Feminine,
100 km triangle
42.92 mph
Glasflügel H-301 Libelle
Moriarty, NM
7/10/2013

Germany:

Susanne Schoedel flies new World and Continental Record
By Elke Fuglsang-Petersen

The German glider pilot Susanne Schödel recently returned from another winter escape to Namibia. She brought back some nice African souvenirs: a new Continental and a new World record!

Susanne has already achieved two world records in the past years, but in December 2013 again she travelled to Bitterwasser not only to enjoy the southern summer, the views of the Namibian desert and the marvelous conditions. On the last day of the year she climbed into a Ventus 2cxm equipped with the 18m tips. In just 8 hours and 26 minutes she flew a 1,107 kilometer triangle setting a new world record in the female open class category. She overflew the **Kalahari's western edge with its mountainous terrain** that leads into the Namib Desert. Flying between 1,700 and 5,000 meters above sea level she was able to achieve an average speed of 131 km/h.

On January 3rd, Susanne flew her fastest speed ever on a 500 km triangle: 139.3 km/h; a new African continental record!

This year Susanne could borrow the self-launcher equipped with all the necessary instruments from a friend who stayed in Bitterwasser at the same time. Up to 60 pilots from 12 different countries made for a very interesting camp. The Italian pilot Margherita Acquaderni and a second German female colleague Anja Kohlrausch were also **"competing"**, trying to set **new records in women's soaring**. The distance record (1,036 km) which had been set in 1998 by the British pilot Pamela Hawkins



was first broken by Anja, who flew 1,075 km on December 30th. On New Years Eve, Susanne flew the **1,107 km...** while Anja topped the speed record in the 1,000 km distance, averaging at 138.17 km/h. Bummer, just three weeks before Margherita Acquaderni had **flown only 12 km/h less...**

Susanne comments: "It's amazing how we can break distance and speed records every year that we fly here! Technically the gliders are already brought to perfection, but pilot wise you can still work a lot on your own performance and **skills."** **Of course it takes several** visits, years of preparation and flying to be able to fly that fast and **far over the area.** **"Only when the** weather and the prepared task fit really well together you can achieve more. Sometimes we have to wait for weeks, try the **flights over and over again...** For a record flight it is most important to have the right plan and to stay **focused during 8 or 9 hours."**

The female team in Namibia is a part of a growing group of women pilots who try to fly bests. The Australian Lisa Trotter was also successfully soaring in the 15 meter class across the African continent, and during the summer of 2013 Ghislain Facon (France) achieved some world records in the World Class (13.5 m wing-span).



Susanne glad to be back in Bitterwasser



Bitterwasser, Namibia
(West Africa)

Like here in the US "snow birds", glider pilots from the Northern States and Canada migrating to Florida during the winter, many European gliderpilots migrate to Namibia or Australia. Early in November many containers packed with sailplanes are

shipped from several European countries to these soaring heavens. Bitterwasser is the luxury resort of gliderports. Many 1000 km and World Records have been flown from this site. A unique tradition there is that every pilot who completed a 1000 km+ flight has a palm tree planted in his/her honor. (see picture)

This inspired some German pilots to modify a well known Pete Seeger song

How many flights must a pilot fly
Before he catch his own palm
How many starts must a pilot do
Before he can bring the palm into the sand
And how many liters of waters you fill
Before the flight is done
*The answer my friend is blowing in the wind
The answer is blowing in the wind.*
How many pilots have the dream of a palm
Before they come over here
How many flights was done to do that final one
Before you are allowed to stand here
And how many times can a pilot turn his head
Pretending he just doesn't see?
*The answer my friend is blowing in the wind
The answer is blowing in the wind.*
How many times must a pilot look up
Before he understand the sky
How many kinds of clouds he must know
Before he can do such a flight?

Heiko now it's yours, you have done it with the wind
Heiko you have done it with the wind

Heiko now it's yours, you have done it with the wind
Heiko you have done it with the wind.

