



February, 2018

Hangar Soaring

THE OFFICIAL PUBLICATION OF THE WOMEN SOARING
PILOTS ASSOC.

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Photo, courtesy of BUNGEE CORD

Marici Reid landing after a successful test flight of the newly restored Slingsby Petrel

(read full story in Winter 2017 Bungee Cord, magazine of the Vintage Soaring Association)

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Badges

Recorded through January
2018

C Badge

Judith Galbraith, PA

B Badge

Judith Galbraith, PA

A Badge

Judith Galbraith, PA



From the Editor

„It's a small world after all“

This is what I thought, when last summer I got an unexpected e-mail. WSPA had gotten a new youth member from Tennessee. A few weeks later, an e-mail arrived telling me that the sender was the father of the new member and asking if I was Frauke with whom he had a mutual friend, Jim Simons.

Yes, that was me. Jim Simons was a top-notch Air Force fighter pilot, lead pilot of the Thunderbirds and an enthusiastic glider pilot. When the AF delegated him to a desk, he switched to the NAVY and became an aircraft carrier pilot. After retiring from active duty, he pursued an advanced engineering degree working out of NASA while weekends flying for the National Guard. That's when our ways crossed. Having been home for many grad students and NASA interns over the years, Jim lived with us for a while. We became very fond of him; Wolf tutored him in Fluid Mechanics; our son adored him; and I loved to fly with him at our gliderport. I never knew, a 2-33 could be turned into a fighter plane. Oh, what fun it was. It was during that time, that the e-mail sender spent a weekend at our house. He was a jet pilot too and also in the National Guard. That weekend, we had an impromptu jam session: our guest playing fiddle, Jim guitar and I recorder. What fun we had. Now, 35 years later, our ways crossed through soaring once more and rekindled sad memories:

Jim was tragically killed in an airplane crash in his own Pit Special. He lived in Houston at the time and was in astronaut training as a mission specialist. In his home state Montana, he was a famous son. During the funeral, his friend Russ, the e-

President's Note



Dear WSPA Members and Associates:

Very soon we will be meeting again at the SSA Convention! I hope that you are making final plans to attend. Below are a few of the details again to help you if you want to make a last minute "good decision" to come and join us. **The SSA Convention, held at the Reno-Sparks Convention Center, will take place Thursday through Saturday, March 1 – 3, 2017.** Most of us are staying at the Atlantis Casino & Spa Resort, (Telephone 800-723-6500, code SOAR18), which is connected to the center. To cut down on costs, you might want to share a room with someone. If you are planning to attend, **please sign up for the WSPA Breakfast on Sat, Mar. 2nd,** and the **Awards Banquet** that evening, which is always the culmination of the whole event! The WSPA Breakfast is always a lot of fun, and a great way to start your final day there! The WSPA Booth #45 will be located in the Exhibition Hall (center right - as you enter the hall) next to the 1-26 Association and the other Divisions of the SSA. Frauke and I will be arriving on Wednesday to set up the booth. All are welcome to come early and help set up, take a turn manning the booth Thu. – Sat (2 hr slots), or help us to take it down on Sunday morning. Please let me know if you plan to attend and want to help. maryflies@roadrunner.com

The annual **Women's Soaring Seminar (July 23 – 27, 2017; Truckee, CA)** plans are coming along very well! Marianne Guerin, this year's Hostess, and Charlotte Taylor, VP in charge of seminars, have been making great plans and setting up extraordinary flying opportunities for us at the Truckee – Tahoe Soaring Association (TTSA), which runs the glider operations at Truckee Airport near Lake Tahoe, California. Speaking from experience, you will see some of the most spectacular views while flying there, which are in common only with the Alps in Europe, or the mountains of New Zealand. This is going to be one seminar you won't want to miss!

Mark your calendar now! Then go on line to download your registration forms www.womensoaring.org, and send in your reservation soon! The registrations forms will be going up on our web site Feb. 1, 2018. We have reserved a block of rooms at a discount for WSPA Registrants, and TTSA has generously given us a 15% discount on tows, rentals, and instruction that week. The clubs that are helping us with this fabulous seminar are providing us with outstanding gliders to fly. Many of their members have volunteered to help us that week by providing us with highly skilled "mountain-experienced" instructors and lead pilots, setting up outstanding morning and evening training sessions; and they will be setting up breakfast, lunch, and dinner for us every day.

Plan to come a few days early to get used to the altitude, especially if you are a flat-lander. The elevation at the airport is 5,900 ft, so you will be getting off tow around 8,000 to 9,000 ft, and you will probably be soaring between 10,000 ft. and 17,999 ft. Dress in layers. It'll

(Continued on page 3)

mail writer, had organized a Missing Man Formation fly-by in F-106es. School children were let out of school that day to watch the impressive sight.

Yes, it is a small world after all

Frauke



Russ' drawing of our mutual friend Jim

(Continued from page 2)

be warm on the ground mid-day, but you'll need a jacket for mornings, evenings, and for the higher flights. Oxygen will be provided in nearly all the gliders. Plan to start using it well below the 12,500' for 30 min. rule, to keep your brain clear and your body feeling great!

Watch for more details coming out soon on our web site! I am looking forward to seeing you soon! Until then, stay safe and keep flying speed!

Mary

Welcome New Members

Summer Rose Benjamin, CA

Carol Ann Garrett, FL
(life member)

Edith Yat-Ching Lee, ONT,
Canada (sponsored by Virginia Gallenberg)

Sarah Lopez, CA

Robert B. Wister, CA

**Next Hangar Soaring
Deadline**

April, 30, 2018



Hexentreffen 2018 in Aachen By Anette Weidler, Germany



This year, 125 „witches“ arrived on their brooms from all over Germany in Aachen. We were able to be in that wonderful location of the „Luft- und Raumfahrttechnik“ (Air and Space Department), at the Technical University in Aachen.

