



February, 2017

Hangar Soaring

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

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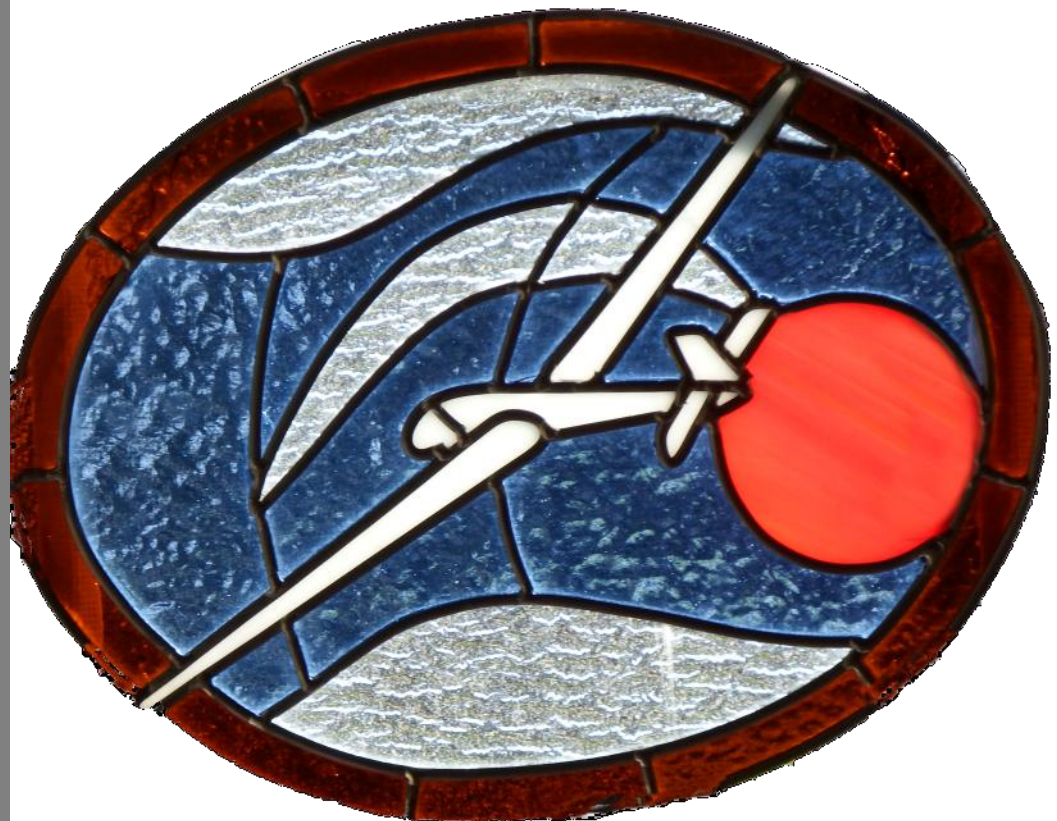
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Next HS deadline:
Apr.30,2017

Elements of Flight



The picture of this suncatcher graced the front page of SOARING sometimes in the seventies. It featured an ASW 12 as sailplane. With permission of the artist, I changed this to a Libelle, our then sailplane and had the suncatcher copied.

(I forgot the name of the artist)

Frauke

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

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Badges

reported through Feb. 2017

B Badge

Karen Arafles, NV

A Badge

Karen Arafles, NV

Oregon State record

Vanessa Aaron
Open, Single Place, Feminine
Absolute Altitude 16020 ft
msl

President's note



It is with great anticipation that your Board of Directors and I begin this new biennium. Everyone on the Board is enthusiastic and positive. They have so many great ideas! There is a feeling of synergy and shared ambition! It is wonderful to work with such a dedicated group of women. We are all excited about doing our best to make WSPA even better than it already is. To that end, we have divided up the many tasks that the Board does into smaller chunks, so that the work load is more evenly distributed. We still need a few more volunteers to help with some of the committees. Please contact me if you are interested in serving on one of our committees. There are so many small, but important, jobs that you can do to help.

The main mission of the WSPA is to encourage more women to get into the sport of soaring and to support their goals. Please feel free to send us any of your ideas that might help our main mission, directly or indirectly. Interestingly, I am the only one on the Board who is retired. However, I volunteer on various boards at church, and with two teachers associations. All the other Board Members are fully employed and do the work of WSPA as volunteers after hours. So please be patient with us as we get used to our new positions.

Soon you will begin to see announcements coming out about the seminar. Make plans to attend and to bring a friend! I can promise you that it'll be another fantastic week of learning, sharing, and growing! One of the best things I ever did for myself was learning to fly gliders back in 1981. Soon after, at the invitation of Nancy Evans, I joined the network of women glider pilots that eventually became the Women Soaring Pilots Association. That was the second best thing I ever did for myself!!! It was while attending those Women Soaring Seminars that I really learned to stretch and achieve my goals. If it wasn't for the WSPA, I probably would never have accomplished so much in my soaring career!

