



November 2016

# Hangar Soaring

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

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Come to beautiful South East Tennessee

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

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

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

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## Badges

(reported through November 2016)

### Gold Altitude

Vanessa, Aaron, OR

### Silver Badge

Vanessa Aaron, WA  
Carol Ann Garatt, NV

### Silver Altitude

Vanessa Aaron, WA  
Carol Ann Garatt, NV

### Silver Distance

Vanessa Aaron, WA  
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## 2016 OLC Summery

The following is a list of the top flights by women in the US who posted during the 2016 OLC season:

<b>Sybille Andresen*</b>	23 flights, 15 353.10 pts, 16 287.11 km
<b>Kathy Taylor</b>	28 flights, 7 679.12 pts, 7 503.33 km
<b>Carol Ann Garatt***</b>	35 flights, 5 718.55 pts, 6 183.07 km
<b>Cindy Brickner**</b>	5 flights, 5 182.55 pts, 5 596.60 km
<b>Susan Simmons**</b>	8 flights, 4 516.39 pts, 4 730.16 km
<b>Marianne Guerin</b>	16 flights, 3 799.41pts, 3 583.97 km

\*Like in 2015, Sybille and her husband Ingo came from Germany to the US –both bringing their own sailplane- for a three month soaring vacation. They flew in Moriarty and Ely. Sybille claimed a women's world and two US records (approval pending). The here listed flights are her US flights only. WSPA has been unable to make contact with her.

\*\* Cindy Brickner and Susan Simmons posted their flights flying as co-pilots; Susan with her husband Al and Cindy with Dennis Tito of the Perlan Team

\*\*\*Carol Ann Garatt is not a WSPA member.



## Note from Maja Djurisc, Vice President

Dear WSPA members, friends,  
Can you believe that 2017 will be the year of the 40th Women Soaring Seminar? Women soaring seminars started a decade before WSPA was incorporated. Since then, our community has come a long way thanks to the vision and effort of few women soaring pilots who understood the need to increase the grass roots support for women in the sport, as well as provide a formal support of an association.

### 40th Annual Women Soaring Seminar will be held in Chilhowee, TN from July 3-7th 2017.

It will be hosted by one of the best in our midst, Sarah Kelly Arnold, who owns and operates Chilhowee Soaring Association. As you all know, Sarah was the first woman in the history of USA soaring to qualify for the US Team 2013 after winning US Sports Class National Championship competition in 2011. That same year, she also took the bronze medal in France in Issoudun in Women's World Gliding Championship. Sarah loves competition, but she also loves teaching. The 2006 and 2012 Seminar were hosted by her at Chilhowee, and the 2012 seminar was one of the best. It would be hard to find a more appropriate and more accomplished host to honor WSPA during the 40th Women Soaring Seminar. Please, plan to join us. Our 40th Women Soaring Seminar is going to be very special!

Kindest regards,  
Maja,



## From the Editor

Recently I lost a dear soaring friend: Fred Weinholtz from Germany. Fred and I had contact with each other since the early 60ies. At that time we were writing for the same regional soaring publication in Germany. We met in person for the first time in 1971 during the Technical Soaring Symposium at MIT and afterwards at various World Championships, the last one being the Women's Worlds in 2005 in Klux, Germany. I visited Fred at his home in 2013 ( and got a good dose of soaring history)

But it was the meeting at the 1983 World Championships in Hobbs, NM that had a long lasting effect on our son Dirk. Dirk, my husband Wolf and I were part of the organizational team in Hobbs, being one of the scorers, Dirk, then 13 years old, a line boy and "gofer" and I worked with Charlie Spratt at the "gate". Dirk's tireless work impressed Fred, who at that time was the director of the State of North Rhine Westphalia run soaring school in Oerlinghausen, so much that he invited Dirk to come to the school the following summer. We, the parents supported that offer and Dirk spent three weeks during the summer of 1984 at Oerlinghausen. He had just soloed here in the 2-22 and had moved to our Ka8. When he came back, he had logged over 80 flights in Oerlinghausen and flew fiberglass.

During that summer Fred invited Dirk again to come to Oerlinghausen, but this time flying at a more leisurely pace than under the strict school regiment with Fred's club, the Herford Club which operated also from the Oerlinghausen gliderport. Dirk not only made many friends during these two summers of intensive flying but we can credit Fred's invitations that Dirk now at age 47 is totally bilingual. He was on the brink of losing that ability.

Years later, in the late 90ies we bought an ASW20 here in this country and it turned out that it originally came from the Herford club and as the logbook showed, Fred was one of main pilots. Fred had tremendous influence on the international soaring scene and especially in women soaring (see the obituary at a later page). Before his death he wrote his own obituary telling the world what soaring meant to him. The following is a translation of the German original:

*If I were the air to beat the wings  
To chase the clouds  
To cross the mountain peaks  
That would be the life  
Friederich Rückert 1788-1866*

*I was allowed to experience what the Frankish poet Richard Rückert dreamed of in the middle of the 19<sup>th</sup> century.*

*My generation had the good fortune to be born in an era in which aeronautics and with them the aero sports developed at a pace as never before.*

*I am deeply grateful that I experienced soaring in all its facets in all parts of the world; that I met a multitude of great people who had fallen for the sport and that I was able to become an important part in the development of this uniquely beautiful sport.*

*Now that I have to leave this world, I want to thank whole heartily all who supported me in my endeavors in soaring. My joy of flying and the people who shared it with me enriched my life."*

*I am happy that Fred was one of my friends*

*Frauke*

**Welcome New Member**  
Sue Martin, FL



### Sad News

Up to this date more than 40 members did not renew their membership .



