



Hangar Soaring

May, 2016

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

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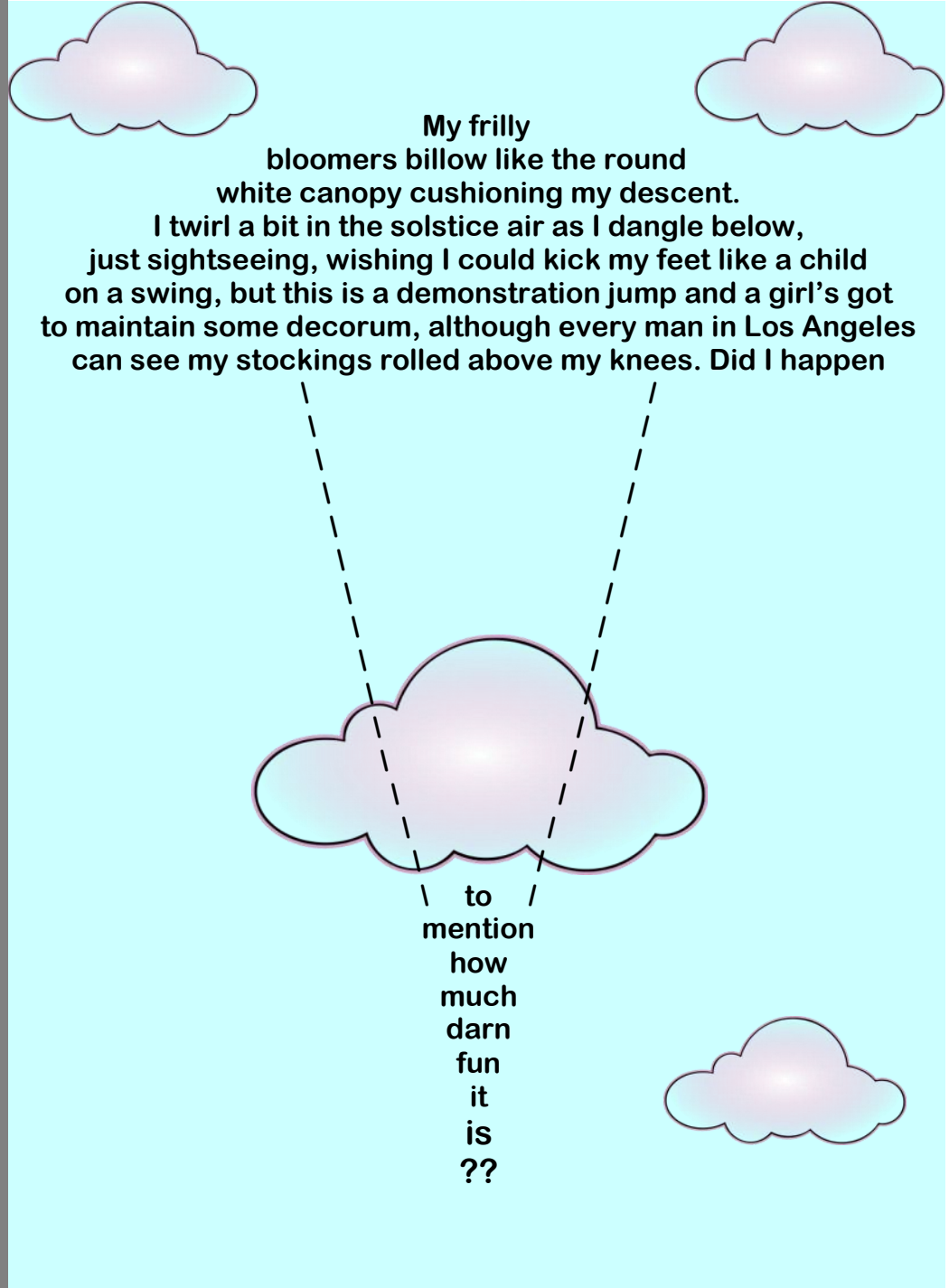
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WSPA Seminar in Varese / Italy



My frilly
bloomers billow like the round
white canopy cushioning my descent.
I twirl a bit in the solstice air as I dangle below,
just sightseeing, wishing I could kick my feet like a child
on a swing, but this is a demonstration jump and a girl's got
to maintain some decorum, although every man in Los Angeles
can see my stockings rolled above my knees. Did I happen

to
mention
how
much
darn
fun
it
is
??

**"Landing on her Feet" by Pat Valdata
From her book "Where no Man can Touch"**

See page 2

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

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No Badges or Records posted for women during March, April and May



Renew WSPA Dues in June On Time

And save the treasurer some
valuable time and head aches
Her address is in the left column

Front cover: poem copied from Pat Valdata's book "Where no Man can Touch" chronicling chronologically women's firsts in aviation . Published in 2015 by West Chester University, West Chester, PA 19383 ISBN 978-0-9960782-2-1 \$14.95

A Note from Mary Rust, treasurer

(Received 4-14-2016)

Dear WSPA Members:

It's not too late to sign up to attend the upcoming WSPA Seminar in beautiful Varese, Italy! This will be the second time that we hold one of our seminars in a European Country with our European friends. Flying with the ACAO Glider Club in Varese, Italy, one of the most beautiful gliderports in the world, will be a dream come true for you! Flying in the Alps is an opportunity of a lifetime for many of our members! Come join us! We know you will learn a great deal about flying in mountains, set new personal goals, meet new soaring friends, and help prepare you to attain even more flying achievements in the future.

It was because of the WSPA Seminars that I attended back in the 1980's and 1990's that I was inspired to achieve my personal best in soaring! As I look back over my years of flying gliders, I know for sure that I would never have achieved so much, if it hadn't been for the WSPA seminars, and the personal connections and networking during seminars! WSPA was always there to cheer me on!

