



Hangar Soaring

February, 2023

THE OFFICIAL PUBLICATION OF THE WOMEN SOARING PILOTS
ASSOCIATION.

<https://womensoaring.org/>

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

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Badges

Recorded through January

Silver Badge
Adriana Iberri,

Silver Duration
Adriana Iberri

Bronze Badge
Brooke Hughes, CO
Avery Simer, CO

C Badge
Brooke Hughes, CO
Avery Simer, CO
Whitney van Brink, NM

B Badge
Whitney van Brink, NM
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A Badge
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Jude L. Maurette, TN
Anna Inzerillo, NY
Sarah Inzerillo, NY
Alexa Hatcher, NE
Melissa Riegle, IN
Berea Boerringer, CO

STATE RECORDS APPROVED

ARIZONA
Lauren Reed
15 Meter
Free Distance 42.9 mi

Standard
Free Distance 42.9 mi
Free Three Turnpoint Distance
42.9 mi

Sports
Free Distance 39.25 mi
Free Three Turnpoint Distance
39.25 mi

Brooke Hughes
Sports
Free Out and Return Distance
8.11 mi

(Continued on page 5)

President's notes



Winter greetings to all WSPA members and friends. This is the time to reflect on the highlights of our soaring progress and plan for how we will enjoy and support our wonderful sport in 2023. Please think of WSPA as the ideal soaring resource for camaraderie, support, role models, flying events and opportunities to donate and volunteer.

Congratulations and thanks to the four WSPA board members who were re-elected in December for another two year term. I so appreciate the effort and teamwork that Lynda, Ulrike, Gail and Margarett continue to contribute to our association!

2023 reminders:

Attend the SSA Convention; Feb 23-25 in Reno. No better place for networking, learning, and immersing yourself in soaring: past, present and future.

Visit the WSPA booth, reserve a seat at the WSPA breakfast and learn Kathy Fosha's hints for planning and flying challenging soaring flights, attend the presentation describing the WSPA and XC camp opportunities which support women while advancing the global soaring community.

WSPA scholarship applications are due in March. No matter your goals or experience level, there is a scholarship and mentor to assist you. I especially encourage CFI-G and tow pilot candidates to apply. Soaring needs your help!

(Continued on page 3)



From the Editor

I hope you all transitioned safely into the New Year and made a resolution to achieve a higher level in soaring

The Holidays were very quiet here since due to the big winter storm my son did not make his annual pilgrimage from Virginia's highlands to the coastal lowlands. This gave me plenty of time to look back to years long gone, taking stock who all from WSPA has visited me here, first in our house and then at my present retirement residence.

I don't remember if anybody visited us before the 1999 WSPA seminar that my husband and I hosted.

I remember that Eileen Taylor from Texas and Kate Porter from Arizona stayed with us during that seminar. Then over the years the list grew: Anna Schippers and her husband from Switzerland stayed and went to New Castle with us in 2002. Anna came to the 2003 and 2004 seminar. Natasha, Vesna and Hana from Slovenia spent time with us for a week after the 2004 seminar and I took them to Kitty Hawk during their visit. Colleen Koenig and her family first without Mark then on a second visit with Mark (who used to be a member in my club before he met Colleen) took our home as base to explore our historic region. Phyllis Wells, Pat Valdata, Mary Rust and her husband, Karl Striedieck, Bill Batesole, Michael Graves all spent some time here, either for just a short visit or overnight. CarolAnn Garrat and Kristin Farry flew in

(CarolAnn already for a couple of times and at one of her visits gave a presentation at my retirement community about her world-around flights). Newport News Airport (PHF) is only 5 min away from my residence. Susanne Lucas from France a longtime friend of mine, who I met in 1963 when she was 5 years old, came from Europe whenever I needed help. She joined us at the seminar in 2016 in Italy. She married a French gliderpilot and lives in Southern France. Tabea Cornel from Germany joined WSPA in the early 2000s. She became friends with a WSPA member's daughter. Tabea, after finishing university in Germany came to this country, got her PhD here, married here and now lives in Philadelphia. She and her husband dropped by last summer. And just as I write this column another WSPA (life) member is visiting: Tom Johnson and his wife Edie. Tom as a former TSS member is going to attend the club's annual party and he and Edie are staying in one of our guest suites.

And one person who is very special to me: Bertha Ryan. Just by chance Bertha, now 95, and I ended up in the same retirement community. We see each other frequently reminiscing about the past. I had responded to Bertha's survey of US women glider pilots in 1970. She became my mentor and encouraged me, when the time came, to become Hangar Soaring's editor. She helped me to grow into the job which I now hold for 20+ years

We hosted some big name glider pilots from the US and abroad. We always had "open house".

COME AND VISIT ME

Frauke

(Continued from page 2)

The 1-26 Championships will be at Caesar Creek, Ohio from May 2-11. First time competitors encouraged. Last year we had four women competing- hoping for more this year. WSPA's Virginia Schweizer trophy is awarded to the highest scoring woman. Others ready to begin cross country flights can bring any glider and fly without competing. Not ready for cross-country? You can learn so much by crewing or helping with ops. Contact me if interested. There is no more friendly and supportive group than the 1-26ers.

Start plans now to attend a women's soaring event. See the details elsewhere in the newsletter for the Germany seminar in July or the XC Camp in Moriarty in September. Impossible this year? Watch for the 2024 seminar announcement coming soon.