I know my passion for soaring is shared by most of you, too! So **let's all share it, and bring in at least one more gal into our soaring community by inviting her to attend a seminar with you.** That is my challenge to each of you! Bring in at least one more gal this year! Get her connected to our web page. www.womensoaring.org. Pay for her \$20 membership for the first year! ..and it's half price for a Student membership! That's only \$10 for a girl 18 yrs old or younger. Help her to sign up and fill out an application for one of our scholarships. Send her this link to see a video of one of our seminars. http://www.youtube.com/watch?v=Y_LOrCwKfM. Be that sister who



From the editor

Collecting the OLC data last year, a comet appeared on the soaring sky. Over and over again the name CarolAnn Garrat appeared in the listings. She listed great flights and made number 3 on my OLC list. I had never heard that name before and was wondering who this unknown woman was. She was not listed in the WSPA roster or in the SSA membership listings.

The January 2017 SOARING issue solved the puzzle with the article "Seniors' Soaring Summer" which CarolAnn co-authored (page 22).

"About the authors" states:

CarolAnn Garrat is an SEL pilot with over 5000 hrs, mostly in her Mooney and homebuilt Rans S-7S. She was introduced to gliding in Namibia in an EB28 in 2010. She fell in love with gliding and got her add-on rating at Seminole Lake Gliderport, FL in 2011. She bought a DG 800B in 2014 and now her Monney and Rans are suffering from lack of attention (at least in the summer). She flies Young Eagles to get kids interested in aviation and Angel Flights to help the sick with long-distance transportation." CarolAnn, now 61, came to soaring late in life. Several of our WSPA members took the same path. Two are coming to my mind right away: Susan Simmons and Laura Radigan. This issue of Hangar Soaring issue tells the story of another one, one of our Canadian members and winner of last year's Briegleb scholarship.

What is the point:

You don't have to be a spring chicken to start soaring. Frequently, older, wiser women find their way to the sport. Some of them pick it up when the child rearing age and professional career are behind them. They finally are FREE TO FLY.

On a different note:

Months after the seminar in Italy, I realized that this time I had the distinction of being the oldest seminar participant. For several years now, since Monique Weil retired from active flying, this honor belonged to Phyllis Wells. I hope Phyllis will be well enough again to reclaim this position at the seminar this summer. As for me, it brought to mind, that in the near future WSPA has to find a new Hangar Soaring editor. I have held that post now for 16 years. I love it and hope to have still a few years ahead of me, maybe making it to a nice round number of 20 years. But I really would be at peace knowing that in the next few years we can make a seamless transition to the younger generation.

Have a great soaring season and I hope to see many of you at the seminar this summer.

Frauke

Thank you to the members of the past Board

- Maja Djurisic
- Leah Condon
- Mary Rust
- Valerie Deschamps
- Christina Peddle
- Elke Fuglesang Petersen

Welcome new member

Sara Schofield, IL

(President's Note page 2)
cheers her on!

Even though it has been snowing here in Southern California, I know that spring soaring is just around the corner. "Be prepared!" as I learned in Girl Scouts. Make a list! Start refreshing yourself by re-reading some of your soaring training manuals, greasing those wheel bearings on your glider trailer, and helping to clean up the clubhouse. Set up a refresher clinic and book those refresher flights. Come to the seminar with your own personal goals in mind. "Be prepared!"

I can't wait to see you all in Chilhowee, July 3 - 7, 2017!!! The seminar after that will be summer of 2018 in Truckee, CA, near Lake Tahoe! Dates to be determined.

Mary

**In Memoriam
Peter Gross**

The WSPA treasurer received a \$200 donation from Dorothy "Dotti" Gross in memory of her husband Peter who passed away in August.

Peter was one of two sons of the later Dr. Frank Gross, engineer and sailplane designer in the late 20ties. One of his sailplanes, the double seater called "Skyghost" is on display at the NSM.

Dr. Gross established the Skyhost scholarship to support young people in soaring. After his death, his sons Peter and Bernhard continued the scholarship which over the years became a WSPA only one.

WSPA is for ever grateful for the generosity and continuing support of the Gross Family

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Come to beautiful Eastern Tennessee to the 2017 WSPA seminar, July 3-7, 2017

The day the sun will vanish...

