



February, 2016

# Hangar Soaring

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

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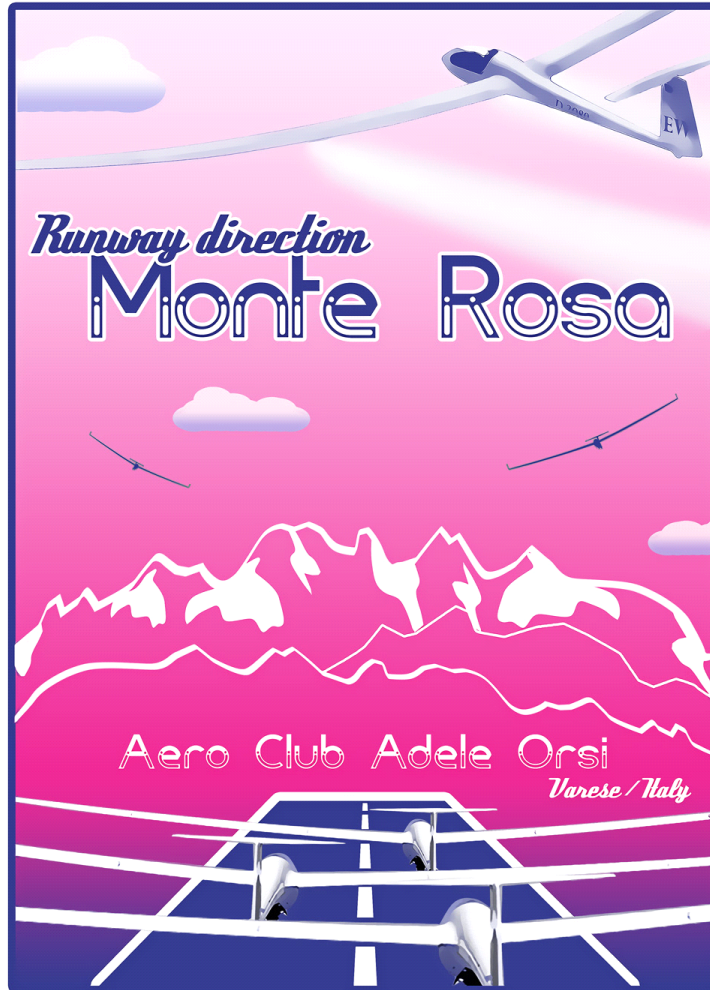
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Next HS Deadline:  
April 30, 2016



# WSPA 2016

*Women Soaring Pilots Association &*

# FLY PINK ITALY



FLY PINK : Italy's Women Glider Pilot Association

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

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

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editor@womensoaring.org  
OR  
FRAUKE ELBER, EDITOR,

## Badges

(reported through Feb. 2016)

**Bronze Badge**  
Kathryn Smith, CO

**A Badge**  
Mara E. Cramer, VA

## Welcome New Members

Diana de Souza

Kathleen Fredette, CA



## From the Editor

We are well into 2016 and I am certain that most of our readers are looking forward to the new soaring season. As I am writing this, I am looking forward of going to the SSA convention, peddle our cause, see old friends and look at all the dream machines and tell the world ( I mean the US soaring world) that our 2016 seminar will be in Northern Italy during the last week in June. It will be the third time that the WSPA seminar will take place outside the US. In 2009 we were in Slovenia, in 2014 the York Soaring Association in Ontario/Canada was our host and this year it's the Adele Orsi Aero Club in Northern Italy. This issue of Hangar Soaring will give you more information. But check the WSPA web page frequently. As we get more information, it will be posted there and send out via the mail group. From what I have heard so far, many of our German members will attend.

I still hope that I can come too but because of a health issue with my husband, I don't know yet if it will be possible. Should I be able to make the trip, I will attend with an old German friend, a former glider-pilot herself. I met her family back in the early 60ies, when she was five years old. Her father was a gliderpilot then. Eventually all four of his daughters became gliderpilots. I became part of their family and the friendship has by now passed down to the 3<sup>rd</sup> generation. Susanne, the second youngest, spent a whole year with us here in the US and flew

## President's Note

Effective as of January 15. Anne Wright resigned from the post of WSPA President, citing personal reasons.

## A Note from Maja Djurisc, Vice President and Seminar Coordinator

Welcome to the 39<sup>th</sup> Women Soaring Seminar!