On page 8 of the August 2016 Hangar Soaring was a short note by Tiffany Miller, informing the supporters of her petition to Congress to have the ashes of her grandmother, a WWII WASP buried at Arlington National Cemetery . President Obama signed the bill and Tiffany's grandmother now found her final resting place at Arlington. Tiffany wrote the following to her supporters:

*Dear Amazing Supporters,*

*It is with heartfelt gratitude that I write this; the last update for the petition for my grandmother, WASP Elaine Danforth Harmon.*

*Yesterday(9/8/16) my grandmother was laid to rest; 555 days after she passed away. (<http://www.wusa9.com/news/local/arlington/funeral-for-wwii-woman-pilot-at-arlington-natl-cemetery/315224688>) One of the WASP in attendance, Shutsy Reynolds, said she had to attend the service in person to make sure that it really happened and that no one "mucked it up". I'm so glad to say that it not only happened, but it was perfect.*

*The service was beautiful and moving. First, there was a flyover with a number of WWII planes. Then a short and solemn ceremony led by a US Air Force Chaplain and the Air Force Honor Guard. Particularly impressive was seeing the precision with the Honor Guard folded the American Flag. The flag was draped over a custom designed urn donated by one of our supporters who makes urns for veterans. Then there was a 21 gun salute. After that we walked together to the Columbarium and the urn was placed in the wall alongside so many other American heroes who are no longer with us.*

*After the funeral, everyone proceeded to the Women in Military Service to America (WIMSA) memorial for a reception honoring my grandmother. My grandmother's niece read a poem written by her mother about how my grandmother inspired her to learn to fly. My mother spoke on behalf of herself and her siblings. I spoke on behalf of all the grandchildren. Two amazing female fighter pilots spoke about the importance of the WASP and their legacy. Representative Martha McSally of Arizona told everyone about her experience being the first US female fighter pilot to go into combat and how important it was for her to have WASP as mentors and how she knew she would need to ensure that the WASP were able to be laid to rest in Arlington. My sister Erin spoke passionately about my grandmother and the fight to ensure our grandmother's last wish was granted. Finally Ms. McSally returned to the stage with Erin and led everyone in a spirited rendition of "Into the Wild Blue Yonder". I couldn't have imagined a more fitting tribute to my grandmother.*

*Losing my grandmother was devastating to my entire family. When Arlington told us that she was not eligible to have her ashes there, it was like a slap in the face. Being in Arlington was my grandmother's last wish. My family and I knew that my grandmother deserved to be in Arlington and that it would be unthinkable to not fulfill her last wish.*

*The Women Airforce Service Pilots (WASP) were a brave group of pilots who stepped up and served at a time of great need for our country. The duties they fulfilled were necessary, dangerous and sometimes deadly. Yet these women didn't hesitate to volunteer.*

*For my family, there was never a question that the WASP's service was equal to that of any other veteran's. We just couldn't believe that the Army and Arlington could possibly see it any other way. It has been so heartening to see that all of you (thousands and thousands), the press, and Congress also see the WASP's service as equal.*

*The words "thank you" cannot express the depth of the gratitude that my family and I feel.*

*Now that my grandmother has been laid to rest, we have come full circle. As I mentioned, this will be the last update on this petition.*

*If you are interested in finding out more about the fight to restore the WASP's right to be laid to rest in Arlington National Cemetery and the evolution of HR 4336, you will be glad to hear that my sister Erin has written a book about it! You can go to the website [www.finalflightfinalflight.com](http://www.finalflightfinalflight.com) to learn more. You can also sign up to be added to an email list so you will be notified when the book is released by sending an email to [finalflightfinalflight@gmail.com](mailto:finalflightfinalflight@gmail.com)*

*For now, I will leave you with a message my grandmother wrote herself for everyone to read after her passing "Ta ta everyone! What a life it has been-great family and great friends. What more could one want? Elaine."*

*Carpe diem*

*Tiffany*



### WSPA News Coverage

Our German seminar participants have been very active spreading the word about WSPA and the 2016 Seminar

**Andrea Abt** wrote for AEROCOURIR, a German GA magazine an article titled " Fuer Jeden etwas dabei" (Something for everybody) (Sept.2016)

**Elke Fuglesang-Petersen** wrote for SEGELFLIEGEN, the German primere soaring magazine. Her report was titled : Begegnung mit Italiens Segelflugszene ( Meeting with the Italian soaring scene). (Sept. 2016)

15 year old **Amelie Weidler** wrote for a German regional soaring publication LUFTSPORT an article

" Seminar in Varese, Italien" (Seminar at Vares, Italy) (aug?Sep/ 2016)

**Elke Fuglsang-Petersen** wrote the featured article in SOARING magazine "Italy Calling: 42 Participants join the 39th WSPA Seminar in Varese" (Oct. 2016.)

*(Continued on page 5)*

(Ed. Note: just a few days after the 2016 WSPA seminar in Varese, Italy ended, our hostess, Margot Acquademi, her husband Antonio and some friends took off in their self launching gliders on a great soaring adventure. The following is Margot's report. All pictures are by Margot also)

Everything started when an Italian pilot who is living in Spain, Francesco Padovano, came to Ferrara during a competition, asking us to join him in Sotos, an airfield situated 180 km south east from Madrid in a wonderful place where it is possible to take off for long cross-country flights.

We were intrigued by this proposal but the trip by car would have been very long. So we have never really thought about it. All of a sudden we realized that with our self launching gliders, it could be a goal for a nice trip in a group.

Originally, the group was formed by eleven people: eight pilots in four two seaters, two pilots in two single seaters and a young guy driving the car, following us with our personal belongings and all the glider stuff. We met several times during the winter, to study the routes; to contact possible airfields to land; to see if after arriving there were no problems for us to find a place to sleep.

Unfortunately, just before leaving, some of the pilots very sadly had to drop out for both job and health reasons and so only three double seaters were at the start with seven people all together.

