



Hangar Soaring

May, 2018

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

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The following written in beautiful calligraphy was presented to me at the end of my 29 years as volunteer in the Newport News school system.

Frauke

Ode to a Volunteer

Many will be shocked to find when the day of judgement nears,
That there is a special place in heaven, set aside for volunteers.
Furnished with big recliners, satin couches and foot stools.
Where there is no committee chairman, no group leaders or car-pools,
No eager team that needs a coach, no bazar and no bake sale.
There will nothing to staple, not one thing to fold or mail,
Telephone lists will be outlawed, but a finger snap will bring
Cool drinks and gourmet dinners and rare treats fit for a King.
You ask, who will serve these privileged few and work for all they're worth?
Why, all those who reaped benefits and not once volunteered on earth.

Author unknown

April was Volunteer Month

June is WSPA Membership Renewal Month. Please submit your payment to Alexis Latner (address on page 2) or by Pay Pal.

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

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Special Achievements (no Badge listings this time)

Cindy Brickner: first female to have a jet-selflaunch glider endorsement listed on her pilot license.

Maryam Ali at age 15 has become the youngest ever editor of a major soaring club newsletter. You can see her outstanding work at <http://skylinesoaring.org/NEWSLETTER/current.pdf>. Maybe Maryam could be our next Hangar Soaring editor

President's Notes

Dear WSPA Members and Associates:

The Women's Soaring Seminar, July 23 to 27, 2018:



I am very excited about the upcoming Women's Soaring Seminar in Truckee, California, near Lake Tahoe, which is the largest Alpine lake in the USA! Our hostess, Marianne Guerin, and our Vice-President, Charlotte Taylor, have negotiated terrific pricing at the airport just for us; and they have put together three clubs to enable us to fly a wide variety of medium to advanced gliders, along with expert pilots to fly them with you. There will also be trainers (beginning gliders) to fly at a reduced rate for the students.

Marianne has organized a list of expert speakers on mountain soaring, both for the morning and evening sessions, and they have obtained authorization for us to use the beautiful Truckee-Tahoe Airport Meeting Center for our evening speakers. The generous Truckee-Tahoe Airport District also has donated three \$1000 scholarships for local women under 18 years old who would like to attend our seminar. Our Scholarship Committee Chair, Phyllis Wells, is working with them now on the selection of these three young women.

As usual, all meals are included with your registration during the five official seminar days, Monday through Friday. Nobody ever goes hungry at WSPA Seminars! (Note: if you are bringing along a non-flying friend or family member, please register them at www.womensoaring.org at the reduced rate, which covers all their meals, their seminar T-Shirt, and the Briegleb Scholarship annual donation of \$20, which goes toward a new first-time woman to attend next year's seminar.)

Lodging: Marianne and Charlotte have negotiated a reduced WSPA price at the local Hampton Inn and Suites, plus several past and current Board members have rented entire houses for lodging, which they are willing to share. See our web page for more details.

Our Annual WSPA Meetings:

As always, we will hold our annual WSPA Board Meeting and General Meeting(s) at the seminar. We begin with the Board of Director's meeting on Sunday Evening, 6 PM at a house Rental that I was able to procure. The General Meeting, which is for all WSPA members, will be split into 4 shorter (15 – 20 min) sections at our Monday through Thursday evening presentations in the Meeting Center. On Friday night we hold the seminar awards banquet.



Mary at the WSPA booth

The SSA Convention in Reno, NV – March 1-4, 2018:

Our booth, and a "sold out" breakfast, at the SSA Convention were both extremely popular this year! We had a very nice turn out of visitors and members who



From the editor:

Some of you who care to read the newsletter might have seen the notice, that WSPA started a fund drive to support three of our pilots planning to go to the next Women World Championships, which will be held in January 20-20 in Australia. We posted a call for help as a poster at the Convention and as a lure had a bowl with cookies next to it. It brought us \$746 in donations. Members of my club, the Tidewater Soaring Society (TSS) so far have donated close to \$1000, including my donation.

The latest issue of SOARINGNZ, the New Zealand soaring magazine, features the story of one pilot and his efforts to raise money to participate in the finale of the Grand Prix Racing, which took place in Chile last year. The following are excerpts from that report:

"A round trip to Chile with my own glider was going to cost \$45k to \$50k (I guess NZ currency, ed.). How could I afford to justify this?" He contacted the hosting Chilean soaring club, exploring the possibility of a house swap. *"Within three days, I had three people lining up saying they would like to come to NZ"*. He ended up doing a house swap with a lovely Chilean family. *"That deal provided us with a four-bedroom home with swimming pool, one minute drive from the glider club, two cars and a full time maid, who did all our washing, kept the house, cooked us breakfast and dinner each night if we needed it. Accommodations sorted out and \$10k saved"*.

Shipping the glider was another hurdle. There were no gliders to rent in Chile. While the Europeans had the costs of shipping paid by the organizers of the Grand Prix finals, there was no money left for a lone Kiwi. At a social function

he bumped into a person who knew the managing director of the Maersk Shipping Line and this man passed the story on. The managing director liked the story and offered to ship the glider to Chile and back in a 40 ft container at no costs. The pilot's law partners and some other funding took care of the entry fees and tows. Thus, the Kiwi pilot was able to go to Chile and participate in the prestigious Grand Prix Finale.

This story shows, what is possible with a bit of creative thinking, action, a portion of good luck and just going out to ask for help. Could that happen in the US too?

Frauke

The prospective three pilots.

