



Hangar Soaring

August 2021

THE OFFICIAL PUBLICATION OF THE WOMEN SOARING PILOTS
ASSOCIATION.

<https://womensoaring.org/>

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2021 Women Cross Country Camp, Moriarty, NM

Top: Marianne Guerin

Bottom: Connie Buenafe (back) Laura Hohenshelt (front)



THE WOMEN SOARING PILOTS
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FOUNDED IN 1986 AND IS
AFFILIATED WITH THE SOARING
SOCIETY OF AMERICA

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Badges

Recorded through July 2021

B Badge

Natalie Hoeschle, TX



From the editor

I am still overwhelmed by the effort of some of our WSPA members to get me to this year's seminar. I had all but given up, with Newport News, VA (my hometown) and Springfield, VT (locale of the seminar) being on either side of the end of the world concerning travel between the two. I could get as far as Boston, an odyssey by air (would have taken as long as going to Europe, with changing planes and long layovers). But since I don't drive long distances anymore, I saw no way of getting from Boston to Springfield. Then Colleen Koenig from New Mexico sprang into action offering to fly to Boston (attending the seminar) picking me up and to drive together to Springfield. Travel time and costs discouraged that plan. Then came the suggestion: what about traveling by train when Cathy (Keller) can pick you up and let you stay at her house for a night or two and then drive to Springfield together. Suddenly a window of opportunity opened: there is a train that goes straight from Southeast Virginia to Boston and at a cost that was affordable. It's a 12-hour train ride, but I am used to this having criss-crossed western Europe by train several times and loving it. So, a new adventure will take place: a long train ride in the US and I will be at the seminar.

Thank you, Colleen and Cathy, without your input I would not have attended the seminar.

Our life here at the retirement community has returned to normal, all restrictions are lifted, and all activities have resumed. I hope it stays that way. All of us residents were fully vaccinated in January and our management kept us virus free during the long lock-down. But I was very disturbed to learn that one of our members will not attend the seminar, because of the vaccination request. Looking back, I have gone through several mass

President's Notes



Although the 2021 soaring season is entering the end of summer, WSPA members still have some important events on the calendar.

It is not too late to join us in Springfield, Vermont for the annual seminar. Five busy days of classes, instruction, demo cross country flights, cross-country mentoring, and shared meals. It all begins on August 16. There is no deadline for registration, and all WSPA full and associate members are welcome. (Ed. note: also, men and women who want to join the organization are welcome).

We offer help with various airport and hotel transfers - you would not need a rental car. Many of us will be camping. Check out the seminar information on the WSPA website. Consider taking a last-minute New England vacation with your soaring sisters. Margaret Roy and Kathy Keller have been working hard to make this a special opportunity for us. You would not be disappointed!

Historically, the WSPA annual meeting is held during the seminar with only seminar participants in attendance. Last year, with no seminar, we held a ZOOM general membership meeting with many enthusiastic attendees. For the 2021 meeting all members are invited to join us by Zoom as we gather for the meeting at the seminar.

The 2021 ANNUAL GENERAL MEMBERSHIP MEETING will be held on Thursday, August 19th at 7:30 PM. (that is 1830 Central, 1730 Mountain, 1630 Pacific, 1530 Alaska and 0130 German) I am sorry that the seminar schedule makes it impossible to have a time when our European members can realistically join us! We will do better next year. A ZOOM invitation will be sent to the entire membership a few days before the meeting.

This is the time to begin making plans for next year. The 2022 SSA Convention will be in Reno on February 24, 25, and 26. There is much to see and learn plus so many friends to visit with. WSPA always has a well-attended breakfast and a booth on the exhibit floor. There will be a presentation that shares the excitement of the 2021 Women's Cross Country Camp at and WSPA seminar.

Scholarship applications are due in March. You will find scholarships for all ages and experience levels described on the WSPA website. There were very few applicants this year and only three awards. I hope WSPA has the opportunity to provide financial support and mentors to more of our members in 2022. I encourage you to apply!

The Cross Country Camp will be held again at Moriarty next spring. The 2022 seminar is planned for late July in the Schwabisch alps of southwest Germany, near Stuttgart. (Ed. note: the Schwabisch alps are not the high, rugged mountains we associate with the name "alps", but a more "rolling hill" countryside) More details coming in the fall.

Soaring is such a remarkable sport with a place for all who are lucky enough to discover its many facets. Challenges at the level you desire, accomplishments that grow confidence and satisfaction, friends who share

(President's notes on page 4)

vaccinations: the first one at age three was against Smallpox (they are gone now thanks to the vaccine). Then after the war came vaccines against Typhus and Diphtheria which were rampant then, now only heard of in underdeveloped countries. In my early school years, most of us children came down with the Measles. Now, there is a vaccine for this, and they have been almost eradicated. In the early 50ies, our state in Germany (then part of France) was put under quarantine for a whole summer, because of a devastating Polio outbreak. We missed a whole month of school and when schools reopened a new vaccine had come on the market, which then was administered on sugar cubes, not by shots. How often do we see Polio now?

Therefore, I have become a believer in vaccinations. I get the flue shots regularly, had shots against Pneumonia and Shingles. I think we can get the present pandemic under control with vaccinations.
GO FOR IT.