We set the 4<sup>th</sup> of July as the date to be ready. From then on, any day could have been the right one to leave, depending of course, on the meteorological conditions.



Our group

**06 July** : The day arrived, it was Wednesday. Our plan was to fly straight to France, crossing the Alps and landing in one of the airfields we had contacted before, among them Aubenas, Aubenasson, Saint Affrique, At 11.30 am I was ready to take off in our Arcus M with Aldo Pigni, a friend of mine. Antonio, my husband, was flying his ASG32 with Alberto Sironi and a Nimbus 4DM was flown by Vittorio Squarciafico and Maurizio Quintarelli. Lorenzo Fornari was the driver of the mini van.

The sky looked great, much better than what it turned out to be. The conditions were very poor in Italy, so that the three of us had to switch



the engine on to cross the Alps. In France the weather was much better, but not as strong as expected. Therefore we decided to land in Montélimar an airfield in High Provence, along the river Rhone. We didn't really meet anyone there and we were not even asked for any documents at the hotel!

**07 July** :The following morning we took off, hoping to be able to land in La Cerdanya (NE Pyrenees). Conditions were extremely weak, but step by step we were able to get to Carcassonne at the foot of the Pyrenees. It was amazing to fly over new lands, with wonderful panoramas. Once there, we decided to deploy the engine to reach La Cerdanya. What an emotion and what a joy!! There we found the President who welcomed us and helped us to find a hotel. Our car arrived much later and so we went for dinner the way we were: tired.....a bit

dirty but so happy!!!

**08 July**: the plan was to join our friends who were competing in Santa Cilia but the weather was really bad and so we decided to have a rest day, riding horses along the valley. We had such a wonderful time together, speaking of the previous days and dreaming of the following ones.

**09 July** : The day looked great, and chilly, clear sky; post frontal conditions. We walked to the airfield and got ready to take off to Sotos. We were really eager to reach our goal. We were number 2 at the take off, but after five minutes' climb, the engine started losing RPM and stopped with the propeller blocked in a cross position. We immediately declared an emergency and went straight to land at the airfield which luckily, was still very close.

I cannot explain the deep disappointment when we realised that our adventure had ended. The engine had completely broken down. We



Our Arcus with the broken engine

kept in touch with our airborne friends and told them to proceed to Sotos, without us. But they wouldn't have proceeded without us had we not promised to join them somehow. The pilots from the airfield were really kind and they were able to put our glider into a Hangar, until we could go home, pick up the trailer and bring it to the workshop. It was not easy (to join the rest of the group) to find a way because for many reasons we had no alternatives.....in the end we reached Sotos by taxi, after a long deal with our taxi driver..... It was my longest taxi trip ...more than 700km!!!

We arrived in La Cuenca, the village close to Sotos airfield at

midnight and found our friends excited about the wonderful flight they had. We listened to them full of envy. To help us to recover from our disappointment, Vittorio and Antonio let us fly the following day. We took off at about 1 pm and made a wonderful flight of more than 700 km going south and north of Sotos. The cloud base was 4500 m and even more! What was even more surprising was that at 9pm there were still cumuli and very good climbs!

**10 July:** Alberto flew with Lorenzo Fornari, the nice guy who had followed us with the mini van. The rest of the group had a nice rest day in the wonderful area of La Cuenca.

Because some of the group's pilots had to be back at work and the weather forecast did not look really great, we decided on the 11<sup>th</sup> to try to fly step by step home to Italy. I flew in the Nimbus with Vittorio and Antonio in his AGG32 with Alberto Sironi. Since Sotos is situated at 1000 meter and the runway is not that long, we decided to have a take off assisted by a car which towed us for a while. Another great experience to tell my friends! And I think I will never forget that flight. Convergence was forecasted and in fact, not very far from the airfield we climbed in wave up to 5000 meter and headed north with 100 km/h tail wind .....It felt like being on an airline flight! It was like that for about 250 km before we started losing altitude. We started flying under some nice cumuli and a wonderful convergence again.

We decided to try and see if it was possible to cross the Pyrenees and at last we were able to land in La Cerdanya again! I was so happy, despite knowing that that for me would be the last flight of the expedition.

**12 July:** A very strong north wind characterised that day. Our friends took off and at the beginning crossed France quite easily but then encountered terrible turbulence during the last part of the flight. They were able to land in St. Auban, in the French Alps.

the following day, only one glider landed back at Calcinatè (Varese) because my husband had had some problems and chose to go back by car.

All in all it has been a wonderful experience to be repeated for sure. It's a different spirit of gliding, very fascinating and I'm sure we will explore many other interesting places from now on.



**A beautiful rainbow**

*(Continued from page 3)*

Elaine Ernewain, one of our Canadian participants is writing a report for FREE FLIGHT, the Canadian soaring magazine.

The Australians too are hoping to get a report in their national magazine

### Did you know....?

That Amelia Earhart flew gliders?  
See SOARING Nov.2016, page 14, second column

### Finding a needle in a Haystack

Frauke Elber

In 1967 Disney Production made a soaring film titled "The Boy who flew with the Condors", a film that gave –together with an article on soaring in National Geographic the same year, US soaring a big boost. Disney released the film in 2008 and it is now available at Amazon.com.

*(Continued on page 6)*

### 2015 Pelagia Majewska Medal Recipient: Margot Acquaderni, Italy



At the 110th FAI General Conference, which took place in Bali, Indonesia, from 14-15 October 2016. FAI President Dr John Grubbström presented more than a dozen awards to some 15 pilots. Presenting the awards, Dr Grubbström said: "It is an honor to present these medals, diplomas and awards. Each one represents an inspiring and outstanding feat of aviation. "I congratulate each and every one, and I thank you all for traveling here from across the world to mark the occasion.

