



Hangar Soaring

May 2024

THE OFFICIAL PUBLICATION OF THE WOMEN SOARING PILOTS ASSOCIATION.

<https://womensoaring.org/>

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1975 Ka18 owned by Mary Cowie

My Favorite Toy see page 6-7



The 12 year older sister but smaller Ka8B with modified canopy (owned for 27 years by Wolf and Frauke Elber)

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

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Badges and Records Through May 2024

Bronze Badge

Teresa S. Morgan, OR

C Badge

Katia A. Van Horn, MO
Teresa S. Morgan, OR

B Badge

Katia A. Van Horn, MO
Teresa S. Morgan, OR

A Badge

Katia A. Van Horn, MO
Teresa S. Morgan, OR

World Distance Award

CarolAnn Garratt: 40 000km



From the Editor

Loss of Habitat.

On one of my recent afternoon walks within our retirement community, which has two ponds (draining ponds, since we live in a swamp) I spotted a bold eagle in a tree near one of the ponds. I was thinking; "What is an eagle doing in a highly developed area?" Out at our gliderport in SE Virginia we fly in a still relatively undisturbed area with plenty of open fields, woods and a lot of water. There we have a resident eagle, who joins us frequently by soaring with the big white birds. But here in a densely populated area with a commercial airport nearby? It dawned on me; this bird was looking for an easy meal down in our ponds. There are now ducklings and goslings, all still fiercely protected by their parents, also bull frogs and turtles an easy meal for a raptor. My next thought was that the usually solitary raptors now have to find their food amongst people, since we destroyed their habitats and food sources.

That led to our big white birds. They too are losing more and more habitat and have to scramble for other places to survive. My own club, TSS, was one of the early victims. The club started in 1965 at a GA airport called South Norfolk in SE Virginia. By the early 70ies we knew that that airport was going to close, and we had to find a new home. Fortunately, further inland was a small, little used grass field with a cinderblock hangar dating back to the 40ies when it was used as a Navy training field. Its owner allowed us to use the field asking us only to take care of the property as compensation. For us the move was a lucky one. We moved in 1976 and in 2000 Mr. Garner, the owner, donated the airport and 3 adjoining fields to TSS. Since then our club has really prospered. South Norfolk Airport is now a housing development.

Other clubs are not so lucky. Atlantic Soaring in Maryland lost its

President's Note



One evening, not too long ago I went to sleep after a wonderful afternoon flying my Libelle 301 in Benton, Tennessee at Chilhowee. It was a delight to have the opportunity to dream about all the things I had learned at the Women's XC Camp in Moriarty, New Mexico and all the wonderful new friends I had made being a member of the Women's Soaring Pilot Association. Somehow, I was the Vice President of the organization. I took every advantage of my office to learn from my knowledgeable colleagues the intricacies of this sport. What genial group of women.

And when I woke up, IT WAS MAY. Could it be? Yes? No? Yes...I was President of WSPA. Christmas, New Years, winter storms...where had they all gone? Was the annual actually due already on my Libelle? Was I still current? Here in Norman, Oklahoma the spring goes fast preparing for all the expected seasonal tornados. Actually, as I write this I have just emerged from my tornado shelter having yet, again been spared. My Libelle sits waiting patiently in her box for me to appear to dust her off, lube those pins and gather my friends (crew) for another season of wonder.

Now in the world of horses, one might say I am "somewhat long-in-the-tooth", that is, I ain't still young. However, one might say I am a reasonably seasoned pilot having over 2500 hours of flight time. The problem with that is that most of it was spent at the opposite end of the rope. Yup, I'm a tow pilot. Each and every opportunity I get to listen in on the conversations of my women sailplane aviator friends I do so in an effort to better learn how to enjoy this incredibly complex and less-than-intuitive sport. And you can too!!!

You see, it's May for ALL of us. We have all let time slip away... again. The year looms ahead with opportunities to learn, laugh and loose ourselves in flights and friendships that we will never forget. Our annual seminar is only two months away in Hutchinson, Kansas. This year is already packed with wave camps, ridge camps, xc camps and competitions from coast to coast. And let us not forget the SSA Convention, this year to be held in Knoxville, Tennessee during the breath-taking fall colors of the Appalachian Smoky Mountains.

You see, the year is actually quite young, even if I am not. It's time to make new memories, learn new lessons and participate in the never ending new opportunities we as aviatrix are offered. That's what the Women's Soaring Pilot Association is all about. Join us this year.

Blue Skies,

Lynda

roost and disbanded (we bought their township). Ridge Soaring, a primary soaring site in PA closed because nobody was interested in buying it when its owners retired. Shenandoah Valley Soaring in Waynesborough, VA lost its home to increasing population encroachment and airport politics. And the list goes on and on.

In some cases, local politics play a role. Airport operators first like the glider operations because in their books they show up for a lot of movements on the airport which makes them eligible for government support. Once the money is received, they evict the glider operations to make more room for commercial and private jet operation. I know of several such situations.