A total eclipse of the sun coming on 17 August this year, and Sarah's Chilhowee field is right on the totality line. .

http://www.eclipse2017.org/2017/path_through_the_US.htm

Elke Fuglsang Petersen from Germany reports about another total eclipse observed from a German gliderport in 1999

(Continued on page 4)

(Continued from page 3)

We had a total eclipse in Germany in the summer of 1999. Of course we were on an airfield and this is my story. You may think so, but this is not a fairy tale, it's the truth, absolutely!

"Once upon a time in the late 1990's Germany was very excited about hosting a special event, a very special event which usually happens only once in a lifetime. Honestly, most people never get to see it. I am talking about a total eclipse of the sun! It was in the middle of the summer of that year. Being a glider pilot on vacation I spent my time on one of those many airfields somewhere in the middle of the country, hoping to find better thermals than at home. Together with my husband and our first little baby-son we had joined a cross country camp. The evening before the total eclipse we sat on the porch, drank our beers and wondered about the thermals on the next day. The eclipse was scheduled for 11:30 am, and we were not sure if this event could shut down the skies for our gliding (or better) cross country activities. At least the weather forecast looked quite nice. No one had ever experienced anything like this before, so we agreed: "Let's simply give it a try." We refused to open another beer, everybody wanted to be prepared for a good looking "exceptional" day.

The next morning, while the crowd had breakfast, the telephone rang. I was the first to jump into the office and pick it up: "Hello, this Mr. Mueller. I am calling from the Regierungspräsidium (Government office) in Kassel. Are you going to fly today?" I had heard this name before. Mr. Mueller was the official person, representing the local aviation authorities. I knew he was a good pilot, but, due to his position, not somebody you would call a soaring buddy. So I decided to stay formal: "Yes Sir, we will open our hangar soon after breakfast and check out the air." He took a deep breath and said something like: "You know about that total eclipse of the sun, don't you? The aviation authorities have decided all flying activities to be stopped by 10:30. You will have to wait until an hour after the event to get airborne again. All gliders have to stay on the ground during the dark time." I was a bit surprised, and asked if I had maybe missed a NOTAM or any other official advice. "No, Miss, nothing has been sent out so far, but this is our final decision. We want you all to be safe today!"

I promised Mr. Mueller to take care of the matter and told him that we would all be happy to stay on the ground and watch the eclipse from our safe little airfield's hill. "Maybe it's not even worth to go up. The thermals will probably die when it gets dark?" "Well, I tell you what, nobody really knows..."

You are probably aware that this was the time before we used the internet for communication. The small airfield had no fax, and cell phones were not yet fancy. So this had been Mr. Mueller's only chance to advise us. How many airfields would he have to call that morning? And would he be able to reach them all? What would happen to those who accidentally stayed airborne during the total eclipse? I went back to the breakfast room and held my short speech with best greetings from Mr. Mueller. Some smiled, but nobody laughed out loud, others seemed to be somewhat worried.

At 9 am we opened the hangar, did a handful of winch launches until 10:30 and then gathered on the apron's green grass. We had the full blue sky in front of us, the sun approaching it's highest point. It was warm, not a single cloud popping up. "Thank god, there are no thermals this morning...", somebody sighed. "We would have lost at least 5,000 km today!" Some guys took out their special eclipse sunglasses and tried to spy the beginning of the event. "Oh, I think it's beginning! Look at that!" There was nothing much to see, but as the time neared 11:30 you could feel a something like a cold breeze falling down from the hill behind us. Or was it just my imagination? It never really got dark, only the sunlight turned into a pale blue for a long moment. The atmosphere was strange. I tried to listen to birds. Somebody had told me that they would stop singing. But that morning there had not been a single bird out in the area. Maybe they had found their NOTAM in time? Ten minutes later the strange atmosphere was already gone, and everything returned to normal. Only the birds seemed to have left for the day. We resumed our gliding activities at 12:30 pm. The day continued and turned out just a normal day of pattern flying, topped with some weak afternoon thermals. Nothing great at all!

That night on the porch we had our extra beer. Astronomers had forecasted this event hundreds of years before "Day X". Only the authorities in Kassel seemed to have missed it?

Even now, almost two decades later, it makes me smile big when thinking of that legendary phone call!

Hope you'll all enjoy the eclipse on the other side of the ocean! Be aware that authorities sometimes act strangely.

Ed. note: I was in Germany that summer and observed the eclipse from the roof of the Zwinger Castle in Dresden. What I remember most is how cold it got for a few minutes and the eerie silence. That day in Holland the first Junior World Championship was stopped until the sun was up again



It doesn't matter where you come from, your upbringing, how much money you have or haven't got, how smart you think you are or aren't. If you are willing to work hard, believe in yourself and never give up...you can absolutely be anything you want to be
Lisa Cousack

Achievements

Elaine Ernewein, London Soaring Club, London, Ontario, Canada writes

This summer, I was very fortunate to be the recipient of the Maria Faber scholarship. I am very grateful to WSPA and have used this financial award to pay for my flying at the WSPA seminar in Italy, and for more advanced training when I got home. I am now back seat qualified and have taken up several visitors for their introductory flights.