On the agenda were several talks by very interesting women! First of all, the dean (Prof. Peter Dahmann) greeted us and told us about his Department. I wish, I could turn the clock backwards and start to study at that very cool school.

Then Yvonne Darthe – a paraglider pilot and psychologist – gave a speech on „What we can learn from female pilots“. She also developed a special mental training which was offered later as a workshop. Judith Spörl (Tante Ju, aunty Ju) gave a peek in her very interesting professional life as an air traffic controller. She also talked about multitasking and teamwork. She is the author of a very cute children's book „Lena's solo flight“. Dipl.-Ing. Sarah Hamacher, an alumni of the University, talked about her life as an engineer and a mother. She is the leading engineer for a helicopter maintenance base..

Bevor lunch break, the foundation Dr. Angelika Machinek (amf-the German equivalent of WSPA-) baptized their new foundation sailplane, the late Swaantje Geyer's ASW19 naming it Swaantje Geyer. It was a very touchy event and it didn't seem

that it's been already two years since Swaantje passed away.

After lunch break, we broke up into small groups and were able to visit five different very amazing laboratories of the school: Turbine and prop testing's, wind tunnel, simulator, space electronics, and visual effects in space.

After that, we discussed the needs of a modern flying club to meet all needs of the club and family members.

All in all, a very great day with great women!



The Michael Wallace Memorial Scholarship Fund

The Michael Wallace Memorial Scholarship Fund will be offering TWO \$1,000.00 grants this year. The deadline for receipt of Scholarship applications is March 15. So please encourage your young students, and their parents, who deserve some help to apply for a grant.

The grant is \$1,000.00, to be paid to a flight school or club for the benefit of the recipient of the scholarship. Applications for the grant are due by March 15, 2018. The grant will be awarded by April 30, 2018.

Students 14 to 22 years of age are eligible to apply. Please talk to your students and their parents about the Scholarship. It is not difficult to apply, and we really want to find those students who are passionate about soaring but

may need a little help to achieve their goal. And the Scholarship is also open to those who have not yet started flight training. What we are looking for is that special love of flying that a select few possess.

You can also download the file from the Cypress Soaring website :www.cypresssoaring.org. Click on the Scholarship button.

Don't forget, the deadline is **MARCH 15!**

Congratulations

On January 7, 2018, Tabitha (Tabby) Thomas gave birth to a baby boy, Luke Alexander. Tabby, daddy Bred and big brother Logan are all excited about the new addition to the family

In Memoriam

Jane Jacobs

Jane Jacobs passed away on Nov. 16, 2017. Although not a gliderpilot herself, she always will be remembered by WSPA as the artist who sculptured the beautiful Anne Morrow Lindbergh Challenge Trophy. which has been awarded to several WSPA members.

(see more about this at www.womensoaring.org),





1-26 Nationals

Thanks to Eric Bick, editor SOARING magazine for providing this article



Editor's note: 2 WSPA members participated in the 2017 1-26 Nationals. The following are their reports

Cathy Williams

A great contest run by one of our country's premier clubs and attended by the most fun competitors! There is no better place for low stress out-landing field choices. The wonderful weather was a welcome addition that meant, I never used any of the fields I chose. Six completed tasks without a land-out was a record for me. Thank you to all TSA members who made this contest one of the best I have ever experienced.

I have flown multiple regionals and nationals over the years, but the 1-26 Championships are my favorite flying. I encourage all cross-country soaring pilots to find a 1-26 and join the one design and short retrieve fun. You will be amazed at the flights our winners achieve! Contact me, and I will loan you a ship or find you someone to team fly with in their 1-26.

My first glider flight was in 1964, my first regionals in 1968 flying as team in our club 1-26. Contrary to what many females in the sport have experienced, I have never been anything but welcomed, encouraged, and supported by the pilots I met along the way. It is fantastic to have Kristin join me in the fun. I am hoping for more females to compete with us for the Virginia Schweizer Trophy next year in Illinois. I am not at all convinced, we need our own feminine trophy, but the added opportunity to compete and win is always fun!

Kristin Farry

I am hardly a competitive soaring pilot, having taken a break of about 30 years between my private glider rating and my first cross-country glider flight. I am still not where I can fly gliders much, but I have decided to make the 1-26 Championships an annual glider adventure. For me, this event is a cross-country camp, where experts mentor me and daily demonstrate the possibilities of the amazing 1-26. This year was my first time flying my own 1-26A, #204, named Tweety by Wally Crew, the Florida pilot who restored her in 1991 after a wreck.

I need a little push to get out of my comfort zone, and the 1-26 Champs provide that push without too much pressure. It is still a big deal for me to turn my back on the home field and try to go somewhere in a glider. Launching with a specific task and listening to everyone else calling their starts on the radio really helps me get out of the start circle and on the course. Plus, you can't kid yourself when you carry a recorder and share the trace with a score-keeper and the world. The contest also helps me "calibrate" the day's flight, because I can see what more experienced pilots did in

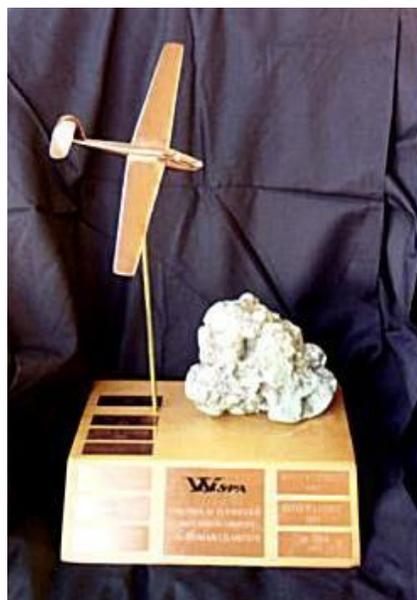
similar ships in the same weather conditions.