Two glider operations are presently fighting for their habitat at the Boulder, CO airport, a primary soaring site for Rocky Mountain soaring and a site of a lot of soaring research flights. The city wants to use the land for development. The two clubs affected mailed a petition out and asked for support from the soaring community to keep the airport.

Other old WWII airports that served as gliderports, here and in Europe, are now falling victim to solar farms.

Where will our big white birds go, when all their habitat is gone?

Frauke



Current membership numbers:

- Life Members: 71
- Regular Members 75
- Youth Members, female 25
- Youth Members male 2,
- Associate Members 16

Total Membership 189
24 International members

Sunflower Aerodrome in Yoder Kansas is excited to host the WSPA Seminar this summer, July 22-July 26. Registration and area checkouts will be available on July 21st. Sunflower is located in flat, friendly terrain for those looking to spread their wings and fly cross-country. Sunflower is a private gliderport with a 7000 ft long runway and plenty of glider and trailer tie downs for those who bring their own sailplanes. We will have single-seat gliders available to rent along with two seaters and CFGIs for those who are interested in instruction. There will be a DPE onsite as well if anyone is ready for a checkride.



Clubhouse inside

Sunflower has been hosting soaring contests since the 1970s but has undergone a resurrection starting in 2014. Most significantly the Soaring Center was opened in 2019 just in time to host the Club Class Nationals. The Soaring Center faces the runway and is a short walk to the staging area. It is air conditioned with a briefing area, sitting area, classroom, library, restrooms, and a kitchen. A playground was recently added near the Soaring Center to make Sunflower more family friendly .



Clubhouse

Sunflower has a number of RV/Camper with electricity and water hook-ups. The campground bathrooms (men's and women's) are nearby and include a shower each. A washer and dryer for guest use can also be found in the campground bathrooms. For those interested in tent camping, there is a grassy lawn near the RV/Camper hook-ups along with 3 designated more private tent sites located near the trailer tie down area. For those not looking to stay on the field, houses are available to rent in the Yoder area and hotels can be found in nearby Hutchinson, KS. The image below shows the site map, with the soaring center labeled as "OPS"

What can you expect from your 2024 Seminar? Community! Registration is open to both flying and non-flying participants and to volunteers. Each day will start with a light breakfast which then will be followed by 2-speaker sessions and then the morning briefing. After the briefing will be lunch followed by an afternoon of flying with a communal dinner to follow in the evening. You can find more information on the website here: <https://womensoaring.org/home/women-soaring-pilots-association-seminar-2024/>. The registration form has a lot of great information on it.

We are still finalizing the speaker sessions, but here are a few examples:

- Weather forecasting for a Midwest Downwind Dash
- What your Crew Wants to Know
- Flying the 2023 Club Class WGC
- The SSA & FAI Badge Program
- Rigging & De-rigging Demos
- Auto Towing Ground School
- Trailing Basics
- Tools of the Trade – Overview of flight computers and IGC approved loggers
- Flying the 1-26 Nationals
- Don't Confuse Being Lucky with Being Good
- Return to Flight: Regaining Confidence
- Sailplane Design and Influence on Commercial Aviation and Beyond

While we have a fully stocked library of books and soaring movies, in case of poor weather the Cosmosphere Science & Space Museum in nearby Hutchinson can't be missed. See <https://www.visithutch.com>. Further afield in Wichita "The Air Capital" is home to B-29 Doc and the Kansas Aviation Museum along with other attractions

<https://www.visitwichita.com/>

The 2024 WSPA Seminar will be here before you know it and we would love to have you join us at Sunflower! If you have any questions, please do not hesitate to reach out to local host Leah Condon. Leah's contact information is below:

Email

leah.n.condon@gmail.com

Cell: 316-249-3535





2024 WSPA Scholarship Recipients

Alice Palmer, WSPA Scholarship Chair



The WSPA Scholarship Committee is very pleased to report that we had many outstanding scholarship applications this year. Thanks to additional funds WSPA received from the Soaring Society of America this year, we were able to award nine scholarships for 2024. Thank you to everyone who submitted an application, to those who gave recommendations for our applicants, and to the clubs and commercial operations for your support of our scholarship recipients as they achieve their goals.

Congratulations to the following WSPA members who have been awarded scholarship funds:



Ashleigh Andrews, a chemical engineering undergraduate who flies with the Hamilton Soaring Club in Texas, is one of our Glider Girl Scholarship recipients. Ashleigh started flying last summer and progressed quickly to achieve her Private Pilot Glider certificate. She's now starting work on her Commercial Glider certificate with the help of WSPA scholarship funds. Ashleigh is very interested in cross country soaring and will be attending the

Women's XC Camp in Moriarty, NM, in July this year. Her WSPA mentor is **Jennifer Hunt**, who earned her Commercial last year with the help of a WSPA scholarship.