Frauke



Letters

Penny Hamilton,
(author of "101 Trailblazing Women of Air and Space: Aviators and Astronauts" to be published fall 2021

...but, hey, talk to a patent attorney and maybe that new urine eliminator for women will be a "winner!" Thanks for sharing and so glad you are doing well. Your Colorado fan, Penny

Gary Swift (former editor of the 1-26 newsletter)

Another attractive issue, Frauke! I'm especially encouraged by the Purewick system, which looks like it has great potential for our female pilots.

Paul Esser (editor of the 1-26 newsletter)

Thank you all for your excellent

publications,
Each issue I read inspires me to be more creative in doing the job of editing and producing the 1-26 Association Newsletter. I hope you will feel free to critique this effort, and any future efforts. The work you all do seems much better; so, I think the best thing I can add is that I look forward to meeting you soon yet this year to compare notes.

The Blue Ridge Soaring Society (BRSS) asked to put the following into the next Hangar Soaring (I worked there as ground crew for almost 45 years).

Region 4 South- Newcastle, VA contest.

September 18-25

Register at SSA site or at Jim Cole, Co-manager at JCOLE99@cox.net <<mailto:JCOLE99@cox.net>>

New Castle International is a jewel of a gliderport and worthwhile the trip (51 years ago my family made the first trip there and continued to do so for 43 years)

Note from **Piet Barber**, DPE, Skyline Soaring Club

I am proud to have signed off a woman CFI-G.
I charged \$250 for the practical test. I like to donate that amount to WSPA in her name

Welcome New Members

Melanie Paradis, AL, Canada (scholarship)

Sarsarah Lopez, CA

Callie Edsall, OK (scholarship)

Ella Basak, VA (sponsored by Frauke Elber)

Maayan Shalev, WA (scholarship)

Stella Szostak, MD

In the News

Polish pilot **Patrycja Pacac (25)** made history by becoming the first woman in history to win the World Glider Championship in Advanced Aerobatics

Sarah Arnolds

Sarah Arnold has been selected for the U. S. Soaring Hall of Fame for 2020. Her induction and banquet will be held here at the National Soaring Museum on Wednesday evening, November 3, 2021. She has selected this date so as to not conflict with her business and competition responsibilities. She has requested that Roy McMaster, 2019 HoF inductee, also be recognized on this occasion. Sarah has firmly established herself as an excellent competition sailplane pilot. In 2011, she was the first woman selected to represent the U.S. in a world soaring competition and brought home a bronze medal. In that same year, Sarah also won the U.S. Open Class Nationals and in 2020, she became the first American to win a Women's World Championship. When she is not flying in contests, Sarah and her husband, Jason, operate their soaring operation in Benton, Tennessee.

Cathy Williams

was recognized as Region 2 most active instructor

Ute Kaden

received her Power CFI on May 17



Wally Funk

On July 20, 2021, 52 years after the first moon landing, Wally Funk made history, going into Space in Jeff Bezos's Blue Origin's space capsule. She was one of four on that flight and at age 82 the oldest person ever flying into Space. She beat John Glenn by 6 years.

In 1960, Wally was the youngest of the "Mercury 13" (in contrast to the "Mercury 7"), a group of 13 women that was selected to become astronauts. They all went through the grueling training as the male astronauts and qualified but were never selected to fly.

To learn more about the "Mercury 13" see "Amelia Earhard's Daughters", the wild and glorious story of American Women aviators from World War II to the dawn of the space age, by Leslie Haynsworth and David Toomey, ISBN 0-380-72984-9 (pbk).



Gisela Weinreich

In recognition of her outstanding achievements as a glider pilot, and her dedication to promoting female participation in the sport, Gisela Weinreich of Germany was awarded the 2020 FAI Lilienthal Gliding Medal, the highest, gender neutral honor for any glider pilot worldwide.

With an impressive competitive career spanning 1975 to 2012 including 5 times European Champion, and in 1990 setting the German women's record in the 15m class, the 750km FAI Triangle, Gisela has not only made many remarkable performances, but has also dedicated her later gliding career to the promotion of her sport. With 21 years on the national team and as Vice President of the German Women's Pilots Association, Gliding Section since 2013, not to mention many years as a Steward and Jury President for the FAI Women's World Gliding Championships (WWGC), and as a specialist in trophy management for the FAI Gliding Commission, Gisela is an integral member of the gliding community and a passionate supporter of female participation in aviation.

(President's Notes from page 2)

and encourage your love of soaring, opportunities to support and enjoy the soaring community. I wish for all of you awesome soaring experiences as you enjoy the final months of summer 2021!

Cathy Williams

In Memoriam

Dale Roberts

Long time WSPA member Dale Roberts, an NCSA tow pilot for many years, passed June 14.

He had been battling blood cancer for the last eight years or so; but during this time he was symptom free for many years. As well as an NCSA tow pilot, he was active in the local IAC (International Aerobatic Club) chapter IAC38, and was a member of the AAC (Aviation Advisory Committee-Contra Costa County Byron & Buchanan Airports).

He is survived by his partner Kate.