Attending the WSPA seminar always injects a hardy amount of enthusiasm into my flying career. This summer was no exception. I had so much fun and really enjoyed the daily workshops and flights. It is a great opportunity for a person to become totally immersed in gliding. At our club we only fly weekends and so a week of concentrated flights gives a nice boost to ones flying skills.

Just as others had encouraged me, I encouraged a club member to join me on my Italian adventure. Cindy Fisher accepted the challenge. She recently returned to gliding and a week of flying was just the ticket.

If you are looking for a fun and challenging week of gliding, I encourage you to join WSPA for this year's Annual Women Soaring Seminar which will be held in Chilhowee, TN from July 3-7th 2017.

It will be hosted by one of the best in our midst, Sarah Kelly Arnold, who owns and operates Chilhowee Soaring Association. Sarah was the first woman in the history of USA soaring to qualify for the US Team 2013.

Remember all are welcome, men and women. Female members can apply for one of the many scholarships which are available. See the WSPA website for details.

<http://www.womensoaring.org>



Elaine in the back seat of the ASG 32 MI

Bring a friend and share the experience!

First solo

On October 30, Amelie Weidler successfully flew her first solo flight. Amelie came to Varese with her parents. She comes from a soaring family: grandfather, father and mother are all glider pilots.

MID KOLSTAD SCHOLARSHIP – By Judy Soroka (Central Alberta Gliding Club - Canada)

My journey to license as a Glider Pilot began in 2011. I found myself up against many challenges in learning to soar: my age (50-ish and learning something totally foreign), lost time due to life events (children marrying, grandchildren being born, sudden death of a loved one) and promoting the sport of soaring on the ground rather than being in the air. I am blessed to be married to a commercial airline pilot who is my biggest fan as well as my ground coach. I am blessed to be part of a gliding community who went above and beyond to teach me and enable me to reach my goal.

In the fall of 2015, I finally soloed. The combination of thrill and fear was indescribable and the feeling will never leave me. The beginning of the new season in 2016 proved to be difficult. It seemed that I had forgotten everything during the winter hiatus. However, I was determined to do it, because I did it before and knew I could succeed again. I had come a long way and did not want to give up. The CFI of our club suggested that his wife, who did advanced training, become my primary instructor. It took only a few flights with her, and then it all came together for me once again. My situation, I believe, truly illustrated the difference in teaching and learning styles between men and women.

A few years ago, I came across a brief article by Theresa Whiting (www.flightinstructortheresa.com). She made a comment in her narrative that I adopted as my mantra. Whenever I felt like quitting I would read it and it would renew my determination to reach my goal. She started learning to fly later on in her life. In reference to struggling students who had reached their goal, she stated: "The most important thing they have in common is persistence. It is neither the smartest nor the most gifted that succeed; it is the ones that are too stubborn to give up. Takes blood, sweat, tears and energy and a lot of patience! It is like climbing a mountain - you have to take it one step at a time, and eventually you will reach higher altitudes."

I believe that soaring is a wonderful blessing. It is worth every penny, minute, tear and ounce of energy. The joy of flying like a bird cannot be put into words. I look forward to Spring 2017 when I will be able to fly my own glider and be part of God's sky



Judy Soroka and her instructor

Aly Bond is participating in the Air Race Classic in June 2017.

<https://www.gofundme.com/ohio-state-air-race-classic-teamssid=847099660&pos=2>

(Continued on page 6)

(Continued from page 5)

"She is doing well at OSU and just completed her first semester in Aeronautical Engineering.

If you can think of any way to spread the word on Aly's new adventure it would be much appreciated"

Jim Bond (Aly's father)

Aly is one of our junior members with an impressive aviation record for her young age. She needs financial support to make this dream come true.

Youngest Member Flies Solo

London Soaring Club, London Ontario

Text and photo by Elaine Ernewein

This year was a great year for new members at the London Soaring Club. Among our newest members were several young people getting their start in aviation. We had a few university students and four high school students. With some students, there was initial apprehension while others took everything in stride and wanted more.

As with most new members, there was the initiation period, when they got to know the "old guard" and tried to keep their head above water for their next flight/lesson. We have all been there. We are a very small club and so you get to know most members in your first month.

We were very fortunate to have a "group" of youth which included 3 female members. It was nice to see the young pilots on the flight line helping out and supporting each other. Three of the members were children of current members. The 2 university students were a result of a gliding club campaign held by one of our members at the University of Western Ontario.

Isabela is a high school student and our youngest member of the club. She received most of her instruction from her dad, Markus, who learned to fly in Germany. Isabela was very active on the flight line and a great role model for our youth.