Audrey Topp soars with the Civil Air Patrol in Minden, NV. She's a college student who earned her Private and Commercial Glider certificates while helping with CAP and working as line crew supervisor at Truckee Airport. She is now working on her CFI with help from a Monique's Scholarship and will then teach with CAP in Minden and with the Soar Truckee-Tahoe operation. Audrey is mentored by WSPA member **Ute Kaden**, an airplane and glider CFI

who is active in CAP in Alaska.



Isabel Ulland, a teenage solo student at Hood River Soaring, OR, is this year's Sky Ghost Scholarship recipient. She will be working on her Private Glider certificate with her scholarship funds. She has already passed her FAA written test and hopes to get her certificate when she turns 16. She's very interested in cross country soaring and has an ultimate goal of becoming a sailplane racing pilot. Isabel will be mentored by long-time WSPA member **Kristin Farry**.

Jennifer Hunt is a long-time WSPA member and past scholarship recipient who is now working on her CFI with the help of a Monique's Scholarship. In addition to working on her CFI at her club, Jennifer plans to expand her skills at the Women's XC Camp in Moriarty, NM, and at the Women's Seminar at Sunflower, KS, both in July. Jennifer has passed both FAA written tests and plans to teach with her club, Evergreen Soaring in WA, when she gets her certificate. I have the privilege of continuing to mentor Jennifer, a mentoring relationship we started when she em-



barked on her Commercial certificate.

I would like to share Jennifer's response to hearing that she had been awarded the Monique's Scholarship:

"I am so thrilled and grateful for the WSPA Scholarship to become a CFI! I am excited about what lies ahead and look forward to being able to give back and help others achieve their flying goals as well."



Julie Ann Apoderado, a Commercial power pilot and CFI, has discovered a love of soaring and will be pursuing her Commercial Glider add-on rating with funds from the Mid Kolstad Scholarship. She flies with Treasure Coast Soaring Club and enjoys the welcoming community there. She hopes to eventually add Glider to her CFI certificate so she can

contribute to the gliding community and nurture the next generation of pilots. Julie Ann's WSPA mentor is **CarolAnn Garratt**, an experienced power and glider pilot and SSA cross country instructor.



Mia Gonzalez will be pursuing her Commercial Glider certificate with the help of one of WSPA's Glider Girl Scholarships. Mia is a cadet at the United States Air Force Academy and soars with the Black Forest Soaring Society in CO and the Soaring Club of Houston in TX. Once she fulfills her goal of becoming a Commercial pilot, she will move on to work on her CFI so she can give

back to the glider community. Mia is mentored by WSPA member **Deb Ings**, a USAFA graduate, former Air Force pilot, and current airline pilot, who also flies with the Black Forest Soaring Society and Soaring Club of Houston.

After being notified of her scholarship, Mia said this:

"Through this scholarship I will be able to complete my Commercial Glider rating and give back to the soaring community that has supported me from the start. I greatly appreciate it and cannot wait to become a mentor for other glider pilots one day!"



Nora Geusen, a long-time WSPA member from Germany, has been awarded a Maria Faber Scholarship for advanced soaring. She will use her scholarship funds to practice aerobatics in preparation for competing with the German Glider Aerobatic Team at the 2024 World Advanced Glider Aerobatic Championship. Nora is a glider

flight instructor at the Hegenscheid Air Sports Club and looks forward to giving back to the sport as a glider aerobatic instructor. Nora is mentored by WSPA member **Cathy Keller**, a Commercial Glider pilot with the Greater Boston Soaring Club.



Sandra Tomas Roig Ryder is originally from Spain where she was a professional dancer. She now lives in New York, where she discovered a passion for soaring at the Harris Hill club at Elmira, NY, and at Bermuda High in South Carolina. She recently earned her Private Pilot Glider certificate and will use her WSPA Glider Girl Scholarship to pursue her Commercial Glider certificate with an ultimate goal of earning her CFIG. Sandra is mentored by WSPA member **Adri Barragan**, who was awarded WSPA's Karl Striedieck Competition Scholarship last year.



Selena Phillips-Boyle from the Montreal Soaring Club returned to soaring a few years ago after a break. Previously she had been a glider instructor and cross country pilot who flew in local and national contests and in the World Junior Gliding Championships. Selena has been awarded a Maria Faber Scholarship so she can pursue her dream of getting back into cross country soaring and earning her FAI Diamond Goal flight. She then wants to return to competition in

2025. Selena plans to recertify as a glider instructor so she can be a role model for the women students in her club. She is mentored by Canadian soaring pilot **Sandrine Gressard Wyman**.

WSPA is excited at the number of outstanding women pilots who applied for scholarships this year, including some of our international members. I wish all of our scholarship applicants the best as they work on achieving

their goals this season.