From Marianne Guerin:

Although I originally met Dale through his soaring friendship with Mike Green, I mostly think of him through his membership in WSPA and as a tow pilot for our local club, Northern California Soaring Association (NCSA). I overlapped many times with Dale and his partner Kate at WSPA's annual seminars. Dale was a loyal supporter of WSPA. He would not only fly during the seminars, but he and Kate would always volunteer time and effort to ensure the seminars ran smoothly. Dale was also a regular tow pilot for NCSA. It was very reassuring to tow behind Dale, as he was outspoken about improving safety considerations in the club. I believe it was at an NCSA event, that I learned that Dale had been competing suc-

cessfully in (power) aerobatics. In his typical low-key way, it was actually Kate who let me know about Dale's success when I asked him about his aerobatics. I will miss Dale, our discussions about his scientific career, his steady tows, and his wry sense of humor. .

Soaring lost two greats on either side of the Atlantic:

In Germany:

Hans-Werner Grosse (11.28.1922 – 2.18.2021)

Hans-Werner Grosse learned to fly gliders at age 14 in 1936. He crashed once during training and was seriously injured. At age 21, then with a power license entered the war and flew Junkers Ju 88. In 1944 he was shot down over the Mediterranean. After some time in the hospital he continued flying Ju 88, this time in Norway.



After the war, when Germany was still not allowed to take to the skies, even in gliders, he renewed his glider license in England (as several of his contemporaries did). He became very active in soaring and flew 50 soaring world records. The one that made it into the history books, a free distance record of 1460.80 km (907.7 miles) took place on April 25, 1972, in an ASW12. Originating at the Baltic Sea port of Lübeck in Northern Germany, he landed 11 ½ hours later in Biarritz in South-west France near the Spanish border. He held this record for more than 30 years.

Many of his record flights originated from Alice Springs in Australia, where he and his wife Karin spent the Australian summers during the German winters.

Grosse became the chief initiator of the ETA project, the world's largest wingspan glider (30.90m or 100.07 ft). He took possession of the first ETA built.

He established the project "Jugendfördernde Maßnahme Ost" (Measures to support the youth from former East Germany. For this project he made his high performance ASH25 available to young glider pilots to a price of a much lower performance glider, to enable young pilots to enter the world of high performance gliding in modern equipment.

Hans-Werner Grosse died at age 98.

In the US

Einar Enevoldson (1-15-1932-\$-14-2021)



Einar was doubly fascinated by clouds, weather, and birds.

As a young man he loved building and flying model aircrafts, setting his first world record at age 15 with a hand-landed class B model glider. He learned to fly gliders in 1947 near San Francisco and El Mirage gliderport at what he called "University of El Mirage".

In 1954 he became an Air Force pilot and at the same time earned a BS in Mechanical Engineering and MS in Aeronautical Engineering. He attended the Empire Testpilot School in Farnborough, England and became a Royal Air Force test pilot from 1966 to 1967. He continued flying gliders while in England. In 1968 Einar became a research pilot for NASA where he stayed until his retirement in 1986. During his time with NASA he crossed ways with Bertha Ryan working on the X24B lifting body. The story of Einar's aviation life is told in "Soaring Beyond the Clouds, Einar Enevoldson Reaches for 100 000 Feet" by Bertha Ryan and available at the SSA.

Einar went on to earn Silver and Gold C and Diamond badges. He flew in several regional and national contests.

Einar's curiosity about graphs of high altitude wave pattern, led him to conceive the Perlan project. In 2006 he established a sailplane altitude record with the late Steve Fosset as co-pilot reaching over 50 000 ft in a modified DG505. His ultimate goal of 90 0ft led to the specially constructed Perlan 2 glider which in 28 reached 76 000 ft in Argentina with Jim Paine at the controls.

Einar was the recipient of many awards and honors and in 2010 was inducted into the Soaring hall of Fame, which recognizes individuals who have made the highest achievements or contributions to the sport of soaring in the USA.

See full obituary at

<https://www.legacy.com/us/obituaries/sfgate/name/einar-enevoldson-obituary?pid=198502885>



The Perlan glider

QUARTERLY FINANCIAL REPORT
4rd Quarter - June 30, 2021
[Fiscal Year: July 1, 2020 to June 30, 2021]
By Mary Rust Margaret Roy

Income: \$ 5,141.52 YTD					
Briegleb Schol. Fund	\$	20.00	Mem. Renewals	\$	1,739.00
Competition Schol. Fund			LIFE Mem's.	\$	365.00
Gen Schol. Fund	\$	925.00	New Youth Mem's.	\$	87.00
			New Full Mem's.	\$	140.00
Faber Schol. Fund			Judges Schol. Fund		
Credit from canceled check	\$	171.25	Credit from Canceled check	\$	277.27
Sky Ghost Schol.			Anne Moore Pymts.		
WWGC Schol.	\$	300.00	WSPA Store	\$	90.00
Kolstad Schol.	\$	15.00	Amazon Smile	\$	12.00
GliderGirl Schol.	\$	1,000.00	Gen. Op. Fund		
Expenses: \$9,665.34 YTD					
Cash Box			Posters		
Faber Schol.	\$	921.25	WWGC Postage		
Judges' Grants	\$	803.72	SLSA Sem. & NESA Sem Thumbdrives		
Kolstad Schol.	\$	1,500.00	Sky Ghost Schol	\$	435.00
Office Mgmt.			SoaringNV		
PayPal Fees	\$	65.71	Kalos Tax Prep. & Filing	\$	350.00
Office Supplies	\$	41.54	TFM Schol.	\$	178.33
Gen. Postage	\$	515.37	Website	\$	2,186.39
HS Postage			Ad's & PR	\$	184.88
HS Printing			GliderGirl Schol.	\$	1,108.15
Gen. Schol. Fund	\$	670.00	Annual Corp Texas Fee	\$	5.00
Outside Vendors			Kalos Bookkeeping	\$	700.00

Top Charts
Income is low due to Covid Virus, the Cancellation of the WSPA Seminar in 2020. June brings an increase in membership renewals.
The first quarter the main expenses were paying for the scholarships. The third quarter incurred additional expenses for the website. The 4th quarter the main expenses are for the Women X-C camp in Moriarty and operating expenses.

