



Hangar Soaring

November 2021

THE OFFICIAL PUBLICATION OF THE WOMEN SOARING PILOTS
ASSOCIATION.

<https://womensoaring.org/>

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**Kristin Farry's landing in uncut weed
(how do you get out of this?)**

Kristin had landed in *uncut* wheat, which necessitated pulling the glider to the road without the aid of a vehicle. Wheat, like tickseed, sticks to everything. It sticks through jeans, socks, cloth sneakers. It falls off and gets into gliders. And it is difficult to pull a glider through. Nonetheless, with Jan and Jonathan in makeshift harnesses attached to the tow hook and Kristin and me pulling the straps, we managed to extract #400 from the field and get it safely back in the trailer. Mission accomplished.

As reported by Judith Galbraith (Hangar Soaring, August 2021)

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 November 2021

Silver Altitude

Julia Karasinski, PA
Michelle Conklin, NJ

Silver Distance

Michelle Conklin, NJ
Judith Galbraith, PA
Kristin Farry, MD

Bronze Badge

Cathy Keller, MA

B Badge

Vivian.L. Pflieger, AZ
Courtney Landis, MO
Abigail Jones, TX
Anna Morell, PA
Amelia Anderson, VA
Callie Edsall, OK

A Badge

Vivian L. Pflieger, AZ
Courtney Landis, MO
Danielle DeAngelo, FL
Abigail Jones, TX
Anna Morell, PA
Amelia Anderson, VA

OLC 2021

Kathy Fosha
3597.1 pts, 4610.05 km

CarolAnn Garratt
4453.3 pts, 4332.42 km

Eileen Youngblood
3639.16 pts, 3377.37 km

Susan Simmons as co-pilot of her husband AL*

5253 pts, 5104 km

*(Ed. note) I have no prove that I did this tabulation correctly

President's Notes



Winter and 2022 are fast approaching. Whether that ends your flying for the year or not, the fun and work of soaring continue. It is the perfect time to attend a FIRC or the SSA Convention. Perhaps you have a maintenance project or FAA knowledge test that requires attention. Plan now to apply for a scholarship, attend the seminar in Germany or prepare for your 2022 flights.

For WSPA, December brings our Board of Directors election. This edition of *Hangar Soaring* includes the bios and pictures of the members who have generously volunteered to support our organization by serving on the Board. Please consider the five candidates and be prepared to select three of them to serve a two-year term. You will be receiving instructions via email and the website on how to submit your vote. If you are a full member, please show support by casting a vote! Many thanks to our nominating committee Lucy McKosky, Charlotte Taylor and Anne Mongiovi!

You now have access to the password protected WSPA website membership directory. This was designed to facilitate networking with other members. We have over 200 members, but only 49 have posted their profiles in the directory. I ask all of you create a profile. To do that go to the website at womensoaring.org, log in at top of the screen, then select the *profile* tab. You can decide what personal information to include. State, email address, and last name are each optional.

Frauke and I recently made a most enjoyable road trip to attend the dinner honoring Sarah Kelly Arnold's induction into the Soaring Hall of Fame. We are all so proud of Sarah's many accomplishments and know there are many more to come! A delightful stop on the way to Elmira to visit with Karl Striedieck was an added bonus. We were introduced to Karl's newest hawk, named WSPA.



WSPA members at the HoF banquet

Diane Black Nixon, Margarett Roy, Sarah Arnold,
Cathy Williams, Bill Batesole, Frauke Elber,
Karl Striedieck, Karin Schlosser



From the editor

With this Hangar Soaring issue, I am finishing my 20-year tenure as editor of the newsletter, 50 years of SSA membership and soon 60 years in soaring. Time flies, when you are having fun.

This was my 22nd seminar and thanks to Cathy and Shaun Keller and Lyndae LaBerge, I was able to attend. Getting to the Boston area was the longest train ride I have taken in my 51 years in the US and I realized that I had traversed (or touched) 9 of the 50 States: VA, DC, MD, PA, NJ, NY, CT, MA and VT and made aware of the historic events these States contributed to the US history.

Due to the Covid restrictions, the seminar was not as well attended as seminars in previous years. No Canadians (just a hop away for the Eastern Canada members) were able to come. I knew most of the seminar participants from way back and it was great to see them again.