And for all other pilots here, who asking when will it be mine -
Hey - the answer is blowing in the wind.
*The answer my friend is blowing in the wind
The answer is blowing in the wind.*

**The 2013 season in Bitterwasser ended with
710.940,27 km flown by 134 pilots during 913 flights!!!!**
From Soaringcafe

(no results available yet from Pokweni, the other soaring site in Namibia)



New Zealand:

Yvonne Loader
Awarded FAI
Tissandier Diploma

By Jill McCaw, SoaringNZ

This Diploma, established by the FAI in 1952, is named after Mr. Paul Tissandier, Secretary General of FAI from 1919 to 1945. It is awarded to those who have served the cause of Aviation in general and Sporting Aviation in particular, by their work, initiative, devotion or in other ways.

Yvonne Loader is a well-known and loved glider pilot, tow pilot, instructor, mentor and fundraiser extraordinaire. In 2012, GNZ recognised her lifetime of selfless involvement in the sport by awarding her the Angus Rose **Bowl, New Zealand's premier** gliding award. They then went on to nominate her for the Tissandier Diploma via the NZ Aero Club.

The citation for the award reads: *Yvonne Loader has been a glider pilot and a tow pilot for 40 years. In January 1988, Yvonne achieved a gain of height of 10,212m, which remains a Feminine World Record today.*

Not only is Yvonne an accomplished glider pilot, tow pilot and gliding instructor, she is a volunteer extraordinaire, and she does it all with grace, humour and a big smile. For most new members and many airfield visitors, Yvonne is the first contact with the club, welcoming everybody open-heartedly and introducing them to the other members. She has been Secretary for two gliding clubs, simultaneously, for many years and during that time has been extraordinarily successful in raising funds for purchasing equipment for the club gliders and the development of club facilities. In the last three years, Yvonne has been pivotal in securing sponsorship for the Youth Soaring Development Camps, recently inaugurated, and in actively assisting with their administra-

tion.

At national and regional gliding competitions, Yvonne will generally be one of the tow pilots launching the grid each day, and sometimes acts as a crew member for a competing pilot.

During her entire gliding career, Yvonne Loader has devoted her personal time to administration of the sport, usually to the detriment of her own flying time.

That citation was prepared by GNZ **who only had details on Yvonne's** gliding history but she had been very active in aviation outside of gliding as well. Her aviation voluntary service started at the Canterbury Aero Club in the early 1970s, serving on the Members Services Committee, Executive Committee and as Club Captain over more than ten years. She also spent a number of years on the NZ Airwomen's Association (now called the NZ Association of Women in Aviation) Executive and served as the President for three years. She was also Chairman of the committee that organised the first international aviation event to be held in NZ

In September, Yvonne travelled to Kuala Lumpur, Malaysia to attend the FAI Awards ceremony and collect her diploma in person. For more information on Yvonne, see Issue 29 of *SoaringNZ*, where we ran a five-page spread on her achievements and her amazing life in aviation.

It is wonderful to see international recognition for all the hours of



work that Yvonne puts into our sport.

Editor's Note:

(Continued on page 8)

(Continued from page 7)

Yvonne won WSPA's 2003 sail-plane decorating contest

Changes in OLC

“ the OLC team decided to synchronize victory celebrations and set the end of normal OLC to the 4th Monday in September (in 2014 this will be the 22nd of September). The 2015 season will start on **September 23rd.** ”

For more news and explanation you can go to:
<http://www.onlinecontest.org/olc-2.0/segeflugszene/cmsnews.html?month=012014#1326>

Sarah Sill

Anybody who followed the 2013 OLC postings saw the name Sarah Sill posting for the Air Force Academy. A few months back the “**wordsaboutsoaring**” webpage introduced Sarah:

In the following days I got to talk to Sarah Sill, one of the cadets that is ready to begin instructing for the AFA soaring program. She started flying gliders at 13 and soloed at 14. Her first instructional flight was with another Sarah, in Chilhowee, and she got her license at BHSS with Frank Reid. So we seemed like not knowing each other, but in the end in the soaring world everybody knows everybody. Sarah is from SC and we really hope to have her as a guest next year in Perry. Al Tyler personally launched an invitation for her to join us for the contest.