May 31, 2021 Assets	
Compass Bank Checking	\$ 25,953.67
Compass Bank Saving	\$ 13,649.08
Schwab Investments	\$ 122,647.43
TOTAL ASSETS	\$ 162,250.18
May. 31, 2021 Liabilities	
Scholarships	\$ (3,135.00)
Seminars	
TOTAL LIABILITIES	\$ (3,135.00)
NET (assets vs. liabilities)	\$ 159,115.18

Bottom Charts
After July 1, 2021, Seminar expenses and income are expected. Scholarships have been awarded to 3 recipients.

Well, we did it. It's finished; phew, we're exhausted. The inaugural XC Women's Soaring Camp in Moriarty, NM, was a success. The camp lectures were extremely well received and positively evaluated. Unfortunately the weather didn't cooperate and although we flew for four days, only one included cross country flights; the others ended early due to storms moving in. Unanimously the attendees felt they had learned a lot and felt much support and camaraderie during the whole week. One of the highlights during a non-flying afternoon was visiting some local landout strips. The women came away feeling and knowing that they could land there. This boosted their confidence to leave the home airport. They returned home to MN, CO and NM happy and ready to stretch their flight legs from their home airports.

Two women xc pilots - CarolAnn Garratt and Marianne Guerin - who had attended the very successful XC Camp in Air Sailing, NV, had the idea to offer a camp to women glider pilots. When they had attended, in 2016 and 2012 respectively, there had been none or one other woman out of 20 participants. This can be intimidating for some women, potentially limiting their desire to attend. CarolAnn and Marianne received the blessing of the ASI Camp organizers to use the ASI material as the basis for their training and preparation for the camp started in earnest.

CarolAnn and Marianne recruited a Moriarty XC pilot and CFGI, Colleen Koenig, and the three spent many months designing and preparing the camp syllabus, content and logistics. Marianne flew to Moriarty from CA in May to meet with CarolAnn and Colleen to finalize the presentation content and logistics and to fly in Moriarty, which was new to her. Several articles were submitted to Soaring Magazine and Hangar Soaring, the WSPA magazine, and registrations came in. The basic layout was very similar to Air Sailing's Camp but with some content changes to the ASI booklet collection to introduce them to the area. CarolAnn was a lead pilot in the afternoon lead/follow exercises. Contents of articles about thermalling, clouds, "Cutting the Apron Strings", Polars, etc.



L to r: Colleen Koenig, Alice Palmer, Laura Hohanshelt, Becky Kinder, Sarah Anderson, (Orville & Wilber Wright), Connie Buenafe, Sofia Sanchez, Marianne Guerin, Mary Hawkins, CarolAnn Garratt

With a total of 9 registrations, the Camp was "go for launch" for July 4th to the 9th. Marianne returned in late June with her glider to prepare for her role as a lead pilot in the afternoon lead/follow exercises to be held during the camp. Lead pilots CarolAnn and Colleen, being locals, briefed everyone on the area. They were joined by Connie Buenafe the Albuquerque Soaring Club President who flew a number of participants in her Duo Discus for area familiarization flights. Several local male experts were recruited to make presentations on Weather, Survival, SeeYou and Common Mistakes.

The XC Camp had the full support of the City of Moriarty and Airport Manager, Bob Hudson, the Albuquerque Soaring Club, Sundance Aviation and owner/operator Rich Kohler, the Southwest Soaring Museum (where the classes were held), the Women Soaring Pilots Association and many local volunteers. A big thanks to everyone.

Due to its success, it will be offered again in 2022. Please contact CarolAnn Garratt (cagarratt@gmail.com) if you are interested in receiving more information.

Comments on the evaluations include:

"Loved the camaraderie of other women!"

"The course was thorough and well planned. I enjoyed it and would recommend it to other women."

"The presentations were all great. I have learned a tremendous amount and have tools for future growth. The support was amazing."

"Fantastic support/mentoring from Moriarty pilots, club and airport!"

"Study book of materials and presentations were fabulous! Thank you!"

CarolAnn Garratt

What's the Point?

From the BRSS July 2021 newsletter "Ups and Downs"

The *up side*? GPS will tell you, within feet, where you are and where you want to go, anywhere in the world. The computer lets you know, also within feet, what altitude you need for the final glide back home, or the wind direction and velocity at your altitude. Your hand-held device can provide the computing power, at a cost within easy reach. SPOT lets family and friends plot your progress on your cross-country flight. FLARM gives a warning when you are in the proximity to another aircraft. From the privacy of your home, you can post on Facebook and the world has access to whatever you have said – be careful you haven't documented a violation of a FAR. Go-Pro can provide a record of a memorable flight or be a great training aid. All of the preceding is, literally, at our fingertips.