Some of you are still trying to make a decision on whether or not to go. Some of you are asking for more details... So I thought I'd put together a packet of information to help you make an informed decision!

You might want to print this out and make your decision tomorrow! **See page 11!**

We already have 18 people registered, 10 from the USA, 3 from Germany, 2 from Italy, 1 from France, 1 from Australia, and 1 from Slovenia. But I have heard from another 10 or 12 who are still sitting on the fence, as we say in the US. They need to make up their minds, so they can get the best prices on airlines and hotels. The longer you wait, the more the prices for those things go up!

So don't wait any longer! Make up your mind to come and fly the alps with us!

For those who are already registered or who register soon, there is a Google Group that you can sign in to and chat with others who are going to the seminar. Perhaps you could find a roommate to share some of the housing cost also. Go to: wspa-2016-seminar-varese@googlegroups.com

Mary Rust, WSPA Treasurer

maryflies@roadrunner.com or treasurer@womensoaring.org

Cell: 909-519-0420 (Call me or email me if you want to ask more questions!)



From the Editor

In the March 2016 issue of SOARING Eric Bick, editor of the magazine reported from his trip to Albuquerque, NM and his visits to museums including the Southwest Soaring Museum in Moriarty. He especially mentioned the exhibition of "Women in Soaring", that is in one of the upstairs rooms in the museum. "Other exhibits include an upper floor with displays dedicated to women in gliding. This exhibit is still in a formative stage, but has the underpinning of showing the role of women in soaring through the years around the world. It is when you see such a display, bringing so much information together in one place, that it hits you what big part of aviation and soaring the women have been, and the contributions they have made. I am really hoping that the museum will be able to continue upgrading this particular exhibit. It is quite a contribution to hour knowledge" This exhibition was the main focus of the museum in 2007. It is the brain child of Kathy Taylor who put together a remarkable collection.

For many years I have been an advocate of making the Southwest Soaring Museum the depository of all women glider pilot related material. For instance I would like to see the Anne Morrow Lindbergh trophy, which is big and very heavy find a permanent home there instead of being shipped from recipient to recipient. The National Soaring Museum in Elmira, NY went that way with the Warren Eaton Trophy. This huge trophy stays in the museum with the recipient's name engraved on it while the recipient of this honor receives a nicely executed plaque which he or she can display at home.

I am calling on our Board to give this a consideration.

I have made provisions that after my death all the material on women in soaring I have collected

over the years and all my soaring books will be shipped to the Southwest Soaring Museum.

At the recent IGC meeting in Luxembourg, Margot Aquaderni, our hostess for this year's WSPA seminar was awarded the 2015 Pelagia Majewska Medal, the highest international recognition for a woman glider pilot. Margot is the fourth WSPA member honored this way. The others are: Bertha Ryan, Doris Grove (US), and the late Jill van den Broeck (Belgium). Nominees for the Majewska Medal have to be nominated by their National Head Organization – in our case the SSA. I am proud that three outstanding women gliderpilots I suggested to their national organizations have received the Medal. They are Doris Grove, Jill van den Broeck and last year's winner Ritz de Luy (Holland) Should you know of anybody worthy this honor, contact the SSA awards chairman Jay McDaniel. There have been years when nobody was nominated. This medal is not only awarded to outstanding pilots for extraordinary flights but also to people behind the scene (like Bertha and Ritz). And last not least: thanks to the help and support of the Warwick Forest (our new home) management, I will be able to attend the seminar in Italy. My flights are booked and I am excitingly in the progress of making plans how to make maximal use of 5 weeks in Europe.

ITALY HERE I COME

Frauke

IMPORTANT NOTICE

Due to my intensive Europe travels in July (5 weeks) I won't be back until late in July. To get the next newsletter out in time it is very important that all material for the newsletter is on my desk by

JULY 31



Frauke Elber talking to a visitor at the WSPA booth

The SSA Convention in Greenville, SC by Mary Rust, *Frauke Elber* and Pat Valdata

Mary: What a great convention and so much fun! I flew from Palm Springs, CA to Newport News, VA to meet up with Frauke on Sun, Feb. 14th. Pat Valdata, a past board member and president of WSPA and an original WSPA member (along with Frauke & me), came down from Maryland on Monday to join us in Newport News, where we spent the night at Frauke's. We loaded Frauke's van and took off for a full day of driving 500 miles down to Greenville, SC, where the convention was to be held. We set up the booth on Wednesday and then got our rooms at the Hilton.

Frauke: Actually, even my Grand Caravan with the back bench out was not big enough to transport all the WSPA stuff. A member from my club, the Tidewater Soaring Society, came to the rescue.

To avoid the high costs of the convention, we did not drive all the way to Greenville on the first day but stayed in Pineville, SC about ½ hour away from Greenville using a hotel coupon we had gotten at the South Carolina welcome station. We lucked out with this move. We checked into a suit hotel where the room was set up to accommodate 4 (or more) with two queen-sized beds and a pull-out sofa and which included a better than normal breakfast for \$74 only.

Pat: Thank you to the women at the North Carolina Welcome Center and to the TripAdvisor app for steering us to a great deal!

Frauke: On the locale of the convention we set up our booth at the cavernous exhibition hall, the biggest I have ever seen in the 12 years of attending SSA conventions. Several planes were already rigged, amongst them the spectacular CONCORDIA which we had the pleasure to look at during the three days of the convention. Further down was a shiny, silver bird which I first did not recognize as a 1-26. Judging from the exhibited planes, it looks like the trend is going towards self-launching. One of the gliders was powered by a small jet engine. New this year was the exhibition of motor homes sized to legally pull a sailplane trailer. Also the display of gliders for sale was new this year.

(Continued on page 4)

(Continued from page 3)

I attended only three of the lectures: Pat Valdata's presentation on early women pilots featured in her new book of poems, *Where No Man Can Touch*, Simine Short's lecture on early flights and Karl Striedieck's lecture on raptors. The rest of the time I mostly walked the floor to encourage visitors and exhibitors to stop by the WSPA booth, while Pat and Mary were hard at work there. Our home made cookies again were a big draw. Pat's were especially popular.