This year Women Soaring Pilot Association is in for a special treat. Our annual five-day Seminar is hosted by one of the most successful and largest clubs in Europe, The **Aeroclub Adele Orsi**, from Monday June 27 through Friday July 1 2016. Aero-club Adele Orsi is located in **Calcinatè del Pesce**, on the shore of the Varese Lake in the Lake Region of northern Italy, and is a non-professional and not-for-profit sport association. The club's beginnings can be traced to Alpine Gliding Research Center that was established in July 1960. Two years later, in March 1962, the club was formally founded as The Northern Lombardy Gliding Club. On October 24 1998, the club changed its name to Aero Club Adele Orsi (A.C.A.O.) in honor of the Varese's champion pilot Adele Orsi.

Adele Orsi, along with her husband Giorgio, established Calcinatè airport, and developed an infrastructure that supplied gliding sport in Italy with many champions, along with her own long row of prestigious prizes at the national and international level. Through the effort of Adele Orsi, Calcinatè's airfield became the starting point and the landmark for the sport of soaring in Italy. Today, Aeroclub Adele Orsi is the biggest national gliding club, with more than 230 pilot members and a flight school that licenses from twenty to thirty pilots a year. In addition to basic training, club members are very experienced in organizing various soaring events, from FAI soaring competitions, High Performance Training week- Blue Week, "Brutti & Buoni" training -

(Continued on page 3)

our Ka8 during her stay. She distinguished herself by flying her Silver distance here in Coastal Virginia, never getting higher than 2000ft, ending her flight on a military base (that was before 9-11). She married a French gliderpilot and her two sons continued the tradition, the younger one representing France in the 2013 Junior World Championships in Poland. Her daughter who did not follow in her parents' and brothers' foot steps spent a summer with us in 2003. Sadly we couldn't even entice her to take a ride in a glider. Susanne and I went to the 2013 Women's Worlds for a few days together. It is for this long lasting friendship, that I really would like to come to Varese. Although neither of us flies actively anymore, we are still very much part of the active soaring community. And it is for this reason that I really hope Susanne and I can come to the 2016 seminar. She lives only about 6 hours drive away from Varese and we would drive over from her home. I keep my fingers crossed

*Frauke*

*(Continued from page 2)*

an event for less experienced pilots who fly team with an experienced pilot on fixed tasks, and "Fly Pink"- an Italian women soaring pilots event.

The Aeroclub Adele Orsi has a large fleet of modern gliders and tow-planes. Currently, there are three single seaters - Discus B, Astir Club I, DG300; seven dual-seaters – Duo Discus (two), ASK21 (four), and an ASK21 – Mi (motor glider); two additional motor-gliders – Schiebe Falke SF 25 and Dimona; and seven tow-planes. It will easily support all the flight needs requested during the WSPA Seminar, at any level.

For international participants, especially from over-seas, it is best to fly into Milan International Airport. From Milan, Calcinat airport is an easy 30 min car ride via A8 highway Milano-Varese (take exit **Buguggiate-Lago di Varese** and drive straight ahead for about 6 km, following aeroporto "Volo a Vela" roadsigns). Participants will have an option to stay at local hotels and motels, or camp on the field. Lunch and dinner for all five days, including the Annual WSPA Banquet are included in the Seminar registration fee.

For any additional information please contact:

Margherita Acquaderni, the current A.C.A.O. president at [presidente@acao.it](mailto:presidente@acao.it),

Mary Rust, WSPA Treasurer and Seminar Coordinator 2016 at [treasurer@womensoaring.org](mailto:treasurer@womensoaring.org) or

Maja Djuricic, WSPA Vice-President at [wspainfo@womensoaring.org](mailto:wspainfo@womensoaring.org)

Or go to:

<http://acao.it/en/wspa-39th-seminar-2/>

[www.womensoaring.org](http://www.womensoaring.org)

And don't forget to apply for WSPA Scholarships for this year.

We look forward to seeing you in Italy this summer!

On behalf of the WSPA Board of Directors,

**Maja**

## Picture Yourself In Varese

*Are you thinking of attending the 2016 Seminar in Italy? Does it feel a little too far away to go fly in Europe? I stopped by Aero Club Adele Orsi last year and I'd like to help you picture yourself flying in Varese this summer.*

*In the summer of 2015 my husband, Doedo, and I had some business in Northern Italy so we decided to drive by Varese to see what the club looked like and how well it might accommodate the WSPA seminar. We were not disappointed! The club lies along the shores of Lago di Varese, a modestly sized lake between Como and Maggiore. The main building is a roomy and well appointed clubhouse that is well designed for both comfort and training. Off the entry lobby is a business office where several people were actively managing flight operations with a clear view to the runway. Beyond the lobby was a roomy lounge full of maps and awards with a set of windows facing onto the runway and the lake. Off the lounge is a large briefing room with desks, charts, and audio/visual equipment.*

