



Hangar Soaring

Aug. 2020

THE OFFICIAL PUBLICATION OF THE WOMEN SOARING PILOTS ASSOCIATION.

<https://womensoaring.org/>

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In Memoriam

Virginia "Ginny" Schweizer 1922-2020

Virginia (Ginny) Mayer Schweizer passed away peacefully on Thursday, June 4, 2020. At the time of her death, Ginny was 11 days shy of celebrating her 98th birthday.

As a teenager growing up on Long Island, Ginny became passionately interested in aviation, including soaring.

She pursued this passion throughout the rest of her life, and in the process became a pioneering female sailplane pilot and promoter of soaring and women in aviation. Following WWII, during which she worked at military aircraft manufacturers on Long Island, she became deeply involved in the sport of soaring. She became an FAA licensed sailplane flight instructor and until the mid-1960's managed commercial sailplane flight training schools in New York, Texas, Florida, and Minnesota. In December 1967, Ginny married Paul A. Schweizer who was the love of her life for over 36 years until his passing in 2004. After her marriage to Paul A. Schweizer, they were an inseparable team traveling the nation and the world promoting the sport of soaring.

Her accomplishments as a sailplane pilot are numerous and significant. They include: competing in three U S national championships; winning the women's national championship in 1947; being the first

(In Memoriam on page 5)

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

Recorded through August 2020

Kathy Fosha
National Feminine Record
15m 500 km Out&Return, Speed
78.83 mph

Standard Class 500 km
Speed 78.83 mph

CarolAnn Garrat
World Distance Award 5000 km

Kathy Fosha

California Feminine State Record
15m 500 km Out & Return
Speed 78.83 mph

Standard Class 500 km Out &
Return, speed 78.83 mph

Kathy has several more pending records .



From the Editor

"Let your fingers do the walking".
Remember this AT&T slogan?

This slogan can be applied to what recently happened in my club, the Tidewater Soaring Society (TSS). Every year the club provides 3 scholarships for local high school students. These scholarships provide 36 instructional flights, ground school, teaching material and club membership.

Amongst the 2019 recipients, was 15 year-old A. During the year with TSS, he "let his fingers do the walking" and applied for almost all the flight related scholarships that are out there. The result: he was awarded

- **Michael Wallace Memorial Scholarship** Fund grant for 2020, soaring scholarship worth **\$1,000**, good for one year, the one year time starts June 2020.
- Soaring Society of America (SSA) **Purduski Scholarship, \$2,000**, good for 2 years, time started April 2020.
- **Virginia Space Grant Consortium, Pathways Flight Academies for 2020**, dollar value unknown, consists of online flight training from Averett University and an additional online virtual ground school training program, plus 10 hours flight training at a local flight school.
- **WASP Scholarship, Williamsburg, VA. Ground and flight training starts July 2020** and is a one year training program, with the goal of earning a private.

He actively is making use of all these scholarships, soloed, shortly after his 16th birthday in the club's 2-33 on July 12 and has

WSPA 2020 Annual Membership Meeting

ZOOM virtual meeting- invitation will be sent to all members

Sunday, August 23 Time: 30-40 minutes
Alaska 4 PM, Pacific 5 PM, Mountain 6 PM, Central 7 PM, Eastern 8 PM

This is your opportunity to hear from your Board of Directors, learn what is happening in the association and share your input.
Please attend!

Cathy

President's Note



This summer has been a difficult soaring season, for sure! For some it has been no actual soaring at all. Many of us have been able to resume flying with the now familiar COVID safety practices in place. At my club masks, hand sanitizer, social distancing, hand washing stations, outdoor classes, and constant sanitizing of equipment and two place gliders has become the new norm for the foreseeable future. We just completed a 10 day flying event which engaged many of our students and instructors and resulted in over 250 flights. We are proud that over the last 18 months we have recruited five junior women pilots (plus three junior males) who are now close to solo. Perhaps we are leading the way in increasing the percentage of females in the sport. I would love to hear of similar successes in other clubs around the country and world.

Our WSPA bylaws require an annual membership meeting. We have always held that meeting during the seminar. With this year's seminar canceled, we will be holding a virtual meeting on Sunday evening, August 23rd. I hope this will allow many more members to learn about and participate in WSPA's current status and planning for the future. All members will be receiving an email with the details of the virtual meeting. You will then receive a ZOOM invitation about a week before the meeting. I hope many of you will be able attend.

Wishing wonderful soaring experiences for all of you- actual flying and/or with adventures found in books, study and on line.

Cathy

started his power training.

After his solo, he wrote to the club:

"I have genuinely enjoyed training and being a member of TSS and hope to continue soaring with TSS in the future. I appreciate being chosen for the TSS Scholarship. Without this opportunity, my dream of flying would not have come true. I also realize having the flying experience with TSS opened doors for me to be a good candidate for the other scholarships I earned. TSS deserves that recognition. You helped me and I genuinely appreciate it.

Thank you to all the members and Board. I promise to make you all proud. I promise to continue to give back to youth by helping others to learn to fly. I have two years before I go off to college, wherever that maybe, but I'll return to TSS. I will be here continuing training with Buz until it's time leave.

I would like to recognize and thank my Instructors. I began working with Louise and finished my instructions with Buz. They are both amazing Instructors. I appreciate and value their knowledge, support, patience, time, and train-

ing. It took me time to grow and mature, but I appreciate them being patient with me.