Sarah Arnold

Sarah doesn't need any introduction to WSPA or SSA members. She has flown in 3 World Championships (2013 FAI championship in Argentina) and at the 2013 and 2017 Women's World Championships in France (finishing with Bronze Medal) and the Czech Republic (finishing with Silver Medal). She has won several Regional and National Championships. In 2017 Sarah was inducted into the Tennessee Aviation Hall of Fame. She has hosted the WSPA seminar three times at her Chilhowee Gliderport.

Sylvia Grandstaff (formerly Szarfaczyk).

Sylvia attended for the first time a WSPA seminar in 2002 at Caesar Creek in Ohio. Sylvia was a high school senior then working on her glider license. She attended Rice University in Texas with the intend to study Medicine. But fate had other plans for her. Sylvia joined the Army and learned to fly helicopters. She had two tours to Afghanistan. Afterwards she attended the Army Testpilot school from which she graduated with honors. Sylvia is now based in Huntsville, Alabama. She is a CFI, towpilot and has flown several contests in her Libelle

Kathy Fosha

Kathy learned to fly while in College in Colorado. In summer of 2003, WSPA was offered the use of a sailplane by a pilot who was temporarily grounded. Kathy was the lucky recipient of the Pegasus and at the 2003 Seminar in Moriarty, NM, she made good use of the plane. That summer she flew her Silver and Gold C and flew in contests.

Kathy was selected to fly in the 2007 Junior World Championships in Italy.

Kathy is an aeronautical engineer in California and flies in her free time a Libelle



Photo: Mark Montague

Special guest at the breakfast: Bernald Smith and his wife

stopped by the booth to get a cookie, to join WSPA, and to donate to WSPA Scholarships. We also had a terrific turn out at the WSPA Breakfast meeting on Saturday morning, with several people still trying to get tickets to attend up to the last minute. Sadly, some people were left stand-

ing outside in the hall with no ticket. If you were one of the people who did not get a ticket on time, please remember to sign up earlier next time. Meanwhile, I will look into getting a slightly larger room next time. (Note: they base the size of the room that they assign us upon the number of people who sign up for the breakfast during the registration process. Please don't wait until you get to the convention to sign up for these events.)

Just to mention a few items on the breakfast meeting agenda, it included a financial report by Alexis Latner, a very nice presentation on our scholarships by Phyllis Wells, an enthusiastic presentation on the upcoming Truckee Seminar by Marianne Guerin, and a time for each person in attendance to stand up, introduce themselves, tell where they fly gliders, and say a few words about their glider experience. I think that the best part about the breakfast was the "networking," in the form



Photo: Mark Montague

of new and old friendships, and the personal introductions! Everyone there had a great time, and we received many "kudos" from the crowd.

SSA Convention Awards Banquet, March 3, 2018:

I was honored to accept an "Exceptional Service Award" on behalf of WSPA at the Awards Banquet on Saturday evening. Frauke went up to the stage to receive the award along with me. I felt that she

more than deserved to be there, since she is the one who nominated us for the award last year.

The Award reads:

The Soaring Society of America, Inc. Presents to

Women Soaring Pilots Association EXCEPTIONAL SERVICE AWARD

The Women Soaring Pilots Association is a thriving organization and its membership is on the rise. The organization has approximately 250 members in about 10 countries. Formed in the early 1970's by three enthusiastic women glider pilots, the WSPA now administers and awards 10 fully funded scholarships. The scholarships span and support women pilots from entry level to advanced ratings. Over the years WSPA has provided over \$65,000 (This number is now over \$72,000) in scholarship money to support women in soaring. WSPA, a Division of the SSA, is continuing its mission to promote and support women in soaring and doing so by reaching out to women world-wide.



Truly, this award belongs to everyone in WSPA who has helped to make our organization as great as it is! Keep up the good work and invite more people to join us!

Sarah Arnold also received the Exceptional Service Award

The Womens World Glider Championships:

At the breakfast, we talked about our new Womens World Gliding Championships (WWGC) Scholarship, which we decided to set up at last summer's WSPA seminar at Chilhowee Gliderport. WSPA has been supporting Sarah Arnold for several years with scholarships to help her get to the WWGC events in Europe and another internation-

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(Continued from page 3)

al glider championship in Argentina. She has done very well, with a Bronze Medal at her first WWGC and a Silver Medal at her second WWGC! Most of the other countries send three representatives in each class to compete, and their governments fund it. In the USA, we get no government funding like that, so we must raise our own money to be able to participate, similar to the Olympics.

We are so pleased that three of our WSPA expert glider members, Sarah Arnold, Kathy Fosha, and Sylvia Grandstaff, are willing to compete in the WWGC in Australia. However, they are going to need a lot of financial support to get there with a glider to fly and everything they need, including food and lodging. They will need to go to Australia twice: this coming January 2019 for the Practice Event, and again in January 2020 for the Championships.

We were fortunate to have two, of the three women who will be going to Australia in attendance at our WSPA Breakfast, Sarah Arnold and Kathy Fosha! (Missing was Sylvia Grandstaff; however, many of us met her and flew with her last summer at Chilhowee Gliderport.) During the convention, we were able to raise **\$746.00** in donations toward this scholarship. Thankfully, WSPA is not the only supporter! To do something this big, we need other clubs and donors to help support this cause, also. Together we can achieve this goal! So far, each time we have raised funds for Sarah to compete internationally, we have raised just over \$5,000. Three times that would be \$15,000. In order to attain this goal, we need everyone to pitch in and promote this fund raising in their clubs and present it to their Commercial Operators. If you explain it to them, you might be surprised who would want to support our effort to send three women from the USA! Since the convention, we have raised \$2795 (As of April 27)

What you can do to help: Recently, I spoke to two of my local glider clubs at our spring picnic about supporting our USA women and helping them with the cost of participating in this international competition. It seems that even glider pilots, who are not necessarily competitive, and who are mostly males, want to see our country represented at the Womens Worlds. I handed out flyers to take home as reminders, to donate to our WWGC Scholarship Fund, and I explained that our status as a **Non-Profit 501 c 3 Corporation** means that their donations are 100% tax deductible. Please see the flyer to the right if you'd like to give a short presentation to your glider club and disseminate flyers to help us get more support. Feel free to put the information on line to your clubs, also, if they will allow you to do that. Please remember to ask for their permission first. Thanks for any help you can give us on this effort!