The 2023 soaring season is here! Remember, safety and skill come with regular flying. Wishing everyone a safe and memorable year with plenty of time in that green air.

Cathy

Upcoming events, mark your calendar

February 23-25: SSA Convention in Reno, NV
 March: scholarship applications due
 May2-11 1-26 Championships, Caesar Creek, Ohio
 July 3-7 WSPA seminar in Germany
 September 3 –11 Soaring Cross Country Camp for Women

Scholarship note

As you watch the snow fall and dream of spring soaring flights, don't forget to consider applying for a WSPA Scholarship. We have scholarships for all levels of glider pilots, so take a look at womensoaring.org/scholarships to see if there is one for you or for a women pilot you know. Deadline is March 15! If you have any questions, you can reach me by email at scholarships@womensoaring.org.

Alice Palmer
 WSPA Scholarship Chair

Soaring Cross Country Camp for Women 2023

When? September 3- September 8, 2023

Where? Moriarty, NM.

The 2023 camp will start Sunday Evening, September 3 and will conclude on Friday, September 8. However, we recommend arriving a few days earlier to get acclimated and take orientation flights. There is a \$225 registration fee to cover documentation and preparation costs. Total cost for the week, including hotel, tows, oxygen, food and registration will be roughly \$1,600 .

Daily activities will include morning lectures, "SeeYou" flight analysis and afternoon soaring (solo, dual, or with mentor pilots doing a lead-follows task). A limited number of dual flights will be available. It is recommended that course participants have two years of soaring experience and good thermaling ability. The Camp will be limited to ten participants This camp is NOT for newly minted glider pilots.

For any questions or registration contact CarolAnn Garrat cagarratt@gmail.com
 CarolAnn Garratt

The gliderport Uebersberg is located on the ridge of the Schwäbische Alb (Swabian Alb), a limestone mountain range that spreads out about 140 miles between Black Forest and the upper Neckar in the north east and the Danube in the southeast. 400 to 1100 m in elevation, they provide excellent thermaling conditions.

This mountain range offers excellent thermaling conditions. Cross-country flights from there to the Black Forest (quite frequently!), along the Danube-Valley to the east or sometimes even to the Alps are possible. Almost every 10 miles along the ridge of the Swabian Alb, you will find a gliderport. The closest ones to the Uebersberg are the Rossfeld, the Eisberg and the Farrenberg. We also have plenty of fields and meadows that are ideal for off-field landings. The ridges are mostly covered with woods. But the high plateau that reaches from the ridge towards the south persists mostly of fields and meadows.

The Swabian Jura is well known for its unique environmental beauty. It was declared a Biosphere-Reserve by the UNESCO in 2009. In the surroundings there are plenty of interesting sites to visit like castles, caves, interesting medieval cities and soaring-related points of interest like the Schempp Hirth plant and the famous Hahnweide gliderport. We hope for many international participants, not only from the US but from Germany and other European countries for this seminar.

Beginning in April, Delta will resume direct flights between Atlanta and Stuttgart.



Plenty of accommodations are available close to the gliderport and directly at the gliderport for reasonable costs.

A special feature of our glider port (and of gliding in Germany in general) are the cheaper and faster **Winch launches**.

Seminar-Coordination and hosts are WSPA Members **Ulrike Franz and her husband Heinrich Beutel**, who were SSA members during the years 2010 and 2019. During their stay in Alabama, they participated in several WSPA-seminars and also in the 2022 seminar at Chil-

howee.

The four soaring clubs operating at this gliderport will join to participate and prepare the seminar.

The following gliders will be available: (3) ASK21, (1) DuoDiscus, (1-2) Arcus, (1) TwinAstir. Flying in the front seat only available with a flight instructor. All other flights will be in the back seat together with local pilots.

Aerobatics will be possible as well.

Registration is online beginning in February at www.womensoaring.org

Contact: Ulrike Franz eule@ulrikefranz.de Luftsportverein Reutlingen.

Cell: +49 151 116 78 369

Friedrich-Ebert Straße 9, 72762 Reutlingen, Germany



In-club accommodations



Aerial view of the gliderport

In Memoriam

Al Simons

Al Simons, husband of WSPA member Susan Simons passed away unexpectedly on November 6, 2022. He collapsed at the Finish Line of the latest Ironman competition in Panama City, FL.

Al founded Mustang Motorcycle Products in Terryville, CT, and built it into the largest aftermarket motorcycle seat manufacturing company in the world. From an early age, Al lived life to the fullest in every sense. Starting as a young boy, his first and true love was aviation, earning his pilot's license as a teenager. Over the next decades he continued achieving by earning his instrument rating, his multi-engine rating for both land and sea, his glider rating, B-25 second in command rating, and had recently begun helicopter lessons.

Al was highly intelligent and inquisitive, with insatiable curiosity; he never turned down a trip to a museum! With a passion for travel, Al was always excited to share pictures and talk about what he had learned on his latest adventures to more than 75 countries around the world. He was indomitable, always demanding extraordinary physical discipline from himself. No challenge was too difficult for him to take on, and he enjoyed a variety of activities including SCUBA diving, fishing, snowboarding and kiteboarding.

