



40th Anniversary edition

Hangar Soaring

November 2012

THE OFFICIAL PUBLICATION OF THE WOMEN SOARING PILOTS ASSOC.

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Photo: Mark Montague

Anne Morrow Lindbergh Trophy

In 1930 Anne Morrow Lindbergh became the first woman in the United States to get a glider pilot's license.

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

THE 2011/12 BOARD

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7840 Tamra Dr.
Reno, NV 89506

Maja Djurisc (West)
181 Del Medio Ave, Apt 205
Mountain View, CA 94040
203 809 1949

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Eleni Brand (Center)
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Manhattan, KS 66502
732 664 0833

LyndaLee LaBerge (East)
PO. Box 236
Concord, GA 30206
770 313 4865

Pat Valdata (East)
36 Gina Ct.
Elkton, MD 21921
410 392 9553

Irena Raymond
(International)
Tavcarjeva 1a
4240 Radovljic, Slovenia

HANGAR SOARING IS PUBLISHED FEB,
MAY, AUG, NOV. PLEASE SEND
STORIES, PHOTOGRAPHS,
COMMENTS, ETC TO

F_elber@yahoo.com OR
FRAUKE ELBER, EDITOR,
213 ANNE BURRAS LA.,
NEWPORT NEWS VA 23606-3637

Colleen Koenig, Webmaster
webmaster@womensoaring.org

Badges reported through
November 2012

Gold Badge
Elke Fuglsang-Petersen, CO

Gold Distance
Elke Fuglsang Petersen

C Badge
Marye Anne Read, NV

B Badge
Leah Condon, KS
Jennifer Jacob, NC *

A Badge
Anne Wright, MI
Sadie Schwab, NY *
Lenka Kubina, VT
Jennifer Jacob, NC *
Katherine Brechbuhl, VT *
Elizabeth Glough, NH *
Sarah Lenox, TX *
Alexandra Bond, OH *

OLC 2012

The top OLC women were:

- **Kathy Taylor:**
31 flights, **10476.54 km**, longest flight 598.23 km
In ASH 26E
- **Elke Fuglsang-Petersen**
24 flights, 8433.15 km, longest flight **650.43 km**
In ASH26E
- **Maryanne Guerin:**
29 flights, 4264.00 km,
Longest flight 335.66 km
In LS8
- **Jayne Reid:***
15 flights, longest flight 437.85 km in DG800S

*non WSPA members

18 women posted their flights (some only once)

See more on OLC on page 5

PRESIDENT'S NOTE

PREPARING TO LAND OUT.

Each year Mark and I take a two-week driving trip, usually eastbound. This year we planned most of our time to be in Arizona. While packing the car I included, in addition to the San Fran and K Falls sectionals we always carry, the Las Vegas, Los Angeles ones I'd used when flying out of Bishop and the Phoenix one from my Connecticut to Long Beach, CA and back flight in the Grumman Tiger from years before.

Driving out of Reno we got out the San Fran sectional and began discussing landout fields. Those who have flown with me in the Tiger know that I spend quite a bit of time pointing out fields, their good and bad attributes, in case of an engine out. Those who know I'm a glider pilot and know something about soaring also know that careful planning of landout places is routine. Soaring along I examine fields in case, some day, I might need them. In 17 years of soaring I have only landed out four times: at a dry lake on the way to the Black Rock Desert (Sano Siding), at Sulfur on the way to Winnemucca, at Duck Lake on the way back from Gerlach and at Rhodes Dry Lake south of Mina: all non-events. And why non-events? Because I had planned them, just in case I needed them. Each time I landed, climbed out in the hot sun and touched the cool skin of the glider, I laughed again at the joy of it all and at the wonderful aviation skills that soaring has given me. I feel confident that at any time I'm in a power plane or glider I can land safely. Driving down the I-80 corridor towards Fernley, Mark and I talked about the fields we saw, which ones we'd use based on size, slope, wires and poles, cows, rocks and sun angle and I made marks on our sectional. We stopped at Tiger Field and paced off the dirt/east west runway which we'd use in the afternoons, even knowing we'd have some turbulence from the hills to the west, rather than the large paved north/south runway, which would more likely be a cross wind runway at that time, looking especially at width and slope.

Through Wadsworth we talked about Duck Lake south of Pyramid and a new dry lake we spotted earlier in the season. Towards Yerington we

(President on page 4)



FROM THE EDITOR

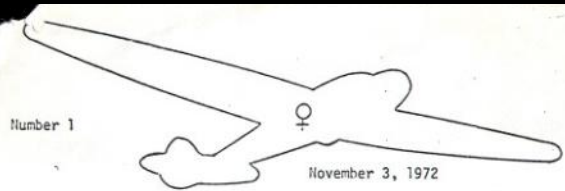
The conclusion of the World Championships in Uvalde, TX cumulating with the closing ceremony is history. Having been at four world championships, closing day, in my opinion, is the worst day. Having been pumped up for almost three weeks, going high on Adrenalin, it all collapses shortly after the closing ceremony. The "demolition team" usually doesn't waste any time. Hardly has the last word been said the tear-down of all the facilities begins. Trailer after trailer is leaving the field and with them old and new friends disperse. I wasn't there this time but was a keen observer on the computer. Ritz de Luy, Miss Daisy AKA Andreea Alexandrescu, Leigh Zimmerman and Hanna Weissenbuehler made sure the stay-homes didn't miss a beat. I also visited the Australian, Canadian and Belgian blogs, the latter one more out of curiosity to see how much French I still could read (and understand).

I wished the following headline "Woman Pilot beats husband" originated with me. But it didn't. It was the head line in an Italian newspaper many years back when the late Adele Orsi and her husband were flying in the same contest and Adele came out on top of him.

This time in Uvalde we again had a husband and wife team flying: Lisa and Peter Trotter from Australia and this time Lisa beat her husband by a few points coming in 22nd to Peter's 24th in the 15 m Class. There were three women flying in these Worlds (not two as reported in the August Hangar Soaring) Lisa Trotter (Australia), Susanne Schoedel (Germany) und Alena Netusilova from the Czech Republic, all competing in the 15 m Class. They finished 19th (Alena), 21th (Susanne) and 22nd (Lisa). Sarah Arnold was the only female tow pilot in Uvalde flying her Pawnee "Sweet Pea". We all know that Sarah will represent the

(Editor on page 4)

The very first newsletter 40 years ago



Number 1

November 3, 1972

NEWSLETTER FOR WOMEN SOARING PILOTS

This first newsletter will go to our entire initial mailing list of 57 ladies but subsequent issues will go only to those who expressed a desire for a newsletter. SSA is distributing questionnaires to clubs and commercial operators and any respondents from that mailing will also receive this issue. Our newsletter will be sporadic and variable in size depending on the articles and news items submitted by the readers. Eventually, we hope, the newsletter will fade away as more of our accomplishments merit publication in SOARING.