I would also like to thank Alan for being the tow pilot for my solo. Thank you to the ADO and ODOs too.

TSS is a great organization. It's a hidden gem to youth. I will be sure to spread the word to the youth that would be a good fit for soaring."

On his 2nd solo flight a week later he stayed up for an hour!

Why do I tell this story?

WSPA too has many scholarships to go for: support for early flight training, support for attending the seminars and support for advanced ratings. Often these scholarships stay unclaimed. For details go to www.womensoaring.org and see what is applicable for you.

"Let your fingers do the working"

Frauuke

Flying gliders in Alaska by Ute Kaden

The Civil Air Patrol (CAP) has a glider flying program to introduce all members to aviation. In Alaska, we have three CAP gliders (ASK 21, Blanik L23, Schweizer) located in Anchorage and at Eielson AFB near Fairbanks/North Pole. As CFIG and Major of CAP I have the honor to introduce youth to soaring and aviation. Covid-19 delayed this year's glider season, but we could finally start orientation flights at the end of July. Sitting in a glider with young people who are enthusiastic about aviation and introducing them to soaring is an activity I love to do. In the briefing after our first day of flying, we all agreed that starting the soaring season in 2020 had a spiritual healing effect on our souls... It was team work to make this happen. Soaring success depends on team work and WSPA connects us women to succeed together.



Congratulations to Carol Ann Garratt – "Ann Morrow Lindbergh Trophy" Winner! By Mary Rust



The winner of the Ann Morrow Lindbergh Challenge Trophy this year is CarolAnn Garratt, with a great 325 sm flight out of Moriarty Airport on 6/30/2019. She was flying her 15m DG800B with winglets. Using the SSA handicap of .878, she got credit for 285 sm. The AML Trophy also gives handicap points based on the experience of the glider pilot. Before making this flight last summer, CarolAnn had completed all of her FAI Badges except for the Diamond Altitude. She therefore earned 1.5 points X 285 sm for a Total Score of 427.5 sm.

CarolAnn is relatively new to gliding, starting cross-country soaring in 2016. However, she started flying power planes while in high school, received her private

license in 1977, her instrument rating in 1981 and commercial license in 1996.

In 2002 her mother died from **ALS** (Amyotrophic lateral sclerosis), also known as **Lou Gehrig's disease**, after the baseball player who was diagnosed with it. Following that, she decided to fly around the world to raise awareness about ALS. Garratt has written three books describing her adventures, "Upon Silver Wings: Global Adventure in a Small Plane," "Upon Silver Wings II: World-Record Adventure" and "Upon Silver Wings III: People and Places around the World." She donates all the funds from her books and speaking engagements to ALS research and continues to raise awareness about the disabling illness that took her mother.

CarolAnn is now a highly experienced airplane pilot, with awards for flying around the world in her single engine airplane three times! We, in the soaring world, are fortunate to have her as part of our family! We are excited to see her in action in a glider, and we are watching to see what she will do next!

Congratulations, CarolAnn, for your powerful role model for both men and women in aviation!



2019-2020 YEAR-END WSPA FINANCIAL REPORT

By Mary E. Rust, WSPA Treasurer; June 30, 2020

Income: \$15,039.80					
Briegleb Schol.	\$	20.00	SLSA Sem. Reg's.	\$	303.00
Gen. Op. Fund	\$	625.00	Mem. Renewals	\$	1,774.00
Gen Schol. Fund	\$	1,215.00	Competition Fund	\$	50.00
2020 Sem. Canceled	\$	-	Annie Moore Restitution	\$	250.00
LIFE Mem's.	\$	1,430.00	WSPA Store	\$	1,142.00
New Youth Mem's.	\$	11.00	WWGC Schol.	\$	7,141.80
New Mem's.	\$	278.00	Faber Schol. Fund	\$	90.00
Outside Vendors	\$	163.00	Sky Ghost	\$	200.00
SSA Booth - Opportunity Drawing	\$	112.00	Returned Sem Regist. money from SLSA	\$	235.00
Expense: \$27,566.80					
Website	\$	159.08	WWGC Postage	\$	62.66
Tax Prep. & Filing	\$	300.00	WWGC Schol.	\$	16,200.48
PayPal Fees	\$	81.02	WWGC Schol Fund Ads	\$	62.66
Gen. Postage	\$	121.26			
HS Postage	\$	67.00	Sky Ghost Schol	\$	2,250.00
HS Printing	\$	265.64	Glider Girl Schol.	\$	391.85
2019 SLSA Sem.	\$	4,184.21	Kolstad Schol.	\$	1,732.00
2020 Sem. Canceled	\$	-	TFM Schol.	\$	-
Outside Vendors	\$	121.00	Gen. Schol. Fund	\$	400.00
Office Supplies	\$	98.00	SSA & ESA Convention	\$	1,069.94

June 30, 2020 Assets	
Compass Bank Checking	\$ 29,731.84
Compass Bank Saving	\$ 13,646.01
Schwab Investments	\$ 116,721.44
TOTAL ASSETS	\$ 160,099.29
June 30, 2020 Liabilities	
Scholarships	\$ 4,000.00
Seminars	
TOTAL LIABILITIES	\$ 4,000.00
NET (assets - liabilities)	\$ 156,099.29

Top Charts

The charts to the left show the 2019-2020 Income and Expenses ending June 30, 2020. The numbers are fairly low this year due to the pandemic and the cancelation of the seminar.