I hope to see many of you at the seminar! Send your registrations in soon, so we can finalize our plans!
Fly safe!

Mary Rust



Photo: Mark Montague

All Exceptional Service Award winners

From left to right: Sarah Arnold, for WSPA Mary Rust, Frauke Elber, Sherman Griffith (for his father Marion S. Griffith)

WSPA - Funding for Our US Women Competitors

We are fortunate to have three women who are interested in flying in the next Women's World Gliding Championships in Australia January 2020:

Sarah Arnold, Sylvia Grandstaff and Kathy Fosha.

To help send them all the way to Australia, WSPA is kicking off a WWGC Scholarship Fund for our USA team!

You can support our efforts by donating to the cause. WSPA is a Non-Profit 501 c 3 Corporation and all donations are 100% tax-deductible!

You can support our efforts by donating to the cause. WSPA is a Non-Profit 501 c 3 Corporation and all donations are 100% tax-deductible!

Options for donating:

1. Send a donation via PayPal to:

treasurer@womensoaring.org,

and write WWGC in the memo section;

2. Or mail a check written to "WSPA" and write

"WWGC" on the memo line to the WSPA Treasurer at:

**Alexis Latner, 2400 N. Braeswood #333, Houston, TX
77030.**

Please, cut this out and distribute it amongst your club and friends

(Ed. Note) Back in the late 80ies Black Forest Soaring Society in Colorado had to find a new home. It moved to Kelly Airpark north of the club's old home.

By 1993, we were ready to host a big event, the 15th annual Women Soaring Pilots Association Seminar.

The WSPA Seminar is held at a different location each year and provides a fun atmosphere for glider pilots from all over the country to gather, support each other, and challenge themselves with new soaring experiences. The planning of the BFSS-hosted event took more than a year and was headed by Phyllis Wells, with help from Alice Palmer and members of other Front Range soaring clubs.

When word got out that the seminar was to be held in Colorado, the registrations started pouring in. Over 50 soaring pilots from all over the country participated, the largest WSPA seminar held to that point. As organizers, we were both excited and nervous—how were we going to handle that many people?

Our visitors were (mostly) women soaring pilots from all skill levels. We'd need sailplanes, towplanes, instruction, guest speakers, accommodations, places to camp and tie down privately owned gliders, and lots of food!

In addition to BFSS, the Soaring Society of Boulder, Colorado Soaring Association, and High Flights Soaring Club provided many volunteers. Tow Black Forest provided tow-

planes, as did some of the clubs. Several private owners offered to let participants fly their ships during the event. A number of club members opened their homes to guests. Other participants stayed at local hotels or camped on the field.

As people started arriving at the start of the seminar in July 1993, we

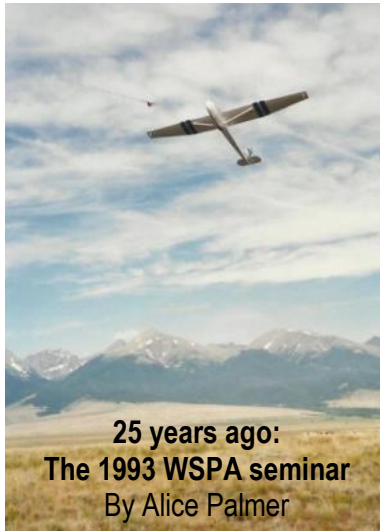
were ready. We had nearly a week packed with a variety of events. In addition to field checkouts, we had basic and high performance instruction, off-field landing practice at a neighboring rancher's field east of Running Creek, and, of course, your usual 18,000-foot Colorado summer soaring days.

We had guest speakers on many soaring topics. Mark Palmer gave a talk on wave flying. Our special guest was Astronaut Eileen Collins, talking about her training to be pilot and eventually commander of the Space Shuttle.

The seminar culminated in a winch camp at Westcliffe. In addition to our BFSS winch, the Colorado Soaring Association also brought their winch. Our "dueling" winches gave us capacity for many launches, providing the first ground launch experience for many seminar attendees.

When it was all over, the Colorado volunteers were exhausted but happy to have hosted such a fun-filled, safe event. The thank you notes from many

participants confirmed that the event was a great success



Lots of people at the 1993 Seminar in Colorado

"Club Trainers" for Denmark

by: Elke Fuglsang-Petersen (international board member)

Funny enough, I have a Danish last name but don't speak a single word of Danish. However, the Danish soaring community invited me to speak to their designated club trainers and transport some German and American ideas to the small country which is only about 100 miles north of my home town. I was kind of wondering how they had stumbled upon me. Neither am I a famous glider pilot, nor am I known as a great instructor... neither in America, nor in Germany! Well, Jørgen Korsgaard, member of the Danish gliding board, had read some of my German and English articles and the book I had published two years ago, where I tried to sum up my American adventures. He thought I had seen a lot of great things, participated at some good training camps and witnessed / experienced methods that could help the shrinking Danish soaring community to at least stabilize their numbers.