Thank you to the 30 pilots out of 57 who returned questionnaires as of this date. We probably have a reasonably accurate profile of the most active U.S. women soaring pilots. Most of us (17 1/2) answer to Mrs with Miss next (7 1/2) and Ms last (4). The half count is due to two ladies who included Ms with their other title. Most of us hail from California (16) but Ohio, Arizona, Nevada, Colorado, Illinois, Washington, Texas, Florida, New Jersey and Kansas are also represented.

Five of us are partners in commercial soaring operations and thus are part owners in several sailplanes (mostly Schweizer products but also a Blanik and LP-49). Others own ships either by themselves or with a partner (husband or friend) (1-26, 2-33, 1-34, Kestrel, Cirrus, Libelle, Phoebus, Ka 6, JH-1 (mod HP-14), Skylark 4). Eight of us do not own a sailplane. We fly at El Mirage, Crystallaire, Rosamond, Mojave, Elsinore, Torrey Pines, Sky Soaring, Turf, Estrella, Tehachapi, Odessa, California City, Wonder Valley, Somerset, Blairstown, Oliver Farm, Black Forest, Van Sant, Richland, Menatchee, Ephrata, Marion, Truckee, Circle X, Oviedo, Wichita Glider Port, Minden, Livermore.

We range all the way in flying expertise from student glider pilot (4) to Airline Transport Pilot (2). Most of us have low time in sailplanes but a few of us have high power time. The breakdown power time:

Rating	Glider	Power	Hours	Glider	Power
Student	4	3	1-50	8	6
Private	15	9	51-100	6	2
Commercial	11	6	101-300	8	5
Instructor	7	?	301-800	5	4
Instrument	-	3	801-1500	0	1
ATP (inc. inst.)	-	2	1500 +	2	4

Two of us have full diamond badges and three more of us are two diamond pilots. Seven of us have a gold badge (we have missed about three others) and fifteen of us silver (we missed maybe 21). One of us is co-holder of a World Feminine Record and others of us hold (or have held) National Feminine records in the U.S.A., Sweden, Canada and the

Netherlands and several state records (one junior). But only 7 of us have ever competed in any kind of a contest. Ten of us are interested in competition but only three of those have flown in a contest thus far. Fifteen of us are interested in record flying.

Most of us favor being represented at the Polish World Contest for women if we have someone qualified to go. But only six of us are interested in going as pilots and only three of those have ever flown in a contest. The experience level of these ladies is tabulated below:

Pilot	Total Glider Time	Total Power Time	Records	Badges	Contest Experience
1	227	155	yes	gold	none
2	100	2700	none	silver	none
3	2000+	450+	yes	gold	2 European Nationals
4	370	50	none	gold	4 Regional, 8 Local
5	67	400	none	none	none
6	200	150	none	silver	Regional, Local

The Polish requirements for entering the World Contest are 150 hours as Pilot in Command and a Silver Badge. SSA requires contest experience or a training camp equivalent to a contest.

Most of us list our profession as Housewife and/or Mother and/or Crew. Five of us (two part time) work as glider flight instructors. We have three students, two tow pilots, two bookkeepers, a flying club manager, a nurse, a draftsman, a documentation officer, a graphic artist, a legal secretary, an executive secretary, a typist for an aviation consultant, an airline stewardess, an information scientist, an aerospace engineer, a research engineer and an accounting clerk.

Most of us want to get more women into soaring and to be encouraged in our own flying. The newsletter is favored (21 to 6) as a means of doing this. We won't plan any separate activities for women as we are part of the overall soaring group which already has plenty of activities that are open to all of us. Our most experienced lady soaring pilot cautions us not to encourage too many women to enter soaring. ("Let's not try to open soaring to the multitudes, that really aren't interested, but may think it glamorous.") I think we can all agree with that. But this problem may take care of itself as it would appear from past experience that only those truly dedicated soaring pilots remain active in soaring and make continuing achievement for themselves.

Please send record or badge stories, sailplane construction stories, contest flying stories, how you get crews, how you solve the baby sitting problems - anything you think would be of interest to the other lady soaring pilots.

NOTICE: The SSA Contest Board has granted approval to the sponsors of the Open Nationals to conduct a contest for women during the practice period of the Open Nationals at Liberal, Kansas, next summer on a non-interference basis. For further information contact Mrs. Roy LeCrone, 901 Romney Terrace, Wichita, Kansas, 67207.

Watch SOARING magazine Calendar of Events for other soaring events not specifically limited to women.

Bertha
B. M. Ryan, Box 5567, China Lake,
93526

The above nameless newsletter is the very first one ever distributed. In the summer of 1972, Bertha Ryan had taken the initiative to find out the status of women within the SSA. (Many years later, Bertha again took the initiative to scan all newsletters beginning with the above one up to 2001 when the present editor took over and kept the record, now on the computer, going). The second newsletter was published in December 1972 and already named (in very small letters) "Hangar Soaring". It contains the very first -almost impossible to read- roster. Off the names on that roster only three are still "on board". Many have passed away, others just did not stay in soaring. (This editor does not appear on said roster, but must have joined shortly thereafter, since her first contribution was published in May 1973)

(Continued from page 1)

The AML Trophy recognizes a WSPA member with the longest handicapped cross-country flight of the year. The contest runs from March 1 through the last day in February of each calendar year. WSPA's AML Trophy Committee administers the award. Flight claims and applications for the award are to be made by filling out the.

[AML Trophy Fight Claim/ Application Form](#) and sending via email to

trophy@womensoaring.org

Virginia Schweizer Trophy

The trophy is awarded to the woman with the highest average score from her flights competing in the 1-26 annual Championships. Originally the trophy was administered by WSPA but is now done so by the 1-26 Association. The trophy is not awarded unless at least two women enter the contest. The competitors do not have to fly all contest days/ they can be part of a team. In fact they could both be on one team and still compete against each other for this trophy

It has only been awarded once since 2000 because there have not been more than one woman entered except for in 2007 when there were three.