Citation

**For her eminent services to the sport of gliding, especially in Italy in the favour of women pilots**

**CONGRATULATIONS MARGOT FROM THE WHOLE WSPA**

### In Memoriam

**Fred Weinholtz 1926-2016** (from the IGC Eulogy)



Gliding was more than a hobby for him - it was his passion. Fred Weinholtz was one of the most competent and engaged officials of gliding. On Sunday, 21<sup>st</sup> of August 2016, he died at the age of 90.

Fred Weinholtz was born in the German town Genthin on the 3<sup>rd</sup> of June, 1926. His love for aviation awoke in his childhood:

As a seven-year-old boy he committed himself to model flying, at the age of 14 he sat in a sailplane for the first time. With the onset of the

Second World War, flying is not innocent anymore: Weinholtz had to join the army where he was trained in motor flight. While the air force does not make use of his skills towards the end of WW2, the infantry does. In the last days of the war the young man was taken into captivity by US troops. He escaped in 1946. His flight led him to Potsdam and finally to Herford where he became a teacher.

Weinholtz had not forgotten his enthusiasm for gliding at that time - however, the sport was still forbidden. When it's allowed again, the go-getting man rushes into his old passion. In 1950 the „Interessen Gemeinschaft Segelflug“ (Herford Gliding Club) was founded in Herford. Later on it became the "Herforder Verein für Luftfahrt" (Herford Association for Aviation) and Weinholtz assumed the chairmanship of the club. In 1955 he began

*(Continued on page 6)*

*(Continued from page 5)*

to teach his knowledge about gliding to club members. From 1965 on the pilot, teacher and official held his office as the chairman of the gliding school of Oerlinghausen, a job he held for two decades. In the 1960's he tried to establish the club class as a new competitive class in gliding. Although the Gliding Commission initially disapproved of his efforts, he succeeded in doing so. Another landmark in those times:

"Grundtheorie des modernen Streckenflugs", (Basic Theory of modern Cross Country Flight) a book, written by Weinholtz, became an international bestseller for the theory of cross country flying.

In 1967 Weinholtz also joined the gliding commission of the DAeC (German Aero Club). For nine years, beginning in 1973, he worked as its chairman. In this time, he attended five world championships. In 1981 he organized the FAI World Gliding Championships in Paderborn and acted as the Championship Director of this event.

Meanwhile, Weinholtz was not only into theory and practice of gliding - he also fought for political ideals. He put himself out for the women gliding movement and brought a women's class into life and organized the first competition in women gliding in Germany in Kassel-Calden. He as well committed himself heavily in negotiations with the ministry of transport to achieve special airspace regulations for the benefit of gliding.

In 1972, Fred Weinholtz entered international circles. In the beginning as a member of the FAI International Gliding Commission (IGC); six years later as its vice president; and from 1987 on as secretary of the IGC (after his resignation in 1997 Weinholtz was appointed the "honorary secretary"). He also remained politically active at the national level: When a parliamentary group for aviation was brought to life in 1985, Weinholtz was one of its founders. The group became an important political voice for pilots and General Aviation.

Later on Weinholtz was involved in the traditional community of the "Alte Adler" (Old Eagles). In 2004 he moved up in the board; in 2009 he became an honorary member. He was also a committed volunteer for the "Deutsches Segelflugmuseum" (German Gliding Museum at the Wasserkuppe) and acted as a board member for many years. The gliding enthusiast worked for the International Gliding Commission of FAI at a total of 14 world championships and European championships. Weinholtz, bearer of the Federal Cross of Merit and the Lilienthal medallion of the FAI, remained active for the issues of gliding until his death. The list of honors can still be continued. Fred Weinholtz was known as a modest and likeable person. Former DAeC president Wolfgang Weinreich says about his friend: "He was a tremendously great companion who sacrificed himself for the sport of glider flying. We all, the whole glider flying community, are very sad about the loss of this wonderful and great Man."

What Fred meant for women soaring by Frauke Elber

Shortly after the Second World War, women in Poland organized the first women-only competitions limited then to women pilots of the East Block countries. Later this was extended to the Western World including the US and Australia. The competition was then called "International Women Competition" which had non-FAI status. In 1968, Monica Warstat from then East Germany petitioned the IGC (then CIVV) to allow the women international competition World Championship status. The petition was denied.

In 1977, the International Women Competition was held for the first time in the West, in Oerlinghausen, Germany. The late Gil van den Broeck in her book "History of the International Gliding Contests, European and World Championships for women reported what happened there.

*"In 1977, it was now the West's turn to organize the 3rd International Women Contest in 1977. The site chosen was Oerlinghausen, in then West Germany. 17 pilots from 8 countries participated. That year Fred Weinholtz as Chairman of the German Soaring Commission developed a program to foster women in the sport of soaring. This was not too well received by the all-men German National Team. Logically Fred was chosen as the contest director in Oerlinghausen.*

Fred Weinholtz used the many non-flying days for discussions and encouraged the women to petition their national FAI/CIVV representatives to recognize the women's contests with an officially sanctioned title. Sue Martin from Australia was a big proponent of this move. In her opinion naming the contest just a "WORLD CUP" was not enough since only for an official World Championship she could get some support from her soaring federation. Also the decision was made to hold these international contests alternately in the East and the West.

Fred Weinholtz, who later reported to the CIVV (now IGC) about the meetings in Oerlinghausen still was met with resistance, especially from chairman Pirat Gehringer. But in the end Fred walked away with a small victory: although Women World Championships would never be agreed to, the women could hold European Championships, where non-Europeans could fly as guests."

In 2001 the first IGC sanctioned Women World Championships were held in Lithuania.