We gave out \$16,200.48 to the WWGC recipients in December, which made our expenses look high. However, the remaining amount, \$11,366.32, is a fairly low number partially due to the scholarship winners not being able to use their scholarships, again due to the pandemic.

Bottom Charts

The bottom charts to the left show the current Assets vs. Liabilities on June 30, 2020. (Same as the bottom charts on the blue page.)

THE JOYS OF BEING A MENTOR, Phyllis Wells



In the past 3 years, WSPA has implemented a mentor program that assigns an experienced member to a scholarship recipient. The purpose of the program is to encourage the scholarship recipient to move forward toward her goals and to make the reimbursement process flow smoothly. The WSPA scholarships help cover expenses related to everything from obtaining a Private Glider License to CFG and competition flying. Every woman using a scholarship can benefit from the guidance, encouragement and friend-

ship of a mentor. But it is not a one-way street. The mentor also benefits from the experience.

I am fortunate to have been asked to be a mentor for Fiona Hamischfeger. Not only do I have a new friend, I have a person in my life now who inspires me by her enthusiasm and energy. We started our friendship by exchanging e-mails and sharing our backgrounds and interest in soaring. We found we had several similar experiences related to people, places and activities. Fiona keeps me informed of her progress and I try to help her by explaining things that I know and have experienced. I am available to answer questions. So far, my job has been easy because Fiona is very goal oriented and self-motivated. I look forward to the day when we can meet in person.

Glider Girl Scholarship update. Fiona Hamischfeger

This past month, with the support of the WSPA, I have been able to make progress towards a commercial rating. I have completed additional PIC flights, practiced maneuvers, and completed two of the three requirements toward a Silver badge (a 5 hour flight and a 1000 meter climb). I have also been checked out in my club's Schweizer 1-34 and ASK-21. Next month I hope to continue to make progress towards fulfilling the flight requirements for the commercial test and complete the Silver Badge requirements.

I have been so fortunate to have Phyllis Wells as my mentor. She has supported me throughout my progress. I have also been encouraged by other WSPA members including Mary Rust who helps me with the financial aspect of the scholarship, Alice Palmer and Frauke Elber.

In Memoriam from page 1)

American woman to earn the Silver "C" soaring award; and setting US women's soaring records for distance flown on two occasions, altitude gained, and absolute altitude achieved. In recognition of her many accomplishments, Ginny was inducted into the National Soaring Hall of Fame in 1971; and is the namesake for the US Women's Soaring Pilots Association "Virginia M. Schweizer Competition Trophy"; and was the 1996 recipient of the National Aeronautical Association's Katharine Wright Memorial Award.

Ginny also proudly and enthusiastically supported and participated in numerous organizations including the First Presbyterian Church of Big Flats, Soaring Society of America, Harris Hill Soaring Corporation, and National Soaring Museum and the Women Soaring Pilot Association (WSPA).

Donors 2019-2020

Adam Kile
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Robert Mudd
Robert Wister
Rolland Nakashima
Sandra Danoff
Soaring Society of Dayton
Susan Simmons
Theunis "Tim" Bartmann
Tupper Robinson
Uwe Rudloff
Walter Striedieck

Welcome New Members

Natalia Bochkareva, II

Allison Diaz, VA

Analee McBride, VA*

Sponsored by Frauke Elber

*Analee is one of three 2020 TSS scholarship students. She is a senior in high school and a cadet at the CAP.

Kathy Taylor

January 22, 1946 - June 28, 2020

Kathy was born on January 22, 1946 in Smithfield, PA. After graduating from Albert Gallatin High School, she graduated from California State College (PA) where she received a B.S. degree. She furthered her education at Virginia Poly Technical Institute (Virginia Tech today), where she received her PhD in the field of Nuclear Sciences. After graduation, she relocated to Long Island, New York where she began her employment at Brookhaven Laboratory. It was there that she met the love of her life, George A. Taylor. The two were married in 1971. George introduced Kathy to his love of flying and they both became members of the Long Island Soaring Association. They enjoyed many hours of instruction and rides in gliders.

This pattern continued after work in Rocky Flats relocated them to Colorado, where they joined The Soaring Society of Boulder. They relocated once again to the place they would call home for over 20 years, Los Alamos, New Mexico. Kathleen was employed at Los Alamos Laboratory

(Continued on page 8)

(Ed. Note: I had this story on file for many years. Karol was the last US woman flying in an international woman competition until Sarah Arnold burst onto the scene in 2013)

This summer, I represented the US as a participant in the European Feminine Championships. Since it is "the European Championships", the US and other non-European countries fly "au concours", as guests. This competition has been a European only competition since 1979. Prior to that, there were two International Championships in which the US participated in 1973 and 1975. Both were in Poland.

This year, there were 41 participants from 11 countries, 23 in Standard Class and 18 in the 15m Class. The women who fly in this competition are, for the most part, world class glider pilots. The average number of hours was over 1500 with 12 pilots having more than 2000 hours and many years of competition experience. Some of these women could qualify for their country's World Team, but in most of the participants' countries the men's and the women's team are separate. From my conversations with some of the participants from Western European countries, I expect there will be some pressure to change this soon.