Driving from Lexington, MA to Springfield, VT with Cathy, I was very much reminded of the landscapes in Central Germany with its rolling hills and much more European vegetation. It was a beautiful drive in both directions.

But then Murphy's Law struck again as so often in my travels. Hurricane Henry made its way through New England which caused the cancellation of my train home. I had to spend an extra 2 days with Cathy and her husband and then only could get a seat on the overnight train back to Newport News.

Compared with European trains, Amtrak's trains look like dinosaurs. But being able to travel in Business Class, the ride was quite comfortable. The big train stations in DC, Philadelphia and New York reminded me of the big stations in Germany in the early fifties. Nothing had changed here despite the fancy facades and

Cathy

entrance halls of these stations. (Union Station in DC and Central Station in NYC)

I was glad I attended the seminar. It was well organized and executed, keeping the Covid restrictions in mind. Only the weather did not fully cooperate with two hurricanes (Frederik and Henry) following on the heels of each other turned the planned cross-country flights to more local tasks.

Now, the planning for the 2022 Seminar, which will be held in Germany (see pages 8-9) has begun and I hope that by then international travel will be easier again.

I wish all a thoughtful Holiday Season.

Stay healthy and safe

Frauke

Welcome New Members

Will Dismukes, CA

Roy A. Bourgeois, MA

Stephen K. Brown, NH

Mary Hawkins, NM

Cynthia Fitzgerald, NH

Thomas Callaham, NJ

Clara Schiffling, VT *

Sophia Kiraly, CT

*Clara is an exchange student from Germany spending a school year in the US. She is a licensed glider pilot. She joined us for one day at the seminar.



Photo: Frauke Elber

Alasdair Crawford,
Clara Schiffling in the 2-33

Scholarship News

By Alice Palmer

Callie Edsall, our Sky Ghost Scholarship recipient this year, passed her Private Pilot—Glider check ride!

In addition to her main goal of passing her check ride, Callie also earned her B Badge and is making progress on her C Badge. She is one of our success stories! Callie has mentioned to me several times how grateful she is for WSPA's financial support. Here is a text message she sent me a few weeks ago before her check ride, which really emphasizes how important our WSPA Scholarship program is:

"I cannot thank you guys [WSPA] enough for this scholarship. I would not be here without it. It has given me the opportunity to take more tows if I needed them to work on a specific skill

and allowed me to be able to take higher tows if necessary. Thank you guys so much."

I also want to mention what a great contribution Judith Galbraith made as Callie's mentor. Just before her check ride, Judith sent her a note with a number of very helpful tips on how to prepare herself mentally for the check ride, and what to expect. I believe this was extremely helpful for Callie—just



Photo: Brian Pate

Callie Edsall, Charles Pate (DPE),
Callie's Dad, Shane Preston (CFI-G)

Achievements

Judith Galbraith was the 2021 recipient of the Virginia Schweizer Trophy, which is awarded to the best pilot in the 1-26 Nationals.

Sarah Arnold was the 2020 inductee into the Soaring Hall of Fame. The induction ceremony was held on November 3, 2021 at the National Soaring Museum in Elmira, NY



Frauke Elber presents Sarah Arnold with the Hall of Fame certificate

Annabelle Harbold

On Sat Oct 29, DPE Piet Barber awarded PP-G rating to Annabelle Harbold. Annabelle's first flights were at 2019 WSPA seminar at St. Louis.

She soloed Oct 4, 2020 at M-ASA. Her instructor was Paul Rehm. She will be a High School senior next year. Her 4 women rowing team, from a DC public school, won first place at the national high school competition at Boston in October. She has been recruited to crew for several universities including Columbia and Stanford. She will probably attend Brown University. Her father, Mike Harbold, is a rated glider pilot and. Both of her parents were on the Olympic kayak team in years past.



Photo: Paul Rehm

Annabelle Harbold and
DPE Piet Barber

the help she needed at just the right time—which is why our mentors are so important. Thank you, Judith!

Regarding our other two Scholarship recipients:

Melanie Paradis (Maria Faber Scholarship), has had to put her aerobatic training on hold due to COVID restrictions on dual flying and her club's winter shutdown. We hope she will get started again next spring. Thank you to her mentor, Dani Cerne, who has stayed in touch with Melanie and provided encouragement.

Maayan Shalev (Mid Kolstad Scholarship) has scheduled her transition course in Arizona for early December. Phyllis is helping her with rides from the airport and other mentor support. Thank you Phyllis!