Photo: Baud Litt

Funny Things happen

Recently I was stopped at a traffic light when a car pulled up to the left of me its driver honking and gesturing at my car door. I lowered my window and the driver in the other car hollered at me: "Tell me what is Women Soaring Society?" I pointed to my t-shirt and flapped my arms wildly and his face lit up. He had misread the decal on the door. Frauke



Neita & I sport the same decals on our car doors (pictured is Neita's)

(Editor from page 2)

US coming January at the Worlds in Argentina.

Many of you who are not vexed in World competition or actually in competition flying generally are wondering how this works.

Let me explain: These days there are six FAI (Federation Aeronautique International) classes flying in World Championships. In addition to these the Juniors and Women have their own world competitions each.. This developed parallel to the development and increased performance of modern sailplanes. When I started to fly there were only two classes: Standard and Open Class. The Standard Class was restricted to the bare minimum: 15m wing span, no flaps, no retractable gear (and at that time no radio). The Open Class was allowed to fly with all technical innovations and unlimited wingspan. Turn the clock forward to the advent of fiberglass sailplanes. With this technological advance came flaps and retractable gears even in planes with 15m wingspan. Retractable gears became standard. Radios became mandatory. In the early days of the flapped ships to which the ASW20 and the Libelle 301 belonged, competition rules mandated that the flaps were blocked since they gave a performance advantage to the non-flapped 15m ships. But this solution was not satisfactory. So the IGC (International Gliding Commission) made the decision to create a new class: the 15m Class. Now we had three classes flying in national and international competitions. Then came the World Class in which only one type of sailplane, the PW5 was flown (similar to our 1-26 one type competition.), With the ever improving performance and new types of sailplanes constantly entering the market (and prices skyrocketing) the older types, like the ASW20, the Cirrus, LS1 etc became obsolete and non-competitive. But the pilots of these planes didn't lack in skills to make it to the top of the soaring elite. The word was PERFORMANCE. To give owners of these older planes a chance to compete led to the formation of the Club Class (and here in the States to its derivative, the Sports Class). In the Club Class sailplanes of a certain

vintage were able to compete being scored with a handicap system. The first World Championship with this new class was held 2000 in Gawler/ Australia. At that contest planes like Ka6, Libelles, LS1 Cirrus etc were seen in the line-up. Now we had 5 different classes.

The next development was that it was determined that an 18m wingspan, flapped ship was superior to the 15m flapped ships. Bingo! We had another class: #6. This just happened recently.

With now six different classes flying, some having their own World Championships it was decided to bundle them into groups of three to make life for the organizers easier, avoid overcrowding and reduce costs staging a world event. Now Worlds are flown in the following configurations: 15m Class, 18m Class and Open Class together (Uvalde). The three other classes, Club Class (Sarah will fly an ASW20), Standard Class and World Class will fly in Argentina in January 2013. In addition to these the Women World Championships will be held in France in summer 2013 and the Juniors are going to have their World Championships in Poland the same year. In the latter two competitions only planes of the Club, Standard and 15m Class are being flown.

When I am not mistaken the IGC made the decision to drop the World Class in favor of a double seater Class or a shorter wingspan class that would allow the PW5s and Sparrow Hawks and other less than 15 m ships to compete. I don't know in which direction the decision went. Anybody interested in the details can check the FAI web page. This is just a rough overview how the different competition classes in soaring evolved.

Franke



Alena Netusilova, age 41, was the third woman competing in Unvalde. She was 6th in

the 2011 Women's World Championships. She is 3rd in women world ranking and has 2400 hrs in gliders to her credit

(President from page 2)

discussed fields and marked "possible". At Shurz we shook our heads sadly at the old runway, now full of sage and unlandable, then admired the runway at Hawthorne. We noted a dry lake south of town, discussed those at Luning (and on our way back two weeks later drove out to its dry lake) and talked of various landings we'd read of in the area from pilots out of Crystal Gliderport southeast of Palmdale, CA, pilots who were trying for their 500 km Diamond Flights. We talked about Gabbs where a friend had landed recently and promised ourselves a trip there to check out the runway.

Next were the dry lakes near Mina, NV and then Mina's dirt runway where I had landed on that first Safari, 16 years ago after falling out from Pilot Peak. But the story didn't start with me landing there, instead it began with a landing on Rhodes Marsh (it was dry on one side). Ask me about landing in sand dunes and stopping within three plane lengths! I'd relayed that I was landing out so our towplane landed the towplane on a dirt road across the highway about a quarter of a mile away. The local police came by and were planning to assist in a take-off on Highway 95 by stopping traffic for the max 10 minutes it would take for a tow off....but the sun angle was getting low. Instead Search and Rescue was called to come out from Hawthorne. They used their ATVs to pack down a runway on the dry lake for and off I went IFR (I Follow Rope) behind the Scout. I released high enough to land back at Mina. The rest of the story is for dinner tales!

For the remainder of our driving trip we kept discussing where known land-out places were, who had landed there from where and we marked on our charts new "just in case" places.

A week later, driving out of Phoenix towards Prescott, I remembered that Joyce Hilchie, a WSPA member, had flown at Coyote Springs. There were no signs for the gliderport along the highway, but by looking at the sectional we could guess where to turn. A mile and a half later we found a small hand-lettered sign: "Soaring". The Prescott folks had set up a winch on State land, a tent at the intersection of two dirt runways and there were about 10 happy people launching, landing, logging, sitting around talking, pushing gliders, running the winch. We introduced ourselves and what do we spy?..... the glider in which Mark, on 7-14-80, had taken his first cross country flight for a 300k goal attempt from Truckee, CA, turning Hilton Ranch, heading to Stead, but landing at Silver Springs. "Bay Area Soaring" was still on the fuselage that was in the same paint scheme of those many years ago.

We talked to people about Air Sailing, Reno and invited them to visit, met the CFGI, encouraged a young man to finish up HIS CFGI. I talked to a woman glider pilot about the WSPA, handed out our cards and talked about scholarships and mentoring, admired the operation. Amazing the simple launch procedures! Amazing the price: \$10 a launch! We shook hands all around and said our "Good-byes" and were getting in the car when the young man asked me if I wanted a winch launch. "Sure!" and off we went to the 2-33, a two-place trainer. I'd flown a winch in Germany and frankly that had whizzed by so fast I'm not quite sure what happened. As this winch wasn't as powerful and the 2-33 didn't have a CG hook, I flew the launch without much trouble, only getting help with the pushover. It was later in the day and all too soon I landed with a big grin on my face, shook hands once again and gave many thanks.