On the big day, Isabela's mom came to the club. Now I had seen Isabella take-off land with precision and confidence in a variety of wind conditions and so when mom asked me if I thought she was ready for her solo, I did not hesitate to answer yes. Since it was her first time seeing Isabela fly, I can understand her apprehension. It was a white knuckle flight for both mom and dad. I watched them follow her every move and breath a sign of relief when she touched down with a smooth and uneventful landing.

Solo at last!

"My solo flight was one of the experiences that I will cherish most in my life. I expected to be fidgety or nervous because my mom was there for the first time, and because I was going up into the 'great unknown' by myself. But as soon as the tow plane started up the engine, I felt relaxed and found a smile slowly creeping it's way onto my face. I know I still have a lot to improve on with my flying but being up in the air alone makes me feel confident and calm. I wanted to have my solo flight before the age of 15 but unfortunately, I was 5 days short. Even though I didn't reach my goal, it makes me really proud to say that I can do something that none of my other friends can do." ~Isabela



Isabela, Selena, Elaine, Sue

629 km in a Ka6

Submitted by Daniela Helbig, Australia

The first week of January brought some spectacular soaring days to the East of Australia, and on January 6, Women in Gliding member Jenne Goldsmith pulled off a feat that amazed not just vintage glider enthusiasts. She flew her Ka6 from Tocumwal, on the southwestern border of New South Wales, 629 kilometers into Victoria at a speed of 73kph. Her comment on the OLC was "At last a declared 500 in wood!", but she had picked her day right and went well beyond that. As Jenne herself put it,

"I was so blessed with the day - the task was perfect in the outstanding weather conditions across three states. I had a tailwind, or tailwind component, or light winds all the way, the trough really working in my favour. It was still working well when I arrived at Bordertown (task was 502km), hence the extra kms, but really, I could have done more if I wasn't getting a bit tired.

It has been the holy grail for me for years to claim Diamond Distance in wood. I flew all legs of my Silver C in my Hutter 17 and all legs of my Gold C and Diamond Goal in our ESKa6 (Ka6CR built under licence by Edmund Schneider Pty Ltd), so it was the natural next step!"

I met Jenne for the first time the evening just prior to her big flight in Tocumwal, but I had heard about her many times before. A glider pilot from the age of 15, Jenne has long been a mentor in Australian Women in Gliding, and her and her husband David's Ka6CR, VH-GEA built in 1967 from wood and fabric, is a bit of a legend on the Australian vintage soaring scene. But even when it's superbly maintained, a Ka6 still has best glide of 33 at 84kph, and a polar that drops off steeply beyond that. If modern wing profiles are the wrong comparison, the vintage scene is lively and, as Jenne points out, "The Vintage OLC is a fun small pond to play in and I would love to encourage other women to upload their flights in vintage aircraft." (As I am writing, by the way, she is ranked 3rd on the Worldwide Vintage OLC for 2017.)

Back to January 6: Jenne is the CFI of the Geelong Gliding Club, and her fellow club member Mike Durrant did his first declared 1000k flight out of Tocumwal the same day in an LS8 (18m). De-

spite his excitement he interrupted the congratulations in the evening by saying, "Yes, but did you see what Jenne did?!?" A real inspiration!



Jenne after landing

OLC Segelflugszene Gliding ParaHangGliding ModelG

OLC-Scoring BHC-Scoring Claim Flight Competitor Rules

Flight information - Jennefer Goldsmith (AU) - 06.01.2017

Type of glider: Ka 6 E, Takeoff location: Tecumwal (AU / NSW)

OLC-Plus NDC Speed/League Destination
Standard Advanced Google-Maps

Flight details

Points for the flight:	742.59	Distance	739.76	Triangle	2.83
scoring distance:	628.8 km		628.8 km		8.0 km
Speed:	73.0 km/h		73.0 km/h		23.0 km/h
Duration:	08:36:37		08:36:37		00:20:56

Scoring class: club
Index: 85.0
Club: Geelong GC
Date of claim: 06.01.2017 09:59:34
state: IGC-File: Flight:

Flight path

Statistics

Distance (OLC-Classical)

	s [km]	%soring	Nthemas	RIC [m/s]	E	V ₂ [km/h]
Leg1	62.50	64.85	11	1.06	24.39	39.99
Leg2	196.84	32.47	16	1.94	42.76	83.06
Leg3	44.96	33.37	3	2.24	21.90	67.35
Leg4	253.07	33.92	15	1.84	35.47	77.79
Leg5	58.03	5.64	1	1.00	29.09	92.72
Leg6	13.39	0.00	0	0.00	21.33	102.36
Total	628.80	36.52	46	1.64	33.13	73.03

Triangle (FAI-OLC)

	s [km]	%soring	Nthemas	RIC [m/s]	E = Gleitwinkel	V ₂ [km/h]
Leg1	3.89	74.62	2	0.75	42.33	42.87
Leg2	2.49	0.00	0	0.00	14.65	56.02
Leg3	2.25	100.00	1	1.10	0.00	12.10
Leg4	1.68	0.00	0	0.00	30.06	60.00
Total	8.0	77.47	3	0.96	30.51	29.56

MeetingPoints

- MeetingPoints are shown for Users with Login only. Please log in.