Well, he was maybe right. So I put together all the good stuff I have been collecting during the past few years, prepared a Power Point presentation and asked my husband, if he would like to be my travel guide and spend a night with me in a nice Danish hotel. He does not really like to leave his crazy Cozy III project unattended in the garage for more than 12 hours, but he has family in Denmark. That's where the origin of our last name comes from. His cousins - around several corners, as we say in German - own a brewery in Haderslev. Great idea! BTW, my husband doesn't speak Danish either, but the Danish Fuglsang-family is very good at languages. We were invited to tour the refurbished part of their 150-year-old brewery and then had to hurry on to Middelfahrt, where we were expected to be at 4 pm on that Friday afternoon.

About two dozen glider pilots - only one female... - had gathered to spend two days learning and discussing about training methods. The first two

(Continued on page 8)

Editor's note: the following article was originally published in the April 1968 SOARING magazine (Thanks to SOARING editor Eric Bick and author Bertha Ryan to give permission to republish it). Exactly 50 years later, Bertha moved from California to Virginia to the same retirement community where I have been living for 2 1/2 years. I asked Bertha, to write an introduction for the present generation of prospective competition pilots, to show how contests were organized 50 years ago.

Competitions in the early 1950s:

The main differences in competition in the early days was likely that many tasks, but not all, were free distance. Of course, as time went on and sail-plane and pilot performance improved, some flights lasted most of the day and resulted in long retrieves, sometimes most of the night – perhaps the main reason specific tasks were developed including returning to the departure airport.

Preliminary results were determined and posted as soon as possible based on the information telephoned into the base. This practice helped reduce, find and fix early computation errors as well as provide preliminary scores for the general public and other interested parties. All distance measuring was done 'by hand' on the maps based on the Latitude and Longitude given by the pilot (and signed by witnesses). As time went on, these distances were computed using Friden and Marchant desk top calculators. Turnpoint identification was determined by the pilot photographing the panels located on the ground at the turnpoints in a specified manner. Thus, film had to be turned in and developed to verify claims.

Preliminary scores were made available as soon as possible based on the information telephoned in to the base. These preliminary values were also very useful in checking computations as pilots would make it known quickly if they disagreed with the results. They also helped satisfy the interest of the non-flying participants, the general public and especially the returning pilots and crews.

Arrival at the turn points as well as start and finish were verified photographically. Pilots turned in their landing cards and film when they returned to base. Thus, early scores were very preliminary but did help identify early errors. The scorers often worked through the night, so as to have at least preliminary scores available as soon as possible. These preliminary scores were an excellent means of verifying the computations. Pilots would quickly make known any disagreements they had with the calculations. Regular computer codes were developed later to make the scoring more of a routine calculation done by somewhat sophisticated computers.

Early last year, the Southern California Competition Club (S3C) sponsored a workshop at Elsinore, California, and specifically invited 1-26 pilots. Consequently, I was persuaded to take my own 1-26 out of winter hibernation and to take part in my first contest-in front of the scenes, so to speak.

What an opportunity!

What an education!

There might be a question as to the qualifications of the sponsors, but judge for yourself: Competition Director, Paul Bikle (Diamond badge #3); Contest Manager, John Williams (Diamond #31); Turn-points, Graham Thomson (Diamond #7); Scorer, Sterling Starr (Diamond #11); and Start Gate, Bill Ivans (Diamond #5). My crew was Helen Dick (the only U.S. woman Diamond pilot and also the holder of three national feminine soaring records).

How could I go wrong?

My contest preparation started months in advance: a new altimeter, compass reworked, Crossfell installed, a new BEI 990, batteries for my BEI 901, two sets of sectional charts and road maps, and a fresh pack on my chute. The SSA Contest Board sent me contest number 044 (my 1-26 serial number).

At last the great day arrived. The Palmdale Flight Service gave their soaring forecast: "No thermal activity."

But I drove the 150 miles to Elsinore, found Helen Dick, and assembled my ship. I had brought paper contest numbers and tape, and Helen and I applied them to the wing and tail.

At 11:00, Johnnie Williams opened the pilots' meeting and then turned it over to Bill Ivans, who explained the start gate. At first, he had

the diagram with north pointing up, and we were having a hard time understanding it. Then he turned it sideways, so it was aligned with the airport. I guess too many of us were leaning on our sides.

Gene Whigham, the Operations official (and Gold badge #125), described the starting procedure. Each pilot would be allowed three tows. It was decided not to use take-off cards this time in order to cut down the red tape. Graham Thomson described the turn panels. S3C was trying the new procedure of using a tent with 22 white panels radiating out from each of four sides. The sides of the tent would be either black or white.

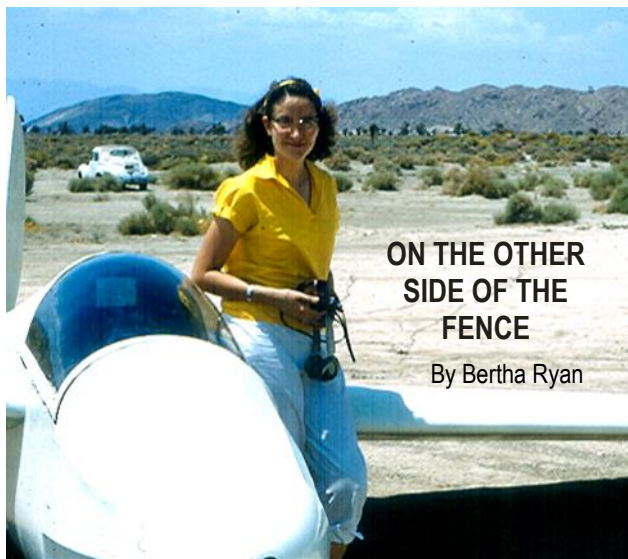
Our task was to mark our turn-point time on our landing cards and indicate how many sides were black (0, 1, 2, 3, or 4). The advantage of this type of turnpoint identification is that it can be located out in the open and therefore found quickly. Then all you have to do is go all the way around it and count the black sides.