I was thrilled to complete three tasks this year! (Last year, I only completed one.) Consequently, I am actually very proud of winning the Turtle Trophy. I may have had the slowest completed task in the 2017 Champs, but I am now actually completing tasks. I am less thrilled with taking home the Yardstick Award (again!) for the shortest distance on course, but that is better than the Ruler Award, given for a land-out inside the start circle. Goals for next year: Complete tasks every day and give both the Yardstick and the Turtle Trophies to someone else!

The 1-26 is a very forgiving, hardworking little bird that will protect its pilot in a bad land-out — a great combination for a low-time cross-country pilot like me. Last year, I had a rough land-out with a difficult retrieve. This time, I had the easiest land-out and retrieve ever — on an airport which happened to be home to a tow-plane and Grob. I didn't even have to get out of Tweety. I was airborne again in less than 10 minutes, barely enough time to call the retrieve desk.

Schweizer 1-26 people are fantastically helpful to newcomers as well as fun to be around. I have felt welcome despite my inexperience and I have learned a lot from the more experienced participants. Even the most competitive 1-26 pilot will offer help to a newcomer. We even have our own poet-laureate, Joan Moos, who does double duty as Milt Moos' crew — this year, she crewed for Milt despite two broken ribs.

TSA is an ideal soaring destination, too, with great hospitality, great lift, and a multitude of easy land-out options. Now, if they could reduce those headwinds a bit



Virginia Schweizer Trophy



Women in Gliding Week – Kingaroy 2017

What does Dirty Dancing and Women in Gliding have in common
By Leonie Furze, Australia



Dirty Dancing was a massive box office hit which earned in excess of \$200 million worldwide. It was the first film to sell more than a million copies on home video and the Dirty Dancing soundtrack, including the single "(I've Had) The Time of My Life" won a Golden Globe, Academy and Grammy Award. Jennifer Gray became famous overnight. So, why couldn't she get another role? Answer - She had an image problem. She was typecast in the role of baby and couldn't convince directors otherwise. Women in gliding share a similar problem. I have heard, that male glider pilots think, WIG week is a bunch of old women sitting around drinking cups of tea (I prefer a cold glass of sauvignon blanc myself) and recently, while waiting my turn for my annual check flight, I mentioned that I was heading up to Kingaroy the following week for this year's WIG and one of the guys in my club commented "so you sit around winging about men for the week do you?" Is this really the image of Women in Gliding Week? Let me dispel the myths....

Women in Gliding Weeks have been running annually for over 12 years all over Australia. These events provide a platform for the relatively few and far spread women to meet, get to know each other, learn, support, inspire, mentor each other and form friendships. They are also the perfect opportunity for women to fly and stretch their flying abilities in a non-threatening environment. The benefits to Australian gliding as a whole includes;

- Developing teamwork and leadership skills of participants
- Develop mentoring for new pilots or pilots who lack confidence (there are many clubs throughout Australia where they may be the only female pilot in the club)
- Create a support network – females on the field (less intimidating for new members)
- Develop skills of current female membership
- Create role models
- An important chance to offer instructors (both male and female) a way to develop their skills through teaching a diverse group of individuals
- Improves club culture

Highlights of Kingaroy WIG Week

When I asked the participants what motivated them to come to Kingaroy WIG Week this year, the common theme was to catch up with other female glider pilots and to be inspired by them, many also commented on it being the perfect opportunity to get current and get back in to cross country flying given the ideal, non-threatening environment. Dominique Estival's goal for the week was to "Challenge myself to do real cross-country, which I hadn't done for 10 years" and Jo Wooler summed up the importance of WIG week nicely "I have been to them before and find it an invaluable week of consolidated flying, catching up with other women glider pilots and continued learning and appreciation of our sport". Although we weren't blessed with perfect Queensland conditions as we battled soggy paddocks and a few days of strong winds, everyone had a great time and a lot was achieved; multiple pilots were endorsed on various single seaters and the duo; the talk on IT and instrumentation was appreciated by all; the discussion on Secret Women's Business never fails to entertain, and many pilots came away from the week finally having the ability to upload flights onto OLC. The Kingaroy Soaring Club members also went above and beyond with Lisa Trotter organizing the 'Birds

and Feathers' themed welcome dinner; the fabulous Kingaroy instructors, Greg Schmidt or Neil Dunn surprising the ladies with a portaloos at the launch point and Bob Butler's cooking (including his famous Beer Can Chicken) made this year's event a huge success.

The Future - What's in stall for WIG Week 2018

Female glider pilots may be a small group (only about 5% of all glider pilots in Australia) but they do have high aspirations for the sport, amongst the ten or so women that came to Kingaroy, their future goals include;

- 500km
- 750km
- 1000km
- Completing the diamond badge
- Aerobatics
- Attend competitions as crew initially with a long term view of competing myself.
- Instruct
- Tow
- Speed records
- Prepare for Women's Worlds



The 2017 WIG participants

The location of the 2018 WIG week reflects the advice given by one of our regular WIG instructors, Neil Dunn "Do a lot of research into the site and the quality of the available instructors/organisers. Make this the "primary" criteria for the selection of the venue. Fleet, distance to travel, facilities etc should not influence the choice of the venue". This view was reiterated after receiving feedback from the participants at this year's WIG Week, with the overwhelming majority focused on cross country. It has been decided to hold the event at West Wyalong in NSW, 1-9th December 2018 (date TBC) under the enthusiastic support of the Bathurst Soaring Club. We hope that this date will correspond with the week prior to the NSW Comps but as this event has not been finalized we are

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Alby's Voyage

Compiled from Alby's blog: albysvoyage.blogspot.com and Pasco webpage)



Albi

The fairy tale:

Alby, a Laysan Albatross, was born near the Midway Islands and spent his early years out at sea. At age 4 (they can live 40-60 years) he had explored the North Pacific. Albatrosses spend their life in the open oceans about 30 miles offshore. On his excursions toward land he met Pelicans and Eagles and learned about the lands beyond the coast. But since his wings were designed to fly in the ground effect over the water, he didn't dare to fly beyond the coastline.