*As I've learned from visiting other European clubs, flying and socializing are even more tightly paired in Europe than in the US. Aero Club Adele Orsi does not disappoint on that score. The downstairs of the club house holds a large bar for club members that looks out onto the swimming pool and runway. Yes, swimming pool and, scandalous for American pilots, yes, a bar. The bar is a normal part of European soaring clubs where socializing with a drink or adult beverage is the normal end to any day of flying. The pool is a bit of a luxury but why not have a dip and watch the traffic? Typical for European airports, a restaurant adjoins the club building offering full service dining. Also on the lower level of the club is a museum, which unfortunately was not open while I was there. I did, however, get to see the real prize for strangers coming to fly: the ground floor holds an excellent looking flight trainer made from a glider fuselage and a wrap around video screen. Students and visitors can fly in the simulator to gain familiarity with the area landmarks prior to adventuring off on their own or on dual flights.*

*(Continued on page 4)*

*And that brings us to the flying. The club's brochure boasts 4 single seat gliders, 8 two-place gliders and 2 motor gliders. It seemed that most of the glider fleet was in the air the day I visited. There's a full workshop and the gliders appeared to be well maintained. Club Adele Orsi is an aerotow club with an interesting variety of tow planes. When we wandered by the hangar we saw an L-19, an assortment of Stinson 105s, a Dornier 27 and, looking a little out of place with it's classic hangar mates, a Husky.*

*All appearances are that this club is set up to fly, fly, fly. And from speaking with our impromptu tour guide, training is their focus. The setting at the base of the Italian Alps makes Varese an exciting and ideal location for soaring. Based on the prices in the November Hangar Soaring it looks like flying in Varese is quite competitive with flying at my own club in Colorado.*

*But what if you won't fly every day? Then a word about the area: it is a recreation area and well suited for entertainment on any non-flying days. The town is lovely with museums and shops. If you want to have some exercise there is a cycling path around Lagho di Varese and plenty of shops happy to rent you a bike. There is also swimming and boating on the lake. If your taste for adventure goes a bit further, I'd suggest a visit to Como where you can enjoy a flight in a sea plane to view the lake and it's lovely mountains.*

*I'm packing my bags! Hope to see you in Varese this summer.*

--

*Gail Schipper  
403 Collyer Street  
Longmont, Colorado 80501  
Home: (303) 682-9791  
Cell: (303) 709-0361*

#### **From: Mary Rust, WSPA Treasurer**

I am getting so excited about the upcoming WSPA Seminar in Varese, Northern Italy, from June 27 to July 1, 2016, hosted by our WSPA member, **Margot Acquaderni**, who is not only a pilot but is the President of the ACAO! She is also an English teacher, and she has been making some wonderful plans for our 2016 seminar! Her club has plenty of two seat gliders and experienced pilots to fly with us. The gliderport and many of the hotels nearby are situated on the edge of a beautiful lake. We are going to fly the Alps and enjoy some spectacular views!

This morning we finalized our plans (my husband, Mike, will be coming with me again) and booked our hotel and our airline tickets. We plan to spend an extra week after the seminar visiting Barcelona and Madrid, Spain.

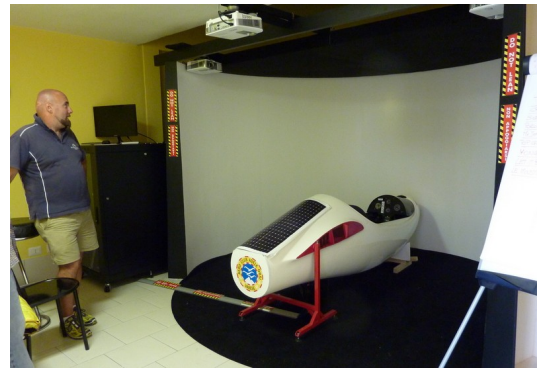
So if you are thinking about joining us, don't wait until the ticket prices go up! Make up your mind and come with us! You can find the WSPA Seminar Registration form and a list of the most convenient hotels near the gliderport at [www.womensoaring.org](http://www.womensoaring.org) under the "seminar" tab.

**Airlines:** Many of the major carriers fly into Milan Malpensa [MXP]. So start comparing prices. We are flying there on United Airlines and coming back through Toronto on Canada Air. We found some great prices on Expedia.com for our flights around Europe.

**Hotels:** On our webpage you can see a spreadsheet of the various hotels around the gliderport with lots of details. This was prepared by our member, Kate Harps. She did a great job comparing each! At least four of us have already made reservations at the Hotel Ristorante Vecchia Riva. It's within walking distance and right on the lake. All these hotels will include your breakfast. Lunch and dinner will be served to us at the gliderport.