This small adventure is only one of many Mark and I have had over the years visiting gliderports and airports and possible landout places. To date between us we have 50 gliderports alone on a list! We look forward to visiting many more. At each one we learn something new and share something with other glider pilots. I urge you to pop your old sectionals in your car and mark fields. And while flying, spend a every few minutes looking at possible landing places, thinking, judging and noting those you could use, some day, if needed.

NEITA

Twenty years ago we were all equipped with barographs and cameras on XC flights. I still remember my first attempts to find the photo sector for a turn point picture. I remember all the hassle with the old barographs, the ink that dried out and the photo shops that had to be advised not to cut the film. I flew two or three competitions with that antique equipment, learned how to interpret a turn point photo and determine if the pilot was in the right sector... OLC was a relief. I bought a logger and dumped all the junk out of the cockpit.

When we moved to Colorado and did our first flights over the Rockies, club members were asking curiously: "Will you post your flight in OLC?" Well, I had not expected this question but of course I understood my new club fellows were curious about my soaring. I was happy that this works the same way here as overseas. And realizing that we had just joined one of the most active OLC clubs in the States made me feel like home.

Half a year later a friend who had looked into my OLC scores asked: "Elke, I think you just flew a Colorado State Record. You should claim the flight." Wow, that sounded interesting. I had never accomplished any record before and did not know about the procedure, but Colorado's record keeper Bob Faris is a member of my club (Soaring Society of Boulder) and he was able to guide me through the process. First thing, I had to send my logger to California to get it calibrated. Easy... After seven weeks during which the logger had traveled on from California to Europe, again to California and then finally back to me, I was kind of done. But the honor of having accomplished a record was maybe worth it? Oh, I forgot, my friend had also explained that the distance I had flown would even be a US record. No, thanks this was enough of new experience for my first year of American soaring...

A year later, I decided to join the National Aeronautic Association to be able to claim US records. During the summer, we toured New Mexico and Utah, flew a lot, and of course I happened to fly some more records. The logger's calibration was still valid, so what...? The whole story is too long to tell, but out of my two nicest flights and maybe 12 hours of wonderful soaring in the most breathtaking scenery of this country, I filtered out some distance records. To keep it short, it took me at least 12 more hours to figure out about all the necessary paperwork. The State records were easy going, but the National stuff, ouch! And in the end I'll have to pay 100 dollars per claim. If I had known all this before, I would never ever...

Maybe now you can understand why I like to fly OLC?! It's super easy and the fun you had during a flight will remain cool when you look at it on the internet. This is by the way a wonderful feature: During a flight you might not always know exactly which mountain or landmark you just crossed. After uploading my flight to OLC and logging into my account, I realize that I crossed for example the Wyoming border or that the big mountain in my way happened to be Mount Elbert, the highest Colorado Peak. Wow! Comparing my flight with others of the same day, I can often see where they did better or not so good. This helps to prepare for my next flights.

Of course there are some rules like for example if you fly a triangle, do not forget to close it to score some extra points. But you do not have to follow all the rules right away. To start with, simply follow the nice clouds, (Obey the rules about airspace!) and in the evening wonder how many miles / kilometers you did. One of my friends spent his first year with a license flying nothing but circles. His traces looked like a huge scribbling in the vicinity of our airport. However he always flew some kilometers, and by the end of the season his traces became more and more straightforward. I loved following his progress and suggested to donate for an OLC smiley. Since then he regularly did over 300 kilometers and is now maybe



Why to fly OLC

By Elke Fuglsang-Petersen

the proudest glider pilot of the season.

OLC is not just an individual competition. Maybe you've heard about the OLC -League which is a club competition that runs during the summer months. In this contest you do speed flying. All weekend flights count for the League, and the club that scores the most points wins it. When I first found my name in the League scores I was surprised, but getting into the rules made me curious about the League. You go soaring like usual but try to make the biggest possible distance in a 2.5 hour time window. So you do not have to fly the whole day. In the Rockies we do sometimes use convergence lines

which are great for speed soaring. It's fun to work on the same goal with your soaring buddies. I really enjoy teaming up with my Boulder friends to score League points and try to outscore the neighboring clubs.

If you happen to dive into OLC's statistics, it is really interesting to find out which airfield scored the most kilometers, which club had the best speed flights or where in the country the longest flights are done. BTW, have you ever heard about OLC's Magazine. It's available online. Hit "Segelflugszene" and look at the right side of the page. Hit "more..." and read the latest news. If you want to explain your non soaring friends about your hobby, OLC is a great tool to make things visible that happen quietly high up in the sky. In Europe, where airspace is very limited, OLC flights are always a good argument to keep a good balance between politics and air sports.

OLC is not only for heroes and their fancy ships. I have flown gliders that are about my age and scored a lot of OLC points in them. Outfitted with a handicap factor, older gliders are well able to compete against new ships. A good example is the 1-26 Association which can often be found on top of the scores.

Last but not least, like every working organization OLC has its critics. The system and the rules are regularly updated and upgraded. You may like it or not but OLC does not distinguish between male and female pilots.

The following is a download from CUMULUS Soaring webpage:
<http://www.cumulus-soaring.com/lxnav.htm#LXNAV-Nano>

(Ed. note: When I bought a Winter Barograph in 1970 as a Christmas gift for my husband I paid \$495 for it. Allow for inflation over the last 42 years and the tiny Nano flight recorder at \$595 is a real bargain. **Put one on your Christmas list and join the OLC fun**

LX Nano GPS Flight Recorder

The Nano is a fantastic little GPS flight recorder with full IGC approval for all badge, record and contest flights. It is extremely small and includes a built-in GPS engine, built-in GPS antenna, built-in battery, and logger. It is also extremely easy to use. Just use the built-in setup software to enter your name, glider data and task declaration, then turn it on and go fly.