Relevant Rankings

- OLC Daily Score (Worldwide, Jan 6, 2017)
- OLC World Champion 2017
- OLC Australia 2017
- GFA-DCE Summer Contest (more than 200 hrs.)
- GFA-DCE Summer Contest (more than 200 hrs... Women)

TopMeteo - Weather Charts

- No Weather Charts found.

Comment

Pilot:
At last a declared 500 in wood!



From WSPA member Jenny Beatty's Face Book site

American Airlines' newest Boeing 787 Dreamliner pilot! I feel privileged to fly such a beautiful modern jet (also a bit tired from working to earn the privilege)... Pictured in front of a full-motion simulator holding my new temporary pilot certificate



Up to now, Jenny has been flying an American Airlines 777. The right pictures shows her in front of the 777's enormous engine. CONGRATULATIONS, JENNY



Last year the women in Gliding in Australia had two camps. One on the West side and one on the East side.

Firstly the West. This was organized for October in Narrogin a few hours south of Perth. Three women from the East attended. One from Queensland, one from Victoria and myself from NSW. As there are only 14 women glider pilots in WA this was a wonderful week with 8 of the 14 attending, and many achieved their goals. A first solo, a first 50km and a first 300km. Coaching was arranged for early solo and those that wanted to experience cross country. The organization was done by Robyn Becker and the club members (mostly men) were wonderful. Have you had your glider out of the hangar, washed and DI done before briefing, waiting for you to be towed to the launch point when you want it, all done by the men??? We have now. I will certainly be attending the West again next year and I am sure many others will join in.

Now for the East. This took some organisation as the Mt. Beauty club is in the mountains in Victoria, all be it the Australian mountains, but for us that only fly over very flat country this is a daunting prospect. Again the Mt. Beauty club members were wonderful and welcomed us with four high performance 2 seat gliders. We arranged a tug and pilot from Benalla and the club winch did a lot of work. Women towed gliders from Queensland, NSW and Victoria and the flying was an experience that will stay with us forever. Again a great deal was achieved. We had very experienced mountain pilots for coaches and all of us were very grateful for the wonderful support by this club. We have been invited back again next year.

I will not go through all the achievements but again we had first solo flights both aerotow and winch and some remarkable flights in the single seat gliders. Of special note was again Jenne Goldsmith in her Ka6. (see previous page) We are all flying around in hot ships and she is doing as good in her little Ka6.

I am very happy to be a part of Women in Gliding in Australia as all the women are the best friends one could ever have. We will always welcome women from all parts of the world who want to come and visit us.

Remember the Women Worlds to be held at Lake Keepit NSW in October 2019 is not that far away.

Best wishes to all
Wendy Medicott

The group at the Western camp

Wendy Medicott, Suzette McHahon, Alisa McMillan, Jenny Shearer, Lyn Avery, Kneeling: Jenny Thompson, Robyn Becker, Alis Sharink



Photo: Dayle Found



HEXENTREFFEN: Germany's Witches ride the Romantic Rhine Valley

by: Elke Fuglsang-Petersen
(international board member)

Traditionally the last weekend of January is booked for Germany's witches - alias the female flying community. This winter it was

Anette Weidler's turn to organize the meeting at the famous Loreley. Some of you have met Anette during the Varese seminar, which she joined together with her daughter, her husband and their club's DG 1000.

But who is Lorelei? Another famous witch?

No, Loreley is a 132 m (433 ft) high, steep slate rock on the right bank of the River Rhine in the Rhine Gorge (also known as Middle Rhine). Although being famous, the rock has nothing to do with flying. The saying is that a pretty young girl is sitting on top of it, singing. Skippers, travelling on the Rhine got distracted by the beautiful voice and searching the rock for its origin crashed into the rock. Many accidents have been reported afoot the Loreley... Fortunately no gliding accidents have been passed down so far. The location would be safe for witches!