Photo: Frauke Elber

Mary Rust and Pat Valdata tireless promote WSPA

Pat: I'm glad so many people liked the cookies, but also thrilled and touched by how many people also bought books and other WSPA items. What great support we have from the soaring community! Our booth was always busy, and for me, it was wonderful to see old friends (like Ron Schwarz of Aero Club Albatross) and so many familiar and new faces at the WSPA breakfast.

Mary: During the 3 day convention, there were many WSPA Members and visitors who came to our booth. As usual, we had some tasty cookies to attract them. Sales went well: selling prior seminar T-Shirts, bags, TFM items, Uli Art, and Valdata & Elber books, just to mention some of the items. Some folks paid the regular price in cash or checks. Others used a credit card, and we had to pay a small fee (2.7%) to Pay Pal to get that money, thus the odd amount listed below.

After all expenses were paid WSPA's coffer had gained \$425.63 .

Though it cost quite a bit to run a booth and do the advertising, I personally feel that it is well worth it, considering the amount of contacts made and the positive remarks that came from our visitors and peers. We have several new members and several who have decided to attend one of our upcoming seminars.

We also had a great turnout at the WSPA Breakfast (26 in attendance). We sold every ticket! There were several Associate Members, visitors, Full Members, and our newest Student Member, Ariana Radigan, the 15-year-old granddaughter of member Laura Radigan from Florida, in attendance. We only had two officers, Leah Condon and Mary Rust, so we did not have a quorum, but there were no motions on the floor anyway. The discussions included the upcoming Seminar in Italy, and the need to spread the word about our Association via the clubs in the SSA. We need to get our brochures out into every club house across the USA! Shannon Moon offered to help with Facebook.

Frauke: Our trip back to Newport News was eventless and we lucked out, getting back before severe storms hit the area. Now I am preparing for the WSPA seminar and I am looking forward to this event.

Mary: I bought Pat's new book, "Where No Man Can Touch," which is a wonderful book of poems dedicated to the "first woman to fly a ..." (Everything from gliders to blimps). It is historically factual and very



Pat Valdata during her presentation

fun to read! When I finished it, I immediately wanted to go back and read some of it over again, because I enjoyed it so much! Pat did a marvelous job on her presentation at the SSA Convention! Lots and lots of people, both men and women came to our booth to buy her book and say how much they enjoyed her presentation



Gail Simmons' Butterscotch Shortbread, adapted by Pat Valdata

Makes: 32 cookies

2 sticks unsalted butter, softened
 ¾ cup dark-brown sugar
 1 tsp. vanilla extract
 2 cups flour (sift once, then measure)
 ½ tsp. salt

½ cup butterscotch chips (if nut allergies are a concern, use chocolate chips instead. I like Ghirardelli bittersweet chips.)

1. Beat butter and sugar on medium-high speed until light in color and fluffy, about 3 minutes.

2. Add vanilla, reduce speed to low, and slowly add flour and salt until just combined. By hand, mix in chips and stir until evenly distributed.

3. Grease a 9x9-in. baking pan. Using a rubber spatula, press dough evenly into pan and refrigerate for 20-30 minutes. Score dough into eighths in one direction and quarters in the other, to make 32 rectangular cookies. Pierce dough all over with a fork. Preheat oven to 300°.

4. Bake until firm and slightly golden brown around the edges, 50 to 60 minutes (may need a few minutes more, depending on your oven). Immediately cut through all the scoring to separate the cookies. Let cool completely in pan.

Cookies can be stored in an airtight container in the fridge for up to two weeks. They also freeze well.

Note: Instead of scoring the cookies before baking and cutting them afterwards, you can just use a flat pastry scraper to cut straight down through the cookies as soon as they come out of the oven, without scoring them first.



House Passes U.S. Rep. McSally's Bill Reinstating WWII Female Pilots in Arlington

March 22, 2016

Excerpt from a Press Release

WASHINGTON, D.C. – The House of Representatives today passed U.S. Representative Martha McSally's legislation to reinstate the Women Airforce Service Pilots (WASPs) in Arlington National Cemetery. The bill, the WASP Arlington Inurnment Restoration (WASP AIR) Act, passed with unanimous support less than eleven weeks after its [introduction](#) on January 6.

Background

In 1942, General Henry "Hap" Arnold created the WASP unit with the intention of granting them full military status. 1,102 female pilots signed up for the WASP program, which ran from 1942 to 1944. Their missions included ferrying airplanes, training combat pilots, and towing airborne targets. 38 WASPs died during their service.

In 1977, Congress passed legislation retroactively granting active duty status to WASPs for the purposes of all laws administered by the VA, and in 2009, Congress awarded the WASPs the Congressional Gold Medal. Arlington National Cemetery approved in 2002 active duty designees, including WASPs, for military honors and inurnments. However, in March 2015, then-Secretary of the Army John McHugh reversed this decision

"The Women Airforce Service Pilots of World War II were trailblazers and forged the way for women serving in today's military forces. These women served our nation with great honor – and put their lives on the line. If the Pentagon won't act to restore the WASP's right to have their ashes placed at Arlington National Cemetery with military honors, we will. I'm thrilled that the House passed this legislation, and moved us one step closer toward achieving that goal. It is my hope that the Senate will act quickly, followed by the president, so we can restore this right," said **Senator Joni Ernst**, who has introduced companion legislation in the Senate.

Rep. McSally has led a persistent effort to restore the WASPs in Arlington National Cemetery. Since introducing legislation, she has led a [letter](#) cosigned by over 50 bipartisan House members to the Acting Army Secretary, held a Special Order [discussion](#) on the House floor, hosted a [press conference](#) with House and Senate lawmakers, and has written numerous [op-eds](#). Her [legislation](#), which passed the House today 385 to 0, garnered over 190 bipartisan cosponsors and is her fifth bill to pass the House of Representatives.