I am sincerely grateful to the WSPA members who have stepped forward to be mentors. Thanks also go to our dedicated WSPA Scholarship Committee members **Cathy Keller**, **Elaine Ernewein**, and **Judith Galbraith**, along with our Scholarship Director and WSPA Board liaison, **Kristin Farry**, for their time and commitment to the scholarship evaluation process. I also want to express my appreciation to the WSPA Board of Directors for the ongoing scholarship support. Special thanks go to WSPA Treasurer, **Margarett Roy**, who manages the scholarship fund disbursements for all the scholarship recipients.

If you, or someone you know, are interested in WSPA scholarships, please read the information available on the WSPA website at: <https://womensoaring.org/scholarships/>. Deadline for 2025 is March 15. Be sure and read all requirements for the scholarships you are interested in well ahead of the deadline so you can be sure to meet all prerequisites. Please contact me if you have questions about any of the scholarships: scholarships@womensoaring.org.

In Praise of Gliding Mentors

Makayla Galler, Denver, CO

(with permission of SOARING Magazine)



Makayla "Mak" Galler.

As the new year starts, I think about the many mentors who guided me through the stages of my life. As a high school senior, I'm faced with making several significant decisions in the upcoming months. I'm deeply thankful for the invaluable guidance provided by so many who have helped me reach this crucial

point.

Flying a glider is the perfect metaphor for the mentor role. In glider training, the flight begins with being towed up by a tailwheel airplane, connected by nothing more than a rope. This initial phase is critical – your entire focus is on maintaining alignment with the tow plane, ensuring you neither drift too high nor too low nor veer right or left. It's a delicate balance, requiring constant attention and adjustment, much like the early stages of mentorship, where you rely heavily on the guidance and direction of your mentor.

As the tow plane ascends, it leads you to greater altitudes, a journey reflecting the mentor's role in elevating your perspective and skills. Just as the tow plane provides the initial lift, a mentor offers the foundational support and wisdom to help you rise to new

(Mentor on page 8)

My Favorite Toy

By Mary Cowie

Editor's note: This story was first Published in BUNGE CORD Spring 2024

The way it started: "Hey, Mom, I had to choose between skydiving and flying gliders as part of my summer classes at the Air Force Academy. I chose soaring, but do you want to go skydiving with me? There's a place close by." Meanwhile six years and 232 jumps later I found myself being teased at the Lawrenceville-Vincennes Airport, where the Wabash Valley Soaring Association is located. Pilots would say: "Well, if you can jump out of them, why not learn to fly them?" So, I decided to give it a try and fell "hook, line and sinker" into flying sailplanes. When I finally earned my ticket, I had flown in a number of the gliders available at Wabash Valley Soaring Association: Ka-13, K-7, Ka-8, Ka-6 and our T-31. My husband, Lee, asked me what kind of "two-seater" I would like when I mentioned that I would like to have a glider of my own. No, I did not want a two-seater. I wanted a single-seat sailplane in which I could hone my new skills and learn to correct the mistakes I would make on my own.

I loved flying the Schleicher models but especially the Ka-8. It lifted off moments from the start of tow, was docile to handle and land. One day Barry van Wickevoort Crommelin approached me stating that he had found an ASK-18 in Germany and wondered if I would want to be a partner in it? I asked why I would want an 18 when I dearly loved the 8? "Imagine this," Barry said, "an unobstructed view out the bubble canopy, a roomy cockpit, an extra meter on each wing making a glide ratio of 34:1!" He had my attention. As things progressed, Barry thought it best not to add yet another glider to his fleet, and I was happy to become the sole owner. Bob Gaines of Atlanta, GA, helped us import this glider through the port of Charlotte, and we had it inspected by Bob's IA before bringing it to LWV, its new home field.

My ASK-18, s/n 18006, D-3991 was built in 1975 and purchased by the Lübeck Aeroclub in Germany. The club owned this glider between 1975 and 2002 when I became the second owner with 2,715 hours on it. The glider had been recently repaired and recovered after a landing that included meeting up with a fence post. When I registered the glider, I had hoped to carry over its German registration, No.3991, but that number was not available. It still carries this number under its large wings, but I chose N-618MC (being the 6th ASK-18 built and belonging to Mary Cowie or Merry Christmas!). This designation appears under the horizontal stabilizer.

Only about 40 examples of this Schleicher model were built in Germany; its construction with a steel-tube fuselage and wood wing made it sort of the "Last of the Mohicans" with the new fiberglass models coming out for about the same price. Also the Standard Class was established with a 15-meter span, not 16. But I will take 16 meters anytime.

This was just the edge I needed to stay aloft longer than most of the other pilots. There is nothing like being in a strong thermal and watching the thin wingtips moving ever so slightly. You feel like an eagle. The length of this sailplane's fuselage combined with the long wings ending in a huge tall rudder makes it lovely to thermal but not easy to move around on the ground. Dave Schuur solved that problem by making a drop-in tailwheel dollie for my ASK-18. I will be forever grateful to him.