Next Hangar Soaring
Deadline
April 30, 2014

A Little Rossitten Gliding History

Excerpt from an article in the April 2013 Bungee cord magazine

The small Russian town of Rybatschi (before 1945 known as *Rossitten*) is located about midway on the 60-mile long Curonian Spit (the former *Kurische Nehrung*). This sand dune formation in the Baltic Sea lies about 30 miles northeast of the city of Kaliningrad (the former *Königsberg*). The northern half of the peninsula is part of Lithuania, while the southern half is Russian. Prior to 1945 this area was part of East Prussia, Germany. It enjoys an active fishing commerce that flourishes all along the Baltic coast. From the 1920s through mid 1940s the area was also a world-renown gliding center but at the end of WWII, under Russian jurisdiction, gliding activities ceased.

From 1922 until the end of WWII, Rossitten was world-famous for duration soaring conditions along its 200-foot high sand dune. The dunes were soft and forgiving for the less experienced pilot in case he did not perfectly master the landings after his early bungee launches. At the same time the dunes provided great potential for experienced pilots to remain in, the slope lift for hours and to cover long distances flying parallel to the shore. Depending on the wind direction it was possible to fly on either side of the peninsula, along the lower dunes facing the open Baltic Sea or on the higher dunes facing east along the inland Curonian Sea (formerly *Kurisches Haff*).

In the early 1920s the East Prussian schoolteacher and former WWI fighter pilot Ferdinand Schulz discovered the site. In 1923 the first German Coastal Glider Meet was staged in Rossitten and became an annual event. Among others, Wolf Hirth participated in 1925. A year later the Rhön-Rossitten Gesellschaft was formed to combine scientific research with the sport of gliding. Their next step was to establish two gliding schools, one at the Wasserkuppe in central Germany and the other in Rossitten in East Prussia.

Starting in the fall of 1931 female glider pilots joined their male counterparts to set flying records at the Rossitten school as well. Lotte Orthband set a feminine world record of 5 hours 15 minutes. In August 1933 Hanna Reitsch made a ten-hour flight. In April 1935 aerobatic champion Liesel Zangemeister flew for 12 hours 57 minutes and eventually, on 30 June 1937, Ingeborg Wetzel stayed aloft all night in a Grunau Baby soaring for 18 hours 31 minutes. By the early 1930s duration records set at the Wasserkuppe had dropped far behind those at Rossitten. A few other sites along the Baltic coast, south and southwest of the Curonian Spit, also proved feasible for slope soaring. At Korschenruh, Kurt Schmidt flew a Grunau Baby in August 1933 for 36 hours 36 minutes, another world duration record. In December 1938 August Bodecker and Karl Zander flew for 50 hours 26 minutes in their two-seater Kranich back at Rossitten. Ernst Jachtmann flew his Weihe on a very sensational 55-hour 51-minute flight at Brüsterort in September 1943, but the FAI did not recognize this event as it was flown during wartime. Duration records have since been discontinued. In 1936 the glider school in Rossitten became a federal gliding school (“*Reichssegelflugschule*”) and was active until January 1945 when Russian forces occupied the area. Under German leadership the school operated at various locations along the Spit including Vogelwiese, Predin and Pillkopen. On the northern end of the Spit there were gliding sites at Schwarzort, Perwelk and Nidden. It is estimated that at least 30,000 glider pilots trained at this gliding Mecca between 1923 and 1945.



Inge Wetzell



The dune at Rositten

News from former Members

Helen D' Couto

I graduated from MIT in 2012 and am currently a 2nd year medical student at Harvard Medical School in Boston. In terms of flying, well, honestly it's been hard to keep up. I am hoping to get back into it soon. I had the chance to do some soaring in Switzerland over the past few years while I was working there. I do use the Condor soaring simulator as a study break and to escape the New England winter! I have also been exploring some of my interests in aerospace medicine recently.

Lauren Fanning (Reitz)

I was in the Air Force very briefly. I was in Officer Training school when I suffered a bad concussion and was in the hospital for a week. Unfortunately, they wouldn't sign off on my flying class physical after that. Since I went in as a Combat Systems Officer trainee I had no option but to get out. I was devastated at the time but things have worked out. I got married in June 2012 and we bought a small farmette in Maryland. I'm living in Maryland now working for a component manufacturer in the defense industry. I haven't been flying at all recently. As a grown up I can only afford one expensive hobby at a time and I've fallen in love with fox hunting!