Starting with motorcycling events in his teens, he later competed and excelled in windsurfing, stand-up paddleboarding, glider soaring, marathons, and triathlons, ending at the finish line of the Panama City, FL, IronMan on Nov. 6. Al left the way he lived life, crossing the finish line.

See Susan's story in Hangar Soaring, May 2021 pg. 9-11

Patricia Whinnery Barber

(Ed. note: I have known Pat and her husband Frank for over 50 years, but did not know about all her accomplishments in aviation, soaring especially. She is very little known outside the New Castle, VA realms)

Patricia Whinnery Barber, 92, passed away on December 8, 2022

Pat's life of adventure began in her early teens with horseback riding lessons, and she became an accomplished equestrian. With her talent and skills, she guided many horses to blue ribbons. Later in retirement, she fulfilled a girlhood dream of owning a horse - in fact, she owned two. These lucky rescues enjoyed many years on the trail with their loving owner. But horseback did not get Pat far enough off the ground. In high school, she started taking flying lessons, in floatplanes no less. She continued lessons and soloed three different airplanes on her sixteenth birthday in Danville, VA. On her seventeenth birthday, she obtained her private pilot license. Her instructor was her future husband, Frank. By 1959 she had earned her commercial pilot license, flight instructor certificate, and multi-engine rating. She was extremely proud of passing on her love of flying to her many students. In 1961 she and Frank discovered a different form of flying. They joined the Tar Heel Soaring Club in Burlington, NC. The Soaring

Society of America appointed her its NC governor in 1971. She earned her commercial glider license and glider flight instructor rating, as well as serving the club as a tow pilot. Pat and Frank discovered the Blue Ridge Soaring Society in New Castle, VA, and it became a virtual home away from home.

She also became a licensed agent in aviation insurance, managing her own agency for twenty years. It was during that time she became the first woman ever appointed to the Governor's Aeronautic Council.

The FAA recognized these amazing contributions to aviation by awarding her the Wright Brothers Master Pilot Award in 2006. It honors pilots who have completed fifty or more years of accident-free aviation careers, citing their dedicated service, technical expertise, and professionalism. She added the Civil Air Patrol Award in 2015. This honors the civilian volunteers of the CAP who participated between 1941 and 1945. Pat always felt the early years spent with the CAP set the course for much of her adult life in the aviation community.

Pat's husband, Frank, passed away on January 11, 2023.

(Continued from page 2)

Junior Sports Class
Free Distance; 59.7 mi

NEVADA
Lauren Reed
Standard Class
Free 3 Turnpoint distance;
116.83 mi
Free Out and Return; 77.68 mi
Free Distance; 46.89 mi

Sports Class
Free 3 Turnpoint Distance 106.89 mi

Free Out and Return 71.07 mi
Free Distance 42.9 mi

Brooke Hughes
Free Out and Return Distance
9.12 mi

CALIFORNIA
Avery Simer
Free Triangle Distance 218.06 sm

From the Jan. 2023 SOARING Magazine

Twenty-five years ago: January 1998

In 1996, SSA conferred upon Bertha Ryan (HoF 1972) its highest honor, the Warren E. Eaton Trophy. In 1997, the Fédération Aéronautique Internationale awarded her the Pelagia Majewska Medal, the first American so honored. Other awards? SSA's Exceptional Service Award (1967 and 1980) and the Schweizer Award (2006). Some of her contributions to soaring? Many feature articles and three separate columns for *Soaring* magazine. SSA Governor for Southern California; SSA Director and Treasurer for three years. Trustee of the National Soaring Museum for eight years: For NSM's website, she wrote nearly all of its 130 'mini-bios.' She scored the 1970 Worlds, many Nationals, and all seven Smirnoff Derbies. [Yes, *that* Smirnoff!] She managed the homologation of National and World soaring records flown in the U.S. for 18 years! For even more, see soaringmuseum.org/hof?id=88. I was lucky to work with Bertha on updating SSA's HoF procedures. But then she conned me into taking over her SOARING MEMORIES column. Thanks a lot, Ber! 🙏😊



Those who dream by day
Are cognizant of many things
Which escapes those
Who dream only by night
Edgar Allan Poe

The Birth of a Magazine (the German Soaring Magazine SEGELFLIEGEN)

At a dinner in the spring of 2003, my son Patrick (then a student and student glider pilot) said: "You always wanted your own magazine, make one for gliding, there's none yet."

We immediately broke off dinner and searched the Internet: in fact, there was no German-language magazine for gliding. We decided to go for it.

Then Patrick introduced me to the head of his gliding club, Sepp Holzapfel, a farmer and enthusiastic glider pilot who in turn knew Holger Back, a well-known glider pilot in Germany (two-time vice world champion and three-time German champion, team leader of the German national teams), both thought the idea was brilliant and wanted to support us.

I founded a publishing house, brought a professional graphic designer on board – and then a very exciting time began, because such a company costs a lot of money that I didn't have.

All the banks denied loan applications, they supported already enough other magazines. So, Sepp Holzapfel lent me the necessary money and vouching for it at his house bank. I also received financial support from Brigitte Holighaus (Schempp Hirth) and Walter Eisele (1000 km diploma 1990).

I flew to Los Angeles to Hannes Linke, my old childhood friend, who had learned gliding from my father, a passionate professional and leisure pilot. Hannes took me to the Baron Hilton Ranch.

There I met the crème de la crème of glider pilots, including Mathias Schunk, who is still our faithful author of numerous top articles.