In most of the countries, the teams get support from the government. They are chosen early and spend a good deal of time training and practicing together. Team flying is the rule, rather than the exception. In the Eastern European countries, many of the competitors are "professional" glider pilots. Most teams came with their own meticulously prepared gliders and a bevy of support personnel. Each team was to designate a Manager and a Coach along with the "helpers". Indeed, most teams did have people to fill these positions as well as a "helper" for each pilot on the team. My entourage consisted of my regular crew, Joe (or Sluggo as he is affectionately referred to) and a graduate student in Russian, Ken Rubotsky, who had spent one day at the gliderport in South Carolina and had one ride in a glider. Since I needed both a Manager and a Coach to represent the US team at various meetings etc., we appointed Joe as Manager and Ken as Coach. As the competition progressed, we acquired another "helper" in form of our interpreter, Oleg. Each team had an interpreter assigned to them who was to be available whenever they were needed. We had an advantage in having Ken with us and could probably have functioned fairly well without an interpreter. However, we were not sure, so we had Oleg stay very available. Before the end of the first week, Oleg had become part of our team. He helped wash (and wax) wings of my rented Jantar, picked up our box lunches and was generally as helpful as any other "helper" who was there with any team.

The organization of the competition was very good. I was impressed by the operation at the aerodrome, although the facilities were somewhat lacking because they were not entirely completed. This was a state of things that seemed endemic in the Soviet Union.

However, no matter how good it was, the organization could do nothing about the weather, which was not very good. I was told before I went that, based on the information I had about the area, I should go to Ohio or Michigan to practice. Based on the results, I think this strategy would have benefitted this western mountain flyer a great deal. The aerodrome at Pugochovka, just outside the city of Oriol (about 200 miles south of Moscow) is in a predominately agricultural area. The elevation is 200 meters (656 feet), there are no mountainous areas within several hundred miles and no large bodies of water. June and July each have an average of ten days of rain with an average rainfall of 3.3 inches per



6th Annual European Feminine Soaring Championships, Oriol, USSR, June 24-July 9, 1989

By Karol Hines

month.

During the contest, we were restricted to an altitude of 2100 meters (6900 feet) AGL. However, the cloud base never got higher than 1900 meters and the maximum attainable altitude was less than that. The majority of the tasks were flown without getting above 1300 meters AGL (4300 feet). Average lift was 2-3 knots and visibility had been generally poor. There were only three flyable days during the practice week and none of them were as "good" as the contest days. We completed four contest days before a rest day was called due to worsening weather and possible rain. One more day of flying and then we were grounded for five days by a very slow-moving low-pressure system – overcast, low ceilings and finally rain. When the weather cleared, there were three days left to fly. We flew in conditions similar to the first five days with the added challenge of very high winds (up to 40 knots after 4 PM on one day). The longest task completed was 269 km. Twice, tasks of more than 300 km were called. On both days, overdevelopment, storms on course and high winds led to 100% landouts.

My own performance was not nearly as good as I had hoped and, I feel, did not really reflect my abilities. However, there were many things that I learned during this experience that will be very helpful to me in all future competitions. I discovered why people go to such great lengths and expense to

bring their own ships with them. The plane I flew was new, it had never been flown before, and we were still making adjustments to it on the last day of the competition. In addition, I never got comfortable with the instruments and the panel.

One thing I got a lot of practice at was off-field landings. In the eleven days of flying, I landed off-field eight times, so I became very good at picking fields that were not only good for landing but from which I could be retrieved by air. We learned quickly that a ground retrieve was not a desirable option. It took one team 24 hours to get back to the field from a ground retrieve. They used Polish built Wilgas for towing and they were good plucking you out of the fields. The towropes on these retrieves were less than 100 feet long, so the tows were very interesting. Another "advantage" of the off-field landings was the chance to meet some of the local farmers. I always got a very warm welcome and as much assistance I need to position the glider ready for the retrieve. It would have been nice to really talk to these people, but in all but one instance, they only spoke Russian. Still, they were warm and friendly and happy to assist this "Amerikanka" that landed in their field in her "planeur".

Despite the unfortunate weather conditions, this was a fantastic experience. I would encourage any woman who is interested in competition to set participation in this event as a goal. Many people asked me why there are not more women in competition in the US, and it is difficult for me to answer that question. I enjoy competition a lot and wonder why more women don't get involved. There is a move to make this an international competition again. The next competition will be in 1991 and they are looking for a site in a Western Europe country. The intention is to have a World Cup awarded at that meet and to make the 1993 meet an International Competition. Our very own competition follower, promoter, etc. B.S. Smith was in attendance in Oriol as a steward. B.S. was very helpful in getting me the information I needed to get to Oriol and I am also sure that he was somewhat instrumental in getting the US invited. He spent a lot of time with other officials and I am sure he will be bringing us further information on the future of this competition. If it does become an international competition again, it would be rather unfortu-

nate for the US, not to have a team to send. Anyone out there who is interested in either participating on or promoting a US women's team should get in touch with me.

As a note, since the US does not sponsor a women's team, I was on my own to finance this trip. Although the costs of entering the contest and renting a glider were very reasonable, the expense of getting myself and my crew to Oriol was pretty steep. I got some financial assistance from some very wonderful people in the soaring community. There were some individual contributions that were much appreciated; a raffle and auction was held at the meeting of the Vacaville Soaring Pilot Association; and donations were made through the international fund of the Women Soaring Pilot Association chapter of the SSA. In all, I received \$1500 toward the cost of participating in this competition. I am very grateful to everyone who contributed and supported my efforts. I hope I can repay them by opening the door to an opportunity for other women in our fantastic sport.

(Ed. Note: So far Karol's report. What she didn't report is published in "History of International Gliding Contests, European and World Championships" by Gill van den Broeck)

"USA ahoy on the 4th of July.