As of this day, Fred became the only male recipient of the Golden Witch Award by the German Women Gliderpilots



Anette Weidler (Germany) sent the announcement of the German women pilot meeting (they include all branches) late in January. It will be held in the Youth Hostel in Kaub/ Middle Rhine Region (the famous part of the Rhine River Valley). Anybody interested or being in the right place at the right time contact Anette at [anette.weidler@web.de](mailto:anette.weidler@web.de)

*(Continued from page 5)*

The main characters are two teenagers a boy and a girl who met through soaring.

Three WSPA members, Uwe Rudloff, Irit Abramovich and Frauke Elber set out to find the girl. Her name was Margret Birsner. To their knowledge the boy is deceased. So far the search has reached all the way to Israel but hit a dead end.

The film was scripted and made by the late Ken Nelson in Tehachapi.

Is anybody out there who was around when the film was made and knew the two teenagers?

This e-mail prompted the following article:

"I am looking for a short article on the "distracted cockpit".

We have a few members who like to chat to members while they are doing checks or sitting waiting for the tow. They have been asked by pilots to stop talking to them while they are getting ready and it works for a while but doesn't stick. Habits

What I would like is an article giving examples of what could happen if your full attention isn't on your pre-flight or check list.

Thanks for the help,  
Elaine Ernewein  
London Soaring Club, Canada

## Interruptions and Distractions: An Insidious Menace to Safety

Key Dismukes\*

In our routine daily lives we all occasionally forget to do things we intend—return a phone call, buy an anniversary gift—which is embarrassing but not fatal. But in aviation such memory lapses are sometimes fatal, as my NASA colleagues and I reported in a series of studies of what is called *prospective memory*. In five of the 27 major U.S. airline accidents over a 14 year period the NTSB attributed primarily to crew error, the pilots inadvertently omitted some flight-critical task, such as setting flaps for takeoff. We do not collect comparable statistics in soaring, but more than one glider pilot has been seriously injured or killed as a result of not completing a task such as hooking up flight controls during assembly.

One might assume that if a task is vitally important no conscientious person could forget it, but research shows otherwise—highly competent and experienced pilots forget to perform simple but crucial tasks under certain circumstances, especially when we are interrupted or distracted. The reason lies in the cognitive processes that underlie our skilled performance.

Much of what we do in aviation consists of executing the sequential steps of highly practiced tasks such as rigging our gliders, setting up the cockpit for flight, or running a checklist. Highly practiced procedures are stored in long-term memory as action sequences that can be executed smoothly and largely automatically, without great mental effort. Performance is normally quite reliable, but is disrupted when we are distracted or interrupted. When this happens we are vulnerable to inadvertently skipping a step or failing to complete a task that was underway.

Recently a fellow glider pilot told me of an incident when someone came up to his cockpit to ask a question as he was getting strapped in. After the interruption he closed the canopy and signaled the towplane to launch, not discovering until later that he had not fastened his harness.

Perhaps because we live in an age of multi-tasking, people assume they can juggle several tasks concurrently without risk—such as talking on a cell phone while driving. But extensive research has shown that cell phone use impairs driving performance as much as legal intoxication.

Recognizing the dangers of distraction, the airline industry has adopted layers of protection. You are familiar with one layer because you use it: checklists. Another protection airline pilots use is the *sterile cockpit rule*: Once the engines are started, non-pertinent conversation is suspended until the aircraft is at a safe altitude.

Here are some suggestions we can use in soaring. At home, identify crucial tasks that are vulnerable to disruption of attention, e.g.: rigging, positive-control checks, cockpit preparation, running checklists, thermalling in gaggles, etc. At the gliderport, avoid multi-tasking during these crucial tasks. No cell phones! Do not interrupt fellow pilots when they are performing these tasks. Of course we cannot avoid all interruptions. When they happen, pause after the interruption to re-construct where you were. Avoid rushing! How much time does rushing save, a second or two? And it increases the probability of errors enormously.

Checklists can be a vital tool. (And I consider mnemonics an acceptable form of checklist in some situations.) But checklist execution can also be disrupted by interruptions and distractions, so when this happens start over at the top.

We now have wonderful electronic cockpit devices that aid soaring, but these can be dangerous distractions in some phases of flight, and they can suck in our attention for longer periods than we intend. Interact with these devices only after ascertaining that you are not near other aircraft or obstacles.

Above all, do not assume that because you have performed a task many times before without difficulty you are not vulnerable

**KD retired as chief scientist for aerospace human factors at NASA Ames Research Center. He holds ATP, B737 and CE-500 type, and CFIG ratings. For more information on this topic see Dismukes, R. K. (2012). Prospective memory in workplace and everyday situations. *Current Directions in Psychological Science*. 21 (4) 215-220 Above all, do not assume that because you have performed a task many times before without difficulty you are not vulnerable.**

Ed. note: also see in SOARING, Oct.2016 Key Dismukes' excellent article "Why do Pilots (and everyone else) Sometimes Forget to Perform Critical Tasks

### The August 2016 Hangar Soaring prompted these responses

You are an excellent editor. It is a pleasure to read this newsletter. I would have joined WSPA had I only known about it when I was still actively flying  
Barbara Harding

This is once again an excellent newsletter  
Charlotte Taylor

You did a fantastic job with this issue of the Hangar Soaring. I enjoyed reading it so much. The article on Italy made me wish I could have been there. I'm sure it must have that effect on others

too.  
Thank you for ALL you do for WSPA & the soaring community  
Susan Simmons

I really enjoyed reading about the seminar! It sounds as though it was a wonderful time. Sure wish I could have been there.

Thanks for being our editor!  
Pat Valdata

I hope you are doing well, I enjoy reading your newsletter and greatly appreciate the tons of time you put into producing it.  
Uwe Rudloff



**Logo of the Australian Women in Gliding Association**

*For the first time in WSPA's history, a woman from Australia, Daniela Helbig (she is German) participated in the seminar this summer. This participation resulted in the following letters (just to give HS readers a glimpse what goes on between publishing Hangar Soaring):*

Hi Frauke,

How have you been since our fabulous week in Varese? I've been back to Australia after some more traveling in Europe for about two weeks, and I've been telling everyone at the airfield who wants to hear it or not about the WSPA seminar. Some are very jealous, so I told them to come next time!