- The Nano flight recorder is the smallest flight recorder designed according to the highest level IGC specification. It fea-

tures an integrated 66-channel GPS receiver and built-in antenna. The built-in battery allows up to 28 hours of stand-alone operation. Bluetooth is used for easy data exchange with a PDA. RS-232 (wired) communication with a PDA is also included. Five LEDs display the operational status. A 2Gb SD card is used for flight data storage. Flights are stored directly in IGC format and are downloadable through a USB connection. The battery is charged when the flight recorder is connected to a computer (provided your computer can supply enough current). Compatible with all operating systems

(Loggers on page 7)

Uvalde, WGC 2012 – not the typical place for a lady, especially in the summer. Dust, wind, heat, sun, excellent soaring conditions and a great aviation event – all these brought together over 100 pilots with their crews and a large group of volunteers to make the 32nd WGC edition happen.

I arrived there right before the competition start and was lucky to have a great job that allowed me to meet everybody involved and work with them closely. This way I met the worlds greatest soaring pilots and among them 3 amazing women that share the passion for flying sailplanes.

Lisa Trotter, representing Australia flew in the WGC together with her husband, being the first husband-wife team competing in the WGC.

I noticed Lisa a few days before meeting her because she was flying Karl Striedieck's glider, KS, the same one he flies with us in the Seniors.

Next day after meeting her we had



Lisa Trotter, Australia

the International Party (great fun event) and the two of us got a chance to sit down and talk. She told me the story of her starting flying, about 27 years ago, when she had a surprise glider flight for her father, an airline pilot. The result was a not very impressed father, but a very impressed daughter who realized the challenge and reward that flying gliders can bring to a pilot. She described the flight actually as an "adventure and challenge". Since then she continued to fly gliders and trying to get better and better at it, flying competitions like the Women's Worlds in Germany and others.

Meeting the women competitors at Uvalde

By Miss Daisy AKA Andreea Alexandrescu



Susanne Schoedel, Germany,

Andreea Alexandrescu

The wonderful story continues as Lisa and her husband met through soaring and plan on taking the challenge of both making it for the National team and fly the Worlds as the first husband-wife team – and they made it!

Flying in Uvalde for Lisa feels familiar and she was not stressed about the location, as it resembles flying in her home country. She has a feeling of belonging with the rest of the pilots, even if it is a mainly male community. Lisa was looking at this competition as a great occasion to work on endurance and skills and was happy to represent Australia, considering this a privilege given to her.

That same evening at the International Party I got a chance to sit down and talk to another woman pilot, Alena, from Czech Republic. I met Alena Netusilova earlier that day on the grid and ask for her permission to have a short interview with her. That evening she found me in the crowd and said "Hi! I have a few minutes now, I can answer your questions". I did not recognize the beautiful lady sitting in front of me, so different from the pilot I met earlier on the grid. When this crowd is close to their gliders getting ready to race you can not recognize them – and not because of focus or concentration, but because the flying conditions they have to bare through are so different from what we are used to – heat, dehydration risk, body

endurance sitting in the cockpit in the same position for hours, etc..

Alena discovered soaring in high school, at a young age of 15, through a high school ad. She is only flying competition and flew in South Africa and Australia, but not Uvalde before. She feels no different among all the others (men mainly) flying gliders and Uvalde was for her an interesting experience, well organized and a chance to prove herself and aim for more. In her daily life Alena is running a printing house in her home country.



Alena Netusilova , Czech Rep.

I met Susanne, one of the German team pilots, at the mandatory pilots meeting one morning. I had to look for her for a while, as her team was always around her, making her invisible. We had to try and meet for several times, but always the timing was bad, as she had team meet-

ings to attend and preparations for the competition to make.

We got to sit down and talk at the Farewell Party, after the last competition day. The story of Susanne flying started with her doing windsurfing as a hobby. Then she, together with her dad, saw gliders flying and that got her interest. She went for a ride during a school vacation and she fell in love with it. She started flying competition in the late '90s, made the German Women team and then qualified for the Nationals and then the Worlds. An impressive and quick accession for Susanne, proving her love and passion for soaring.

(Ed.note: Susanne is also a world record holder)

She is working as a volunteer instructor in Germany training new pilots in her club and she is looking at Uvalde and competing in gliders in general as a way to prove that women in aviation can be just as good as men, especially since there are so few women involved in this sport.

The day before we sat down and talked, Susanne was one of the eye witnesses for the mid-air collision that happened between a French and an Austrian pilot. As the Austrian's glider was falling in a spiral right through the thermal Susanne was flying in, she saw him releasing the canopy and bailing out. Right away she quit flying the race and contacted the airport to report the accident and position, as well as staying over the site making sure Peter made it safely to the ground and providing the coordinates. She actually was thinking of landing, but wasn't able to find a safe spot. Everybody was impressed with the way she handled this situation and she was recognized the next day for her sportsmanship, which was more oriented towards safety than winning the race.

After 4 weeks of consecutive flying over Texas (2 weeks of practice and 2 weeks of competition) the flying in Uvalde seemed to her better than Namibia, which is quite an exceptional soaring area.

Susanne is an Executive Director for a Non-profit Breast Cancer detection and support organization in Germany.

A month has passed since the WGC in Uvalde, but meeting all these great ladies and actually all the pilots, are wonderful memories still very present in my mind. If you look overall, the wonderful sport of soaring is understood by few and practiced by even fewer. I got to be among the few lucky ones to meet all these wonderful pilots and share with them the joy of soaring and it was a wonderful experience.

See *Andreea's blog*:

www.wordsaboutsoaring.com



Sarah Arnold the only woman tuggy and her Pawnee Sweet Pea at Uvalde

All photos courtesy of Andreea Alexandescu

(Loggers from page 5)
(MS Win, Linux, Mac OS)

- App. 14000 hours of logger memory (at 1sec recording interval). That is more than one and half year of non stop logging at 1 sec interval.
- Flights stored in IGC format are downloadable using USB
- Integrated Blue tooth device (SPP)
- Integrated Lilon battery gives you up to 28 hours of independent power supply
Simple charging of battery via USB port on your notebook, PC

Tom Swanson, TSS member sent the following information:

The guys who wrote the SeeYou and SeeYou Mobile software have produced SeeYou Recorder for the Iphone, Ipad, or Android smartphones (<http://www.naviter.si/content/view/160/80/lang.en/>).

It is FREE and will log flights in IGC file format. You can then download the file to your PC or Mac using a cable and upload it to the OLC site (or view it on SeeYou if you have that program, which is not free, but they do provide a free evaluation

(if your PC's USB port can supply enough current) or wall charger (recommended)

Size and weight

- Size 60 x 40 x 20 mm (2.36 x 1.57 x 0.79 inches) (much smaller than a pack of cigarettes or a deck of playing cards)
Weight: ~66g (2.3 ounces) (0.1455 pounds)



version). The cool part about it is you can ALSO load it directly to the internet "cloud" from your smartphone or Ipad, etc. It then shows up automatically when you log into the SeeYou site, and you can send it to anybody or anywhere you want.