The *down side*? GPS data is precise, but it doesn't tell you if you should be where you are or want to go. The flight computer does the math properly but won't factor in the developing cell between you and home. Data entry into the GPS, computer or handheld, is risky business if you are airborne, just like texting when driving. If electricity is involved, the unit can fail. An I-Pad will shut down if subject to much sun. Trying to read any device in the wrong light can dominate your attention when you should be dealing with the glider at 10:00 and closing. It is a good idea to execute your flight with the intent of making an exciting video.

Don't let the bells and whistles be a distraction – fly right and enjoy Happy Landings!

WSPA was represented at the 2021 1-26 Championships by **Cathy Williams (#392)**, **Kristin Farry (#400)** and **Judith Galbraith (#157)**. Kristin and Judith also decided to take advantage of the landable terrain in every direction and attempt Silver distance flights. But the weather during the contest was less than ideal. The two practice days and first contest day were cancelled due to high winds, with crosswinds better than 22 mph gusting to 30 mph. The three contest days were marginal at best and impossible the rest of the time. Nonetheless, they persisted.

The day after the contest ended the weather improved greatly. Sunflower Gliderport had a tow pilot available and both pilots had crews available. A downwind dash was decided upon, heading due west from Yoder, Kansas. Could we make it to Dodge City? Farther? Was Gold distance possible?

Both of us launched around 1:00 p.m., got to about 6,000 MSL and headed downwind. After scraping around above the various squares of cropland for the previous week, we both had developed a good idea of what terrain would throw off thermals, even if the clouds were not reliable indicators of lift. But the cloud streets seemed to be developing and we were off, stopping frequently to stay near cloud base. All was going well for the first 50 miles until the cloud street I was following turned to a jumbled mess with no lift. When I realized this turned south to cross to



These two very helpful fellows are looking at the photo they just took of me and the glider just before they pulled the glider out of the field with their combine.

necessary to find the road the farm equipment used, which may not be visible from the air. And wheat, uncut or standing straw, is susceptible to catching on fire from the exhaust of a vehicle such as a pickup truck. Thus, getting towed out of the middle of a field can present multiple challenges.

I asked the guys harvesting the adjacent field if they could pull me to the access road with their truck. They declined, saying they might get stuck in the mud. But they would use their combine.

Cool! Really cool - literally. When we got the glider to the road I asked if I could check out the cab of their combine. It was huge and *air conditioned*. I was just getting comfortable and thinking about the added adventure of a combine ride when Jonathan showed up with my trailer.

We got #157 loaded and went to help Kristin and Jan, who were a few miles east. Kristin had landed in *uncut* wheat, which necessitated pulling the glider to the road without the aid of a vehicle. Wheat, like tickseed, sticks to everything. It sticks through jeans, socks, cloth sneakers. It falls off and gets into gliders. And it is difficult to pull a glider through. Nonetheless, with Jan and Jonathan in makeshift harnesses attached to the tow hook and Kristin and me pulling the straps, we managed to extract #400 from the field and get it safely back in the trailer. Mission accomplished: Silver distance flights for both of us!

By the time we got back to Sunflower it was too late to go to dinner in Yoder. Instead, Jonathan and I got the glider and trailer ready for the 1000+ mile trip back to Pennsylvania. The next day I drove another 450 miles west to visit family in Colorado for a few days. I caught up with Jonathan on my way back through Kansas to collect the glider and treated him to his well-deserved steak dinner (OK, he chose chicken). Next up: Silver duration. Maybe at the WSPA seminar?

the next cloud street, but it was too late. Kristin made a similar miscalculation.

Within a few minutes we were both on the ground. Our intrepid crews, Jan Steenblik and Jonathan Leal, set out to retrieve us from our respective wheat fields. Wheat fields, it turns out, frequently do not have easy access to the roads they abut. Deep ditches, muddy after the recent rains, made it



Judith Galbraith and Kristin Farry, someplace about 50 miles west of Yoder, Kansas, .



(left to right) Kristin Farry, Leah Condon, Cathy Williams, Judith Galbraith and Callie Edsall. They are standing in front of Kristin's beautifully restored 1-26D #400, which won the Spiffy award for best looking 1-26 in the contest in 2019, Callie Edsall is the 2021 recipient of a WSPA Sky Ghost scholarship. She drove up from her home in Oklahoma to meet Judith, her scholarship mentor.

The Germans connect the name Beate Uhse with a now far-reaching sex emporium. Back in the early fifties she founded the first sex shop in the world and was openly talking about and promoting literature about safe sex, birth control etc., when it was in most western countries still a hush hush subject. From her single store grew a world-wide emporium. She was imprisoned several times for indecency and pornography. The company is now run by her two sons.

Very few people are aware that during World War II she was a then history making German female pilot together with Hanna Reitsch and Melissa Schiller (their stories have been published in Hangar Soaring previously), the latter two receiving the Iron Cross for their contribution to the war effort. Both were also glider pilots, Beate probably not. In contrast to the US, the UK and the Soviet Union, Germany did not have an organized military women pilot group. In the mind of the Nazis, women belonged in the home and have children. Even in soaring women's participation was very much reduced during this time. But a handful of women pilots broke the glass ceiling. One of the was Beate Uhse



Beate Uhse was born in 1919 in East Prussia, now part of Russia, as Beate Köstlin. Her father was a well-to-do planter, her mother one of the first German female doctors. When she was 8 years old, her older brother told her the legend of Icarus. Young Beate was so fascinated by the story that she gathered chicken feathers, glued together some wings and leaped from her parents' porch.

ents' porch.