Next, Sterling Starr described the scoring and told us by what time we had to have our landing cards in. Why should they bother the pilots with such time schedules; don't they know we have more important things

on our minds? Sterling was also the meteorologist and the forecast was "No thermals."

Finally Paul Bikle announced the task for the day: a modest one to Old Elsinore Airport and return. Due to the lack of soaring conditions, release altitude was raised to 3000 feet and would be at a point a half a mile outside the start gate.

During the meeting I asked Paul where the turn-point was. He said, "Step outside and I'll show you." He pointed to some buildings. The turn-point was maybe two miles away.



ON THE OTHER SIDE OF THE FENCE

By Bertha Ryan

Bertha and the by her built 1-26 in 1956

Then I asked, "How's the terrain for landing between here and there?" "Look for yourself and see," he said.

It was all Hat.

I gathered up my crew (Helen) and said, "You really have to clean the wings and apply the tape; L/D is really going to count today"

There were ten I-26's and two or three Libelles gathering at the take-off line. Joe Colton was first off in his 1-26, dashed around the course in three minutes, seven seconds, and tied down. I moved my start time up to avoid the stronger winds forecast for later in the day.

At last my turn. Helen attached the towline and ran my wing tip. The tow took a long time as I wandered all over the sky trying to look over toward the turn-point. At last-3000-foot altitude and a half mile from the start gate, I thought they said the gate was 3000 feet wide? It looked more like 30 feet. But I flew down the runway and hoped for the best. They told us to rock our wings as we went through, but I forgot. I proceeded toward the turn-point, keeping it in sight out the left side and maintaining a speed for best L/D. Using this technique, I managed to fly an elliptical path, lengthening my course by about 25%. I still had over 2000 feet at the turnpoint, so I picked up a little more speed on the return flight, but still had to dive to get below the required 1000 feet before crossing the finish line. I carefully kept the center of the finish gate on my left, so I would be sure to go through the gate.

After landing, I ran to the scorer with my landing card. He said, I was the first pilot in history to go through the finish gate outside of it. I told them they were blind and couldn't see right. Later, Bikle, Ivans, and Starr got together and made an executive decision to accept my finish (they remembered that I would be scoring them at the Nationals at Marfa).

I went back to the start line and prepared for another flight. Finally, I remembered to ask the starter for another take-off time. Why wasn't it obvious to him?

This time I flew even faster, but my flight time was only 30 seconds better than the first time. I accused the timer of recording my start time incorrectly. He had 2:40:27, and I said it should be 2:41:27. He said, "Not by my clock " I didn't tell him I really hadn't noticed my time.

I flew the course once more. This time it seemed like there was lift everywhere. It probably was just that the 1-26 had so much energy it wanted to climb. My final and best time gave me a speed of about 60 mph.

Meanwhile, George Uveges had gone around the course in 2:50, so Joe Colton tried again, but made only 3:03. The winner was Walt Bybee in a brand new, swept-tail 1-26 named Golden Phoenix. That new tail must really be effective!

Paul Bikle borrowed my 1-26 and flew the course unofficially. He managed 89 mph. When he landed, I went over to the ship and started counting the rivets to be sure they were all still there. Paul had also burned off our numbers. I was beginning to regret that I had let him go up, because I was planning on telling everyone that it was on account of the ship hat I had gone so slowly. But he certainly ruined that excuse.

The final scoring had me the slowest of the I-26's. But I did beat a couple of Libelles who couldn't get down low enough to go through the finish gate. I told my crew, she was lucky to have such a good pilot to crew for-I completed the course every time!

The forecast for the next day was rain, and the contest officials wanted to declare Sunday "no contest." But we competition pilots voted 11 to 1 to wait until the next day to decide. The next morning, we gathered in the rain, listening to the forecast by Sterling: heavier rain by take-off time. Paul Bikle announced the task for the day -a choice of two- (1) every pilot who voted to wait until Sunday had to take off and fly at three o'clock that afternoon regardless of conditions or (2) everyone would start driving immediately if not sooner and see how fast they could get home.

The latter task was chosen.

I went home and resumed writing my suggestions for contest rule changes. When I came to the part where I had suggested that our Nationals' rules be changed to conform with the international FAI Sporting Code by having the start gate be 300 meters wide (instead of our 1000 meters), I decided it might be best if the Sporting Code were to do the conforming.

This contest was lots of fun for all concerned. It was an opportunity for me to use some of the complaints I've heard at various Nationals. Most of all it was an education. Now I have a better feeling for the competition pilot's problems in the Nationals and I recommend some contest flying for all contest officials. And, of course, the competition pilots were exposed to the problems of the contest officials. It's a good idea to get on the other side of the fence every now and then.

Most of all, we proved that even when there is no soaring you can have a lot of fun in a contest and have all the elements of spirited competition. The contest officials develop techniques for running a better contest, and the fledgling competition pilots learn how to fly a professional type contest. We recommend an S3C type organization for all parts of the country.



Photo: Mary Ryan-Egan

Bertha Ryan and Frauke Elber, March 2018

Bertha's Soaring Honors

SSA Exceptional Service Award: 1967, 1980

Soaring Hall of Fame: 1972

Pelagia Majewska Medal (highest World Wide Award for women glider pilots): 1996

Warren E. Eaton Memorial Trophy (highest SSA award); 1996

Paul Schweizer Lifetime Service Award: 2006

(Continued from page 5)

hours were hard for us, because we could only understand words like Ventus, Duo Discus and Arnborg. The latter is the internationally recognized Danish gliding center. We were only two hours away from home sitting in a different world. Fortunately, everybody in Denmark is well taught in English, and they really like to speak it. After a huge dinner my time had come: Friday night at 8pm with a well stuffed tummy. That's a hard one, isn't it?!