Ed. note: I very seldom sign on-line petitions but when this petition arrived via e-mail I jumped on the bandwagon. Anybody who has dug deeper into the history of the WASPS (Women Air Force Service Pilots) -and their Russian sisters in arms who actually flew combat missions– knows what rotten deal these women got after the war. It is high time that the responsible politicians recognize their contributions.

See: "Out of the Blue and Into History"

by Betty Stagg Turner

Published in 2001 by Aviatrix Publishing Company ISBN 1-92870-02-3

"A Dance with Death", Soviet Airwomen in WWII by Anne Noggle
Texas A&M University Press 1994 ISBN 1-58544-177-5 (pbk)

"Wings, Women & War" Soviet Airwomen in WWII Combat"
By Reina Pennington, University Press of Kansas 2001
ISBN 978-0-7006-1554-4

"Women in Air War" the Eastern Front in WWII, edited and translated by
Kazimiera J.Cottam
New Military Publishing, Nepal, Canada, 1997
ISBN0-9682702-1-2

A Happy Birthday for the Woman who can fly

Doris Lockness, aviatrix extraordinaire, turned 106 .

By Julie Samrick

First published in Village Life

Reprinted with friendly permission of author



Krysten Kellum

At 106 years old El Dorado Hills resident Doris Lockness is a marvel and it's not just because of her age. Decades before the feminist movement, Doris was a pilot, flying small airplanes during World War II until the brink of the 21st century. She was only the 55th woman in the world to earn a commercial helicopter license and went on to gain additional licenses to fly seaplanes, gyroplanes,

hot air balloons and gliders.

Born in 1910, Doris was raised in Ohio and moved to California with her husband and young family during the Great Depression. They lived next door to a small airport. That location coupled with her fascination with the young aviation pioneer Amelia Earhart were key reasons Doris started flying in 1939.

"I wasn't young, but I had four children to take care of," Doris said during a recent interview. "Once they were all in school I'd do the fastest housework you ever saw and then hop on my bike to rush to that little airport."

When World War II began, Doris' first husband was excused from enlisting because he had four children. "I was the patriotic one so I enlisted," she explained.

Since many American men were overseas, the Women's Air Force Service Pilots organization was formed as part of the U.S. Army Air Forces to ferry aircraft and to test new aircraft. Of the 25,000 women who applied to join, only 1,074 were accepted, including Doris.

She may have been proud of her job but said the service men who were assigned to fly with her and the other female pilots weren't as happy. "They wouldn't get in," Doris said. "The men wouldn't ride in the planes with us."

She flew for the WASPs until it disbanded in 1944.

After the war Doris continued to work as a flight instructor, sightseeing pilot and she performed in air shows for decades all across the country, most memorably in her Vultee-Stinson war bird, "Swamp Angel," which she bought at war surplus and had until she was 90.

"I loved that little plane," Doris said. "I decided I wanted to buy it back and they wanted to charge me double."

Doris reflected on the countless thrill rides she experienced high up in the sky. "The loop-to-loops were the best," she said.

She remembered one time when things got a little too wild, even for her. "I was flying over Big River in Washington. There was no visibility and I couldn't get high enough," she said. "I did a lot of praying sometimes."

Her flying was a source of contention with her husband and they divorced. Doris married Robert Lockness and the two would be married for 52 years. "He encouraged me to fly and he complimented me a lot too," Doris said. "That was important to me."

When Robert died 15 years ago, Doris followed her son Dave Rhodes, 83, to the Sacramento region. She has lived in El Dorado County for seven years. She was living independently until a few months ago. After a fall, she now lives in a private assisted living residence in Serrano.

Thrills run in Doris' family. Two of her sons, including Dave, were Olympic cyclists. Dave competed in the 1952 and 1956 Olympic games. He said he only flew with his mom "once or twice" because "she liked to fly and I liked to cycle," he explained.

(Continued on page 6)

(Continued from page 5)

Her need for speed carried over to cars too. An avid Jaguar enthusiast, Doris is an honorary member of the Sacramento Jaguar Club. She sold her last Jaguar to her doctor when she was 103.

Her 106th birthday on Feb. 2 was a subdued affair, but Doris still likes to talk about the mega-party she had for her 100th at Serrano Country Club. She co-piloted a Robinson 44 helicopter at Cameron Park airport as her 100 guests looked on. "It was fun; we did some rolls," she said.

Though Doris called flying "all together different now ... There are so many more instruments," she would ride again if she had the chance. "I probably would if I could get in," she said.

Doris said there are no big secrets to her longevity. "Nothing dramatic," she said. "I'd have a glass of wine, never smoked and have always been active ... maybe the flying kept me young."

"Doris never starts the day with a complaint," her caregiver Daria Selifanov said. "Whenever I see her, the first thing she says is, 'I'm doing great.'"



Photo: Wikipedia

Whatever it is, Doris mused, "I've had a wonderful life."

Doris Lockness has been honored for her contributions to the promotion and public acceptance of women as pilots in general aviation by the Ninety-Nines, OX-5 Pioneers and the National Aeronautic Association. On the Women in Aviation International website it states,

"Lockness' aeronautical achievements have inspired many to set higher goals and stretch to reach them, encouraging countless women over more than seven decades to put on their wings and fly."



WASP Wings.