**Welcome Party:** The ACAO will be hosting a **Welcome Party** for everyone who will be there by **Sunday evening**, so try to plan to get there early enough to attend this initial gathering. Mike and I will arrive there on Friday, along with Kate Harps and Dale Roberts, so we can help set up. You might want to arrive by Saturday to get used to the change of time. The seminar starts on Monday morning. You can go to the ACAO webpage to see their gliderport and more details. [www.acao.it](http://www.acao.it) When you open their webpage, look for the British flag in the right corner and click on it so the info will be written in English, unless you can read Italian, of course. I know you will be impressed with their webpage!

**So don't put it off any longer! Come fly the Alps with us! Sign up today!**



Photos Gail Schipper took at her visit to Varese



## In Memoriam



**Irmgard and her husband Winfried at The 2005 Women's World Championships**

**Irmgard Morgener**, premiere gliderpilot in the former GDR

After a long, devastating illness, Irmgard Morgener, one of the great women soaring pilots passed away on December 22, 2015 shortly before her 80<sup>th</sup> birthday

During the cold war, very little was known about soaring beyond the Iron Curtain or the people who participated in the sport.

One of the outstanding women pilots was Irmgard Morgener. Irmgard was born in Breslau (now the Polish Wroclaw), the youngest of four girls. The family fled in front of the Russian troops first to Czechia and finally settled in what was going to become East Germany (German Democratic Republic). Her father died shortly after the war, which left the mother to support her daughters as a railroad laborer. At age 16 Irmgard became a member of the GST (Society for Sport and Technology), the government run sport authority to which all flying clubs belonged to.

Having built model airplanes at a young age, Irmgard began her glider training in the Primary Glider SG38 and earned her license in 1954. Studying aircraft instrument engineering at the well known Aeronautical Institute in Moscow, her soaring career was interrupted for several years. As a foreigner she was not allowed to soar in the UDSSR.

By the time Irmgard returned to Germany, the aircraft industry, including the sailplane industry which had reached a high level in the early days of the GDR, had collapsed.

In 1960 Irmgard married a fellow glider pilot: Winfried Morgener. She found work as an export engineer in a large instrumentation company.

Winning the 1965 GDR-Championship, Irmgard became a member of the GDR National Soaring Team and as such represented her country for 19 years in national and international contests. Throughout her soaring career, she flew seven GDR records and participated in three European Championships for women. She was awarded the trophy from the Russian flying magazine "Krylja Rodiny" for flying a second place in the East German general Championship, 3<sup>rd</sup> place in the Russian and first in the Polish women championships.

After the collapse of the communist system and the reunification of Germany, Irmgard lost her job due to factory closure. Her husband too was laid off from his teaching job at the Technical University of Magdeburg when the university abolished his department. Fortunately, Winfried found work in West Germany even this meant living away from home during the week. It was during that time that Irmgard and Winfried became the owner of the first privately owned glider, a used Cirrus. Later they upgraded to a LS4

In 2001 Irmgard organized the first women regional contest for the state of Saxon-Anhalt and consequently won the contest. She served as women representative for that state. Losing her workplace after the reunification, Irmgard volunteered as glider instructor. She worked indefatigable in bringing the women pilots of the East and West together by organizing bilateral

gatherings and camps. She was essential in reducing prejudice on both sides and forming one big soaring family.

She also financially supported pilots from Latvia, Ukraine, and Bulgaria and found planes for them to fly so that they were able to participate in European and World Championships.

For her international activities and her achievements in the sport of soaring she was awarded the Bundesverdienstkreuz (Medal of Merit of the Federal Republic of Germany).

She held a Diamond Badge with three Diamonds and the Golden Daedalus Medal. She was a honorary member of the State of the Saxon-Anhalt Soaring Society, the recipient of the Golden Needle of the DAeC (German Federation Aeroclub) and a member of the organization of the "Old Eagles". With 85 000km logged in gliders, Irmgard practically circled the globe twice.

Irmgard kept close ties with women pilots in Russia, the USA, Switzerland, Lichtenstein, Poland, Czech Republic, Latvia, Lithuania, Bulgaria and China.