With Hannes I also went to Lausanne for the IGC meeting, where he again introduced me to influential glider pilots such as Hans Werner Grosse, Bob Henderson, Axel Reich, Roland Stuck, Prof. Loek M.M. Boermans.

All these contacts were incredibly important to us and without them our magazine would never have been able to establish itself so well in the market.

We started the first issue of "SEGELFLIEGEN MAGAZINE" in September 2003 ... with just 600 subscribers, a growing mountain of debt but a lot of commitment to our small business.

At the "Segelfliegertage", the German equivalent of the SSA convention and the AERO, the big aviation gathering, we were received with a lot of enthusiasm, and everyone knew someone who wanted to support us editorially, whether Klaus Ohlmann or Tilo Holighaus and provide us with pictures and/or stories for our magazine. So, we quickly became known in the German-speaking gliding scene.

Patrick, after graduating from high school joined SWISS Airlines in Switzerland and now flies there as a captain, was until 2015 mainly responsible for the editorial content. My part was primarily the publishing industry and the entire manufacturing process.

In 2012, I followed Patrick to Switzerland, because there they had an open ear for small companies. And together with Migros



Bank and a small business loan, I was able to give our company another decisive financial boost. Nevertheless, it took until 2018 to pull the publisher finally out of the red – an endlessly long time that you can only survive with an incredible amount of passion and perseverance for your vision.

Today, the magazine runs almost itself in many areas. We are constantly offered great articles and top pictures, a Swiss advertising professional acts as deputy editor-in-chief with many forward-looking ideas and almost all doors are open to us when it comes to getting interesting information and gliding-relevant questions answered.

The situation today allowed Patrick to withdraw completely from the magazine, live his own aviator life as a professional pilot, glider and paragliding instructor and fully entrust the publishing house and "his baby", the magazine SEGELFLIEGEN, to his mother, who has still not become a pilot after all these years.

Our idea for the future would be to publish the magazine in English translation, because we are repeatedly approached by interested parties from all over the world.

However, this means a certain new beginning and thus ultimately also a risk that we must at least consider very carefully.

Aber: you never know....



Brigitte Gabler, founder of the German SEGELFLUG magazine (German Soaring magazine) was born in 1950 in Bavaria, southern Germany.

She studied Communication Science in Munich while working at the same time as a volunteer at the Albrecht Publishing House, which offered her a position as editor which she accepted before finishing university.

In the following years she worked for several regional publications and also worked as moderator at a regional radio station.

During this time, she wrote and published two women's novels. As a freelance writer she wrote for several publishing houses and held the editor position at several others.

After a stint as educator at a parochial high school, she founded her own publishing company and the SEGELFLIEGEN magazine, which this year looks back to 20 years of continuous publication

News and Achievements

Conny Schaich (Germany) crowned IGC Champion Pilot of the Year 2022 (from FAI News)



Once again, after the pioneering Melanie Gadoulet (France), a female glider pilot is awarded the highest IGC award in gliding competition performance. Cornelia (better known as Conny) Schaich (Germany) is honored with the 2022 highest IGC Champion Pilot Award. Winning the 2022 Standard Class Women's World Championships in Husbands Bosworth, United Kingdom, she placed first in point counts in comparison with the maximal possible points achievable by the world champions of the two other classes (club class and 18m class), making her the best Standard Class female glider pilot in the world.

Conny Schaich, an aerospace engineer working in the power tool industry, grew up in a soaring family, starting soaring at age 17 in 1980. Humble and very active as a volunteer, she is serving on the Board and in the maintenance department of her club, the Sportflieger-Club Stuttgart (Southern Germany) at the famous soaring center Hahnweide (Kirchheim/Teck). More importantly, she is serving since 1988 as an instructor guiding, educating and supporting young people in our beloved sport. Besides national titles she won her first Women's World Championships title in 2003 in Jihlava (Czech Republic) and became twice Standard Class women's vice champion in 2013 in Issoudun (France) and 2017 in Zbraslavice (Czech Republic).

For nearly 20 years, she and her husband own and share a very well-equipped LS 8.

From Susan Peirick:

Big news - I did my checkride yesterday! (Nov.13/22 Ed.)
What a fun and amazing day! I wanted to share. I feel like this is such a huge achievement for me. The world of soaring has really opened up. I'm so excited to fly in new locations!



Maayan Shalev, our 2021 Mid Kolstad Scholarship recipient, completed her Commercial Glider add-on at Arizona Soaring at the end of October! She appreciated so much your approval of the extension of her funds so that she could meet her scholarship goals. She now wants to pursue her CFG.



Boom Powell, tow; Maxyn Hallare Louise Hibbard, instructor

On January 29, **Maxyn Hallare**, one of three TSS scholarship students accomplished her first solo flight. Louise Hibbard was her instructor and Boom Powell her tow pilot. Maxyn, a senior in high school is a CAP Captain, a honor member of the Model UN, and in the Youth Orchestra

Women Soaring

Germany

What is planned for 2023?

The next Baden-Württemberg **Meeting of Female Pilots** (Hexentreffen) will take place on Saturday, 11 February 2023 at Blaubeuren Airfield (EDMC), starting at 10.00 am. The witches' meeting is a good opportunity to exchange ideas with like-minded people and make new contacts.