Karen Kalishek from Green Bay reports:

I had an exciting week in Williams, California March 17-25, flying gliders at Williams Soaring. The owners, Noelle and Rex Mayes, have created a phenomenal gliderport, dedicated to training and enjoyment. They have a very active operation, with 3 towplanes and 7 gliders used for training and rentals. Another 2 dozen or so gliders are based at the gliderport, with others coming and going in trailers each day. The location includes onsite lodging and a large clubhouse where people gather everyday for group lunches and simply to enjoy the wonderful ambiance. Being a newcomer to the world of soaring, I find the people involved are typically fun loving, friendly and easy going. However, there appears to be a competitive aspect whenever glider pilots gather on a soaring day, an inherent desire for some to soar the longest, highest, fastest, etc. Two of the pilots I met at Williams are aerobic glider award winners. It was delightful to watch their graceful maneuvers.

I was signed off to solo in an ASK-21, a slick double seat glider with a 34:1 glide ratio. Stated in the POH that is. Although the weather conditions did not provide enough lift for long flights, it was a huge thrill to be aloft for almost one hour all alone, floating silently above a beautiful green valley and mountain ridgeline. The longest flight was 2.2 hours with my instructor, Charlie Hayes. We were on the hunt for mountain wave, while Charlie taught me as much as I could absorb about reading clouds and learning how to identify locations of lift. It was a wonderful week of flying, learning, and camaraderie. After gaining more experience, I look forward to visiting my new friends at Williams once again for glider instructor training.

Summer Gajewski

Summer Gajewski graduated from Officer Training School at Maxwell Air Force Base and is now a 2nd Lieutenant in the Air National Guard. Pilot training starts in May, on her way to the left seat of the KC-135



Summer attended the 2010 WSPA seminar at Air Sailing in Nevada. She was the winner of the Billy Goat Scholarship that supported her flying with \$500. She was a high school senior then, For the Aug.2010 Hangar Soaring she wrote:

"I quit dancing my senior year, because I realized that if I wanted to fly for a career that I had better make it the main priority in my life. I said goodbye to acting when I tried out for

my last play, *The Miracle Worker*, and was cast as the teacher Annie Sullivan. I am sure I will go back to acting one day, but for now I am content and busy enough to just stick with flying. But who knows what the future will hold, or what new challenges will come around the bend? Well, whatever they are I'm sure I will soar above and beyond them".

Congratulations Summer, WSPA is proud of you

Pat Valdata

In celebration of Women in Aviation Day, Pat Valdata was invited to the Smithsonian Air & Space Museum's Udvar-Hazy Center on Saturday March 12 to sign copies of her book "Where no Man can Touch" Pat was asked to give a reading on June 18 too, for the "Innovations In Flight " Day.

If anybody will be in DC that day , go and see Pat, Please pass this information along.

Judy Soroka passed her Private Glider tests



Marianne Guerin

received her Commercial Glider Rating using the Flying Montagues Scholarship she received last year to cover the costs.

Ltr.: Terence Wilson (CFI). Marianne, Dan Gudgel (DPE), Rick Robins (towpilot)

Frauke Elber

Recently finished a 5 Week lecture series at the CNU Life Long Learning Society called "The Joy and Beauty of Motorless Flight." The topics of the course were:

1. Introduction to soaring
History of Soaring
Evolution of sailplanes and instrumentation
- Sailplanes in Research (film: Two Niner Juliet. Thanks to Winfried and Uwe Rudloff who remastered the old 16 mm film for DVD and therefore made its showing possible.)

Motivation to Action

By Anne Mongiovi



My husband Gene Franklin and I just returned from a six week camping swing through Tennessee, South Carolina, Georgia, Florida, and Alabama. Yes, we are retired folks!

Some of you may have seen us at the SSA Convention in Greenville SC in February. We were promoting soaring via the SSA exhibit at the EAA AirVenture® 25-31 July 2016. Even though it follows fairly quickly on the heels of the WSPA Seminar in Varese Italy, please consider paying us a visit at the event in Oshkosh WI---it's an experience you won't soon forget! This will be our 11th year coordinating volunteers. We have had various venues over that time, and are very excited about our current location near the "main stage" of events. Please contact me for directions and/or information if you are interested.

The second reason I'm writing is to encourage anyone who has never attended/participated in a contest to do so given the chance. This was our third year at the Seniors Soaring Contest at Seminole Lake Gliderport in Clermont FL. The first year Gene and I were basically spectators, enthralled with watching the coordinated ballet of takeoffs and landings. This was my first experience, although Gene had been to several contests more than 25 years

ago. Sailplanes have certainly changed during that time! The past two years we have joined the fun at Seminole through volunteering not only as crew, but assisting with the retrieve desk. Every flying day included weather and safety briefings, and often "advice" or helpful info from the winner of the previous day's task---probably like many of the WSPA seminars (of which I've only been able to attend one because of timing, and then only part of it.)

Like WSPA events, these (and probably most) contests included social events where we met many of the folks we read about, or who have written articles for SOARING magazine. While Gene and I will never be contest pilots, we know that there is always something new to learn from the experiences of others. I came away from these experiences with new knowledge and respect, and some new friends too. I even had several conversations with CarolAnn Garratt who three times flew her Mooney around the world raising over \$400,000 for the fight against ALS. Turns out she is very passionate about establishing a means to introduce soaring to teenagers through soaring camps. Hopefully I was able to provide her with some helpful connections.

So, my challenge to you all is to motivate yourself to get involved. Go to Varese. Go to a soaring contest. Be an observer, or be a volunteer! You won't regret it!

Anne Mongiovi
618-530-8464
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2. What keeps a glider in the air and even makes it climb to unimaginable altitudes?

Different kinds of lift

Atmospheric research (Sierra Wave Project, Perlan Project)

How does a glider get airborne?

How to become a gliderpilot?

(Film: Windborn)

3. Gliders in contests
(film: A fine week of Soaring)

4. Gliders go to War
(film: On Silent Wings)

5. Film "Sunship Game
(the latter one can be replaced by "Women in Soaring")

Witches meet in Münster/Germany

by: Elke Fuglsang-Petersen (international board member)



Elke during her presentation

During the last weekend of January 2016, the 42nd "Hexentreffen" (~gathering of witches) was held in Münster, a city in northwestern Germany, famous for its university and for being the German bicycle capital. Well, unfortunately it's a four hour drive from my home, so I had to go there by car. It was raining cats and dogs for most of the weekend. So no way to fly or bike there ... or simply get on my broomstick.