One day he encountered hanggliders on the coastal cliffs near San Francisco, and admiring their flying, he started to hang out and soaring with them along the cliffs, picking up some of their language and stories about the long white wings that could fly hundreds of miles inland. The hangglider pilots noticed the unusual behavior of the Albatross who rather soared with them than returning to sea. They realized, that he would have loved to fly with the big, white wings but was unsure of his flying ability.

So, the hangglider people offered Alby to introduce him to the people of the long white wings. These people took him in and offered to show him the big land coast to coast. He accepted the offer.

And so, Alby's journey across the United States, from California to Kitty Hawk, NC and then on to the National Soaring Museum in Elmira, NY began

The voyage began on Oct. 5, 2008. By the end of that soaring season, Alby was still in California and stayed over winter in Charters, CA

2009

Twenty-three flights, including one with Cindy Brickner and Elizabeth Maynard (her first cross country flight) brought him to Midlothian, TX, where he spent the winter.

2010

Progress was slow that year with only three flights logged. Alby spends the winter in Gilliam, LA.

2011

Eight flights, some of them in a motor glider end the season in Jackson, MS.

2012

Six flights bring Alby to Lagrange, GA. The east coast is coming closer. But weak soaring conditions cause slow progress

2013

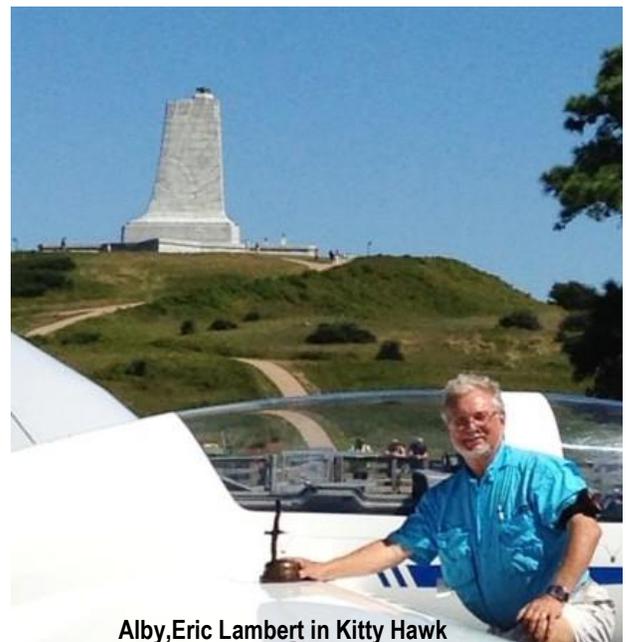
Four flights bring Alby to Bahnson, NC where he spends the winter with the Piedmont Soaring Society.

2014

Two flights that year get Alby to the furthest east gliderport: Garner Gliderport in Windsor, SE Virginia.

2015

The difficult part now was getting Alby from Garner across the Albemarle



Alby, Eric Lambert in Kitty Hawk

Sound to the Outer Banks of North Carolina, where Kitty Hawk of the Wright brothers fame is located.

After several unsuccessful attempts, Alby landed on Sep. 4, 2015 at First Flight Airport in Kitty Hawk on board of Eric Lambert's G103SL (motorglider), thus finishing his coast to coast journey.

But Alby's journey wasn't finished yet. His final resting place was going to be the National Soaring Museum in Elmira, NY.

Alby's last flight in 2015 saw him returning to the mainland of North Carolina with the same motor glider and then on to Chesapeake, VA (under power only). From there it was only a short hop to the familiar Garner Gliderport, where Alby spent all of 2016 while the big, white wing people worked on a strategy to get him on his way north and to Elmira.

2017

Alby's first flight in 2017 took him west to Merlin Gliderport, near Richmond, VA. From there he went NW to Culpepper, VA and Front Royal, near the Blue Ridge Mountains. Karl Striedieck picked him up there in his L-19 and flew him to his Eagle Field glider port in Pennsylvania.

Deciding that Alby should see Chilhowee Gliderport in TN and experience the Eclipse of 2017, Karl took Alby south, giving him a good glimpse of the beautiful Appalachian Mountains. In Chilhowee, Alby got a rare treat of flying the home ridge with Sarah Arnold in an old 2-33. After the eclipse, Karl and Alby flew back to Eagles Field. There, he and Karl teamed up with Sarah Arnold again. Together they proceeded in Karl's Duo to the final destination: Harris Hill Gliderport. For the first time on his journey, Alby experienced the excitement of an auto tow.

Thus, ended Alby's long journey across the US. It was just fitting, that the last leg of the journey was flown by two of USA's top pilots: Karl Striedieck and Sarah Arnold.

Here is an overview of the seven-year journey:

- Straight distance from Bodega Bay, CA to Kitty Hawk: 2600 miles
- Distance measured in the 23 segments from glider site to glider site 3640 miles, distance actually flown by gliders perhaps 20% more, about 4370 miles
- Longest flight: 305 miles; shortest flight: 23 miles
- Highest altitude: 18000ft. Lowest landing altitude: 210' below sea level (landing at Furnace Creek, Death Valley)
- Launch methods: aero tow, winch tow, auto tow, self launch

Alby at the Museum!