The AMF (Dr.Angelia Machinek Foundation) is also planning two training camps again: in April in Lesce/Slovenia and in August in Kamenz. The exact information about the camps can be found on the homepage of the AMF.

Let us hope that all planned measures can be implemented and that this year there will be one or the other opportunity where we meet in person.

I wish everyone a perfect year 2023 with many beautiful flights that will be remembered for a long time.

Regards

Beate Rein

Presidential Councillor for Special Tasks / Commissioner for Women

Slovenia

Report about activities DSL (Slovenian women pilots association) in 2022 by Dani Cerne

3/13 DSL annual meeting in Stična the memorial room of Kristina Gorišek Novaković.

In March we were in the theater in Ljubljana (Šentjakobsko gledališče) on the occasion of the centenary of this amateur theater. Kajetan Bajt, the only male member of DSL, invited us since he performs there.

5/22 Soaring day in ALC Lesce

A lot of DSL members came to fly there. PIC and gliders that they were flying: Tanja Pristavec - DG 500, Vesna Stergar - ASK 21, Miha Avbelj - ASH 25, Iztok Vrečko -FOX, Vesna Stergar - Vaja (Weihe), Nina Lokovšek - JS 3, Jernej Lokovšek and Milan Korbar - Mačka (oldtimer). We had 45 flights that day (plus another 18 because there were also a lot of pilots from Germany)

7/23 - 7/30 flying with oldtimers in Croatia at the airport Sinj

Jasna Jerman and Andrej Marn were there enjoying that soaring week. First flying in Twin Astir to learn about the airfield and

surroundings. Later they flew Slingsby – T-31. The aircraft was built for RAF cadet training. Jasna told us it was picturesque and extremely interesting.



Andrej Mam and Jasna Jerman at the old timer meet

Tanja Pristavec is very active and for sure the best female CFIG in Slovenia. She was chosen by CAA to become an examiner last year. Congratulation!

Israel



Here nothing is new. We are still the same, only two female glider pilots in our club. In the other club in the south last year one lady got a license - but I haven't heard about her recently, I hope she is still flying and maybe I can get her story.

I can probably share some photos and maybe Netta has new sketches (I know she is working on new club t-shirts).

Irit

Ed. note: other women's groups overseas did not respond to my inquiry

What do you know that someone else should know?

From Ups & Downs , the BRSS newsletter

Soaring is a solitary sport but to a remarkable degree, the timely exchange of critical can be of enormous value to all. If the wing runner spots a loose bolt in the tail wheel while grabbing a rope, that is information to be shared with the tow pilot. If the tow pilot finds a deep layer of moderate turbulence on tow, that information is very important to the soloing student pilot up next. If a landing pilot hits nuclear sink downwind to base, that information is assuredly important to the rest of the airborne aircraft. When you become aware of any safety of flight information, be sure to clearly communicate with those who need to know, so we will all enjoy Happy Landings

My first flight in the US

By Frauke Elber

(actually I had one before in 1967 at Lake Elsinore, CA in a Pratt-Read)

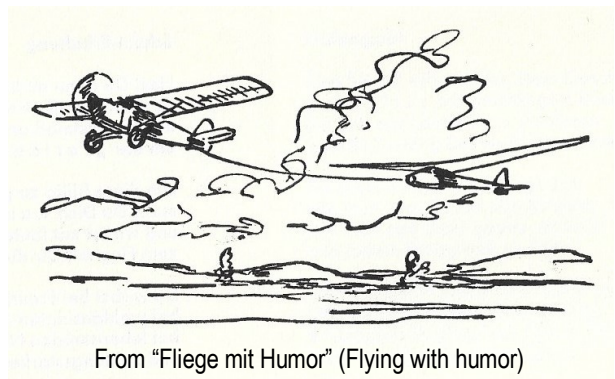
As I mentioned before, I am looking back into the past of my soaring career which goes back 60 years.

I started in 1962, trained in Ka7, in American view a "high performance" glider; got my license the same year and had 450 winch tows and my aerotow endorsement but very few aerotows when arriving in the US in Spring 1970. We knew there was a gliderport in Tidewater, VA, which we contacted almost immediately. Wolf, my husband, had just soloed in Germany.



So, on a nice day early in May we went out to the gliderport, which at that time was still in South Norfolk and we signed up as members. I got ready for my introductory

flight in a 2-22 (talk about gliding dinosaur) taking off behind a towship and immediately got into a pendle mode behind the tug. I just could not keep the glider behind it. My instructor in the back seat got worried and tried to tell me "pull to the center" but he never made it further than the word "PULL", and I pulled the release at an (for him) uncomfortable low altitude. I, with all my winch training, saw nothing unusual in the low release. On the winch one has to be extremely alert and ready to get off tow at any altitude. (I never had an accident or incident on the winch). I swung the 2-22 around and... tried to land that thing. I was used to the very strong dive-breaks of the Ka7 and was not prepared for the ineffectiveness of the 2-22 spoilers. I had several touchdowns before I got the plane to stop. Thus began my soaring career with Tidewater Soaring Society which now has lasted 53 years.



From "Fliege mit Humor" (Flying with humor)

Spiral Dive

From the August 1973 SOARING Safety Corner:

"I am enclosing an account of a foolish early soaring experience," writes SSA Aerodynamics Chairman Bruce Carmichael, "which I am willing to bet will be repeated by novices for years to come. This one includes a recipe on how to save oneself from one's stupidity, so I offer it for what it is worth."