The German female (glider) pilots consider themselves "witches". Their annual "witches-gathering" follows a long tradition. I had been to several Hexentreffen before as a guest. They always provide a great program and of course you can meet a lot of interesting flying women. What used to be a meeting for glider pilots only in the past has lately been enlarged to host all kinds of female pilots. That way helicopter pilots (whirly girls), balloonists, powered pilots and glider lovers like me can exchange experiences, establish networks and learn from each other.

In the spring of 2015 I ran into the German female pilots during the AERO in Friedrichshafen. They were curious about female soaring in America. So I agreed to prepare something for the 2016 Hexentreffen. When I saw the first schedule for the 2-day-meeting, I almost frowned: more than two hours for me as a speaker were planned... It was already too late to say "No" anyway, so I decided to bring my laptop full of WSPA stories and a small box filled with my latest oeuvre - "Big Skies" - a book about living and soaring in America.

Fortunately the schedule filled up a bit, but still showed 1.5 hours for WSPA. Thanks to Gail Schipper's and Frauke Elber's help, I was able to prepare a presentation including history, awards, scholarship-information and some great movies.

Gail, the German audience really enjoyed your seminar movies from Air Sailing and at York soaring! We should publish them on WSPA's website!

But back to Münster, where a crowd of some 70 or 80 people had gathered in the youth hostel: The mayor welcomed us in the cultural centre of the Westphalia region to a program filled with attention-grabbing talks and presentations. I especially enjoyed the "whirly girl", a tiny but tough woman who told us how she got into helicopter flying: One day such a whirly machine had come to her town and a friend proposed to come over and meet the pilot "He's such a sweet guy!". Our whirly girl was immediately fascinated by the helicopter; she never looked at the pilot: "I wanna fly one of those machines!" She sold her car and saved all her money to follow that dream. Now, many years later, she has flown several contests in helicopters, visited foreign countries and had - like me - been to the States to enjoy some extra freedom.

Next, a young student pilot at the Akaflieg Braunschweig explained about her club and the combination of research, designing and flying gliders. Akaflieds have a long tradition in Germany's famous university soaring clubs. If you want to learn more about this topic, last year I published an article in Gliding International about Germany's Akaflieg scene. The German representative of LX instruments held a more technical presentation. Unfortunately the audience hardly managed to follow his explanations of GPS systems with all its detailed problems and solutions. I had hoped to learn a little more about the latest instruments that LX sells - we just bought one - but therefore you had to visit their crowded booth in front of the show room. After his demonstration I wasn't sure if my questions would be appropriate, so I decided to take them back home with me and

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ask my friends on the airfield...

During lunch break I had a chance to talk to Gisela Weinreich, whom some of you might know? As 5-time European Women's Champion she had been invited to the legendary Barron Hilton Cup in the summer of 1998 where she met Jim and Jackie Payne, Klaus Ohlmann and a number of well known champions from all around the world: "It's been a dream even though I couldn't achieve a 1000 km flight; too many thunderstorms. I spent a practice week at Minden's airfield and was invited to stay at Becky and Bill Ivan's home at Lake Tahoe. Wonderful!"

Gisela's husband Wolfgang is a retired Lufthansa pilot, who told me about his tour across the States with the legendary Junkers Ju 52 "D-AQUI" in 1991. In America you might recognize her as "Iron Annie"? Actually I had stumbled across a picture of the famous plane in the lounge at Van Nuys Airport last summer: a small German registered old-timer flying over San Francisco next to a big Boeing 737 with Lufthansa markings. I asked around if anybody knew more about it. To no avail; 24 years later nobody could tell me how "D-AQUI" had gotten to the Pacific Coast. Now in Münster's youth hostel, Wolfgang Weinreich solved the mystery: He had been "D-AQUI's" pilot and had accidentally met Lufthansa's brand-new 737 in the air. He called it on the radio and talked to its test pilot. I forgot to ask who had taken the picture.

I had to meet pilots in Germany to find out about a photo on a wall in Los Angeles. It's such a small (soaring-)world!

After lunch, Sue Kussbach, who flies with the German female National Team, talked about the past, the present and the future of female contest soaring. Germany's female pilots are quite serious about racing, and we're pretty proud to have female pilots compete in different classes at prestigious championships all around the world. Unfortunately numbers are getting smaller. With their cross-country seminars German women motivate newbies to go out and fly and compete. Those events are a little different from WSPA's annual seminars. Germany's gliding instruction is done in clubs and is compared to US-standards inexpensive. If after your license you want to move on you may join "AMF", the German equivalent to WSPA and register for cross country training. AMF sponsors two gliders for those who want to go further or race. The goal is to help female

pilots enjoy the sport of soaring and see them fly as far, fast and long as they can.

Last but not least, my WSPA-presentation was the ultimate talk on the schedule. You know what stage fright is? It grew during the day but then blew away immediately while I showed Gail's first movie. It was simply fun to share my experience of three WSPA seminars in the West with the German female community. The audience enjoyed my explanations about differences and similarities and asked several questions. In 1996, I had once been to a German female gliding event, the female German championships: a strange experience for me at that time. After only 4 out of 14 days of racing the winners were awarded ironing boards under a bright blue sky dotted with wonderful 3/8 cumulus clouds. A legendary story... fortunately I didn't win a prize! It was clear I would never again register for a female gliding event. However, 15 years later, while living in Colorado, WSPA's seminar announcement made me curious. Fortunately I tried it. A great chance to compare the German and the American World of female soaring and learn from both. Here's my conclusion: Have fun and don't take it too serious!