This logger is not yet approved for badge or record flights (not sure if it ever will be as there are about a 1000 different android phones out there) . If you just want to log OLC pts and be able to de-brief/review your flights using the OLC site or SeeYou this is a cheap (free!) way to do it.

Sarah Fund Donor List

Thank you to all who made the Sarah Fund such a rousing success. A total of \$11 600 was donated which helped to pay the airfare for Sarah and her crew/husband to the pre-Worlds last year and which will help to cover most of the costs of the upcoming World Championships in Argentina

Laurie Harden*	Fernando Silva
Bertha Ryan*	David J.Watsham
Marti Hudson*	Mark Hawkins*
Gerry Whitson*	Owen L. Banks
Elaine Carlson*	Eric Lambert
Charlotte Taylor*	Paul Remde
Peter Selinger*	Cathy Williams*
James Wallis*	James Beckman
Mary Rust*	Cole Frantz Semones
Ed Bransford	Robert G.Cathcart
Jerry Hoard	Rolly Clark
Tim Larsen	John Molumphy
Robert Richard	Robert K. Dismukes
Lukas von Atzingen	David J.Reilly
Elliott Middleton	Thomas N.McKnight
Steven Johnson	Brent H. Gourley
Maryann Hutchinson	Pat Valdata*
TSS	Alice Gaines
E.Roger Jones	Kevin Anderson
Steven E. McDonald	Jeannie Pitsenberger*
Joachim Schneibel	Frank Hettinger
Dieter Jaeger	Amy Guyton*
Maja Djurisc*	Chris Carter
William Lauer	Kristin Farry*
Monique Weil*	Chuck Schroll*
William Reisman	Anne Wright*
Leah Condon*	Linda LaBerge*
Connie Buenafe*	Anonymous
Phyllis Wells*	Mary E.Lattimore
Frauke Elber*	Elizabeth A. Brock*
Anonymous	
Marita Rea	
Steven M. Sliva	
Kate Porter*	
Nelson W.Willis	
Robert L. Davis	
Dianna Fleming*	
Alfred Hernandez	
Bob Kulo	
Lucy Anne McKosky*	
Roger Somerville	
Bill Drury	

*WSPA members

Several donors made multiple donations but are listed only once

Sarah and her crew/husband will be leaving for Argentina on December 27. She will be flying an ASW20 in the Club Class.

BEST OF LUCK SARAH

Home Improvement at SoaringNV

Laurie Harden and her team have moved into offices at 1138 Airport Road, two doors down from their hangar. Laurie reports: "We now have heat, air-conditioning, two bathrooms, one shower, a complete kitchen, and a classroom. We are working on sleeping arrangements so pilots can stay right here on the field. We also have a big covered deck for social functions. It is really great and will make this a much more comfortable place for our guests."
Elke Fuglsang-Petersen

: Source for female pilot statistics

<http://www.womenofaviationweek.org/blog/tag/u-s-women-pilots-statistics/>

Late News Blips

Maja Djuriscic finished her Silver C. Congratulations Maja.

Great News from Chilhowee

Sarah and Jason Arnold have been able to acquire the residence on the gliderport proper and will turn it into a bunk house with classroom and commercial size kitchen.

The recent Oktoberfest at Chilhowee also turned into a mini WSPA meet: with Sarah Arnold, Sandy Snyder, Lynda LaBerge, Ulrike Franz & husband Heiner, Frauke & Wolf Elber and Tabi Thomas present.

And the great news until last: Sarah will represent the US in the Women's World Championships in Issoudin/France in June 2013, a first for the US. British World champion **Brian Spreckly** (his wife- a world champion in her own right- will also fly in these

Worlds) will lend Sarah his Libelle. An (to me) unknown donor whose frequent flier miles were on the brink of expiring donated them to Sarah and she already has the flight tickets.

In that connection your HS editor received the following note from Bertha Ryan: Frauke -- Special congratulations to you. I read in the SSA agenda discussion that Sarah does not have to request funds from the general USA team fund donations because your plan for WSPA donations has been so very successful. It also helps that

Sarah is so attentive in sending thank you notes to people.

You do a lot for soaring in general and women soaring pilots in particular. Thank you.
Bertha