Anna Rucz

Flight Operations Controller/
Coordinator JFKOA Nippo Cargo
Airlines

Ed. note Lauren, Helen and Anna are former WSPA scholarship recipients

Welcome new Members

Laura Radigan, FI

Jeanette Hibpshman, CA

Judy Soroka, Alberta
Canada

Famous Women Pilots

Hana Zejdova by Ritz

When googling "Hana Zejdova", there is a lot of information. On one of the popular sites LINKEDIN, [they call their selves the worlds largest business network,] she is introduced as: "Independent Sport Professional and Independent Photography Professional". [world record breaker!] In that one sentence "you see", who Hana is.

Hana Zejdova was born in the former Czechoslovakia in 1962 as daughter of gliderpilot Vladislav Zejda . Her mother Ruzena was also a successful gliderpilot. Her sister Sona is a well known prime Czechoslovak ballet Champion and winner of International contests.

Growing up with parents who loved soaring , Hana was bitten by "the bug" as well and with her dad Lada [for friends] as her biggest supporter and traveling with her on her world-trips, she achieved 52 world records and 235 national records. She also was the European Woman Gliding Champion in 1983 in 15 m class.

In 1991 she traveled to Australia to try and set new world records. She called these trips "Kangaroo Expedition". Between the early 90ies and 2005, Hana and her father visited Tocumwal nearly every year between October and about April. One of the owners between 1988 and 1996, Donald Escott, bought a LAK 12 for her to fly records and long distances. With her "own" glider she was ready on every great day to go for it. She was totally devoted to gliding. On a day when a long task was not possible and she had an early out-landing, no worries, she came back to the airfield on tow, prepared another shorter flight and off she went again, for another record.

Nearly all her records were flown in Australia at the Sportavia Soaring Center in Tocumwal, where Ingo Renner at that time was the instructor. Specially the year 1997 was very successful for her as she flew 32 WORLD RECORDS in 6 weeks. Between 1997 and 1999 she flew more then 50 World Gliding Records in both general and woman gliding.

These achievements were reason for the secretary of the Aero Club of Czech Republic, Jiri Dodal, to nominate Hana in 1999, with reference to "By-laws to the FAI Statutes, article 12.4.1" for the LILIENTHAL GLIDING MEDAL, the highest honor for any gliderpilot, male or female

At that time Hana was already holder of the FAI Gold Gliding Badge with 3 diamonds and holder of the 1000 km FAI Glider Flight Diploma. She was the first to achieve this 1000 km badge for the Czech Republic. She is also holder of the prestigious PELAGIA MAJEWSKA GLIDING MEDAL, the medal that honors outstanding women pilots. She received this medal in 1997.

She wrote a book about her Australian soaring called "Towards the Blue Horizon" and with the fabulous pictures, it makes for good reading. Unfortunately it is published in the Czech language only.

Between 1997 and 2006 she borrowed, hired or "received" gliders with a better performance then the LAK. This way she set records in the Nimbus 4 DM [owned by Japanese pilots, in the Diana SZD 55 [owned by an Australian pilot] and SZD 56 from Poland , a Ventus 2 via Tilo Holighaus and recently, the ASW 27 from Chris Hosttetter a frequent flyer at Sportavia. The Australia expeditions stopped in 2006 with the demise of Sportavia.

Hana had accumulated 57 World records (more than the famous Hans Werner Grosse) of which many are still standing.

Hana is not only a passionate glider pilot, she is also a fantastic photographer. Nowadays she combines her two specialties in glider advertisements.



Photo: Hana Zejdova



1988 TSA Midlothia, TX
The earliest logo we have



WSPA has the following seminar logos on file.
Up to 2007 the logos were copied from t-shirts still in possession of Frauke Elber, Marty Hudson and Terry Duncan (the seminars started in the seventies and WSPA was the result of these gatherings. It is not known if there were any special t-shirt logos made for these early seminars. We are looking for the pre-WSPA attendees and their stories)

- 1988 TSA Midlothia, TX
- 1990 Bermuda High, SC
- 1992 Caesar Creek, OH
- 1993 Black Forest, CO
- 1994 Hobbs, NM
- 1995 Sugarbush, VT
- 1997 Caesar Creek, OH
- 1998 TSA Midlothia, TX
- 1999 Tidewater Soaring Society, VA
- 2000 Air Sailing, NV
- 2001 Sugarbush, VT
- 2002 Caesar Creek, OH