Some 120 female (glider) pilots who consider themselves "witches", helicopter pilots (whirly girls), balloonists and powered pilots gathered to enjoy hangar soaring, networking and the fun of being together. On Friday night they gathered in the local youth hostel to kick off the witches-weekend with a wine tasting. Anette told me it had been a very entertaining night. Unfortunately I could not join this year's meeting. It was foggy, and my broomstick is not IFR approved. The 1300-km-roundtrip seemed a bit too far for maneuvering my old car through Germany's famous traffic jams. After the mayor had officially welcomed the crowd on Saturday morning, the first talk was held by Sabine Theis who is a glider pilot, a mother, a director with the German Aero Club and the state's aero club's women's representative. She defined the "witch": In the Middle Ages witches had a bad reputation. Those women (sometimes men) had different views and opinions of life. They often showed a strange behavior. Witches were pursued by fellow citizens and by the Church. They were tortured and burnt. Witches were thought to be ugly figures with wrinkles and warts. Shady, with the devil in the covenant, they flew through the air and bewitched ordinary citizens.

Nowadays, female gliding club members take care of kids and kitchens on the airfield... Well, you all know this is not true! But female glider pilots still have a somewhat different perspective. Haven't they? In the Middle Ages we would probably all have been burnt...

"Head witch" Ingrid Blecher presented a historic overview about 43 years of female soaring in Germany for the visitors of this year's meeting. Together with her female gliding friends she had organized the first witches gathering ever on March, 8 in 1975. Margherita Acquaderni (Margot, our seminar host in Varese!) was invited to talk about Italy's women soaring pilots' history and her life as a female record pilot in Europe.

Carolyn Rothard gave a talk about soaring while being a young parent and top meteorologist Bernd Fischer (the only male

speaker of the day) had been invited to explain about weather phenomena. Yes, the climate change is measurable!

Last but not least Monika Herr, pilot of a Boeing 747, talked about her job. The colorful and interesting Saturday ended with a dinner buffet and a party in a historic vaulted cellar.

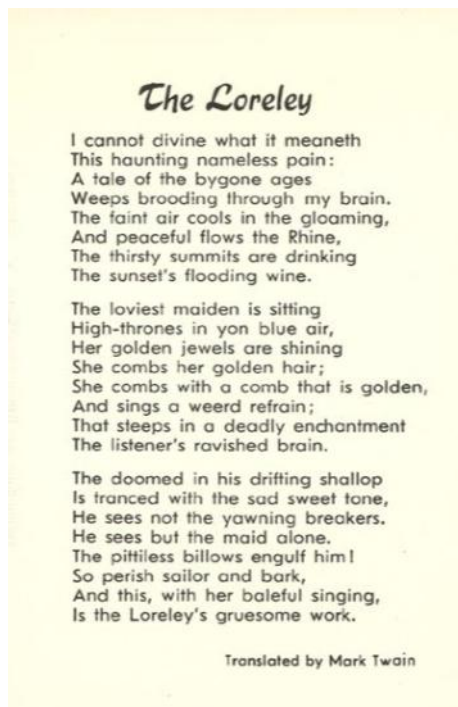
Sunday morning, before getting back on their broomsticks to return to their home bases, spread all over Germany, the witches had a chance to take a boat tour on the Rhine. No accident was reported afoot the Loreley that morning. Maybe they had a female skipper on duty?! The 43rd Hexentreffen turned out as a successful and fun event at a fun location!

Ed. note: The big Loreley Rock protruded mostly submerged into the river thus being a serious threat to shipping. Therefore the under water part of it was blasted out of the way and the River was straightened around it, to make shipping on the Rhine River safer. Very few accidents happen there these days. (last one in 2011)



View at the Loreley Rock from the left bank of the Rhine River

And the legend:



Famous Woman Glider Pilot



Anne Doucarouge and husband Yann Forestier

Anne Doucarouge, France

Based on an interview she gave to Andrea Johnston during the recently concluded World Championships in Benalla/ Australia.

Anne Doucarouge, two time and reigning Women World Champion was the only female competing in the recently held World Championships in Benalla/ Australia.

Anne credits the support of her family that makes competing on the

highest level possible. Her husband Yann is a gliderpilot also. According to Anne, they met in a glider, when Yann just having received his glider license took her up as a passenger.

Anne has two young daughters.

In professional life she is an engineer and Colonel in the French military where she manages a design office in the French Air Force. She is holding a power and a glider license. She prefers to fly gliders because of the challenges it offers. She compares power flying with driving a car.

World Ranking: 67

Competition	Class	Year	Location	Glider	Pos.	Points
34th FAI World Gliding Championships	15m	2017	Benalla Australia	ASG29	9/37	4849
Championnat Régional PACA	Multi-class	2016	Vinon	ASH 25	1/11	6064
Czech Gliding Championship	Open	2016	Moravska Trebova	ASG-29 18m	7/23	3505
Australian MultiClass Nationals	15m	2016	Benalla VIC	LS 8	8/33	5609
Womens Worlds	15m	2015	Arnborg	ASG 29	1/10	5464
Championnat de France	18m	2015	Buno	ASG 29/18m	6/23	5179
Worlds - Leszno	15m	2014	Leszno	ASG 29E	16/46	6834

What became of them?