You'll have the chance to meet some German glider pilots in Italy, and I still hope to make it across the Alps. (ed. note: she will be in Italy)

A great day in Münster ended with a wonderful dinner. The next morning the rain had stopped, but I had to drive a long way back home and could not participate in the guided tour through Münster's historic center. Next time I should include some extra hours.



The audience: Wolfgang and Gisela Weinreich 1, & 2. from the left

Welcome New Members

Lora Lewis, FL

Ariana Radigan, FL (15)
(granddaughter of Laura Radigan)

Linda Evenski, NY

Joan Lazar, TX

Karin Schlosser, NY

Jim Taliani, AZ

Russ Howard, FL

Reynolds Renshaw, VA
(father of Eli Renshaw)

Bill Batesole, NH (rejoined)

Daniela Helbig, NSW, Australia

Chantelle Schlump, WY

Sophia Taylor Holm, CA

Jennifer Roads, AZ (life)

Christine Epp, NJ

Lina Leonhard, LA

Anette Weidler, Germany

Marc Theisen, Germany
(Anette's husband)



In Memoriam

Swaantje Geyer 1956-2016

The world's women soaring pilot community lost one of their greats to the battle with cancer.

Swaantje Geyer from Germany, a communications engineer by profession,

began her soaring career in 1979. She started competition flying in 1986 in the Standard Class. At that time the Club Class hadn't been established yet. After the establishment of the Club Class as a competition Class in 1994, Swaantje flew in that class for over 20 years. She competed in 7 Women's World Championships, her last one, already greatly affected by her illness, in 2015 in Denmark.

She made her second home in Australia, where she also flew in national competitions. Her last trip to Down Under was this winter.

I met Swaantje through the German Glider Chat in the late 90ies and we met in person for the first time during the Club Class World Championships in Germany in 2002, where she did

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Lora Lewis wrote



I am seeking the Monique scholarship to assist with the cost of obtaining my CFI-G rating. This is an important next step in the pursuit of my aviation goals, which began as a dream many, many years ago.

As a small child, I always loved airplanes and airports, and dreamed of being a pilot and astronaut. As a teenager, I wanted to take flying lessons, but we were a family of very modest means, so my father required that I get a part-time job after school and earn the money myself. I started flying during my senior year of high school, and got my private pilot's license (SEL) right after graduation. I then went to the US Air Force Academy, where I was majoring in Aeronautical Engineering, and continued to fly in the Aero Club there. It was at the Academy where I was introduced to flying gliders, and my love of flying literally began to soar! Flying gliders is an experience like no other. I was the only woman in my class selected for the program to upgrade and become a soaring Instructor Pilot. I got my private license with the glider rating, and was just a few flights short of my Commercial when, due to several complicated circumstances, I ended up making a very difficult decision to leave the Academy after my sophomore year and, a year later, married my husband, who was an Academy graduate.

For the next 30 years, I followed my husband and supported him throughout his Air Force career serving our country, and also raised and homeschooled our 7 children, which included 3 adopted children, 2 of them with significant special needs. Needless to say, this was more than a full-time job, and left no discretionary time or money for hobbies like flying. Now, my youngest child will graduate from high school next month (still homeschooled) and our special-needs children are now self-supporting. I started flying again this past January with Civil Air Patrol, where I have been a member and volunteer for many years in non-flying capacities, and recently completed my flight review. Our CAP group has the only glider in the Florida wing, and right now there is only 1 CFIG to give all the cadets orientation rides. I just recently earned my glider Commercial rating, and am now eligible to give these rides which help inspire youth to pursue flying for both hobby and career. My next goal is to get my CFI-G so that I can finish what I started over 30 years ago at the Academy. As an instructor, I can teach cadets here in Florida who wish to solo in a glider and earn their private license, and I can also teach at the CAP summer glider camp in Georgia. Volunteering with CAP as a glider orientation and instructor pilot gives me flight experience and the satisfaction of teaching our youth to fly, but does not pay any income. By getting this scholarship, I can fulfill my love of flying and pass that on to the next generation, especially to girls and women of all ages. There is also a very good possibility that I could teach during the summer at other glider ports, such as Seminole Lake in Florida and Estrella in Arizona, as both of these places always need more instructors, and neither of them have any women IP's. If I am awarded the scholarship, I will use it at Estrella Sailport, where I recently received my Commercial rating.

I have had many years of experience in teaching, as a high school track and cross country coach, a high school substitute teacher, and a fitness instructor at the YMCA. These positions give me a lot of contact with the public, especially with high school students. However, I can think of nothing more exciting and rewarding than teaching someone to fly. It would be a tremendous blessing to be awarded this scholarship. Thank you for your consideration.

Ed. Note: **HS just received word that Lora completed her Commercial Glider rating**

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not fly but lent her LS1 to an Australian pilot. We met again during the 2005 Women's World Championships and again in 2013 at the Women's World Championships in Issoudun / France where a landing mishap on the second last day cost her a place on the podium. Last summer Svaartje spent some time at Caesar Creek and flew there. Svaartje will always be remembered for her outgoing personality, her fun loving character, her helpfulness and her beautiful singing voice. She will be greatly missed in the sisterhood of women soaring pilots and in the general soaring community around the world.
Frauke



Svaartje at the 2005 WWGC's during the Babajaga Ceremony

It's a small World

Mary Eagan and her husband Peter attended the first lecture of a five lecture series on Motorless Flight at the CNU Life Long Learning Society in Newport News. Mary is the niece of Bertha Ryan. She and her husband had just recently moved to the Tidewater area of Virginia



Mary and Peter Eagan with Frauke Elber

Sharpen your Limerick skills

Message to all who are going to attend the WSPA seminar, here is last year's winning Limerick

In Minden there is excellent soaring
So WSPA came here exploring
They didn't need motors
Just utilized rotors
And aced out the OLC scoring
Kate Harps

Majewska Medal newest Recipient



Margheritha (or Margot as she is known in the soaring world) Acquaderni was awarded the 2015 Pelagia Majewska Medal at the ICG meeting in Luxembourg in February 2016. This medal is the highest honour internationally bestowed on a woman soaring pilot. This year's recipient well deserves this honour. Margot obtained her glider license in 1977. Since then she represented Italy in eight Women's World Championships. She set 28 Italian records and two World records.