Donors 2020/21

Mike Rust

Pat Valdata

Jenny Beatty

Joseph Bearden

Mitchell C. Hudson

Ni Mathrani

Michael Westbrook

Byron Lowry

Mid-Atlantic Soaring Association

Dale A. Roberts & Katherine Harps

Lauri Harden

Vanessa Nelson

Dale A. Roberts & Katherine Harps

Patricia M. Laverty

WM & Susan Swanson



Slate of candidates for the 3 board positions which the membership will vote on in December

Catherine Williams



I am honored to have served as your WSPA president for the last three years. If re-elected to the Board of Directors, I will continue to work with the other board members to preserve and advance WSPA's value to our members and the soaring community. WSPA seminars, scholarships, newsletter and support for women soaring pilots are my priorities. We are working on improved networking through Zoom meetings, a more interesting and responsive website, and a second trophy to recognize outstanding soaring achievement.

I began soaring lessons in 1964. I have been a CFI-G since 1994 and the Chief Flight Instructor for the Mid-Atlantic Soaring Association in Fairfield, PA since 2018. I completed my diamond badge in 2001. I enjoy cross country flights and soaring competitions in my LS8 and 1-26. I would like WSPA to encourage more women to participate in those soaring challenges.

Terry Duncan



I have been flying gliders for 35 years and single-engine land airplanes for 18 years, with a total of around 1100 hours as Pilot in Command. Although I live in the California San Francisco Bay area, my home gliderport is Air Sailing in Nevada. Flying at Air Sailing for 30 plus years, I have enjoyed the occasional opportunity to mentor women pilots who are just beginning their gliding adventures. I would welcome the opportunity to support WSPA as a Board member to more broadly support women pilots already soaring and help grow women's participation in the sport.

Connie Buenafe



My husband and I joined the Albuquerque Soaring Club (ASC) in 1997 because he wanted to learn to fly. He dropped out after a few lessons. I was determent to continue flying at least until I got my certificate. By then I had developed great friends as well as a real love of the sport. I have been flying with ASC ever since. I have held many offices in the club over the years, both elected and appointed. I am currently nearing the end

of a two-year term as the president. I hold both a commercial and instructor rating in gliders as well as a private rating in power. I have supported contests held in Moriarty in a variety of roles including retrieve coordinator and contest manager. I have attended several WSPA seminars and organized one in Moriarty.

Kristin Ann Farry



My first pilot's license was a Private-Glider in 1981. Since then, I have earned Private-SEL and MEL, Instrument, and Commercial Glider, SEL, and MEL. Life steered me away from gliders from 1982-2012, and WSPA brought me back to my flying roots in 2012. Both WSPA and the 1-26 Association have helped me learn cross-country soaring. This has helped me grow as a person as well as a pilot. I want to encourage more women to learn to fly, and gliders are the best possible way to learn to fly.

I also want to encourage women who are flying gliders to venture farther away from the airport. WSPA offers a structure to do all of this.

Ute Kaden



I always wanted to be a Kosmonaut (Ed. note: Ute grew up in what used to be East Germany) and dreamed about flying when I was a kid. In the 70ies that was a utopian idea, especially for a woman. Despite the odds, I was 14, when I went to the local gliding club in Zwickau, Germany and started my glider flight training. I absolutely loved the sport and quickly got my glider pilot certificate and Silver C. Based on the recommendation of my club, I went on to become a flight instructor when I was 23 years old. Many years of flying at wonderful soaring sites around the world, making friends, enjoying the camaraderie of the sport, and giving instruction followed.

In 1994, we moved to the United States and I almost gave up on soaring. I missed the sport very much and finally decided to get the FAA glider certificate including my CFIG in 2001. Currently, I am an active CFIG in Alaska and member of the Civil Air Patrol. I lead the glider operations in the interior of Alaska, support the yearly CAP glider camp, solo about two students under 18 each year, and introduce the sport to the youth. I am also a tow pilot and power CFI and hope to inspire woman to fly and to follow their dreams. I could not be an astronaut. The times were not ready for female pilots when I was young. Times have changed and I am proud to support WSPA, the organization that helps making careers in aviation possible for women.

Previews

During the upcoming SSA convention in Reno two WSPA members will be presenters

In the first part, **Marianne Guerin** will talk about the Women's XC Camp held in Moriarty, NM, in July 2021. She will explain how the camp came into being, its content and success. She will finish with future possibilities for the Camp.