Sure, I was excited enough to keep my mouth, eyes and ears open. So was the small crowd when I started the first part of my presentation with a little movie "Dance of Thermals", plastic wraps thermaling over a strawberry field in California. After we had compared numbers in Denmark and in Northern Germany, it was clear that we have the same problems north and south of the Danish border. Not the best conditions; and pilots who have completed their license do not know what to do with it. They stay in the pattern, get bored and quit after some years. My husband and I always try to travel to good places during the summer months, and with our two boys we have been to some really great training camps (only our daughter never got hooked).

I explained a little about OLC scores and OLC's speed scores, because I had figured that our Danish neighbors have their own "thermal-league" system which unfortunately does not include the brilliant 2.5-hour speed scores that we often take advantage of. I think that is a perfect training tool in small weather windows and very useful for those who don't want to spend the whole day up in the air.

The second part of my talk was an excursion to soaring in the US, Boulder, Parowan, New Mexico, Arizona, Nevada... How could you illustrate it without mentioning WSPA? The annual seminar is one of the best options to get to see places around the country, meet pilots and make new friends, right? Of course, I invited the young Danish female pilot to join a seminar - with her boyfriend or without.

Skol! With a good Danish beer we finished the night in the hotel bar, met new people and drove home the next day, happy to have enlarged our horizons northwards. My conclusion of that Danish weekend: You have to travel (with your glider) and meet new faces and pilots to have fun and stay airborne.



Soaring Again

By Cathy Keller

Returning to soaring after physically being away from it for 25 years is exhilarating, confidence building, challenging, nerve racking, and full of experiences that are beautiful, encouraging, and discouraging. The progress and emotions are quite like a soaring flight with lift and sink. Indeed, it has all of the ingredients of a worthwhile life experience.

My kids are grown, one launched and the other one nearly so. My husband decided he was going to return to soaring two years ago, after a 23 year hiatus. We have a good soaring pilot friend who said he was always there to give us a ride whenever we wanted and to support us if

we wanted to return to the sport. My husband took opportunities offered to him, completing his BFR and buying our friend's Rolladen-Schneider LS8-18 sailplane. He is back in the cockpit again. Meanwhile, I had been thinking of taking a sailplane ride.

So late last September, I finally went to our airfield in Sterling, MA, 3B3, to take a glider ride in the Greater Boston Soaring Club (GBSC) ASK-21. I wanted to see if I would even still like soaring. It was to just be a ride, me as a passenger, so I could remain calm and feel no pressure. Then the pilot in command broke his promise and handed me the controls during aerotow; my mouth became as dry as a desert. What else can I say? I had the FAA convert my paper Private Glider Pilot license to plastic, joined the SSA and AOPA, joined GBSC and was flying with club instructors by mid October!

The club's season ended in mid November, but I wanted to do more than just wait for April. I used all my spare time reading about soaring, taking a club weekly webinar ground school on soaring, taking webinars about safe piloting, weather, aerobatic flying, wave soaring, watching club and youtube videos on soaring and safety, reading glider manuals, and flying the Condor flight simulator. A few instructional flights weren't enough for me. I wanted to get prepared for a spring BFR and I had a significant birthday coming up. So, in the winter, my husband and I went to Estrella Sailport in Arizona, where I flew the Schweizer 2-33 more than a dozen times to achieve my BFR and a solo flight, while my husband took the week-long aerobatic class. And the week was topped off for me with spin training and loops in their MDM-1 Fox.

Our club season started in April and I'm enjoying and struggling to get a spring check-out in our club's Blanik L23 so I can then be signed off to fly other club gliders. My idea is to build up some solo time in the Schweizer 1-26, a ship I used to love. Then I am almost certain it won't take me long to sequence to the Schweizer 1-34, the Pilatus B-4, and then our LS8.

GBSC is a great club with amazing instructors, world champion pilots, friendly and competent club members, a skilled group of tow pilots, a nice group of mature hard-working junior members, and a nice airfield. It is one thing to obtain a BFR in a 2-33 at Estrella with the same instructor all week and 3 to 7 flights in a day, landing in an airfield with no obstructions at the ends of the runways. It is another thing to get checked out in the Blanik L23 at my club, with different instructors every Saturday and Sunday who don't know me yet, with 1-2 flights each operating day, and at an airport surrounded by trees. The transition is not as smooth as glass for me. I want to show repeatably good take-offs, patterns, and landings--- I know I am not ready.

It may be a slow process to get to where I used to be 25 years ago, but I decided to embrace that club experience again, just like I did when I first soloed. Every flight I get another instructor's perspective, learn something new, recognize more home airport landmarks, and well, just get more confident and comfortable. In spite of doing things like not crabbing enough on downwind, turning onto base too early, being too high, landing long, landing a bit too hard, ... I will accomplish my goals. I may get frustrated at my mistakes and beat myself up over them. I may scold myself for forgetting to be decisive and second guessing myself because the instructor is present. But I mostly see the big picture that I will become a good pilot again soon.

I'm not alone in this endeavor to come back to soaring. At the SSA convention in Reno, where I happily joined WSPA, there was another woman at the WSPA breakfast who also just started flying again after a long hiatus. In my club, there are two students in my age category who recently soloed and several people who joined the club after a long break from it. My husband and I once again relish in sharing our flying experiences. I know that we are good influences on each other. Our friend was certainly a great influence on us.