The ASK-18 is very weight sensitive. Mine was used by young students to build time. It came equipped with a 25 lbs. lead seat weight and a 7 lbs. lead triangular weight, attached to the floor

of the cockpit between the rudder pedals. A pilot's weight must be at least 150 lbs. in this cockpit.

Remarkably, each handle in the cockpit is uniquely shaped. No need to look down into your cockpit when you can easily "feel" the horizontal pull knob of the towline release, the straight standing shaft of the dive brake handle, the distinct disc-shaped trim tab and the unique small ball on the canopy lock. All handles are on the left side of the cockpit. No need to switch hands from the stick to make adjustments. This is a "stay up all day" or "go cross-country" sailplane without the bank loan price of a fiberglass ship.

Many a visiting pilot had the pleasure of flying this ship. Their comments have always been that it is pleasant, docile, easy to fly, responsive, great in thermals, etc. Derek Piggott claims the only thing wrong with an ASK-18 is that they are scarce and seldom for sale. To my knowledge, this is still the only ASK-18 in the USA.

With hundreds of hours and flights in my 18, perhaps one of my more memorable flights was in early spring out of LWV where I noticed a "V" of geese under a cloud being raggedly drawn up and into the bottom of the cloud. I joined this flying "V" until the geese were drawn up into the cloud; I flew out from under the cloud to see the "V" being spit out of the top only to continue their flight north having gained a few hundred extra feet. How many people have ever witnessed that sight? Or perhaps, while working toward my silver distance I ran out of lift and landed in a cornfield just as it was being harvested by the farmer. All was well landing down furrow in this field until a young lady and her son stopped their car on the local highway and came running into the field to see if I needed help. Great ... until I noticed the camera around her neck as she mentioned that she



Photo: Mark Nankivil

worked for the local county newspaper and wanted a picture. I made sure she knew that I had not “crashed” but had “landed out” and was waiting for friends to come pick me up as well as putting my glider in its trailer. And yes, I did make the newspaper’s front page!

Lastly, while flying at Chilhowee, TN, at a vintage glider event, the lift was so good that an altitude award was a possibility. This was a special VSA award, initiated by and presented by Rusty Lowry, who provides the recipient with a lovely coin marking the pilot’s accomplishment at this gliding event. This made up for my faux-pas at



Simine Short, editor Bungee Cord, Mary Cowie and Jim Short, President Vintage Sailplane Association with Mary’s Ka18

Harris Hill a few weeks earlier, when I thought I was just short of the altitude gain until I later remembered that a 3,000 foot gain would be less than the one I flew using my METRIC altimeter ... memorable just the same!

Hopefully, this unique sailplane, that has meant so much to me, will be passed on to our two grandsons as their “go to” glider after their solos!

International Vintage Sailplane Meet at Harris Hill, NY

July 6-13, 2024



Sailplane Rescue

Printed in the April 24 issue of SOARING

We have all kind of rescue organizations like organizations to rescue mistreated or dumped dogs, cats or horses or any other animal. So far nobody ever thought of searching and finding non-used, neglected sailplanes and rescuing them from doom. My own club has a couple of “hangar queens”, which haven’t seen any flights in years. I know of many other clubs with the sad sight of neglected trailers, overgrown by weeds but with their once proud birds still inside.

Our own beloved Ka8, built in 1963, was a “rescue”, destined to succumb to the elements, silently rotting away outdoors until she came in our care. We restored her to her old beauty and flew her for 27 years earning badge legs and State records with her. When I stopped flying, my husband moved up to a high-performance glider and we sold her. Her new owners treasured this vintage plane so much that they bought a factory new, custom-made Cobra trailer for her, costing more than the plane itself. Talk about a Cinderella story of a once abandoned, neglected, sad looking sailplane.

Maybe we gliderpilots have to get together and form a “sailplane rescue organization” that is willing to get hold of these neglected creatures and with some TLC give them a new lease on life making these planes available to deserving young pilots.

Just a thought.

Frauke

Jim Short, President of the Vintage Sailplane Association responded:

Hello Frauke,

Your letter to *Soaring* magazine brings up many good thoughts. As many of our clubs and owners age, there are many older sailplanes that would benefit from being refurbished and flown again. Older Ka-8’s, Ka-6’s, 1-26’s, 1-23’s (just for example) and early fiberglass gliders can be beautifully restored and flown for many enjoyable hours during the year, at a much lower cost than newer gliders. Groups can join together, too, to share the costs and help each other with the tasks of crewing and maintenance. And the restoration work is fun and a great way to learn about your plane. But the impetus needs to come local club members and enthusiasts.