Departing from Eagle Field on November 10, 2017, Karl Striedieck, along with Sarah Arnold of Chilhowee Gliderport, Tennessee, flew Alby to the National Soaring Museum at Harris Hill.

Karl was at the controls for an auto-tow launch into the ridge lift 150 feet above the runway. Then Sarah took the controls, while Karl and Alby relaxed and enjoyed the ride. Though the temperature at altitude was 0-degrees Fahrenheit, the flight was an exceptional soul-warming experience.

"Cloud streets were pointed straight upwind, from Williamsport to Buffalo. We would run up a cloud street pulling and zig-zagging through the strong lift until it ran out or converged with a more northerly street, then jog right, diving through the sink, to pick up the next one and turn upwind under that street to do the same thing over again," Sarah describes, adding, "We flew the whole flight without a map or GPS - Karl knew the way by heart. He just kept telling me which way we were headed, and after a while we could see the valley near Elmira off in the distance."

Sarah and Karl realized this flight was both personally and histori-

cally special. Sarah, reflecting on her own aviation odyssey, felt a deep gratitude for the journey which brought her to that perfect flight. (No doubt, Alby felt a similar gratitude to the soaring people who carried him for thousands of miles, culminating with this cloud street flight.)

Their 100-mile, straight-line flight was remarkably akin to an albatross' type of dynamic soaring. "Actually, we thought we could hear Alby coaching us as we soared the entire distance: 'Don't turn, don't turn, yah yah!!'," smiles Karl. Upon reaching Harris Hill, Karl took the controls once again and flew the pattern, and the nearly-frozen threesome landed at Harris Hill in winds gusting to 28 mph. Alby was at his new, permanent home.

"This dream of Sergio's and PASCO of a man-made symbol of flight making a voyage across the continent took me back to my childhood when my father read *Paddle to the Sea* to us," reflects Karl. "We were captivated by the native boy's ambition to send his hand-carved model canoe from Lake Nipigon to the Atlantic, and all the impediments and hazards that befell it."

And so it was with Alby and the soaring pilots - they overcame the obstacles of terrain, weather patterns, and scheduling conflicts all the way across the country. Now, nine years after Alby came to life, Alby is a symbol of success at the National Soaring Museum, and will continue to inspire those who take note of this diminutive bronze albatross and its historical flight



Alby at the National Soaring Museum
l to r: NSM director Trafford Doherty, Sarah Arnold, Karl Striedieck



Scholarships available for Women Pilots
Visit www.womensoaring.org
Or contact Phyllis Wells
pwells1634@gmail.com
Deadline May 15, 2018

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hopeful, that the dates will align. Stay tuned for updates.

Patrick Swayze said, "Nobody Puts Baby in a Corner" but Jennifer Gray couldn't get out of the corner she had backed herself into. Women in Gliding won't make the same mistake. WIG 2018 is going to be big with world class pilots lined up to share their skills and knowledge. Rest assured, there won't be time for sitting around drinking tea.

Ed. Note: *The film Dirty Dancing was shot here in Virginia at Mountain Lake Resort. This jewel of a lake is idyllically located high up in the Appalachian Mountains and is a turnpoint when flying out of New Castle, VA. It is one of the two natural lakes in Virginia.*

But, through a fluke of nature, the lake is now almost empty and I call it Mountain Puddle. The reason: it sits on a geological fault line and the bottom developed a leak



Mountain Lake, VA

Sharpen your Limerick skills for the 2018 Seminar

1995 winning limerick
By Sharon Smith

There was once a pilot named Sally
Who said soaring's right up my alley
To glide and to climb
Is so very sublime
I will never go back to the galley



Fly Pink Trophy

Submitted By Margot Aquaderni, Italy



Patrizia Roilo, one of our pilots, thought that in order to involve even the younger pilots to put their flights in the OLC, it would have been necessary to create a motivation. So she wrote down some rules, inventing a sort of handicap to the pilots.

The handicap is based on the year of the licence (I would have preferred on the number of hours flown, since there are some pilots who got the licence many years ago but did not fly that much). This way anyone can get a lot of points with short flights if she has a low handicap

RULES 2018

DESCRIPTION OF THE FLY PINK ITALIAN TROPHY

The Fly Pink Italy Trophy is a handicap-based distance flying competition, open to all female glider pilots with Italian citizenship. The Trophy is organized in memory of ADELE ORSI, the most valuable Italian pilot ever, who has actively contributed to the development and support of gliding in Italy.

PURPOSE OF THE FLY PINK ITALIAN TROPHY

- to promote women's cross country soaring in Italy and award the winner with the Fly Pink Italian Trophy
- to give a strong objective to the training flights of all the Italian pilots, of whatever level they are
- to get them used to the pleasure of competition to help and encourage them to increase their performance
- to give, with the application of the pilot handicap, even to the newly licensed pilots the possibility to win the Trophy, by loading many flights on the OLC website.

ORGANIZER, PERIOD OF PERFORMANCE, VARIOUS ADDRESSES

The Aero Club Adele Orsi (ACAO) organizes the 2018 edition of the Fly Pink Italian Trophy.

The race director is Alberto Sironi (DrG) (alfasierra01@gmail.com).

Info / regulations / classifications on the Internet site www.flypink.it at the following address www.flypink.it/OLC.php. Any requests for clarification or information can be forwarded to the ACAO secretariat (segreteriaeventi@acao.it).