Perhaps by the time you are reading this newsletter issue, I will be done with my spring check out and be solo at my home airport! I signed up to attend the WSPA 2018 Seminar at Truckee Tahoe Soaring in July, so I hope to meet you there!

Winning the the Racing Class at the Multiclass Nationals in New Zealand (thanks to Jill McCaw, editor and publisher of SOARINGNZ).

The New Zealand Nationals got a bit of a shake up this year as the young Dynamic Duo of Campbell McIvor (22), Auckland and Allie Thompson (15), Hawkes Bay Waipukurau, flying Auckland's Duo Discus, took out the Racing Class.

The following is Allie's report and a joined interview of Allie and Campbell

Winning the Nationals

By Allie Thompson

Eight months ago, it was a vague idea in the distance, of something that would open a whole new world of flying. Campbell McIvor from Drury and I thought it would be a great idea to give the NZ National Gliding Championships a try, bearing in mind that Campbell had some experience in competitions and I didn't, and give the more experienced pilots a run for their money. I had never done any serious cross-country flying before, so this would be a life changing experience.

Being young and new to the game, I didn't know what to expect. Campbell had tried his best to explain everything that would happen during the two weeks of the Nationals, but there are things that you can only learn by being there and doing them. We arrived a day early, giving us time to unpack and get ready for the days ahead. Nervousness and excitement were rushing through our veins, waiting for the night to finally pass so we could start. On the practice day, we had the chance to meet new people and scope out the competition and then get up and have a flight. We had a few complications but that's what practice days are for! The first day was information overload for me; I was experiencing so many new things and such a different way of flying in such a short period of time, it was just crazy. From skipping through weak thermals to gaggle flying, I had to learn everything very quickly to ensure that we would have a chance at competing seriously. The first three days were very much a learning experience, figuring out what we had to do, getting into a rhythm and figuring out who we had to compete against were our biggest challenges, but we easily overcame them. With Campbell I and swapping from back seat to front each day, I had soon proven my knowledge and skills to Campbell in this new type of flying. Being two very eager but young pilots, we were so very thankful for everyone being friendly, giving us advice and feeding us well. And of course my parents were there, helping us get ready for each day and making sure that we had enough sleep. All of these things helped boost our confidence

As a female in a male dominated sport (and a young female at that), it can sometimes be extremely challenging to be recognised and for people to realise that we females can fly just as well as males. Being so young, I felt the pressure on my shoulders to not only do well, but show the world that I was worthy of participating in this competition. Apart from the flying, one of the biggest challenges of being a female was, of course, the toileting issue. Flying for 3-4 hours in hot temperatures and staying hydrated is somewhat hard without some way to relieve yourself. As embarrassing as it was, everyday there was the routine task of putting the nappy on, and trying to master not walking like a sumo-wrestler. Although they were

a very unusual feeling, I will admit they do give you great cushioning. I did have an accident, but I was able to laugh it off because the men recounted with great hilarity, some of their toileting failure stories, having done it at least once themselves. Ladies, don't let this put you off the sport. Everyone one of us females have had to wear them before, and it's just part of the sport. Having Sandy Griffin and Genny Healey there definitely helped too, as I could talk about all these things and they knew exactly how it felt.

Each day after flying, we would pack up the glider, take all our stuff out, and head inside the clubrooms to join the other pilots, talking about what they had done for the day and what we had done. It was great to be able to do this and be about to talk through the different ways people went

about the tasks, and what we should look out for in the next days. The most interesting day, for me, was the wave day. Easterly wave in Matamata had a reputation to be horrible, but I never knew that it would be this challenging. I was flying front seat that day and I had high hopes for doing well. That went out the window the minute we got into the wave. I started sweating instantly. There were massive drops and then we were being sucked all the way up again. I couldn't wait for the day to be over and done with. The task that was set made us fly out of the defined wave clouds and into what looked like blue on both sides of the bands. This was one of the days I learnt the most because I learnt that you can fly in wave without having obvious clouds showing you where to go. This proved to be very difficult and stressful but we did manage to get

around the day, albeit a little too early, but it's safe to say we were happy to be back home, safe on the ground.

Through this experience, I have gained an immense respect for those pilots who have been flying cross country and competitive cross country for more years than most of them probably want to admit to. The physical challenge, not to mention the mental and strategic energy that goes into flying each day is immense and exhausting. Yet I had a ball and am completely hooked, knowing I have years of learning ahead of me and hope that one day I can be as generous with my time and knowledge as those were that surrounded me in Matamata. I encourage all you youth flyers out there, especially females, to get into these competitions. Put your hand up, ask to fly in the back seat for the day, or fly side to side. It is such an amazing way to further your knowledge and gain experience. You'll never want to go back to circuit bashing again. I can't wait to fly with you all again, to share more memories and experiences.

Interview with Campbell and Allie

By Dave Moody (AGC)

Allie, how did you come to be flying your first competition in the Duo with Campbell?

Allie: We met each other at the 2016 YouthGlide Camp at Omarama; then last year he said "Any chance we could fly Nationals?" and we sort of looked at each other. It sounded like a sort of fun game, so we flew with each other for a bit down at YouthGlide Camp and also up at Drury. Campbell was lucky that the club let him have the glider. It was just a thought 8 months ago, "OK, let's go and kick some arse" ...it was just a thought, a bit of fun. Then we came up here and won the first day. We were happy, and the second day was cool, and then the next was, "Oh, we could actually have a crack at this, we could really do it," and then we just kept in the top three, just kept going, and then suddenly yesterday



came along and we still had that point buffer and we were like “Well!”

Campbell: We put the results out of our mind the whole Comp. We weren't thinking about it, as much as everyone else around us was stirring us up. We just sort of landed yesterday, and once the prizegiving came it really sunk in. We were just over the moon.