A stars and stripes ribbon on the breakfast table of this 4th of July is a clear sign. Let's celebrate USA Independence Day. Drizzling rain cuts all hopes for flying today, instead we go on a boating excursion on the river Oka. Our boat is not exactly a pleasure yacht, it creaks on all sides – are we too heavy? A swaying tarp protects us from the rain and if you look carefully for a dry spot on a bench and find one, you should enjoy the misty trip. Karol Hines has requested and gotten permission to run up a stars and stripes windsock at the stern of our old steamer- the expression on the fishermen's faces on the riverbanks- is this a maritime American invasion?

When Bernald Smith is allowed to take the helm – anything you want on the 4th of July- the boat starts zig-zag rolling, swaying from left side to right. Let's sing and be merry. Algima's husband has a nice bass voice, he lives in Lithuania and remembers some German soldiers' songs ("We Lithuanians are NO Russians!") soon joined by Wolfgang Weinreich, other crew members and of course myself. So, the Russian air above the green waters of the Oka is soon filled with our voices. GEOGEO (the Belgium pilot) takes the cap of the Australian team captain (and passes the hat around). The collected harvest is satisfactory, and we offer quite a decent amount of 15 rubles to the boat crew, grateful for this American present".



Karol Hines ready for take-off

What Happened at the 2020 Women's Worlds Championships in Australia

Commentary by John Good (US Team Captain), published in SOARING NZ Feb/April 2020

(Ed. Note: there was never a question that Sarah Arnolds flew to a Gold Medal and we here in the US were euphoric about that win. Sadly, the otherwise great Women's World Championships were marred in a controversy. Here is what happened)

The Aussi team with their home team advantage was doing very well. Jo Davis in Club Class was leading with Lisa Trotter in Standard Class in in 5th place when a complaint was laid against the Australian team.

On the morning of the last day, a special meeting of the team captains was informed that the Australian team had found way to access, in real time, the information from the GFA trackers the competitors were using. The trackers had been broadcasting on a 15-minute delay in an attempt to remove the analytical skill of the ground team in assisting the pilots, as has become the case in recent competitions and following a recent international rule change.

USA Team Captain John Good reported from the contest, "Along with almost everyone here, I do not believe this was a plan to intentionally do something underhanded. The Australian team position is that they found a web page that required no password or other access restrictions, making the GFA tracking data available there fair game. They further believed that what they were obtaining (real-time positions for all gliders), is the same data available to any team that went to the trouble of deploying private FLARM stations in the contest task area. They thought of it as a clever and easy way to obtain the same information others would be able to get."

None of the other teams agreed. John Good continues: "The initial ruling from the contest organizers was that the receipt of this illicit data was unsporting behavior, but because the Australian pilots had been told - and sincerely believed- this scheme was acceptable, no penalties would be applied.

This did not sit well with the other nine Team Captains. If the data was illicit (as the contest had stated), extra speed and distance obtained from the use of it could not be hand waved away, even when pilots were not aware of the underlying problem. The response of this objection was a revised ruling: each Australian pilot would be penalized 250 points. This was protested, both by some teams who argued that the correct penalty was disqualification, and by the Australian team (who probably argued- correctly- that there is no specific rule against using the unsecured GFA tracking data). The final determination was that the penalty would be amount to 25 points per day per pilot, so a total of 225 points in a 9-day contest.

This is perhaps approximately just – and certainly devastating to our contest. Jo Davis, flying beautifully in Club Class, was knocked from first to fourth place; Elena Ferganano (a first time participant from Italy) now has a gold medal that must always be bittersweet. Lisa Trotter lost her third-place medal in Standard Class. The contest organization here, just at the end of an impressively well-run event representing several years of work, must now digest the fact that the most persistent memory of this contest is likely to be one distasteful to everyone."

The death of a great Soaring Magazine

In June 2020 and after 61 issues of SOARINGNZ, the excellent soaring magazine from New Zealand ceased publication, its editor / publisher Jill McCaw citing dwindling readership and rising costs. I want to thank Jill for letting me "borrow" articles of interest for Hangar Soaring readers and congratulate her for an excellent job done. Good luck, Jill

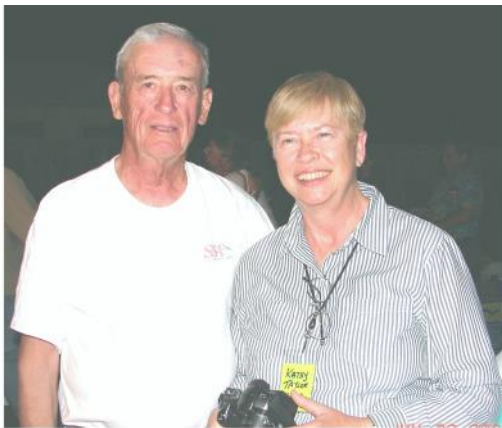
(Continued from page 5)

and managed to continue her love of flying sailplanes from Moriarty Airport.

Kathy had been a long-time WSPA member, attended most of the seminars, hosted two seminars in Moriarty and she and her husband George were very much involved in a third seminar held at the Black Forest gliderport. For many years she was the "OLC Queen" having accumulated the highest number of points for an US female gliderpilot. She had many more-than-500 km flights. In 2006 she was the recipient of the Ann Lindbergh Trophy. Kathy earned her Silver C in 1979, her Gold in 1988 and Diamond Badge in 2006

Kathy played an essential part in establishing the South West Soaring Museum in Moriarty, NM. She was largely responsible for the decision to buy the present museum building. In 2007, Kathy organized an exhibition on Women in Soaring at the museum.