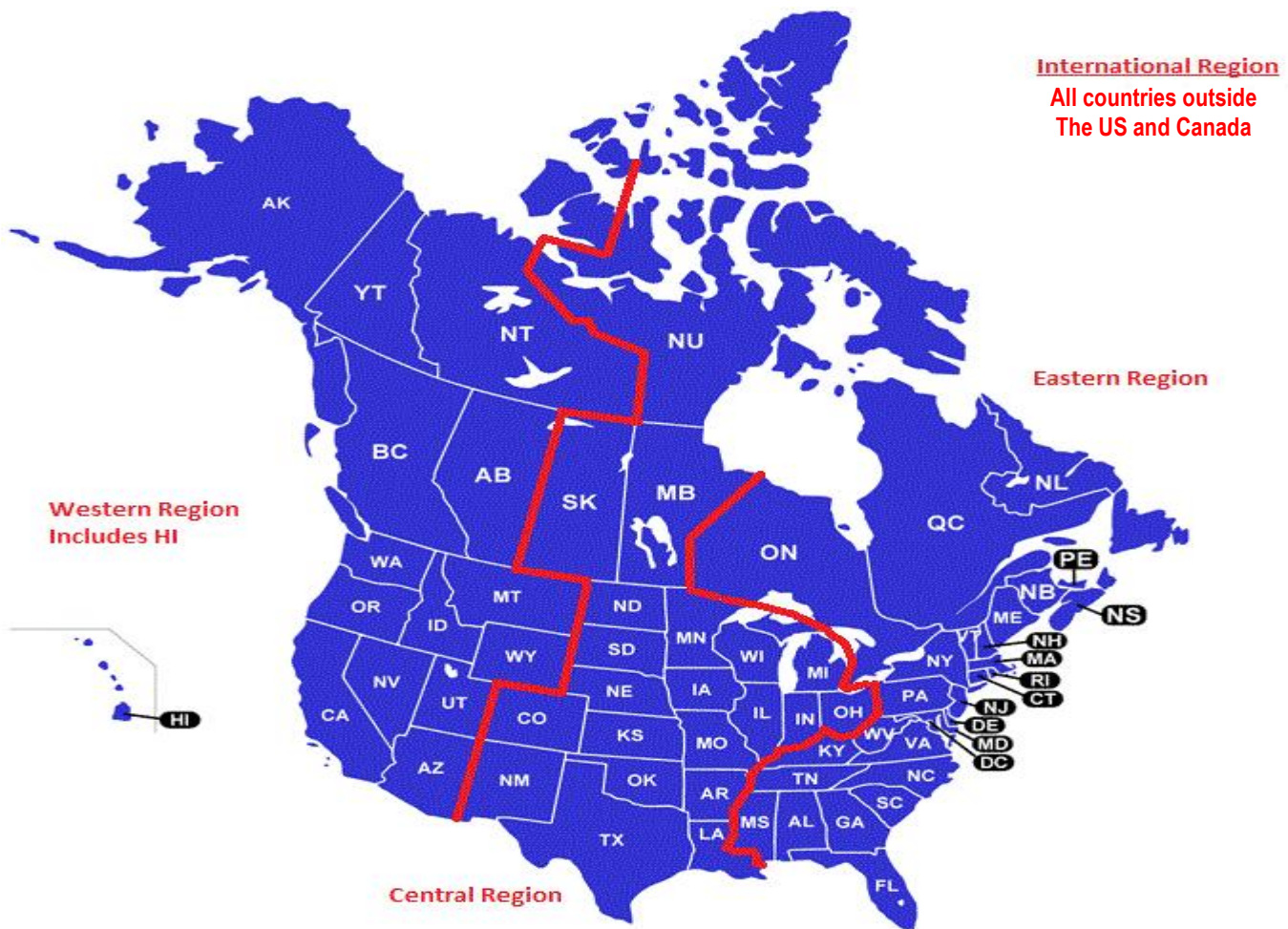
(Ed. note) In 2011 I provided \$500 as a matching fund to support Sarah. See the result on the previous page,

WSPA 2012 Elections

(no nasty campaign, no mud slinging amongst the candidates but please.....)

The Bylaws Committee and your current Board of Directors have reviewed the Bylaws and submits their revisions to the Membership for approval. The revisions substantially simplify and reorganize the Bylaws. Areas of specific change 1) clarify the composition and duties of the Board of Directors, 2) clarify the Categories of Membership, and 3) establish a Nominating Committee. Members are asked to read the whole document and vote on it in its entirety. The current bylaws (Revised 2008) are available for comparison on the WSPA web page. The revised Bylaws will be attached to the HS hard copies as a special insert and for the e-version recipients as a special attachment to the newsletter notification for members in good standings.

.....VOTE



MEET THE CANDIDATES

Danica (Dani) Volcansek Cerne (International)



Dani has been a member of the WSPA since 2005. She was in the team who organized a WSPA seminar in 2009 in Slovenia, the first time it took place in Europe.

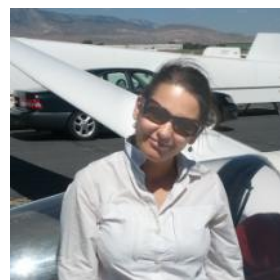
In Slovenia she is active in the women pilots association and she is also a member of the FEWP in Europe. She became a glider instructor in 1995. In her club AK ALC Lesce she mostly flies a DG 100. She has a gold badge. She enjoys flying cross country and taking photos when she is flying in a two seater. She likes to fly old gliders like KA -6, Weihe or SG-38 a the Wasserkuppe

Leah Condon: (Central)



Hi everyone, my name is Leah Condon and I live in Wichita, KS. My first introduction to soaring was in 2006 when my then boyfriend (now husband) Tony managed to land out on the 4th of July. I had never even towed a U-Haul let alone a 20 foot long glider trailer. That started out my glider crew career. A few years of towing trailers was enough to convince me that I did not want to be left on the ground while Tony had all the fun so in November of 2009 I received my private pilot glider. These days I am slowly working on restoring my Cherokee II sailplane and am active in the Vintage Sailplane Association. The highlight of my summer was flying with Sarah in Chilhowee over Memorial Day weekend followed by achieving the long evasive (for me) SSA B-badge this August.

Maja Djurisc (West)



I am running for the second term on the Board of WSPA, for the years 2013-2014. My main objective for that period would be to streamline organization of the Annual Women Soaring Seminars, bring the organization's by-laws more in line with current practices and modernize everyday operations like membership and seminar applications. Hope is that some, or all, of these changes in how WSPA runs will further enhance the support from WSPA to women's glider pilot community.

For the past two years I have volunteered on the WSPA Board as the Vice-President and the Seminar Coordinator. During this first tenure on the Board, I helped organize two Seminars, one in Tucson Soaring Club in 2011, and this year's in Chilhowee, TN. Both of these Seminars were hugely successful. Currently, preparations for the 2013 Annual Women Soaring Seminar in Moriarty, NM, are briskly underway, and the site for 2014 Seminar is soon to be announced. Furthermore, my plans by the end of this 2-year period on the Board is to

achieve the SSA Sanctioned status for the WSPA Seminars, as this will greatly alleviate insurance issues for clubs willing to host our events.

My soaring "career" started about three years ago when I joined Northern California Soaring Association (NCSA) as an ab initio student. Since then, I got my private rating, all the SSA badges and have started working through the FAI badge ladder. This coming winter, my plan is to train for the commercial glider rating. I am serving as a member on the NCSA Board, as well.

It has been great experience to witness true teamwork on our Board in the last couple of years. I especially enjoyed working with the Executive Board: Neita Montague, WSPA President, Mary Rust, our treasurer pro-tem who did some fabulous work in the time of great need for WSPA, and Lynda Lee LaBerge, our current Secretary. I hope that I will continue to work with this team for the next two years, as we strive to make our growing organization even more a part of modern and competitive soaring community.

Frauke Elber (East)



I started soaring in 1962 in Germany. After relocating to Virginia in 1970, my husband and I immediately joined the Tidewater Soaring Society. In 1972 I responded to Bertha Ryan's survey of how many women glider pilots were in the US. I became a charter member of WSPA in 1986. Since 2001 I am the editor of Hangar Soaring. In this capacity I automatically had a berth on the Board but as a non-voting member. With the now proposed changes in the by-laws I will be able to put my name on the ballot and when elected will have a voice in the decision making of the organization. In 2005 I was awarded the Exceptional Service Award by the SSA. I also was the first woman in Virginia to claim a feminine altitude record which I held for 11 years.