Beate was an adventurous spirit, and she was supported and encouraged by her parents to do whatever she wanted to do. But they made sure that she got a good education. The parents were open minded and early on discussed with their children sexuality and contraception.

During a trip to Berlin, Beate's father met a lecturer on motor sports from the German Aero Club and complained to him about his "fly-crazy" daughter and the nonsensical concept of a female pilot. The lecturer was excited by the idea and sent 17-year-old Beate information about obtaining a pilot license.

In 1937 she joined a pilot school near Berlin. On her 18th birthday she received her pilot license. In 1938 she passed her stunt pilot exam.

She then worked for the Bücker aircraft company as a test pilot and at age 19 as a delivery pilot for the Alfred Friederich Concern east of Berlin. Soon afterwards she was asked to work as a stunt double in a German propaganda film. One of the stunts she performed as a double was flying through a balloon barrier and simulating an uncontrolled dive.

She fell in love with her stunt pilot instructor, Hans-Jürgen Uhse and they planned to marry. Her father first did not give permission but later rescinded and a big wedding was planned for Oct. 10, 1939, but had to be canceled because of the beginning of World War II two weeks earlier (Ed.note: My parents were married on October 2 that year, accelerating the wedding date because of the beginning war). On September 28, Hans-Jürgen was drafted, and the couple married quietly four hours before his

Famous Women Pilots

This is a shortened and edited version of the full version
Beate Uhse

Oct. 25, 1919 – July 16, 2001

https://en.wikipedia.org/wiki/Beate_Uhse-Rotermund

departure.

Because of the war, it became impossible for Beate to continue and make a living as a stunt pilot. Therefore, she accepted the offer by the Luftwaffe (German air force) to work in an aircraft ferrying unit. That ex-

posed her to flying combat airplanes which other ways she never would have flown. She flew Ju87 Stuka, FW 109, Messersmitt 262 (the first jet airplane). With all this war-time flying experience she hoped to have a flying career after the war.

She continued flying even after the birth of her son in 1943. Because she was considered vital to the war effort, she received permission from the military to hire a nanny. In October 1944, she was promoted to the rank of "captain" and was assigned to Ferry Squadron 1. (Ed.note: Hanna Reitsch and Melissa Schiller never held any military rank but received the Iron Cross nevertheless).

In 1945, her husband died in an air crash leaving her as a 24-year-old widow with an 1-year old son.

In April 1945, with Berlin being surrounded by Soviet troops (The war ended on May 8), the squadron commander wanted to move the squadron west. Beate was able to make her way to her house through the ravaged Berlin to pick up her son and nanny, but arriving at the airport, her unit had already left along with her airplane. She found a small Siebel Fh104 plane, a small German twin-engine transport communications and liaison aircraft built by Siebel, that had no pilot and while it was refueled, she studied the manual since she had never flown that type. Together with her injured son and nanny she flew northwest, landing finally in North Friesland, near the Danish border. There she was captured by the British Forces (ed. note: my father too).

After 6 weeks as POW she was released and settled in Flensburg in Northern Germany, which would become part of West Germany after the war. Former members of the Luftwaffe were not allowed to fly then. And thus ended her flying career.

Making a living as a peddler, selling products door-to-door, she learned about many housewives' problem: many became pregnant after their husbands returned from the war (ed. note: my mother was one of them) at a time when there was no food, no accommodations, no future for any children. Many women had illegal abortions.

Uhse remembered the lectures her parents had given her on sexuality, sexual hygiene and contraception and she put together a brochure which openly talked to women about these topics; it talked about fertile and infertile days, all of it a tabu at the time.

By 1947, she had sold 32 000 copies of this pamphlet and thus started a business that over the following decades opened all over Germany and across the German borders.

In 1979, she divorced her second husband. At age 75 she obtained a diving license.

In 2001, Beate Uhse died at age 81 of pneumonia.



Siebel Fh104

Gliding and Motorgliding International

The Paper Glider Project

By Alexis Glynn Latner
Issue 6/2003

The 2003 Centennial of Flight Celebration of the Wright Brothers' first flight began in January, when the Soaring Society of America held its Annual Convention in Dayton, Ohio, USA. Dayton was the home of the Wright brothers. For this special anniversary at the SSA Convention, the Women Soaring Pilots' Association (WSPA) wanted to focus on the presence and achievements of women around the world in the history of soaring flight. WSPA is the only international women glider pilots' organization, with members in eight countries. But most of our international members wouldn't make it to Dayton. Neither could we expect many of the distinguished women soaring pioneers and record-setters still living to attend in person. It seemed unsatisfactory to just laud everyone in absentia. Instead, we conceived a plan to send a simple glider outline, copied on to sturdy cardstock, to women pilots around the world, inviting them to decorate it and return it to us to display in Dayton.