THE SPIRAL DIVE

Outside it is gray. I am in cloud-and without blind flight instruments! No way to tell which direction is up. The wind noise around the canopy has risen to a shriek. My 1-26 is in the dreaded spiral dive! The load factor crushes me into the seat. I open my mouth to shout in fear, my jaw sagging under the acceleration. I taste the copper of adrenalin pumped into my blood stream. I am not frightened-I am terrified! My scalp tingles as my hair stands on end. Then, on the brink of stark unreasoning panic, suddenly, across the years. I hear the calm voice of my old flight instructor Ray Parker, speaking as clearly as if he were in the cockpit of the 1-26 sailplane with me...

Several years earlier a group of us were in a shop at Mississippi State College watching Ray, the world's most meticulous aircraft woodworker, building the sleek fuselage for his famous sailplane, the T-Bird. He had been warning us to stay out of clouds unless we were qualified instrument pilots.

"If you should be foolish enough to get drawn into a cloud," he said. "there is a way to extract yourself. You will find that in spite of knowing better, you will, in your fear, instinctively pull back on the stick to slow down as you would in level flight. In the spiral dive, this tightens the turn and could increase the load factor until you pull the wings off. The first thing to do is to neutralize the control stick and block it there with your other hand so that even in panic you will not pull back...."

I popped the stick forward and immediately the load factor diminished. The wind noise was still high. His voice came again...

"Now move the stick to one side. If you guess right, you will slow down, if you don't, push it to the other side."

I moved the stick to the right. The wind noise increased in pitch. Hastily I pushed it to the other side and the wind noise diminished.

"Now the excess kinetic energy from the spiral dive will throw you into an accelerated stall unless you lower the nose."

I pushed forward on the stick as the wind noise went to zero until I was flying again, then back to neutral. Ray's next instruction was to pull back and, as the speed slowly fell off, to put full stick and rudder into a spin entry. I had never spun the 1-26 and was afraid it might not enter a good spin, in which case I would be completely disoriented. I was hoping to fly out the side of the cloud but after a lengthy wait, with the altimeter winding up at a frightening rate, I once more unwittingly slipped into a spiral dive. I was as frightened as before, but at least I was not in panic this time. I went through the same recovery procedure, guessing right this time on the roll out, and once more tried to fly out the side of the cloud.

How did I get into the cumulus nimbus cloud? I had climbed up under the base of the cloud and found, to my delight, a hollow inverted bowl caused by the huge central updraft. I circled up inside this bowl. It was a scene of immense grandeur, with the earth clearly visible directly below my steeply banked turn and the vaporous cloud skirt hanging down in all directions. Sounds were curiously muffled and resonant. I failed to notice how my rate of climb was increasing until I was sucked into the cloud and visibility went to zero. What a difference between the clear white boiling walls outside of the cloud and its dark damp interior! Many times I had cruised up the windward side of a cloud and marveled at the beauty of a sun dog or the sailplane's shadow on the cloud ringed with a perfectly circular rainbow. Now the light and spectacle were replaced with darkness and fear.

Before long I was in the third spiral dive. I promised myself that if I

recovered from this one I would try to spin out. The method worked again, and I gradually slowed down on recovery then kicked full left rudder and full back stick, locking the 1-26 into a tight spin. After a few seconds I glanced at my altimeter. Again my hair stood on end and my heart pounded: instead of rapidly descending, I was barely moving down! The updraft was so powerful that it was carrying my 1-26 up almost as fast as it was spinning down. I had on summer clothes and no oxygen supply. Now I remembered the stories of German sailplane pilots who were carried up in cloud after bailing out with parachutes. They froze or died of hypoxia. I spun for what seemed an eternity.

Later, fellow pilots asked me how fast I climbed in the cloud, what speed I reached in the spiral dive, and what altitude I reached in the cloud. I have no idea. I felt I was fighting for my life and have only impressions, not readings. It would probably be safe to say the rate of climb far exceeded any I had encountered in clear air, and that the speed in the spiral far exceeded redline. Lord knows what altitude I reached, but at least I did not pass out with hypoxia.

Finally I saw a road rotating below me and spun out of the bottom of the cloud. I held the spin for another 200 feet and then recovered. Life seemed very sweet as I charged joyously out into the bright sunlight. I have not flown in cloud since that day in the mid 50's. As so many pilots have done, I learned a lesson the hard way. Thanks to Ray Parker I survived. Bless you, Ray.

Bruce Carmichael appended a warning to his story: "While Ray's recipe worked for me in a 1-26, it might not in a high-performance ship. It is possible that in this case a pilot might accelerate to too high a speed in the initial spiral and tear off the wings on reversing the bank during the resulting pull-up. The point is that a novice should not go into clouds expecting this technique is guaranteed to save him".