Please meet, at least electronically for now, Wendy Medicott, a good friend who currently runs the Australian Women in Soaring group. Frauke is the editor of Hangar Soaring, the American Women Soaring Pilot Association's magazine. As discussed in Varese, it would be great to reestablish a bit of contact between our associations either side of the Pacific, such as exchanging the next seminar dates? We have a week in Mt Beauty coming up in December -- maybe it's not too late for some of the US women to join?

I'm sure you two will know how to go about this best, but please let me know how I can help. I've had a fantastic time at Women in Gliding weeks both over here, at Wendy's home airfield at Lake Keepit, and with WSPA in Varese, so I am keen to see more exchange between our two groups -- I'm sure others would enjoy it very much as well.

All best,  
Daniela.

Hi Daniela, hi Wendy,

I too hope the contact to the soaring women in Down Under will come alive again. For a while I got all the news through the yahoo group but that seems to have gone dormant. Leonie Furze attended one seminar here in the States. We never heard from her again. I know Lisa Trotter from the World Championships. I started soaring in 1962 in Germany. We moved to the US in 1970 and were lucky enough that there was a gliderclub right here in our area. We joined immediately after our arrival and have been members every since. I am one of the WSPA founding members and take credit for turning it into an international organization. Please keep me in the loop what you gals are doing Down Under. I would love to include your activities in Hangar Soaring. Our soaring season is slowly winding down, while yours is picking up. It would be great to welcome you here in the US.

Frauke

Just back from a long weekend of glider retrievals! I'll get back to you shortly once I've checked with Wendy about the local events. Good idea about the Australian soaring magazine; I've put an article into our club magazine which is just about to come out, but I'll see whether the national magazine might be interested too.

More shortly! And -- how have you been?

All the best,  
Daniela

Hi Daniela,

Are you gearing up for a new soaring season? Are there any notable news in Down Under that are worthwhile to put into the next Hangar Soaring? Deadline is October 31. When and where is your next meeting? Did you put anything about the last seminar in the Australian soaring magazine? We got very good coverage here and in Germany.

Happy Soaring  
Frauke

Hi Daniela, Elaine from Canada is writing an article on the seminar for the Canadian soaring magazine and she asked where she could get the pictures from the seminar. They can be found under the following link (just in case you are writing something and want some pictures). Any news? The Hangar Soaring deadline is on Monday.

<https://www.facebook.com/womensoaring/>

Frauke

### Season Start Down Under

#### Annual Meeting of Women in Gliding December 3-10, 2016

The Australian soaring season has just begun, and the annual gathering of WSPA's sister organization, Women in Gliding, is coming up: December 3-10, 2016 at Mount Beauty. Ranging from pre-solo to competition level, we're expecting 25 or more women glider pilots from all over Australia and abroad, for sampling the excellent summer soaring conditions and great flying in the Victorian Alps around the scenic Kiewa Valley, with thermal heights up to 3000m. WSPA pilots are very welcome.

For more information, please contact

Wendy at [wendymedicott@optusnet.com.au](mailto:wendymedicott@optusnet.com.au).



**Some of the WIG members having fun**



## New Book



This is a web to email contact message from

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

From: Joseph Karam ([info@soaringwest.com](mailto:info@soaringwest.com))

Subject: New Book for WSPA Members

Greeting WSPA,

I am a glider pilot based in West Hollywood, CA, and am contacting you today as the publisher and author of *Danger and Poetry* (coming out next Tuesday, September 20 and now on pre-order), a short aviation memoir that might appeal to your membership - particularly novice pilots, student pilots, and prospective pilots who have been thinking about taking the leap. Subtitled *One Glider Pilot's First Hundred Hours, from Flight School to Rescue Mission*, this introspective first-person account tells the kind of visceral story I wish had been available to me when I was first researching what it would feel like to become a pilot. Admittedly not a woman, I happen to score closer to female averages along Jungian personality metrics (such as those found in the Myers-Briggs test); as an "intuitive feeler" in an environment of "sensing thinkers," I suspect some of the challenges I've been facing as a pilot might resonate with some WSPA members as well.

Here is some early success and praise for *Danger and Poetry*, along with assurances that its contents have been properly vetted:

- Held Amazon's "#1 New Release" spot in the "Air Sports" category throughout Labor Day weekend (and again as I am writing this)
- Thomas L. Knauff (Soaring Hall of Fame) characterizes this tale of "one man's discovery into soaring flight" as "insightful" and "revealing"
- The Soaring Society of America read the book and just announced it in *Soaring Magazine* (September 2016 Issue, pp. 7-8)
- The Soaring Safety Foundation read the book and found no show-stoppers in the didactic/instructional elements of the story

Would you be so kind as to notify your membership about the book's existence? I'd really appreciate it if you could simply point people to the book's dedicated website ([www.dangerandpoetry.com](http://www.dangerandpoetry.com)) and Amazon page (<https://www.amazon.com/dp/0997355301>), letting them know they are welcome to support this effort by purchasing, reading and reviewing the book. Thank you so much, and feel free to contact me if you have any questions.