Fortunately, there is such an organization. The Vintage Sailplane Association offers guidance from a nationwide cadre of members, and provides information through its website <www.vintagesailplane.org>, its quarterly magazine *Bungee Cord*, and its Face Book presence at <[vintage & classic sailplanes](https://www.facebook.com/vintageclassicsailplanes)>. VSA’s classic book *Workshop Practice* is an excellent how-to resource. VSA is an SSA Division whose bylaws state that its purpose is “... to promote the acquisition, restoration and flying of vintage sailplanes.” Membership is \$35 / year at

(Continued on page 8)

(Continued from page 7)

<www.vintagesailplane.org/membership/>. And now the newest resource for those interested in working on and flying significant older sailplanes is the Midwest Glider Conservancy.

The Vintage Sailplane Association covers gliders from the beginning until 1975. We agree with you that resurrecting neglected sailplanes from the back of hangars starts with *local impetus*. The VSA, meanwhile, provides information and advice. Plus, for even more information, don't forget to attend the **International Vintage Sailplane Meet** in Elmira, NY from July 6 through 13, 2024, where your enthusiasm and questions may well meet your answers.

Frauke, thank you for your letter. The vintage glider community hopes this information helps.

(Mentor from page 5)
challenges.

However, the most pivotal moment in glider flying is the release. At a certain altitude, you make the decision to detach from the tow plane, embarking on a solitary flight. This mirrors the moment in mentorship when you begin to apply the lessons learned independently. The release symbolizes a transition from guided learning to self-reliance, from following the leading your own path.

In the quiet solitude of the glider, now free from the tow plane, you must navigate the skies using only thermals and your own skill. This is like the phase in your mentorship where you utilize the skills and knowledge imparted by your mentors to navigate the complexities of your professional and personal life. The absence of an engine in a glider parallels the absence of a mentor's direct influence, emphasizing the importance of self-reliance and the ability to leverage one's learned experiences.

Just as a glider pilot learns to read the sky, using thermals to gain altitude and navigate distances, a mentee also learns to read their environment, using lessons from their mentors to grow and advance. The experience of flying a glider teaches patience, persistence, and adaptability--traits equally valuable in life's journey under the guidance of a mentor.

I encourage each of you: no matter where you are in life, the next generation needs you!

German magazine SEGELFLIEGEN now available in English as SOARING INTERNATIONAL on line

Note from the magazine's publisher:

I'll send you a QR code here, which will take you to our website where you can download the English edition 01/24 for FREE and browse through it.

We want people to see what the magazine has to offer.

You are welcome to send it around so that it becomes known, also

print it in Hangar Hangar Soaring.

Best regards

Brigitte Gabler



In Memoriam

Tom Knauff



Tom passed away on Feb.21 2024 at age 85.

Tom Knauff and Doris Grove joined the Nittany Soaring Club, that Karl Striedieck and Bill Clark founded in 1964. Two of the other members owned some property in Bald Eagle Valley and they had thought of making it into an airport. When Nittany Soaring Club folded in 1974, the members gave the Piper Cub tow ship and the 2-22 together with the property in Bald Eagle Valley to Tom and Doris

where they founded RidgeSoaring in 1975.

Through Tom's skill as a promoter and Doris' wisdom of running a business they made a go of it. It made the "ridge" available to the soaring community and many pilots had memorable flights there. It became known as "the world's longest Diamond mine."

Tom was an early pioneer of ridge soaring along the Appalachian ridges. There he achieved several significant glider records, including:

Out-and Return distance of 1,647 km (1,023 mi) in 1983, a world record that stood for nearly 20 years.

Distance over a triangular course: 1,362.68 km (846.73 mi) in 1986

Free Distance using 3 Turnpoints: 1,394.04 km (8666.22 mi) in 1993

First glider pilot in the US to fly 750 km and 1000 km triangular flights

First having flown a 1000 km flight with a passenger.

Tom set 50 other US National Soaring records during his life time

He was a stunt pilot for the 1999 film "The Thomas Crown Affair".

His glider flight training books and manuals are the most popular in the US. Tom and Doris (a world renown glider pilot in her own right) owned and operated a soaring catalog store. Both were sought after instructors and presenters.

Tom, together with Charlie Spratt was the initiator of the now very popular Senior Championships at Seminole gliderport in Florida.

Honors

Over 50 US national gliding records

World/National gliding competitions

FAI 1000 km Diploma #15 (Int. #31) 1980

SSA Exceptional Achievement Award 1983 and 1986

Du Pont Trophy 1989

Soaring Hall of Fame 1997

Founded FAA CFI Revalidation Clinics, recognized amongst the best

Kronfield Challenge Cup 1991 (first American)

Eaton Trophy (together with Doris Grove) 2000 highest SSA Award

Information from Karl Striedieck, Wikipedia and NSM web page



Hexentreffen 2024 in Kirchheim unter Teck at the Airport Hahnweide (German annual women pilot meeting)
 (of all Aero Sports,)
 Submitted by Anette Weidler, Germany

The „Dr. Angelika Machinek Förderverein Frauensegelflug e.V.“ organized the Hexentreffen 2024 this year. The meeting opened with an exciting author reading by a crime writer named Sybille Baecker. on Friday night. The next morning, we were greeted by some offices. After that we heard some very exciting talks. The first one was planned to be Zeppelin pilot Kate Board in the airship cockpit at Zeppelin NT. Unfortunately, she was sick so her colleague Fritz Günther took over her presentation. Which was actually much better, as he praised Kate highly and admired her flying skills. She is an admirable woman whose life is flying!