Period of execution is the definition of the OLC year from Tuesday, September 26, 2017 to September 16, 2018 (the opening day of the OLC year is the 11 day before the first Saturday of October).

PARTICIPANTS

All the women glider pilots that are Italian citizens can take part to the Fly Pink Italian Trophy.

REGISTRATION AND REQUIREMENTS FOR PARTICIPATION

The registration to the Fly Pink Italian Trophy is free and must be done by sending a special registration email stating: Name, Surname, Date of the Licence, Email address through the web page www.flypink.it/email.php.

Registration is completed automatically by sending the first flight to the OLC system (OnLineContest). It will be possible to register throughout the period of the Trophy. In addition to the unconditional acceptance of this regulation, the registration of a pilot to the Fly Pink Italian Trophy therefore agrees to the acceptance of the OLC regulations published on the OnLine Contest website mentioned below. Pilots who wish to participate to the Fly Pink Italy Trophy must then register on the OLC website and review the relevant regulations. Pilots who register for the trophy, accept that their flight and track data are published on the Internet at www.onlinecontest.org and at www.flypink.it. The right to use flight track files is non-exclusive and is granted irrevocably and unconditionally to the organizers of the Trophy and to the organizers of the OLC.

GLIDERS

All types of gliders and motorized gliders, single and two-seater are allowed.

In the case of two-seater, the flight must be sent to the OLC in the name and on behalf of the pilot (Pilot Owner) who actually managed the flight.

COMPETITION AREA

The competition area extends over the whole European territory.

VALID FLIGHTS

For the purposes of the Fly Pink Italian Trophy, flights carried out on the Italian territory during the period of the Trophy are valid. All the flights made as distance tasks for FAI badges and diplomas, for records, as well as those carried out during speed races and other distance races, will be valid. Flights must be documented using GNSS flight recorders in IGC format, IGC approved or otherwise accepted by the OLC system. The take-off must be recorded in the IGC file. The electronic or paper pre-declaration of the flight theme is not required.

For the cataloguing of flights, the allocation of valid flight scores and the formation of the rankings, the OLC web platform is used. The IGC file of each flight must then be sent to the OLC system within 48 hours of landing. The flight files of the powered sailplanes must be generated by loggers with an active ENL function to demonstrate that the engine was not activated during the flight performance (between the departure point and the point of arrival).

The original IGC flight files must not be renamed (you do not need to change the file name and you do not need to save any changes from viewing and file analysis programs) and must be kept by the flight pilot until the end of the season (at least until 30 days after the date of the award ceremony).

CLASSES AND RESULT CALCULATION

It is a single double handicapped class:

- the one referred to the glider (German index list used by the OLC system)
- the one of the pilot (the current year of the Trophy edition - year of the gliding license of the pilot + 1) with a maximum handicap of 10 for all except those as below, eg: 2018-2018 + 1 = 1 2018-2017 + 1 = 2 2018-2015 + 1 = 4 2018-2010 + 1 = 9 2018-2009 + 1 = 10 for VV licenses issued before the 2009 handicap = 10;
- - with a maximum handicap of 15 for pilots who participated in national speed races, eg: 2018-2008 + 1 = 11 2018-2007 + 1 = 12 2018-2004 + 1 = 15
- for gliding licenses issued before 2004 handicap = 15;

Each flight will be awarded a score in compliance with the rules of the OLC (distance on 6 sides or 5 points of turn + bonus for any free FAI triangle).

[Each valid flight is awarded the score provided for by the OLC-PLUS regulation which can be downloaded at the following address: http://www.onlinecontest.org/olc-2.0/gliding/cms.html?url=rules_overview. Once the flight file has been sent, the OLC system identifies a starting point, a point of arrival and up to 5 turning points (maximum 6 sides) so that the distance travelled is maximized and the height of the starting point does not exceed the height of the arrival point of over 1000 m. The resulting distance determines a score of 1 point per kilometre (OLC Classic score). If possible, the system also identifies in the flight file the three points representing the vertices of the FAI triangle of greater perimeter around which a closed path has been completed. The resulting distance (perimeter of the FAI triangle) determines a score of 0.3 points per kilometre (FAI OLC score). The OLC score associated with the flight is equal to the sum of the OLC Classic and OLC FAI scores adjusted with the handicap of the used glider. Note that, for the OLC rules, the distance of the triangle to which the requirements to be FAI change is equal to 500 km (and not 750 km as for the sports signs).]

Once the flight file has been sent, the OLC system calculates the score, visible in real time on the OLC website.

The score of each competitor in the final classification will be given

by the sum of the scores of all flights taking off from the Italian territory presented on the OLC divided by the pilot handicap.

These flights can also be carried out by the pilot with different gliders and any other second pilot.

PROVISIONAL CLASSIFICATION

The provisional ranking of the Fly Pink Italy Trophy is published and constantly updated on the www.flypink.it website.

AWARDS

The first rider in the final classification will be the winner of the Fly Pink Italy Trophy. At the awards ceremony the winner of the current year will collect the trophy from the winner of the previous edition (for the first edition of the Race Direction) and then transfer it to the winner of the following year's edition and so on. The trophy will show the name of all the winners. The first 3 classified of each year will receive however a miniature trophy in memory of the participation.

Unless otherwise communicated, the award ceremony will take place on the occasion of the National Sailing Meeting.