The idea grew out of two different inspirations. WSPA's Webmaster and past President, Sharon Smith, recalls, "Ken Jacobs and Oats Schwarzenberger (two of my glider partners) attended the 2002 SSA convention in Ontario. While at the airport, they saw a display of boxes that some organization (unknown) had sent around the globe asking that they be decorated and returned. They mentioned this to me. Oats and Jake then told me about a luncheon that General Dynamics (GD) had sponsored for some event. There was a table decoration of a pop-up F16. Oats (retired from GD) got me one. They both suggested I do something like those and send them out."

In mulling over these ideas and WSPA's aims, the pop-up was discarded as being too impractical and costly for us. Sharon, "Frauke and I then came up with the plan that I explained in a cover letter which reads in part":

"Enclosed is a glider (drawn by fine artist and WSPA member Janaki Lennie, of Houston, Texas and Perth, Australia) and an addressed envelope. We invite you to colour the paper glider like your own ship, or put photographs or poems or reminiscence on the front side of the page, or write a favourite soaring story on the back. In other words, decorate it as you wish. Then please mail it back to Frauke Elber, whose address is on the envelope. Frauke is the Editor of our newsletter Hangar Soaring and a friend of many women pilots around the world. Thank you for your presence in soaring and for setting an example for the newer, younger and less accomplished of us. If you'll be attending the Convention in Dayton, look for the WSPA booth. If you can't come to Dayton, please send a Paper Glider and join us in spirit."

Went to more than a hundred women

A copy of the cover letter, with a glider outline and a return envelope, went to more than a hundred women around the world. Some of these were WSPA members. Other names came from an extensive list of international contacts cultivated by Frauke. Some recipients were active and prominent women in the US soaring community. Others

were luminaries who soared behind the so-called Iron Curtain, invisible to the Western soaring world when they did great soaring deeds. One of these was Olga Klepikova, who set numerous women's soaring distance records in the USSR. Then in 1939 she flew 749km for a record not broken by any man or woman in the world until 1951.

Friends of WSPA translated my American English letter into other languages: German, Italian, Czech and Russian. The translators were Fred Weinholtz, Antonio Caraffini, Vitek Siroky and Winfried Morgner respectively, and we all very warmly appreciate their help with this!

For the Russian and Ukrainian addresses, I brushed up my college Russian to address by hand the envelopes in Cyrillic characters. For addresses in Bulgaria, Estonia, Latvia, Poland and Romania, I enclosed both the English and Russian versions of the cover letter in lieu of having translations in those languages. If the recipient did not know either language, she might have a helpful friend or neighbor who could translate the mysterious letter on cloud paper.

Launching the fleet of paper gliders had only one slight snag. The United States Postal Service and US Customs takes a dimmer view of international mail than they did in the past. Suspicious US postal workers wanted customs forms, which caused me to busily scribble in the appointed blanks: sender, addressee, and contents ("documents"). No gliders ever came back rejected by the Post Office or Customs Office, although some probably went astray somewhere in the world.

With the glider envelopes all mailed, suspense ran high for those of us organising our presence at the 2003 Convention. Would any gliders come back decorated? Would we have anything to show in Dayton?

The World Wide Web played a big role. When Frauke emailed her international contacts about our project and our need for addresses to send out our paper gliders, rafts of international addresses soon came. Early on, Sharon Smith posted the glider outline on the WSPA website to make it available to download by those who didn't get a physical glider outline in the mail. Then Sharon put a glider decorated by Frauke Elber on the website, dangling it enticingly to



encourage other women to do one too.

Frauke, who claims to lack artistic ability, downloaded the web version and used her computer to decorate her glider. (See previous page) The picture in the cockpit is from a photograph of Frauke in a rare Delphin glider. The quote is a saying that, according to Frauke, was much heard in earlier decades coming from hot-shot male pilots in Germany. And that's why this paper glider's sky is pink.

Artistry was really not required. We wanted decoration, reminiscences, quotes, humor and sombre reflection: in short, whatever each woman cared to do! Sent around North America and the world, paper gliders flew back with messages and memories, and sometimes artistry too. Some of them carried photos. "A picture is worth a thousand words" is a popular saying. The photo of the German Women's team sent by Ingrid Blecher holding up a glider is worth a



thousand words in any language.

The decorated gliders were scanned in and posted on the WSPA website. Frauke's glider was soon joined by a growing and colourful gaggle. From Australia by Rosi Matz came one that instantly delighted us, a strikingly pretty collage of Australian images.



We received several gracious letters from women who declined to decorate a glider but wished us well. Then came an email with the subject line "Greetings from Valentina Toporova, Ukraine". Valentina was one of the paper glider recipients. "Dear Soaring Society of America Convention participants!" the email began. "Glider pilots of Ukraine, together with Olga Klepikova, who established the great record in a glider in 1939, are sending you the best greetings and congratulations to the 100th Anniversary of Aviation. This event filled our lives with best endeavors and significance. We wish all of you strong health, successful flights and good results in all your strivings to advance soaring. Best regards, Valentina Toporova, for Ukrainian glider pilots".

The Convention



In Dayton, meanwhile, our booth co-ordinator, Tammy Spillane, a student pilot member of Caesar's Creek Soaring Club, applied her considerable energy to designing our booth for the Convention

At long last we assembled everything at the Convention. Dayton's big Convention Centre exhibition hall gleamed with sailplanes arrayed on the floor. Booths sponsored by numerous organizations and vendors ringed the huge room. Tammy's huge backdrop went up without a hitch and turned out to be just the thing to ward off an icy draft that came through a side door from outside, where temperatures hovered just above 0 degrees F.