Recently I found a book titled "GO FLY A SAILPLANE" by Linda and Ray Morrow published in 1981.

Several women are mentioned in this book. I began to wonder what became of them.

Linda and Ray Morrow, the authors, were gliderpilots in the mid 60ies and probably later. I had never heard of them. The same for flight instructors **Leo and Mary Smothers**, who lived in Iceland but globe trotted during the summer.



LINDA MORROW

Flight instructors Leo and Mary Smothers pull a silver Blanik from a field of wild flowers onto the runway during a soaring "busman's holiday."

Amy Lockwood hailed from Sepulveda, CA. She got into soaring through an Explorer Scouting sponsored flight school program. She soloed at the end of the two week program with only 3h5min flight time. She continued soaring at a commercial operation. Where is she now?

Allison Glass lived in Newport Beach, CA and got her training at a Black Forest, CO Youth Camp.



Allison Glass.

JIM FORE

Alice Goodlette, the only one I know, started soaring at age 15 under the guidance of her father, also a glider pilot. She earned her B and C badges and her PPL-G the next year. Alice attended a series of high-altitude training session in preparation for an eventual wave flight. One day during her senior year in High School she reached 29900ft in her 1-26 (Blue Bird). Alice was recipient of the Kolstad Scholarship

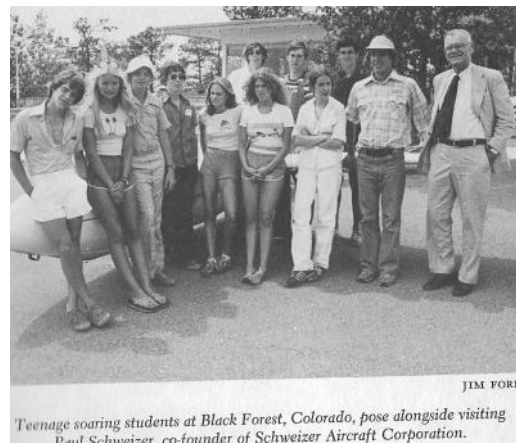
In 1993 at the WSPA seminar, the biggest ever, Alice made her 1-26 available to seminar participants (my husband Wolf landed her in a pasture straight out of a tow). By that time she had married Mark Palmer, a wave flying expert. Wolf and I and some other seminar participants were housed with Alice's parents. Alice and Mark dropped out of soaring and she became a motor-bike racer with Mark as her crew chief. Over the years I lost contact with Alice.



Alice Goodlette.

JIM FORE

It was interesting reading the book. A lot has changed since it was published in 1981. But the question remained: What became of these women?



JIM FORE

Teenage soaring students at Black Forest, Colorado, pose alongside visiting Paul Schweizer, co-founder of Schweizer Aircraft Corporation.



Letters to the Editor

Dear members,
 What a great group WSPA is! Twice now I have reached out to the membership and you have responded with wonderful solutions. Larry and I have had many great responses to our Soaring in Arizona question and we are now able to confidently plan that portion of our trip. We want to thank everyone for their on-going support. Wishing you a great year of soaring in 2017.

HAPPY NEW YEAR!
 Elaine Ernewein

Frauke -- Soaring is an international sport and you have helped make WSPA an international organization. WSPA gives a good example of how working together gets things done. Most of the rest of society does not seem to be able to work together internationally (even nationally) but, hopefully, will someday. Meanwhile, admittedly on a small scale, WSPA gives a good example.
 Bertha Ryan



Leah Condon, KN recently visited Merilyn Meline, MN and Jim Hart, husband of the late Kathleen Winter, while her husband delivered a rebuilt 2-22

She will Fly today

Geneve Shaffer (ca. 1894-1976) , first American Woman reported to solo a glider, 1 August 1909?

*I
 might
 Not have
 Flown it
 if Cleve and I hadn't built it
 My flight was short and no great shakes
 Don't tell Cleve, but piloting a free balloon is a lot more fun*

From Pat Valdata's "Where No Man Can Touch"
 With friendly permission of the author



9th FAI Women's World Gliding Championships

17th May to 4th June 2017

Zbraslavice Aeroclub, Czech Republic

Bulletin no. 1

September 2016



The 2019 Women's World Championships will be held in Australia

**Next Hangar Soaring will be published in May
 Deadline: April 30, 2017**



Photo by Gail Schipper

Happy Valentine



This beautifully carved and decorated gourd was made and donated by WSPA member Elaine Carlson as a WSPA fundraiser

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First Class Mail