**Ed. Note:** It was through Irmgard that I located the great Russian Pilot Olga Klepikova in Kiev and was able to set the record straight on Olga's history making World Record flight in 1938. I consider this my biggest achievement of my tenure as Editor of Hangar Soaring,

To read the whole story go to the WSPA webpage [www.womensoaring.org](http://www.womensoaring.org) and the Hangar Soaring Archives. You will find the story in the Nov.2001 issue. The SSA published the same story in its November 2001 Soaring Magazine with an introduction by Dick Johnson who broke in 1951 Olga's record. It wasn't until 1978 that this record was broken as a women's record). I had the great fortune to meet Irmgard in 2002 in Stendal near Berlin during a women's soaring camp she had organized, and three years later at the 2005 Women's World Championships in Klix/ Germany where I also met Monika Warstat and several of the women pilots of the East Block countries whose participation was made possible through Irmgard's generous support.

### William Schweizer,



Last of the three Schweizer Brothers who founded the Schweizer Aircraft Company and whose name will be always associated with American Soaring, passed away on January 8, 2016 at age 98

### Letters



Thanks for a wonderful newsletter again, Frauke!!!!  
Love the cover  
Mary

Thank you so much for copying us on Hangar Soaring. It is a very professional newsletter, and we enjoy it!  
Nancy and Mike Pohlig

*(Continued on page 7)*



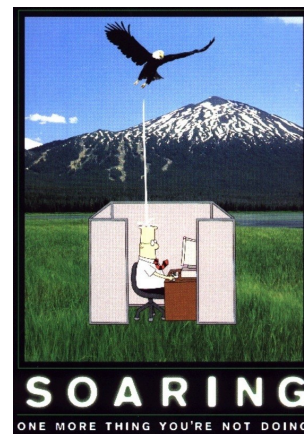
There I was, strapped in the front seat of a tandem double seater glider, just inches above the ground and only some steel tubing and fabric separating me from mother earth. The long, slender wings were held level by a wing runner, ready to start his short run until the glider was able to fly on its own. His eyes scanned the sky in front of him and his attention was focused on the winch at the other end of the airfield. The telephone man, who had voice contact with the winch driver half a mile away, gave the signal that the glider was ready for launch: "Ka7, double seated ready for take-off, tighten cable". We could hear the big V8 engine at the other end of the runway coming alive, and watched the steel cable to which we were tethered, slowly straightening. We heard the command: "cable tight, start take-off". The engine at the other end started roaring and the glider slowly started moving forward, first straight and level which gave me a bird's eye view of the landscape in front of me with the ridge that separated the hilly part of northern Germany from the flat plane that extended all the way to the North Sea. And then in about 150ft altitude the winch really sprang into action, turning the glider into a kite and shooting it skywards in a very rapid ascend. My ears started popping, I held my breath. All I saw was sky in front of me. When we reached the zenith of the tow, the glider leveled out and a loud bang indicated that the towrope was released. It became dead silent inside the small, narrow cockpit, except for the voice of my pilot in the backseat, who pointed out landmarks and explained what he was doing to fly the glider. He was aiming for the ridge. A strong southerly wind would enable us to ridge soar up and down the crest of the ridge. I finally relaxed and started to enjoy the ride. In this long east-west running ridge the River Weser had cut through the rocks on the way to the North Sea and formed a gap that was dominated by the Hermann's monument, built to commemorate the battle with the Etruscans which the Germanic tribes won. This was a very popular weekend destination for tourists. And there we came with our big, white bird, so close over the ridge crest that we almost could see the tourists' eyes. Up and down the ridge we went and every time we turned around at the monument people waved at us. We played that game for about an hour before we turned the glider back towards the airport. My pilot deployed the divebreaks and we descended like a rock towards the landing strip. Touch down was smooth, but the rollout was bumpy and noisy. After we came to a full stop we opened the Plexiglass canopy and I sat there motionless for a short while. Wow, this was my first flight in a glider. Little did I know then that this would become a life-long love affair that by now has lasted more than half a century.

*(Continued from page 6)*

Excellent issue—thank you! What is the "Fly Pink" logo about?  
Pat

Thank you so much, Frauke. Wonderful newsletter! Happy Thanksgiving!!!  
Andy and John Simpkins

Thanks very much for the Hangar Soaring - again a great issue, as always. I found Linda Draper's 'memory' stories and Charles Petersen's article on Omarama particularly interesting.  
Monique





WSPA member Elaine Carlson made and donated this beautiful little box (5x5x9) for our 2016 raffle. A card included with the box reads: *"This Scandinavian bent wood box is made from mahogany and basswood and decorated with a technique that the Norwegians call "kolrosing". The pattern is incised with a sharp knife and then finely ground coffee is rubbed into the cuts to bring out the design."*

Ed. note: an artisan mystery gift was added to the box.

**Buy raffle tickets now single \$5.00 each, 4@ \$15**

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