Secondly, **Cathy Williams** will talk about WSPA, the Women's Soaring Pilots Association, their annual seminars, both domestic and overseas, and the scholarship and mentoring programs.

Both presentations are designed to engage and help women glider pilots to spread their wings. We encourage men to attend and take the information back and share it with their home clubs. In addition, men are encouraged to join us and collaborate on how we can expand their support of women soaring pilots at the local, national and international levels.

Soaring Cross Country Camp for Women, 2022

The XC Women's Soaring Camp, held in Moriarty, NM, in July 2021 was extremely successful. We were not blessed with the normal early July cross country weather, but participants learned skills in the morning lectures and had the opportunity to fly practicing these skills 4 of the 5 days. The participants of the 2021 Camp found the camaraderie and support to be a significantly positive aspect of the Camp. The Camp syllabus is based on the course Air Sailing, NV has used in teaching cross country soaring techniques successfully for 25 years.

This camp is designed for women who have been thermaling around their home airport but don't have the knowledge or faith to venture cross country. You need good thermaling skills prior to attending this camp and it is recommended that course participants have two years of soaring experience. You need to bring your glider or club glider with proof of insurance. This is not for newly minted glider pilots. That being said, if we don't have a full class, we are considering accepting a few novices who could fly dual and experience cross country flying at an early stage of their soaring life.

Daily activities include fast paced morning lectures and SEEYOU™ flight analysis and afternoon soaring (solo, dual, or with mentor pilots

doing a lead-follow task).

There will be a maximum of ten students to allow flying with a mentor pilot and getting everyone into the air in an efficient manner. Women who already fly cross country and are interested in flying in a new challenging environment are welcome.

Registration costs for the 2022 Camp will be \$225 per participant. The cost covers the lectures, the booklet with articles complimenting the lectures, the introductory Safety Briefing and the closing banquet. Local hotels are inexpensive at \$70/night and just 3 miles from the airport. Camping and RVs are permitted at the airport with 110 V hook-ups and (2) 220 V available for \$10/ night.

We are looking for interest level and feedback on dates to hold the camp again in 2022. Due to the WSPA seminar being held in Germany at the end of July 2022, would participants want a “first week of July” with possible better weather(?) or “second week of September” not as strong conditions time for the camp? If you have any questions and/or are interested in participating, please send an e-mail to Cagarratt@gmail.com with “XC Women Camp” in the subject line.

Addendum: XC Women is a not-for-profit corporation in New Mexico set up by the three women glider pilots who developed the course (based on the Air Sailing, NV course) and gave lectures during the 2021 Camp. They are all WSPA members and thankful to WSPA for the generous donation to defray the participants' registration cost.

New book

“101 Trailblazing Women of Air and Space” book contains Anne Morrow Lindbergh soaring, Ginny Schweizer, and Ann Welch stories, too. Please spread the word to your aviation contacts.

101 Trailblazing Women of Air and Space: Aviators and Astronauts

ISBN Print: ISBN: 978-0-578-30725-1 \$17.99 316 pages 6x9
Trade paperback

eBook only \$1.99 *Title:* 101 Trailblazing Women of Air and Space: Aviators and Astronauts by Author: Penny Rafferty Hamilton, Ph.D.

<https://www.amazon.com/101-Trailblazing-Women-Air-Space/dp/0578307251/>

Contemporary Adult Nonfiction history of women in aviation with international appeal for readers interested in women pilots and female astronaut history. Packed with easy-to-read, true stories of historic female pilots and women astronauts from America, Australia, Belgium, Canada, China, France, Germany, Great Britain, Ireland, Italy, Japan, Norway, and Russia. Illustrated with over 110 unique photographs in a pictorial format. Filled with powerful, true stories from the early days of aviation to today's

Think about things in colder weather

From the BRSS newsletter UPS & DOWNS

Some of the year's best soaring is during the upcoming season, but here are considerations that are not so prevalent in the summer.