- 2003 ASC, Moriarty, NM
- 2004 no special t-shirt
- 2005 Air Sailing, NM
- 2006 Chilhowee, TN
- 2007 CCS Avenal, CA
- 2008 Indiana Soaring, In
- 2009 Lesce, Slovenia
- 2010 Air Sailing, NV
- 2011 Tucson, AZ
- 2012 Chilhowee, TN
- 2013 Moriarty, NM
- 2014 York Soaring Assoc. Ontario, Canada



Can you help us to identify the persons in this picture (the "founding mothers")
(this editor could name the persons where the arrows point. You can zoom the picture on your screen to see the names)

Please help us to reconstruct WSPA's history



This and That

From the SSA web page Juniors receive 90% rebate on 2013 contest fees. The SSA Competition Committee is offering any qualified Junior pilot a rebate of 90% of their contest fee for a sanctioned Regional or National contest during the 2013 season. There is a limit of one rebate per pilot.

For details and application form consult the SSA web page at www.ssa.org

Also check the SSA web page for scholarships available

Don't forget
This is the time of the year to apply for the WSPA scholarships and the AML Trophy.



Check the WSPA webpage for details. All members whether living in the US or not are eligible
www.womensoaring.org

The story of the 2012 AML Trophy winner, Elke Fuglsang-Petersen

As usual on a summer weekend the whole family accompanied me to the Boulder airfield. We rigged and by noon I lined up on the runway, waiting for a tow. Together with several Boulder glider pilots we searched the Front Range for the first acceptable thermals. It was a League weekend-day, and we all wanted to fly sprint tasks. The convergence line very slowly built over the Front Range. It was about 20 miles further to the East as usual. For me this was a new constellation, and first I simply thermalled under the little puffs that lined up to the North. You could climb on their Western edge, one wing in the mist and on in the sun. I really enjoyed this phenomenon and flew like this for maybe two hours before I could finally head northwards to the Wyoming Border. I shortly kissed Wyoming, and then turned back under a dark and overdeveloped sky. Carefully I took the same way back that I had used to fly up there.

The sky was bluer to the South, and I enjoyed a little detour to my favorite 14er Longs Peak. This mountain is extremely rough, very pretty and at the same time dangerous. During the winter months it'll tell you where the wave ends by simply throwing you out of it... But this time it waved me a friendly "Hello, how are you today!" Turning back to Boulder you could see that the convergence line had now perfectly set up. This is where I finally started my Speed Task. For the next 2.5 hours I enjoyed my probably fastest run ever. At an average speed of 143 km/h I flew to the South, passing Mount Evans (the second 14er on the Front Range) on its East side, then back to the North flying over 150 km in a straight line – circling was useless...

I tried to contact my fellow club pilots to ask them where on the convergence line they were racing. For safety reasons you need to know where your friends are, but no one answered. It seemed that I was all alone up there. Black Forest (our Southern neighbor) was already quiet and so was Owl Canyon (to the North). Well, it was about 6pm, and they had probably all headed home for dinner? The sky became darker; the convergence got stronger, 600 km popped up on my PDA. Wow! Shortly before 7pm I decided to land. It had become quite breezy by that time. I had to land in a strong northerly crosswind, rolled out in front of my trailer, and worked myself out of that wonderful ship and... nobody there. All trailers were closed, no more cars on the field. On the other side of Boulder Municipal, a lonely guy was sitting and watching (no) traffic. I phoned a friend who came out and helped me put the heavy ship back into the box. We struggled in the wind, but I was just happy and therefore "strong".

On the way home a first lightning stroke somewhere far off to the East. It started to rain. Looking at my OLC scores that night I figured, I had saved the League scores for my club this weekend, only Black Forest and Moriarty had topped our achievement, well, and some California pilots. But West of Boulder no one had travelled as fast as I did. What a feeling!



Happy Valentine's Day

Women are Angels...And when someone breaks our wings...We simply continue to fly...on a broomstick...We are flexible like that...



Spirit of Flight, the real thing
Josh Glaab, 15, at the snowed-in TSS, VA





Sarah Arnold and student over the Hiwassee River, Chilhowee, TN
For the hardcopy recipients: see this picture in color on www.womensoaring.org. It's spectacular

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