After Fritz we got the talk by “The researcher’s dream of flying: climate research with trike and motor glider” by Dr. Wolfgang Junkermann from KIT Campus Alpi. Very interesting but also very scientific.

After Wolfgang we heard a talk by Andreas Lutz from Schempp-Hirth who talked about Electric propulsion systems in gliding. After that there was a panel discussion and exchange of experiences from a female pilot’s perspective: What support do I need from women’s aviation organizations? We heard different wishes and views from many different interesting women. There was also Ingrid Blecher on the podium. She is the founder of Hexentreffen. Times were very different 48 years ago!

We spent a lovely evening with delicious food, good conversation and great live music. Some of us danced until late.

Next year’s Hexentreffen will be in Speyer.

Pictures of the event: <https://www.am-foerderverein.de/galerie/>

Editor’s note: this gathering always takes place the last weekend in January



Three of our German WSPA members are in this picture: Elke Fuglsang Petersen, Anette Weidler, Ulrike Franz

Famous Women Pilots

Alena Netušilová, IGC Champion of the year



Alena Netušilová has been named as FAI Gliding Commission (IGC) Champion Pilot of the Year 2023, for winning the 18m class at the 2023 FAI Women's World Gliding Championships in Soria, Spain. This was her second World Champion title, which contributed to the overall victory of the Czech Women's national team.

Girl Power

Alena started her career as a glider pilot when she and her classmate noticed a flyer during their high school studies that the local aeroclub was recruiting brave boys for glider pilot training. Together, they decided to sign up and show that gliding was not a sport just for men.

This was in 1986. Alena then started her racing career in 1991, gaining second place at the Women Federal Gliding Championship of the Czechoslovak Republic

A DISTINGUISHED CAREER

She has been competing in the European and World Women's Championships since 1993 and has stood on the podium no less than six times, and twice won the title of World Champion. Alena is one of the few female glider pilots in the world who can achieve excellent placings at competitions alongside male pilots. In total she has flown 4500 hours and over 120,000km in competition.

Alena has a daughter, Sarah, and a son, David, and is a successful businesswoman. She works in an international company she founded and co-owns. When she's not flying, she enjoys rollerblading, running, swimming and persistently (but ineffectively) trying to train her French bulldog, Rosie.

(from the FAI web page)

This award was created to recognize the top performance in FAI World Gliding Championships. Each Championship calendar year, the FAI World Champion with the highest score is named the IGC Champion Pilot of the Year and is also awarded the World Soaring Cup.

ALENA NETUŠILOVÁ'S RESULTS AT TOP WOMEN'S GLIDING COMPETITIONS

Women's World Gliding Championships

YEAR	PLACING	CLASS
2003	1	15m
2005	4	15m
2009	4	15m
2011	3	15m
2013	11	15m
2017	2	15m
2020	5	18m
2022	3	18m
2023	1	18m

Who was Angelika Machinek? See article page 9



After Anglika's untimely death in 2006 the "Dr. Angelika Machinek Förderverein Frauensegelflug e.V" (the German counterpart to WSPA) was founded in her honor. (see page 9).

Who was Angelika Machinek?

On October 12, 2006 Angelika Machinek and a co-pilot died in an Ultra-Light accident in Germany.

Angelika, 49, was one of the most successful glider pilots in the world. She was a multiple German champion, won Silver (2001) and Bronze (2005) in the Women's World Championships and had flown 10 World records. At the time of her death she was still holding the 1000 km triangle speed world record. Angelika was a long time member of the German National Women Team and was its speaker. For a time she represented the interests of the German gliderpilots at the International Gliding Commission (IGC). The FAI awarded her the highest honor for a woman glider pilot the "Pelagia Majewska Gliding Medal".

Angelika held instructor ratings for power planes, ultra lights, gliders and balloons. She also was a member of the German section of the "99", co-owner of the Monte Baldo soaring operation in Italy and a self-employed real estate trader.

(from November 2006 Hangar Soaring)

HEADS UP– be aware of fraudulent e-mails and scams

By Frauke Elber

I recently received the following e-mail. It made me immediately suspicious, since that was not WSPA president's writing style. I checked back with her and sure enough, she had not sent this. I also checked the sender's e-mail address and it was not Lynda's official WSPA address.