Lynda LaBerge (East)

Secretary of WSPA and Eastern representative 2011-2012

First solo in Grob 103, 1999 Florida. 2004 Commercial Glider pilot holding the North Carolina altitude record with Jane Reid (22,400 feet over Mt Mitchell)...significant for the east coast. ASK21.

Pandora Aviation: Meadowlark Farm, GA75. 1999-2012 Co-Owner/operator with Phillip LaBerge . Tow pilot. Charter flight pilot, 300 hours King Air and Beech Jet.

Single/Multiengine land Commercial operator with over 2500 hours. Instrument rated. Typed second in command DC-3.

Tow Pilot for numerous National, Regional and local contests for 11 years.

Banner tow pilot 2006-2007, Maryland, Georgia.

Currently own ASW20, 2- K7's, Blanik L13, Piper Cub, Pawnee 260HP

Stephanie Luongo (Central)

I began flying in 2008, working on a Private Pilot: license in a Cessna 172. I completed my instrument rating two years later and a glider rating a year later, instructed by WSPA's very own, Neita Montague. I am an electrical engineer by profession and am currently living in Denver-Boulder, Colorado. In addition to flying and all-things aviation, I enjoy sports, fitness and exercise, and traveling. I am honored to be considered to serve on the board for a great organization like WSPA.

Neita Montague (West)

began flying in those planes with engines in 1985 but thinks of her "real" flying as beginning in 1995 when she took her first glider ride in Estrella, AZ. Since then she got her Commercial Glider and in 2010, three months before the Reno Seminar, was "awarded" her CFG. One of her goals is to encourage women to consider expanding their gliding skills by getting advanced ratings.

Neita became involved in the WSPA after attending the 2000 and 2005 Reno Seminars. She then attended the first Chilhowee Seminar in 2006, co-chaired the Avenal Seminar in 2007, facilitated the 2008 Indiana Seminar, coordinated the Slovenia Seminar and ran the Air Sailing 2010 Seminar. She participated in Tucson which Seminar was co-ordinated by Maja Djuriscic, WSPA Vice President and is looking forward to being in Moriarity in July 2013.

Neita is pleased to run for the office of President of the WSPA to continue the work of expanding the leadership of this energizing women's pilot group and of making the WSPA wider known in the soaring and aviation community. Under her leadership a new scholarship was offered through the Women in Aviation International.

Pat Valdata (East)

Pat Valdata is a founding member and past president of the WSPA. She has attended 24 annual Women Soaring Seminars and represented the WSPA at events such as Women Fly It Forward in Frederick, Maryland; Women in Aviation Day at Martin State Airport, Middle River, Maryland; Soaring 100 in Kitty Hawk, North Carolina; and at SSA Annual Conventions and Women in Aviation International Conventions. She has had numerous articles published about the WSPA in Soaring and Women in Aviation magazines.

Pat is also a founding member, past president and former flight instructor for the Atlantic Soaring Club. She has a commercial glider rating and silver badge # 5414. She currently flies a Pilatus B-4 sailplane

Anne Wright, (Central)

I have been a powered-airplane pilot since 1997, and fly a Supercub. In 2009 I added a Seaplane rating in a J3 Cub at Jack Brown Seaplane Base in Florida. I am currently working on adding a glider rating. I attended my first WSPA seminar at Chilhowee Gliderport in June, 2012, and was inspired and impressed by the enthusiasm and skill of the other women.

By learning to fly gliders my piloting skills have vastly improved, which was my original goal. Now I'm discovering the joy and challenge of soaring for its own sake.

For a ground school, I attended a two-day FIRC for glider instructors at the Ann Arbor Airport. I joined the Adrian Soaring Club in March, 2012. I soloed a Blanik L23 at Chilhowee, and am currently flying an ASK-13 with the club. The challenge for me right now is the takeoff.

WSPA BALLOT**NOVEMBER 2012**

Directions: Only Full members who are current with their dues are eligible to vote. You may vote by mail using this ballot from the newsletter or on the internet at www.womensoaring.org. If you vote by paper ballot your name must appear on the outside of the envelope.

DEADLINE : December 15, 2012 (post mark)

REGIONAL REPRESENTATIVES

Vote for two (2) representatives from each of the North American Regions and one from the International Region.

Eastern Region (vote for two)

- Frauke Elber
 Lynda LaBerge (incumbent)
 Pat Valdata (incumbent)
 Write in

Western Region (vote for two)

- Maja Djurisc (incumbent)
 Neita Montague (incumbent)
 Write in

Central Region (vote for two)

- Leah Condon
 Stephanie Luongo
 Anne Wright
 Write in

International Region (vote for one)

- Dani Cerne
 Write in

PROPOSED BY-LAW CHANGES
Shall the proposed by-laws be adopted?

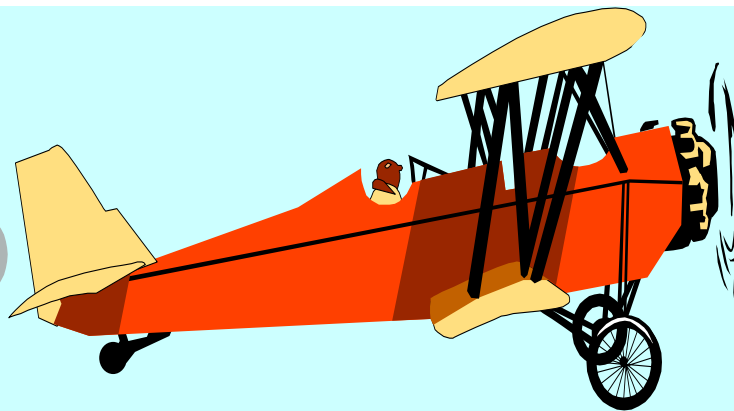
- yes
 no

Mail your ballot to:

Colleen Koenig
12 C Tierra De Manana Ct.
Edgewood, NM 87015

2013 WSPA Seminar

**Moriarty, NM
July 8-12, 2013**



Check for details as they become available at www.womensoaring.org/seminar

Deadline for February 2013 Hangar Soaring Submissions:

January 31, 2013

**Hangar Soaring
213 Anne Burras La.
Newport News VA 23606-3637**



First Class Mail