The weather was unusually cold even for Dayton. But the weather was warm and bright on the WSPA booth's backdrop! Between the green felt hills and felt clouds soared a glorious gaggle of some thirty paper gliders. During the Convention, additional gliders were decorated on the spot by women who stopped by. Convention-goers were welcomed back behind the table to look at the gliders more closely.

Letters written with pen and ink are a tried and true means for people to communicate with others. Graphite is good too, and electrons are great, when messages circuit around the world through the Internet. But the Paper Gliders are a unique medium of communication. The women who decorated a glider used marker pens, glue, scotch tape, crayons and even cotton balls and decoupage. Scissors snipped into magazine pages and duplicate photos to carve out special pictures. Some work was done by hands on a computer's mouse. The Paper Glider Project turned out to be a medium well suited to the message. It was a tangible, tactile way of getting in touch with women soaring pilots.

The Fleet

Janaki Lennie's glider outline was simple and generic on purpose. Its shape evokes older ships before the modern glass-fibre racing era. Simple as the outline is, it has a life force about it. That is the happy result when a fine artist turns her talent to an aviation design!

In the hands of resourceful women pilots and friends of soaring, several dozen identical copies of "The Janaki Glider" have morphed into a whole whimsical fleet. We now have more than forty paper gliders. Their creators tend to reflect the character of WSPA. It is an organization that exists for the sake of women soaring pilots, but members need not be pilots themselves.

Some are faithful crew for family members and

staunch supporters of WSPA. Others are girls and student pilots of various ages. The paper glider creators range from four years up into the sixth and seventh decades of long rich lives. They live in Australia, Britain, Bulgaria, Germany, New Zealand, Switzerland, and the USA.

Some are women who have achieved great things in



Lauren Reitz's "Pen Stateglider"

soaring. Among the pilots who contributed decorated gliders are Ariene Decloux, who flew a Diamond distance in England; Hana Zedjova, who now holds eight feminine world records but over the years has been awarded an amazing number; Irmgard Morgner, who was a member of the East German National Team for years; and Jo Shaw, holder of multiple feminine world records plus almost all of the feminine 1-26 records.

Then there are Sarah Steinberg, the Standard Class Women's World Champion in 2001; Tatiana Obretenova of Bulgaria, European Women's Champion, whose glider depicts the sailplane she flew in the Championships and Yvonne Loader, holder of the feminine altitude gain world record since the late 1980s.

Artistic skill was not a prerequisite, but several artists did beautiful drawings. Lauren Reitz did hers at the Convention booth with marker pens while several people watched with interest.

Other paper glider artists shared photos and Xeroxes of mementos of important flights. Val Paget of Houston, Texas decorated her glider with a photo of herself in the cockpit of her PW-5, and a Xerox copy of the paperwork for a World Class Texas feminine distance record.

Some paper gliders sport the paint jobs and contest numbers of a beloved private or club ship. Others are ships of dreams. One looks like myth of place incarnate: Yvonne Loader's spectacular New Zealand collage flying on mountain wave. More than one beholder has wondered how she did that glider.

"Not being in any way an artist, I had to think laterally!!" says Yvonne. "It was an easy option to make it a 'New Zealand' glider as symbols/pictures would be the easiest to source... The sea green colour is very much a 'Pacific' colour... The pilot is our national 'Kiwī' bird, after which New Zealanders are nicknamed 'Kiwīs'. Ironically they are a flightless nocturnal bird!"

Yvonne used Maori emblems, each with its own significance, and images of nature in New Zealand. For the magnificent Mountain Wave background, she sacrificed a calendar page for its superb photo of New Zealand's Mt Cook. "I did my world record over Mt Cook (flew to over 37 000ft). When the north-west or westerly wind blows Mt Cook al-

ways produces wave. The picture has captured early stages of a north-wester brewing."



Yvonne Loader from New Zealand captures the essence of that country

Note from the editor:

It has been 18 years now since we did this fun project. I have met many of the local and international pilots who participated. But the convention was not the end of the project. From the forty plus decorated glider we determined Yvonne Loader's the most beautiful and we sent her a t-shirt with that glider picture. We also choose the ten best and made greeting cards from them, which we sold at future conventions. And last not least from these 10 best pictures, Aileen Colson made two quilts, which we raffled off and which netted WSPA about \$1800. It was an absolute fun



Ya know... If y'all would all get vaccinated, we wouldn't be shutting stuff down again.

WSPA DUES

WSPA Dues - Due Date: July 1st of each year (except for LIFE Members and Honorary Members)

Full Members (women) and Associate Members (men/ or women who are not pilots) = \$25/yr.

Youth (young women 18 yrs. and under) = \$10/yr.

Life Membership = \$350 (one-time)

Can be paid:

By personal check written to "WSPA" and mailed to: Margaret Roy - Treasurer, PO Box 1197, Central Islip, NY 11722-0950

By Pay Pal on-line at our website www.womensoaring.org , or you can go to your own on-line PayPal Account and send us the dues amount plus extra \$2 for PP Fees to: treasurer@womensoaring.org

Note: If you use your business PayPal account or another family member's account, please put a note on your electronic payment with your full name, so we will know who to credit.

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