All the long-time WSPA members will miss Kathy.



George and Kathy Taylor at the 2007 seminar in Avenal, CA

PS George Taylor passed away on June 9, 2019

Women Soar in New Museum Exhibit

By Kathy Taylor

Ed. Note: in 2007, Kathy instigated an exhibition at the South West Museum in Moriarty, NM on women in soaring. She wrote an article about that exhibition for Hangar Soaring. The following is a reprint of the article. The exhibition can still be seen at the museum

How many women soaring pilots do you know? How many have you ever heard of? The answer is probably, "not many." Yet women have been a part of soaring since John Montgomery's sister Jane helped build his first glider in 1883. A new exhibit at the Southwest Soaring Museum tells their story.

The exhibit features women from the US and from around the world – women such as **Olga Klepikova** who set the World Distance Record of 749 km in 1939. This record was finally broken by Dick Johnson during 1951 flying the RJ-5. Consider the multi-talented **Allaire du Pont**. At the 1935 National Contest at Harris Hill, Allaire set an endurance record of five hours and 31 minutes in a DuPont utility glider designed by her husband, Richard C. du Pont. After Richard was killed in the crash of an experimental cargo glider in 1943, Allaire lived six additional fruitful dec-

ades. She was a force in the racing world, breeding champion thoroughbred Kelso, 5-time Horse of the Year (1960-1964) and many others. She was also an Olympic champion trap shooter, a senior champion tennis player, and noted philanthropist.

Women have not always had it easy in the man's world of soaring. In the U.S. after World War II, succeeding could sometimes require impressive efforts. This was a time when soaring competitions still included naming a beauty queen as part of the publicity campaign. Many of these women persevered in this man's world by following a parent's mantra, "you can do anything you want as long as you are willing to work for it." Consider **Betsy Woodward**, for whom "money was always a problem." She ferried an airplane from Maryland to California in 1949 and stayed to work at El Mirage, trading towing and instructing for soaring time in the school gliders and bunkhouse living. Betsy was a meteorology student at UCLA when she was enlisted as the primary photographer for the Sierra Wave Project and became aircrew in the Pratt-Read sailplane. During these high-altitude wave explorations, she set a World Absolute Altitude Record of 39,993 ft and Altitude Gain Record of 27,994 ft in 1955. Later, she toured Europe in a light plane; performed laboratory and flight experiments in thermal convection; started her own company to perform pollution measurements using helicopters and light planes; and built her own passive solar house.

The United Kingdom has spawned a string of remarkable soaring pilots, starting with **Ann Welch**, who got her power license in 1934 and her glider rating in 1937. During World War II, she was a member of the Air Transport Auxiliary in England. During that time, she flew Spitfires, Hurricanes, Blenheims, and Wellingtons. In 1965 she was Director of the World Soaring Championships and is well known for her work with the FAI Rules Committee. She was co-author of such classics as "New Soaring Pilot," and "Pilot's Weather." **Anne Burns** won the British Gliding Championships in 1966 and set numerous World and British records. (But was never included in the national team. Ed) She spent her professional life at the Royal Aeronautical Laboratories in Farnborough where she investigated structural, in-flight loads on airplanes. Her research was essential in pinpointing the mysterious in-flight disintegration of the first jet transport, the De Havilland Comet. **Sarah Steinberg, then Sarah Harland and Gillian Spreckley** were winners of the 1999 Women's International Gliding competition in Standard class, Sarah winning Gold and Gillian Silver and fellow country woman **Sarah Lucy Withall** won the Bronze medal (In 2001, Gillian and Sarah became the first women World Champions in 15 m and Standard Class. They finished 2nd and 3rd in the 2005 Women World Championships, Sarah then **Sarah Kelman** Ed.) More recently, **Pam Hawkins** has set many world records in the feminine category for speed and distance.

Sue Martin began flying competition at the age of 18, just two years after learning to fly. She was Australian National Champion in 1970, "which upset a few of the men no end!" (Sue was never included in the national team. Ed). She and husband Bob instructed at the fledgling Waikerie soaring operation. (I met her there in 1974. Ed) Sue gained second place overall in the first Women's Internationals. (1973 in Leszno, Poland. This was not classified as a World Championship. Ed) The exhibit chronicles the flying careers of many others, including **Doris Grove, Liz Schwenkler, Hanna Reitsch, Yvonne Loader, Adele Orsi, Helen Dick, Britt Floden, Bertha Ryan, and Sabrina Jackintell.**

In the News

Kathy Sullivan

Kathy Sullivan (68), who became the first American woman to walk in space in 1984, (and one of the few astronauts who holds a glider rating. Ed) has reached a new low – becoming the first woman to reach Challenger Deep, the lowest known point on Earth, according to reports. The former astronaut, who made history with her Oct. 11, 1984, space-walk, made her groundbreaking voyage to the bottom of the western Pacific Ocean, reaching a crushing depth of almost 36,000 feet, about 6.8 miles, in a submersible named “Limited Factor Challenger Deep — and back!” Sullivan wrote on Facebook after completing the historic dive on Saturday. (June 6, 2020) “10,915 m[eters] on our gauges (35,810 ft).”