But her achievements outside the cockpit are also many and noticeable.

Margot was the driving force behind having the history of international women competitions published, a story that the late Gill van den Broeck (also a Majewska Medal recipient) had casually put together in the German language. Margot persuaded Gill to publish it in English and it was Margot who had the Italian *Volo A Verda* publish it in book format after the 2007 World Championships. In consequent years, it was Margot who published the supplements covering the latest World Championships.

Being the only Italian women competition pilot for many years, she set out to form the Italian version of WSPA "Flying Pink Italy" with the result that more Italian women lately competed on the world stage.

Margot showed her organisation talents hosting the 2011 Grand Prix race in Varese, the first World event ever held there. Margot is also the organizer of the 2016 Grand Prix race held there later in the year in addition to be the hostess of the 2016 WSPA seminar.

The election of Margot Acquaderni as president of Italy's largest soaring club marks a major change in the world of Italian gliding, which, for the first time in its long history, has a woman in charge of a club.



Margot in Namibia



Pelagia Majewska Medal

Description:

This Medal was created by the FAI in 1989, following a proposal by the Aero Club of Poland, in memory of Madame Pelagia Majewska, eminent Polish glider pilot awarded the Lilienthal Medal for 1960, and holder of 17 world gliding records, who lost her life in an air accident in 1988. The Medal is offered to the FAI by the Aero Club of Poland.

Qualifications: It may be awarded annually, on recommendation by the FAI Gliding Commission, to a female glider pilot to reward: a particularly remarkable performance in gliding during the past year, or eminent services to gliding over a long period of time.

Nominations made by: Any current SSA member.

Nominations Due: 1 September

Nominations due to whom: The Awards Committee

Nomination Notes: All nominations submitted will be screened by the Awards Committee. Only those nominees found qualified will be submitted to the Board for presentation to the National Aeronautic Association who will make the formal nomination to the FAI committee by the end of the year.

Award Decision made by: The FAI as posted in their chapters 10 to 12 of the By-Laws to the FAI

The Medal Recipients

| | |
|------------------------------------|----------------|
| 2016 Margheritha Acquaderni | Italy |
| 2015 Ritz de Luy | Netherlands |
| 2012 Maria Bolla | Hungary |
| 2011 Gill van den Broeck | Belgium |
| 2009 Beryl Hardley | Australia |
| 2008 Doris Grove | USA |
| 2007 Maksymiliana Czmiel-Paszyk | Poland |
| 2006 Ghislaine Falcon | France |
| 2001 Carol Clifford | South Africa |
| 2000 Angelica Machinek | Germany |
| 1997 Hana Zejdova | Czech Rep. |
| 1996 Bertha Ryan | USA |
| 1995 Adele Orsi | Italy |
| 1994 Marie Kyzivatova | Czech Rep. |
| 1992 Georgette Litt | Belgium |
| 1991 Gisela Weinreich | Germany |
| 1989 Ann Welch | United Kingdom |

Bold lettering marks WSPA members

Details on Attending the 2016 WSPA Seminar in Varese, Italy

Here are the steps and the costs: Recap is at the end. (Of course it will be cheaper for Europeans, as they won't have to fly to get there.)

1. **Register** on line at www.womensoaring.org under the seminar tab. When you push send, the completed registration form comes to me and a few other seminar organizers electronically.
2. When you complete the form you can opt to **pay via Pay Pal, or you can pay by check if you live in the USA.** It costs **\$360 for WSPA members, \$380 for non-members**; and that includes such things as 5 days of Lunches and Dinners, including the Friday night Banquet in a restaurant, seminar T-Shirt, and the folder with all seminar study materials. (Breakfasts come with the hotels in most all of Europe.)
3. Next you should go on line and book a **commercial airline, round trip to Milan.** Your ticket may cost about the same as the ones we purchased from Los Angeles, CA: Around **\$1,500** round trip. The sooner you book, the cheaper they are!
4. **Accommodations:** Go to the website for the Aero Club Adele Orsi: www.acao.it; click on the British Flag in the upper right corner of the home page for English, then click on the tab for the WSPA Seminar, and scroll down below the first photo to where there are "hot words," (electronic hyperlinked words) and find the one that says "**Accommodations.**" Click on that and you will see a list of all the hotels near the gliderport. They have set up good deals with the airport for the event. You can pick the one you'd like. Most of them are about \$99/night (for singles) which includes breakfast. We are staying at the Vecchia Riva. You will need to book at least 6 nights, **Sunday through Friday (6/26/2016 – 7/2/2016).** The welcoming party is a Sunday evening event with food and drinks, etc. Try to be in Varese before that time so you can join this free event hosted by their glider club. Recap: Your room and breakfasts will be approx.: **6 days X \$100 = \$600 + TAX.**

5. ACAO Club Subscription (Temporary Club Dues) for the week = 60 Euros:

On the first morning of the seminar, everyone will have to join their club for the week, as this covers us for insurance. (We usually have to do this at every WSPA Seminar, but in the US we add it to the registration fee. However, with the different money system, this time we will be doing it at the seminar.) It will cost each of us: **60 Euros.**



"FLY PINK ITALY. How many of these women are we going to meet during the seminar?"



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, 5@ \$20

Buy your raffle tickets from Frauke Elber and send your money (check) to the address below. I will send you your stubs as an e-mail attachment

Hangar Soaring
10002 Old Denbigh Blvd. Apt. 206
Newport News VA 23602



First Class Mail