Lynda Lee<presidentofboard321@gmail.com>

Dear Frauke,

I hope this message finds you well. I am currently held up due to prior appointments and only available on email at the moment. I request your assistance with a time-sensitive matter. If possible, could you please let me know your availability at your earliest convenience? Thanks awaiting your reply

Regards

Lynda Lee.

<[https://email-signature-image.com/signature.gif?](https://email-signature-image.com/signature.gif?u=3246547&e=548586927&v=21494a4cd9f936c73915084f9f7c8caa68f12d0ead34fe297f326a01de4a0cae)

[u=3246547&e=548586927&v=21494a4cd9f936c73915084f9f7c8caa68f12d0ead34fe297f326a01de4a0cae](https://email-signature-image.com/signature.gif?u=3246547&e=548586927&v=21494a4cd9f936c73915084f9f7c8caa68f12d0ead34fe297f326a01de4a0cae)

Several months ago the following was recently circulated at our retirement community. Some residents had become victims of a similar scam:

It happened in December on a Thursday morning. I was logged on to a web page of my favorite sport, when suddenly my computer was locked and a phone number for Microsoft popped up. I called that number and a MS representative named Steve Wilson (MSC employee number 56886) answered informing me that a Timba virus had entered my computer. He directed me to Timba URL on Wikipedia, to show me how lethal this virus was. He also gave me his private phone number.

He informed me that someone was trying to withdraw \$63,000 from my bank account but that the bank had stalled the withdrawal for 3 days. He asked for a phone number of my banking institution to start an investigation and that a representative would contact me, which he did. The contact then asked me to confirm my account number which I provided (mistake #1). Back to Mr Wilson. He told me that the perpetrator was known to the authorities but his whereabouts were unknown; that this individual committed ID theft; that the FBI and FTC would get involved in the investigation and that a representative of the FTC would contact me. The follow-up contact was a James Anderson from Delaware (FTC employment # 2500 and phone # 337 782 8346). I spent considerable time with him on the phone. He told me that I have to withdraw a sizeable amount of money from my account because they were blocking my account and would open a new one in my name. The amount was in the range of xx,xxx.xx, (thousands of dollars) which I actually withdrew (mistake#2). So far so good, I wasn't suspicious yet. But when he told me to go to a local Lucky Mart and deposit this money via a cash machine the alarm bells started ringing. By that time, it had gotten dark, and I told him that I was not driving in the dark. He told me that he would call me back the next morning (Friday) at 10 AM.

By that time, I got suspicious, and I called the Delaware number back around 9:00PM to see if anybody answered that number. I got Mr. Anderson on the phone again and he was quite aggravated that I had called back. That affirmed my suspicion that something was wrong.

Friday morning, I called the police at 8:00 AM. They told me to go immediately to my bank, which I did with all the cash I had withdrawn Thursday afternoon. I deposited that money straight away again and the bank put an alert on my account (they could not give me a new account number). They also advised me to send a SCAM report to the FTC, which I did. When I got home, I turned my cellphone off for the day. I later saw that at 10:04 AM there was a voicemail from the 337 number on my phone. I blocked that number.

What I learned: how easy it is to fall prey to these scammers and the sophisticated methods they are using to get you hooked. I was lucky that common sense set in, not falling for the schemes. Other people were not as lucky and lost thousands of dollars. I know most of the victims are too embarrassed to tell the story, but I decided to write my experience down in the hope for others to avoid doom.

Name withheld on request



PLEASE EVERYBODY BE ALERT. DON'T FALL FOR THE SCAMS



WOMEN SOARING PILOT ASSOCIATION'S 46TH SEMINAR

What: Flying, Instruction, Community, Speakers, Meals, Single Seat and Two Seat Glider Rentals Available, DPE Onsite

Who: Glider Pilots, Student Pilots, Non-Flying Participants, Volunteer CFIGs and Tow Pilots Welcome

Where: Sunflower Aerodrome, Yoder, KS

When: July 22 – July 26 (Mon – Fri)

Information: Contact: Leah Condon ▪ Call or Text (316) 249-3535

▪ Email: leah.n.condon@gmail.com

Membership Dues Structure

[WSPA Membership Application & Renew](#)

WSPA ANNUAL DUES

Full Members & Associate Members (Mail In, Zelle) \$25.00

Full Members & Associate Members (PayPal) \$28.00

Youth Members (Under 19) (Mail In, Zelle) \$10.00

Youth Members (under 19) (PayPal) \$11.00

Life Members (Mail In, Zelle) \$350.00

Life Members (PayPal) \$365.00

WRITING A CHECK TO WSPA

Checks to WSPA should be written *to the order of* **WOMEN'S SOARING PILOTS ASSOCIATION.**

On the *Memo line* write the **purpose** of the check.

MAILING A CHECK OR DOCUMENT TO WSPA

Send correspondence to:

Margarett Roy

PO Box 1197

Central Islip, NY 11722-0950