Sullivan is now the first person to have both walked in space and descend to the furthest reaches of the seafloor





Emily Howell Warner

1939-2020

Emily Howell Warner was the first American woman to get hired by a scheduled airline in modern times. Early in her pilot career, Emily amassed some 7000 hours as a flight instructor and began applying to the airlines in 1968. She kept renewing her airline applications while watching her male flight students get hired with only 1500-2000 hours. Finally, Frontier Airlines hired her on January 29, 1973. When Emily was hired there were no other women working as pilots for the major commercial airlines in the United States. In 1976, she became the first American woman to earn her captain’s wings. By 1978, there were about 300 female commercial pilots in the United States. After Frontier ceased operations, she flew for several other airlines and then became an FAA Aircrew Program Manager.

Emily Howell Warner’s career achievements have been recognized by multiple halls of fame, and her uniform is on display at the Smithsonian’s National Air and Space Museum.

Ed.note: a lot of information on Emily can be found on the Internet

Neita Montague reports:

3 young women have been awarded “the Gift of Flight” scholarship at \$2500/each by the 99’s:

Summer Benjamin,

Syd Wisler

Luz Sandoval

Summer attended the 2018 seminar at Truckee, CA,

She and Syd, crewed for two years for free at Truckee.

Luz is in the CAP in Minden NV

WSPA Life member **Kathy Berkey Krapes** and husband Dillan with daughter Perlan recently paid Garner Gliderport a visit. Kathy and Dillan are both naval aviators and were members at TSS. They named their daughter after the Perlan Project.



Photo: Frauke Elber

Julie Kinder – Private Pilot! Julie Kinder (second from left) is congratulated on passing her Private Pilot checkrid by instructor Stan Bissell, DPE Quay Snyder, Chief CFE Raul Boerner, and towpilot Mike Keefe.



Photo: Becky Kinder

The History Making Flight of Olga Klepikova (reprint from HS November 2001)

Editor's note: One of the most successful glider pilots in history is Olga Klepikova of the USSR (now Russia), who on July 6, 1939, flew a distance of 465.532 miles (749 km) to set the World Single-place Distance Record. This flight broke the previous distance record made by her countryman Rastorgueff of 405 miles (652 km) in 1937 as well as Hanna Reitsch's Feminine World Record distance of 218 miles (351 km) made July 4, 1937. Olga's remarkable flight took place just prior to the beginning of WWII, therefore, was somewhat lost in the events of history. Her World Distance Record wasn't broken until Dick Johnson's flight of 543,169 miles (874 km) on August 5, 1951, from Odessa Texas, to Salina, Kansas. Olga's flight stood as the Feminine Distance Record until Adela (Ada) Dankowska of Poland exceeded the distance with a flight of 520.08 miles (837 km) on April 19, 1977.

In a 1976 letter Olga describes her record flight to the well-known German glider pilot Irmgard Morgner. Thanks to Irmgard Morgner who translated the letter from Russian into German, and I then translating it from German into English to enable the readers of Hangar Soaring to enjoy the story of this great flight.

March 20, 1976



Olga in 1939

Dear Irma

I enjoy receiving letters from younger people who also love the sport of soaring.

You probably believe that I am still young; naturally, I would like to be as would any athlete in the world. Unfortunately, I was already born in 1915. I started flying at age 18. I worked in a factory and without interrupting my work, I completed my flight training at the Aeroclub. Then I worked as a flight-instructor and attended an advanced soaring

school. Soaring fascinated me. I practiced a lot, flew in any kind of weather, and flew day and night. I participated in all the contests and air shows. I flew the first Women's World Distance record ever recorded by the FAI,- a flight of 152 km flown in a two-seater trainer.

Naturally, these records didn't just happen. There were unsuccessful flights and disappointments. For a long time I actually was afraid to leave my home field and I feared off-field landings. To conquer that fear, I towed several times 30 km out and once the tow plane disappeared, I tried to hang on to lift under the clouds, but without success and I had to land in wheat or freshly plowed fields. Through this draconian measure, I was taught to cut the umbilical cord to the home field. Slowly, I gained the experience to choose the right fields and to find updrafts under clouds and in the blue.

Yes, soaring is interesting but also a challenging sport. After a while I had the opportunity to fly high performance sailplanes. I flew several records in the single seat "Red front-7" (RF-7). This glider was an excellent high-performance ma-

chine. It thermaled well but was also certified for aerobatics. On July 1, 1939, I flew this sailplane a distance of 380 km and thus, broke Hanna Reitsch's world record. But my dream was to bring the women distance record to par with the men's record. I just couldn't accept that, given the same conditions and the same equipment, women couldn't fly the same distances as men. This was just an excuse to show women's inferiority.

When I returned to Moscow after the above-mentioned record flight, journalists asked me about my future plans, and I answered boldly: "I want to bring the Women World Distance Record to the same distance as the men's." (Ed: there are not 'men's record' as such- just the 'general class records' which can be made by either gender but are predominately held by men.) This statement caused a lot of skepticism and was considered just a young girl's dream. Yet, here in Russia, dreams and actions go hand in hand and plans are carried out. Exactly a week later, on July 6, 1939, I flew 749.203 km and exceeded the world record flown by a man by 100 km. This record stood until the American Richard Johnson broke it in 1951. (Ed: it stood as Feminine World Record until 1977, when Ada Dankowska from Poland broke it in a Jantar).