PENALTY AND RESPONSIBILITY

Each pilot commander who participates in the competition has the task and responsibility to respect the rules of the air and the legislation on airspace, all the rules and indications relating to their own safety and that of third parties. The organizers and contributors to the organization of the Fly Pink Italy Trophy do not have the task of verifying compliance with these rules. Any ascertained transgressions may however be sanctioned by the Race Direction with a written warning and with penalties ranging from cancellation of the flight to the disqualification of the competitor according to the gravity of the infraction. The decisions of the Race Direction are unquestionable. The Race Direction as well as the organizers and contributors to the organization of the Trophy are not responsible for the correctness of the classifications, the timing of publication of the same, for any malfunctions of the OLC site, any anomalies and shortcomings should occur, in general and in particular; also declines all responsibility for damages that may result to persons or things as a result of the performance of the Trophy, before, during and after.

Fly Pink Italy 2017 Rules, Fly Pink Italy Trophy
CSVVA - Adele and Giorgio Orsi Airport - Calcinatè del Pesce - 21100 VA

Fly Pink Italy 2018 Trophy Rules Fly Pink Italy Trophy
CSVVA - Adele and Giorgio Orsi Airport - Calcinatè del Pesce - 21100 VA

Margot also reported, that she returned to Namibia, West Africa in November to fly there for a few weeks. But this time she returned home without a 1000 km or record flight



On occasion, people I encounter are still surprised to meet a female aviator, or simply one who flies with no engine! As such, I have on occasion, made an effort to promote both the sport of soaring as well as the subtle message that women can fly as well. Doing this can be very easy and inexpensive.

On one occasion, a friend was complaining that her girl scout troop did very little "badge work" like when we were young. I asked to borrow her book on how to obtain badges and quickly identified knot tying as something they could all get if I came as a guest speaker. I arrived wear-

(Continued on page 10)

(Continued from page 9)

ing my old Canadian armed forces flight suit I had from my days as an air cadet pilot and explained to the girls that glider pilots had to be good knot tiers since we tie down our air craft outside. I also showed them a splice over a tow hook and explained how we used a rope to launch gliders and a special knot called a splice to hold the tow ring in place. I handed each girl a photocopy from a knots book I had on splicing as well as a rope where I had started a reverse splice on one end. Each girl worked to complete the splice and then came to me individually to inspect and then show them how to initiate it on the other end. Two or three girls emerged as the most eager and proficient so while the others were working away, I took them and started a rope ladder consisting of two ropes and rungs spliced into them. At the end the whole troop held the 4 corners of the rope as I lay on the ladder like a hammock and told them they could use the ladder for multiple purposes including transporting an injured person who couldn't walk. They all received their badge and learned a bit about gliding in the process. To finish the evening, I quickly tied a monkey first, a simple yet impressive looking knot, and gave them a handout on how to tie one if they were interested.

More recently, I volunteered at my son's daycare as a guest speaker. When I volunteered to talk to the group about being a pilot, they asked if I had a uniform, so my old flight suite was put to good use again. Not quite knowing what to expect from the groups ranging from 2-4 in age, I filled all my pockets with both relevant aviation items as well as a small Cessna 172 model, a book from the Disney movie planes, and a small book about Skye, the female Paw Patrol character. All the age groups loved seeing what was inside my pockets or hearing that the clips were used to keep my map from falling, when I fly upside down. The younger kids were very quiet, and I asked several questions to prompt responses rather than just talking. "Do any of you know any pilots?" "Do any of the cartoons you watch have pilots in them? Who watches Thomas-what is Thomas's friend Harold?" "Who watches Paw Patrol? I'm a pilot like Sky. Sky can fly gliders, airplanes, and helicopters, but I can only fly gliders and airplanes". Paw patrol was a huge success at getting the group engaged and when they got a little off track, I yelled, who wants to see what's inside my pockets? At one point, a little girl was upset because she wanted to sit beside me, so I grabbed a few chairs and showed them that pilots can sit side by side or tandem style with the teacher in the back. I told them they could set up chairs like that at home and teach their parents to fly. The three-year olds got up and grabbed chairs and set them up in a huge tandem line laughing and smiling. I sat at the front and acted like an airline pilot saying we were about to take off so buckle your seat belts etc. I'm not sure if the children will remember that a lady pilot once spoke to their class, but getting that message out early is a great way to prevent stereotypes before they form and spread the word about aviation. Each child was given some sheets showing parts of an airplane to bring home to colour and I hope that at least some parents asked them why and learned, that Brandon's mom the pilot came to talk to their class.



Eva and Brandon
Dillon

Two T-shirts from Starr Mountain Outfitters from Etowah, TN, have made it

to cloud base over
Nazareth, Israel

Netta Canfi, Israel



Hi from The Holy Land!
We got the picture!

Wow, this one was hard to get.

Back in July 2017, we (Irit Abramovich and Netta Canfi) came to the Chilhowee Gliderport for a week of soaring. We stayed at Etowah, and one of my flight instructors told me about this great store, where I could get a mount for my GoPro.

We found SMO the next day and met Amy, who knew just what thingy I needed. We came back the next day for some pants, and by the third day we were friends, and that's how "the picture challenge" came about:

Amy gave us two Starr Mountain Outfitters t-shirts, and we promised we'd take a picture wearing them, flying in a glider over Nazareth, in Israel.

We did say - it might take some time before we manage to do this! Today we finally got all our clouds in a row::

Both pilots at the air field - check
A double seater glider available - check
Good soaring conditions - oh yeah!
camera - got it
and of course - the SMO t-shirts!

We took off from Megiddo air field and made our way from cloud to cloud till we reached Nazareth. Irit worked hard till she got the perfect picture, while I climbed the thermal. This was definitely a two-women job. Finally! Mission accomplished!

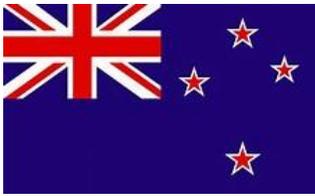
Feeling very proud of ourselves, we took a great cloud street to Mt. Tabor, and further east, all the way to the sea of Galilee.