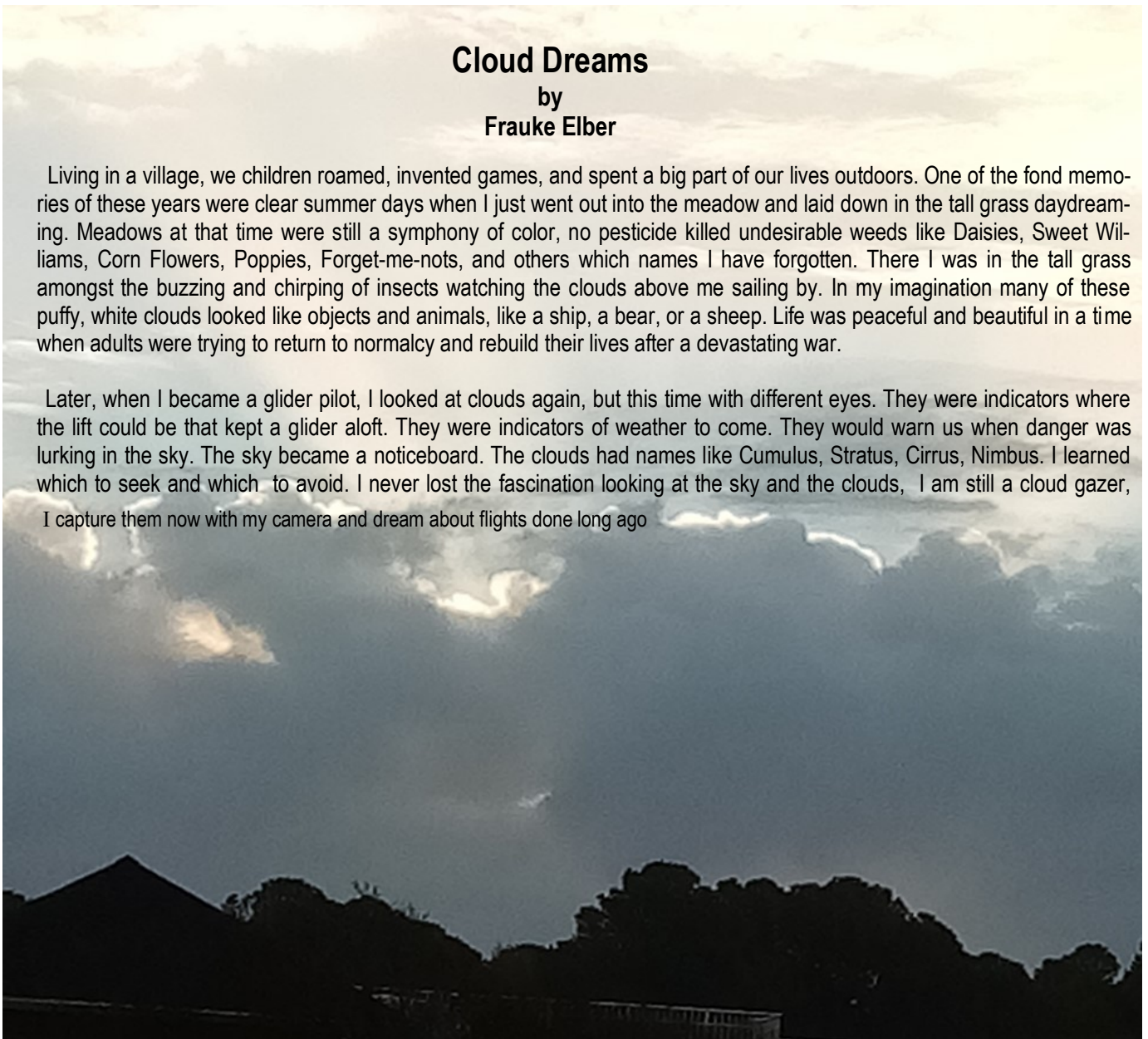


Cloud Dreams

by
Frauke Elber

Living in a village, we children roamed, invented games, and spent a big part of our lives outdoors. One of the fond memories of these years were clear summer days when I just went out into the meadow and laid down in the tall grass daydreaming. Meadows at that time were still a symphony of color, no pesticide killed undesirable weeds like Daisies, Sweet Williams, Corn Flowers, Poppies, Forget-me-nots, and others which names I have forgotten. There I was in the tall grass amongst the buzzing and chirping of insects watching the clouds above me sailing by. In my imagination many of these puffy, white clouds looked like objects and animals, like a ship, a bear, or a sheep. Life was peaceful and beautiful in a time when adults were trying to return to normalcy and rebuild their lives after a devastating war.

Later, when I became a glider pilot, I looked at clouds again, but this time with different eyes. They were indicators where the lift could be that kept a glider aloft. They were indicators of weather to come. They would warn us when danger was lurking in the sky. The sky became a noticeboard. The clouds had names like Cumulus, Stratus, Cirrus, Nimbus. I learned which to seek and which to avoid. I never lost the fascination looking at the sky and the clouds, I am still a cloud gazer, I capture them now with my camera and dream about flights done long ago



If you want to learn the most intimate of all the secrets of the wind you must of course take up gliding. For in a glider or sailplane every moment -- often your life -- depends on the wind.

You feel the wind in your fingers, on your cheek, in your bones. It is the bird's way -- soaring -- catching the rising thermal air over the sun-baked hay field by day, over this sultry pond by night, coasting up the windward slopes of hills, spiraling over factory chimneys, searching for "cloud streets" marked by the cumulus coiffure of rising air.