How did this flight happen? It was a Sunday. We were at the airport early in the morning, moved the gliders out of the hangar and were just hanging around waiting for cu's to develop when I remember a tow pilot saying: "Today will be a long distance day." I teased him and replied: "Yes, I will land directly across the Moscow River, but I won't send a telegram the same night (there were no radios in the gliders yet and only very few telephones available.) You will think that I covered a long distance." We were all joking, and nobody could foresee what was going to happen that day.

At 10 AM a R-5 towplane towed me to 1000 m over the Tuschino Airport, which was near Moscow. Small cu's were forming under which I gained 500 m. The first 200 km I had to scratch in weak conditions and at one time the altimeter showed 150 m AGL. I already picked my landing field, but I didn't want to land. Then the vario showed zero sink and I circled at the same altitude for 25-30 minutes fearing to lose this little thermal.

Finally, my patience was rewarded, and I crossed the Oka River in 1000m. The weather improved and cu's were now popping everywhere. I now flew from cloud to cloud and ran out of map because I hadn't anticipated to fly that far. The last few kilometers were flown under blue sky. After 8 hours and 25 min, I landed outside a village near Stalingrad (now Volgograd). And, who noticed my landing first? CHILDREN! The people of the village gave me a hero's welcome, called a town meeting and slaughtered a pig in my honor. We all feasted royally.

This distance record was not my last. In 1940, I flew a two-place world distance record of 450 km in a "Stachanowez". (Ed: this flight must have been in the Feminine category as a longer flight made in 1938 is still shown in

the 1946 record list.) My dream was to fly the 1000 km (Ed: Doris Grove became the first woman to fly 1000 km in 1981). But then came the war.

Irmgard, you asked which airplanes I flew. All we had, and we had many. I was a test pilot and so was my husband. He died in 1962. I have two daughters, Tanja and Olja. Both are university graduates and are biologists. They have no interest in flying. I am retired now.



Olga in 2006

I salute all the young people, who choose such a beautiful, challenging sport. What is more beautiful than soaring like a bird?

I wish the young people in Germany success at work and at soaring. Fly far and high in a peaceful sky and under strong cumulus clouds.

Olga

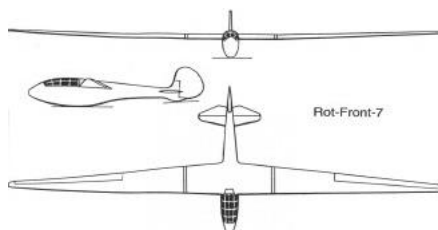
This story has an aftermath; After the news of Olga's flight made it around the world, it was dismissed as "oh, she just towed to 20 000 ft and flew straight out". When I took over Hangar Soaring, I had heard the rumors but did know nothing about the story. Therefore, I contacted some of my older soaring friends in Europe and through different connections, I made contact with the Morgeners, who had both studied engineering in Moscow and knew Olga personally. (How lucky can you get). Irmgard Morgner was in possession of the above letter.

In summer of 2001, Richard "Dick" Johnson wrote an article about his flight breaking Olga's record and picked up on the rumor that the record was not legitimate. By that time, I had translated the letter and I sent it to Dick. Afterwards my phone kept ringing with pilots of Dick's generation pleading "please publish this in SOARING". I had planned the story for Hangar Soaring November 2001, but SSA was so eager to set the record straight, that they published the story the same month with a moving introduction (and apology) by Dick Johnson. The article can be found in the SSA webpage in the SOARING Magazine Archives, November 2001).

The story doesn't end here. In 2002, I met Irmgard Morgner at a women's soaring camp near Berlin, Germany. We decided to set the record straight and give Olga the recognition she deserved. We sent the SOARING article to a woman pilot who spoke Russian and German in Kiev, the city where Olga was living. She in turn passed it on to the local newspaper with the result that they published a huge article about Olga and her accomplishments. (I have the article in Russian). I contacted Olga but couldn't communicate with her directly since she didn't speak German or English. Therefore, all communication went through the above-mentioned pilot. I learned that one of her daughters was a professor at the University of Arizona, I tried to contact her but never received an answer.

I consider finding Olga and getting her the recognition she deserved my biggest accomplishment in soaring.

Red Front-7 (RF-7)



The Red Front-7 was designed by the well-known Russian designer Oleg Antonov and was a high performance sailplane in its time.

Wingspan 16.24 m

Length 6.40 m

Height 1.40 m

Wing area 11.86 m²

Ratio 22.2

Empty weight 245 kg

Gross weight without ballast 325 kg

Best L/D 30.5

Min. Sink 0.62 m/s

Landing speed 70 km/h

Max speed 250km/h

The RF-7 had a three part high mounted cantilevered, wooden wing. The wing center part had 2 spars, the outer wing one. Airfoil was the Russian R-111. Special care was taken in constructing the plywood fuselage. The canopy was aerodynamically fitted into the fuselage.

This glider was already equipped with retractable gear. A 120 liter water tank for ballast was installed behind the seat. Unusual was the multi-usage of this sailplane. Not only was it a high performance glider but it also, because of its high wingloading, could be flown in advanced aerobatics.

The towplane R-5 was a powerful multipurpose airplane from Polikarpov. Max climb of the R-5: 6 m/s

Olga passed away on July 27, 2010
Her gravestone reads:

Olga Wasiljewna Klepikova
10.10.1915– 27.07.2010

Test Pilot
Soaring World Record Holder

We love you and we are proud of you
You will live in our thoughts forever

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

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Can be paid:

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