Joseph Karam  
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[www.soaringwest.com](http://www.soaringwest.com)

## New film

The director Matt Murray who made "Cloudstreet" is working on a new IMAX film project "SOAR" which features the young lady Lizzy Roberts:

<https://www.indiegogo.com/projects/soar-on-the-world-s-biggest-screen#/>

**Next Hangar Soaring Deadline:**  
**Jan.31, 2017**  
**A joyful Holiday Season to all**

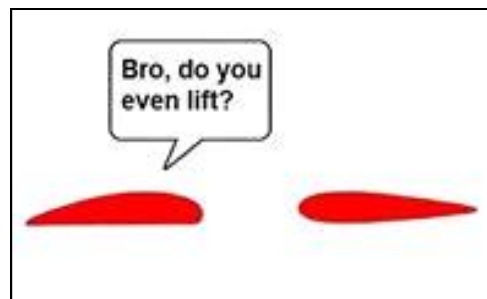


On August 20 2016, Marian Hiland flew her first glider flight with her son David in the Tidewater Soaring Society's Blanik L-23. Marian is 96 years old. She is a retired school teacher and she lives in Prophetstown, Illinois. Although this was Marian's first glider flight, she has many decades of flying experience in light airplanes with her husband Frank. Frank passed away two years ago. Frank started flying as a teenager prior to WWII. He and his brother owned a Cub. From the grass strip on their farm, Frank and Marian travelled all over the United States. Over the years they owned a Cub, a Cessna 150, and a Stinson-108. Marian was Frank's copilot and they enjoyed many summers going to EAA fly-ins around the country.



Photo: Irit Abramovich

Three Israeli women glider pilots



## NOMINATIONS FOR THE 2017 / 18 WSPA BOARD (vote for 7)

### Elke Fuglsang-Petersen (Foreign) -incumbent



...started soaring after I had finished my school and college education and found myself locked into a small office for the next 45 years. In German soaring clubs I met a lot of new friends, and enjoyed a great way to get out, I could see the things from a different angle, and gained a better overview.

While my three kids grew up on the airfield, I managed to keep soaring, just not too far out. I decided to become an instructor and enjoyed working with students. In 2010 we moved to the Western US... and stayed for three years.

Meanwhile having travelled a bit, flown a lot and lived in two countries, I know glider pilots here and there are as amiable as everywhere on the world. We were extremely fortunate to find a temporary soaring home in Boulder, Colorado, sure one of the best and most scenic places to fly on Earth! After 20 years in the flat I finally learned about wave flying, dust devils and real high cloud bases.

My husband and our eldest son love the sport of soaring as well. Thanks to some sniffing in the Alps around Varese and continuing his "pre-education" in the back seat at home in Aukrug, our youngest child now wants to become a glider pilot as soon as possible (next year he turns 14).

I really love staying in touch with the World even though job, Kids, home and garden in Germany keep me busy. My glider and the WSPA membership help me get out!

### Mary Rust (West) -incumbent

(Current WSPA Treasurer - 5 yrs)



Mary began flying gliders on April 5, 1981, in Los Alamitos, CA, where she earned her Private and Commercial Glider License in the early 1980's and a Private Pilot's License in Single Engine Land at Long Beach Airport, CA in the mid 1980's. She was trained equally on winch and aero-tow, and has now logged over 4300 flights. She became a Flight Instructor in 1994 and has trained glider pilots for the Private, Commercial, and Flight Instructor levels, working for Sailplane Enterprises (an FBO) for 18 years in Hemet, CA, and volunteering as CFI for Orange County Soaring Association for 17 years. Later, she worked at Lake Elsinore Soaring Association for 3 years, before retiring from flight instructing. She continues flying from time to time at various glider events. Mary also served as the SSA's California State Record keeper for 6 years, and has been the current WSPA Treasurer for 5 years.

Besides being a pilot, Mary was a public school teacher and administrator from 1975 to 2005. She has earned several awards in both teaching and in gliders. Her most coveted awards were her Symons Wave Memorial Plaque and Pin for a flight of over 25,000' absolute altitude in her SGS 1-26D flying out of California City Airport on April 17, 1988; and winning the Anne Morrow Lindbergh Challenge Trophy in 1986 for a 6.25 hr. flight of 193 miles in that same SGS 1-26D from Cal City to Nichols, Nevada.

Mary also raised three children and now spends as much time as she can with her three (and a half) grandkids. She loves traveling with her husband (all over the world) and they both enjoy fishing in their little 16' duck boat with their dog, Dakota.

Mary joined our Women's Soaring Group by invitation from Bertha Ryan and Nancy Evans, before we became incorporated as the "Women's Soaring Pilots Association" in 1986, and she is an original member. She has attended many WSPA Seminars over the past 30 years. She has co-directed two WSPA Seminars (1989 – Tehachapi, CA and 1996 – Hemet, CA). Mary loves serving as the WSPA Treasurer and would like to serve another 2 year term.

### Laura Radigan (East)



It has been only three wonderful years since I first began my aviation training. Since that time, I have achieved my private license for single engine land, seaplanes and gliders. I am qualified to fly conventional gear (tail wheel) and also have a self-launch sailplane endorsement. I have given talks at the International Association of Women Pilots S.E. sectional meeting on soaring, given talks to Civil Air patrol cadets, and have been the official SSA photographer at the 2016 SSA convention. I have flown as a guest pilot in the 2015 and 2016 Seniors Soaring Championship and have been asked to be the operations officer for the 2017 Sailplane Grand Prix U.S. qualifier races. I have attended to 2015 WSPA seminar in Minden NV and will be bringing my SZD 59 Acro sailplane to Chilhowee TN for the 2017 seminar. I am currently dividing my time between studying for my commercial sailplane rating and flying sailplane aerobatics training. My goal is to be prepared to participate in the 2018 U.S. National Aerobatic Championship in Oshkosh WI. I look forward to the opportunity to serve the WSPA membership and the soaring community. (See Laura's video

on the SSA web page)

### Margaret Roy (East)



I have been a member of WSPA since its inception and even before. My first memory of our flying camps goes back to the summer of 1984 at TSA (Texas Soaring Association) when I almost did my 5 hours in the 2-33 except for that annoying thunderstorm. I have attended many WSPA seminars since then and organized our seminar at Sugarbush twice. With Phyllis, we started the scholarship committee which continues to provide a reliable structure to which our members can turn to for support in pursuit of their flying goals.