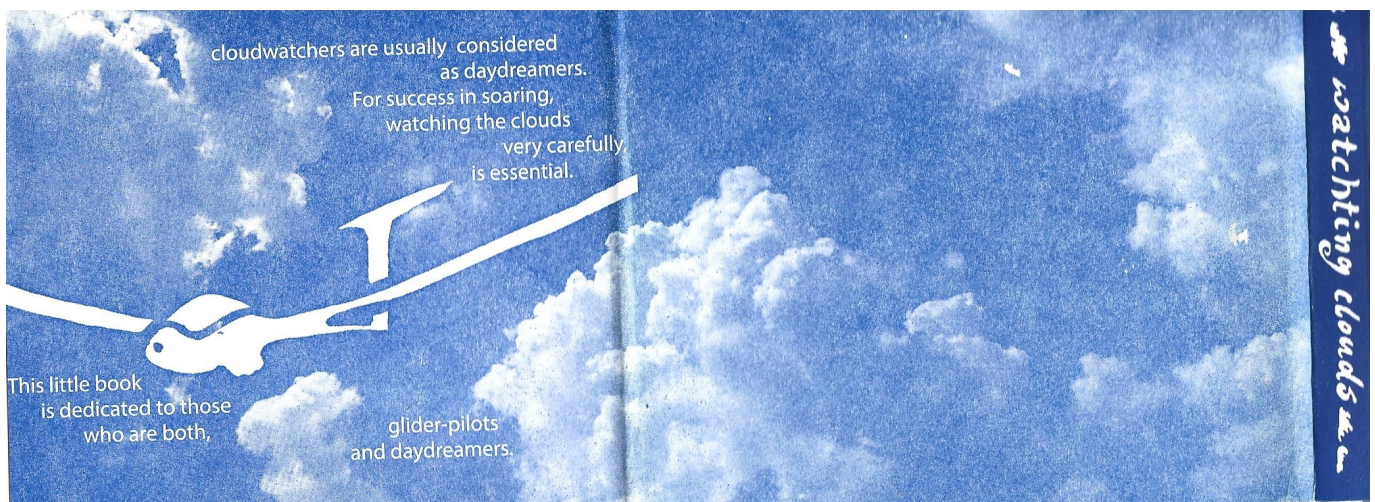
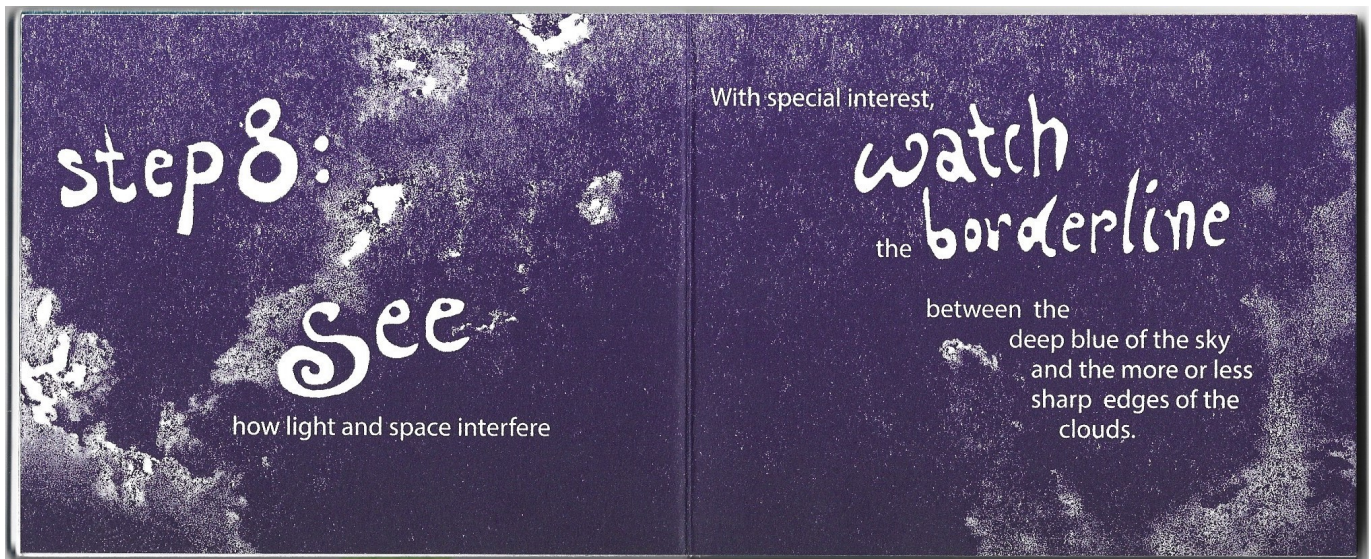
Something every glider pilot needs to do is study these cumulus forms, and especially the unseen heat streams that create them.

Song of the Sky
by
Guy Murchie, 1954

They are his propeller, his spark, his gasoline. Except perhaps for windward hillsides they are his main staircase to altitude. He knows them as thermals or "cloud streets" and one of his favorite tactics is gliding from one to another of these unseen elevators across the country, spiraling upward in each to gain what height he lost between .

Since so much of this HS is dedicated to clouds, I will finish this issue with an excerpt (front, back and one page in-between) from a tiny book Ulrike Franz produced while studying at the University of Alabama in 2013. The first page reads: "Air Jambalaya" the ultimate step-by-step guide on how to watch watch clouds. And on the back page it says: "the photos were taken within one hour around noon on August 20, 2013 at Pepper Place in Birmingham, Alabama."

Frauke



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