Pelicans, storks, cranes and small birds of prey showed us the way there and back home - it was such a beautiful flight.

Amy, we had so much fun fulfilling your photo challenge 😊 :
Thanks!



Irit and Netta in their Tennessee t-shirts



Coming back to Gliding

By Jill McCaw, editor and publisher of SOARINGNZ

New Zealand



Lots of people take up gliding in their youth, full of enthusiasm and drive but then the usual constraints of adult life: financial, career, family, get in the way and they give up for a while. Later they come back, and naturally are welcomed with open arms. All well and good? But are we giving these people the support they need to be safe as they venture back into the air? What is the difference in training a brand-new ab-initio and training up someone who already knows how to control the glider? I've come back to gliding several times over the years. In a way of course, I never left.

I may not have been actively flying for most of the last twenty years, but the gliding club has been my extended family, the sport has remained my passion and I've helped in multiple roles at contests and camps, not to mention creating SoaringNZ. I've had memorable cross country flights with a range of friends and through all of that, I've ended up knowing just about everything there is to know about gliding in New Zealand. But I haven't actually been flying. In a way, I am like one of those people who have flown hours on simulators and are convinced, that should the pilot become incapacitated, they would be able to land the plane. And we all know how well that usually plays out in the movies.

Over the years I have had quite a few flights. I've even spent reasonable periods of time flying solo. Somehow, sadly, every time I started to feel half way competent, life events have gotten in the way and for various reasons I stopped flying. When I have been flying, I've always been very pleased that my stick and rudder skills have not failed me. I can still actually fly the glider.

Through lack of practice though, quite a few skills have disappeared. Something that I've particularly noted this time around, is that I don't have the judgement skills needed to make a good pattern and landing. I suspect, that on other occasions that I've taken up flying that I've had the same problems. I know I've had some scary pattern. I also suspect, but have no way of proving it, that because, when they fly with me and I can actually fly, instructors have not spotted this.

Coming back into the sport this time, I've been very aware of the things I may not know and it's not just the flying. I don't have a QGP. I have a C Certificate which was all that was required back in the '80s. Glider flying areas didn't exist in my early days. We hardly ever had to speak to Air Traffic Control (unless you were doing some extraordinary flight), although I do have a RTOL (Radio Telephone Operators Licence). There is a LOT more airspace now. There are a whole lot of electronic devices in the cockpit – some of which I have no idea what to do with or even what they're for.

"Aw nah. You're good. You can fly. Off you go," doesn't really cut it anymore.

Thankfully, instructor Mark Aldridge and the Canterbury instructors' panel agreed, that some more training was needed, and Mark ran a refresher course for those who have flown before. I joined two others and a handful of instructors for the full 'ab-initio' experience: a week of flying and ground school.

I asked Mark Aldridge to write about what he was aiming to achieve with his ab-initio course for non ab-initio pilots.

"In the past I have run two ab-initio courses and one cross country course. This was to be my first refresher course, and it was causing me some concern. What were we going to cover, how would we cope for

the different abilities, experience and currency? After some thought, it became clear that on the flying side we would just adapt and teach at whatever level the student was at, ensuring that all the basics were covered again in as much detail, or time as was required. This dovetailed nicely into the ground lectures which we see as key for the course. In this case we just went through them a bit quicker – I think.

We have always been convinced that the courses give the most consistent training and most effective use of time and resources, both for pupils' time and money, and instructors' time. By way of example two instructors, intensively flying and lecturing/interacting with four or five students is far more efficient than one on one in the weekend with a different instructor, perhaps, every two or three weeks.

So, in short, the goals were very similar to previous courses – ensure that the basics were well covered.

The thing I wanted to focus on from a flying perspective was how to remove stress during the pattern flight. The key is – get things done early and leave yourself with very few key tasks to do whilst in the pattern. Hence, we talked about the basic pattern preparation – DAO, (Direction, Area, Obstructions), calculating final approach speed and the pre-landing checks, well before initiation of the pattern. That left AAA (Airmanship, Airspeed, Angle), so within a short period of time after starting the pattern, the pilot only has to focus on angle, airspeed and other traffic. (Before anyone jumps on me, yes, we usually refer to the pattern attitude when flying but in the pattern, we check that our attitude is correct and hence refer to the ASI.)

There you have it – easy as 1-2-3"

I think there is definitely a place to look at this sort of training. As Mark says, consistent training and effective use of time and resources makes them very appealing to low hour pilots and people like me returning to the sport. If a course isn't possible at a particular club, I do urge instructors however to be aware of the needs of returning pilots and that they, and their instructors, may not be aware of what they don't know, until a mistake is made, or someone gets a scare.

I'm still working on the flying part of my training. I could be solo. I've pretty much beaten the pattern into submission, but for the moment, I'm enjoying cross country flying with people who know more about it than I do and have the ability to make the glider actually go places. As the point of the whole exercise is to enjoy flying again, this seems a much better use of my flying funds than struggling to stay aloft on my own. I'll be ready to stretch out soon, but for the moment dual flying is working for me and I'm enjoying being back in the air.

Funding for Our US Women Competitors

We are fortunate to have three women who are interested in flying in the next Women's World Gliding Championships: [Sarah Arnold](#), [Sylvia Granstaff](#) and [Kathy Fosh](#). To help send them all the way to Australia, WSPA is kicking off a fund drive for our team of women! You can support our efforts by donating to the cause. Mail a check in to our treasurer, Alexis Later, or send a PayPal donation to: treasurer@womensoaring.org; put a notation on it "WWGC Fund." See page 1 for her address or go to our web site



Check www.womensoaring.org for
more information

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First Class Mail