But that was your objective, right? I remember when you asked for the Duo, you said several months ago “Hey, we want to have a serious crack at this.”

Allie: We definitely weren't here to play around. We definitely wanted to try, to show the old buggers who we are; here to give it a crack and stuff. We just played it the right way, for us.

Campbell: Pretty much, yeah. Throughout the year, Allie lives in Napier, I live in Auckland, we kept in touch as much as we could, had a few Skype meetings, went over tactics, cross-country flying and how to do it, had a bit of practice at Taupo and Drury, and came here, somewhat prepared, as prepared as we could be. We gelled really well as a team, and we shared the flying well, and...

Can you talk a bit about the way that you did that?

Allie: The first couple of days was Campbell flying most of the time, just because I'd never been in a competition before. He'd be pointing out things, and then all of a sudden it clicked – OK, we need to go that cloud or, there are gliders over there. Then each day we'd swap who was in the front and who was in the back, and it got to the point where the person in the front was doing all of the take-offs and landings and we were doing a half and half kind of thing. There were some days I mainly flew and some Campbell did. By the end it just happened that we'd switch back and forward.

How about the decision-making part?

Allie: For the early part it was Campbell, but by the end it was the two of us doing it together.

Are you kind of negotiating decisions, or did you have some kind of “You're the stick and rudder person, I'm the tactician,” or is it more like, “I think that one looks pretty good, what do you reckon?” Did you allocate today is my day, or what?

Campbell: I guess initially it was me teaching Allie how to do it and what to think about and she was doing a lot of the flying. She was sort of my puppet initially - I was telling her what to do and why we were doing it. Towards the end of the Comp, we'd be sharing decisions, pointing out, “There's a good cloud,” and, “Nice shadows on the ground over there,” and it was more “What do you think?” in most decisions in the second half.

Allie: Being my first competition, I didn't know what to think. I was coming in here completely blind and Campbell had told me a little bit, but I was still sitting here on the first day and thinking, “Whoa! What's happening?” It was quite handy having Campbell saying, “We can go here,” and I could just concentrate on how it works and get my head around it. By the end we both had a pretty good grasp of what was happening so we could share the load.

Sounds like, for you, there's been a huge benefit in doing it in a two-seater and having someone like Campbell who can give you real-time coaching in what's going on? One of things that interests me is, “How do we get more young guys (like you) into the game?”

Allie: I really think that the clubs here (I know a couple of youth here at Piako) should have been here in two-seaters, just getting them out trying it. I would never have known what it was about otherwise. Another thing is the competition dates are not great for us youth; this one here was okay because it was at the start of the year so I could get a week off school. With the South Island Regionals, I got a free entry into that but that's right at the start of exams; a lot of them are at times when school is on. If you want to get youth into it, you've got to be sure they are able to come; scholarships and the like are great but if the dates don't work, we can't!

Campbell: You've also got to find the people willing to coach. Mike Strathern did it for me and that's how I got into comps. It was pretty awesome. I think Allie and I only did it because we're such good friends, really good mates.

Allie: I would never have got into it without Campbell saying, “Hey, let's go for it.” Lots of students just get to solo or “B” Cert and just stop because there's “nothing else to do”. More instructors need to be pushing the kids to go solo and then teach them how to go cross-country as well. Before I came here I didn't know much about going cross-country and so pushing the students to help them to do it, having days where you look at the weather and go, “OK, today we're going to do a ‘lead and follow’,” and you can see where we're going and talk about it the whole way.

Campbell: My mind was blown on my first cross-country flight, down to Lake Waikare, new scenery and being miles from the airfield!

Allie: For me, that's one of the positives about YouthGlide Camps at Omarama, most of the time you're going on huge flights. If I'd never gone to the camps, I'd probably still be rushing around the club, not doing anything. You get this whole new vision, open up to the fact that there isn't just this little circle around the field that you can go fly in. You can go fly to places you wouldn't have thought of.

Campbell: I'd just like to say, thanks to everyone who's supported us, especially Paul and Kirstin (Allie's parents) and the clubs. YouthGlide's been great, especially the clubs and the parents, friends and supporters. It got us flying regularly, keeping us current and developing us.

Allie: Yes, thanks to friends and families, and you guys here, supporting us the whole way, keeping us going and making sure we kept our heads screwed on.

From me, Congratulations! It's amazing what you've achieved, I'm in awe of what you guys did, absolutely brilliant, and I expect to see you round for many years to come!





Modern sailplanes may be the most beautiful machines the world has ever seen. What they can do is amazing enough to be fantasy—but it's fact. And in futures real and imagined, they could fly in stranger skies on other worlds. Five previously published tales of science fiction and science fantasy, plus a futuristic fact article, describe **The Shape of Wings to Come**.

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To see more of Alexis' work visit www.alexisglynnlatner.com/



New Soaring operation



Remember the 2016 WSPA Seminar at Varese, Italy? AAO is hosting this year's Italian Women's meet. Anybody interested to go see the web page

www.flydonna.it



What do all these women have in common?



The reason Vesna, Natasa and Hana are not coming to the seminars anymore

Vesna, Natasa and Hana in 2004 at Kitty Hawk



Vesna, Hana and Natasa now (Vesna's children are now 13 and 9 years old)

Answer to the question above: they are all F-16 pilots

Notice

Due to upcoming knee surgery on Aug. 8, and the proximity of the seminar to the usual deadline, the deadline for the next newsletter will be July 15, 2018. I will try to have as much of the newsletter finished before leaving for the seminar and just give it the last touches after I return. Hopefully, I will get it out before the surgery. Otherwise it will be a month late.

Frauke, editor Hangar Soaring

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