My first experience in flying was in a glider. After that first ride, my next flight was my first lesson.

I developed an interest in meteorology as a result of my involvement in soaring activities and remained intrigued by the wave phenomena. Today my most enjoyable moments are when I feel that recognizable transition to that stable air and the quiet and steady rise to higher altitudes.

I obtained my Private Pilot license in gliders, then later added a single engine certificate. I practice at Sugarbush Soaring in Vermont even though I live near New York City.

(see Margaret Roy's extended biography in The November 2014 Hangar Soaring ([www.womensoaring.org](http://www.womensoaring.org)))

#### Lora Lewis (East)



Lora began flying in 1983 during her senior year of high school, funded by her part-time after school job, and earned her Private Pilot Airplane rating at age 17 right after graduation. She was introduced to glider flying at the US Air Force Academy in the summer right after her freshman year there, and it was then that her love for flying literally began to soar! She earned her private pilot glider rating, and was the only female in her class selected to upgrade to become a glider IP. It was there on the flight line that she met her future husband, and later made a difficult decision to leave the Academy, support him in his Air Force career (24 years as a pilot), and raise their 7 children, homeschooling all of them including 3 adopted with special needs. Lora began flying again in January 2016 with Civil Air Patrol in a C172 and got her flight review done so she is now a current pilot, working on instrument and multi-engine ratings. In April, she started flying gliders again and earned her Commercial. With the aid of a WSPA scholarship, she obtained her CFI in Gliders in July, and now gives CAP cadets orientation flights and flight instruction as a volunteer. She is also the newly appointed Glider Program Coordinator for the Florida Wing of Civil Air Patrol. Besides her involvement with CAP, Lora coaches a high school cross country and track team, substitute teaches in high school, and coaches adults in the sports of triathlon and running. Lora has a lot of contact with young women, and uses that to influence and encourage them to pursue flying for both pleasure and a profession. Lora would like to serve a term on the WSPA board as a director.

#### Christine Patton (East)



I'm an emergency physician living just outside of Pittsburgh PA, with my husband and 2 cats. In my spare time I like to run, CrossFit, fly gliders, read, and drink wine. I learned to fly at Ridge Soaring, where my brother taught me, and hope to start flying at his new soaring operation in Petersburg WV. I haven't had much opportunity to fly this year, and want to become more involved in the soaring community, so being elected to the Board would be a great way to contribute and meet other pilots. I plan to go to the annual seminar in Chilhowee regardless, so I look forward to meeting many of you there.

#### Alexis Glynn Latner (Central)



Alexis Glynn Latner has been a member of the Soaring Club of Houston and the Soaring Society of America since 1998. She earned her glider rating in 2000 (at Miami Gliders.) Since then, she has attended several SSA conventions starting with the one in Dayton, Ohio, where she was a key player in WSPA's Paper Glider Project. She has attended WSPA Seminars in Dayton, Chilhowee, Moriarty, and Minden. Currently she serves WSPA—which is incorporated in Texas—as WSPA's registered agent, i.e. official mailing address, in that state.

In the other facets of her life, she is a writer, editor, and teacher of creative writing. Her speculative fiction stories have appeared in magazines and anthologies and she has three published science fiction novels. Articles written by her have appeared in aviation magazines, including a number of articles in *Soaring* and a brief piece in *Air and Space*. She teaches creative writing through the Glasscock School of Continuing Studies at Rice University and has a day job in Rice's Fondren Library.

As a volunteer in nonprofit organizations, Alexis has been Secretary and Maintenance Chief for the Soaring Club of Houston; publicist for St. Stephen's Episcopal Church in Houston; and South-Central Regional Director of SFWA, the Science Fiction and Fantasy Writers of America. SFWA is somewhat comparable to WSPA, so Alexis understands how officers can run a far-flung organization with frequent communication by e-mail plus meeting in person at major annual events. She knows how important it is for such organizations to have good, up to date bylaws—which WSPA now does—and conscientious officers responsive to the membership. She is also well aware that the workload can range from light to crisis management.

Alexis values the uniqueness of WSPA as one of the only international soaring organizations. She wants WSPA to continue to support women in soaring. She hopes that WSPA in the 21st Century may even find new ways to make a definite and positive difference for soaring pilots, female and male, old and young.

#### Charlotte Taylor (Central)

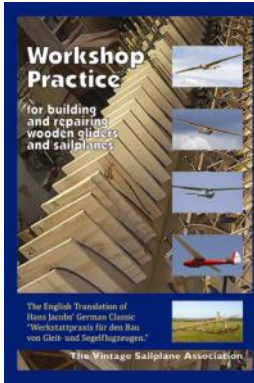


Charlotte Taylor grew up sailing on the Great Lakes, then moved to the mid-Midwest and switched to soaring. She got her airplane rating in St. Louis in 1995, and her private glider rating in 1997 at St. Louis Soaring Association. She flies gliders and also tows, and got her own glider in 2001. She joined WSPA in the late 1990's after a WSPA member contacted her about the group. She has gained loads of her soaring skills and knowledge at WSPA seminars, and would like to see other women continue to these opportunities.

**Ballots will be send out by e-mail (snail mail)**



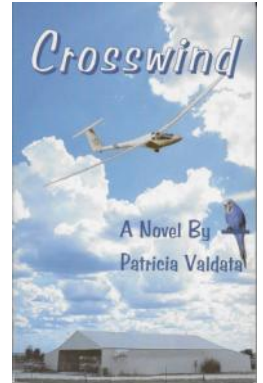
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