It may be pleasant on the ground at launch time, but consider an unanticipated off-airport landing and the retrieve doesn't happen until well after nightfall or heaven forbid—not until the next morning! Jacket, gloves, scarf, and space blanket may all be necessary. If you have the good fortune to catch the wave: at 13,000 ft it will be 45 degree colder than on the ground. Consider, too at that altitude you may be in full view of the sun, but the field is dark and it will take you 15 minutes to get there. You may not sweat as you do in August, but dehydration is a concern and can sneak up on you, making you thinking fuzzy—stay hydrated! There are dozen more special circumstances in winter—anticipate ten and enjoy HAPPY LANDINGS

A Hawk called WSPA



Karl Striedeck with his Redtail Hawk WSPA and his brother Walter





First Row: Cathy Williams, Margaret Roy, Frauke Elber, Alice Palmer, Lucy Anne McKosky, Cathy Keller
 Second Row: Cynthia Fitzgerald, Mark Palmer, Karen Kalishek, Marilyn Meline, Judith Galbraith, Thomas Callahan, Rolland Nakashima, Roy Bourgeois, Shaun Keller
 Third Row: Tom Witkin, Jennifer Hunt, Karl Striedieck, Jess Paulie, Eric Foertsch, Greg Hunter, Michael McKosky, Rick Roelke, Alasdair Crawford

After a year's postponement due to COVID-19, twenty WSPA members and many volunteers gathered in Springfield, Vermont, August 16-20 for the 2021 WSPA Seminar. The event was hosted at Hartness State Airport, home of the **New England Soaring Association (NESAs)**, and the event was jointly organized with the help of the **Greater Boston Soaring Club (GBSC)**. Other nearby clubs, **Post Mills Soaring Club (PMSC)** in northern Vermont and **Franconia Soaring Association (FRA)** in New Hampshire, supplied volunteers, speakers, and a towplane.

The event was superb, in spite of the weather. Those who were able to come a day early on Sunday, August 15, were treated to the best soaring day of the week. The morning began with glider assembly, and the NESAs 2-33s were kept busy with field checkouts and training flights. Cathy Keller had a great cross country flight with mentor Rick Roelke in his Duo Discus. Bill Batesole generously provided his vintage 1-26 (serial number 003) for participants to fly all week long.

On Monday, more GBSC volunteers arrived with their Blanik L-23 and ASK-21. The participants and volunteers quickly got the gliders rigged and the ships and instructors stayed busy all week with checkouts and training flights.

The rest of the week had somewhat low cloud-bases and we had some rain, but we still flew all but one day and had many fun flights. Several participants got in some welcome training flights to get current. NESAs instructor Alasdair Crawford organized a spot landing contest one day, and it was a hoot. Not only were we scored on our touchdown and stop points, but also on time (aiming for a 12-minute flight from 2000 feet AGL in no-fly conditions).

Even though we didn't have great soaring weather, we had fantastic speakers. There were soaring talks by Karl Striedieck (*Identifying Soaring*

WSPA SEMINAR 2021 by Alice Palmer

The winning Limerick
 We came to Vermont so green
 And found a lively soaring scene
 Great pilots galore
 Shared knowledge and lore
 We'll go home better pilots and
 keen

Lucy Anne McKoski

Birds and Falconry), Roy Bourgeois (*Flying Under an Overcast*, and *Flying Gliders Efficiently*), Kempton Izuno (*Working Thermals Off a Ridge*, and *Interesting Flight Stories*), Tim Chow (*Trapped and Vertically Propagating Waves*), Tom Witkin (*Club Safety Culture*), Bill Barry (*Making Movies with NASA*) and Cathy Williams (*Soaring Badges and Trophies*, and *Finding Thermals in the Blue*). Thank you Karen Kalishek and Stephen Brown for ensuring that participants received WINGS credits for appropriate seminars.

In addition to Rick's Duo, Karl also brought his Duo Discus with the hope of providing dual cross country flights. Even though they couldn't get too far away, many participants took the opportunity to hop in with Karl or Rick in the Duos to learn from the experts. Other volunteers took participants in the ASK-21 and PW-6.

And, of course, you can't have a successful soaring event without FOOD! We were never hungry, with self-serve breakfast items provided along with catered food at lunch and dinner, including a NESAs-sponsored welcome cookout and a Friday evening banquet, complete with a sheet cake with the seminar's logo.

The clubs provided large numbers of volunteers to help with our every need, including the instructors, towpilots, ground crew, and general "runners" who went for food and other needed items. We cannot thank them enough. In addition to Duo flights, Rick Roelke (GBSC) provided our daily weather briefings. Roy Bourgeois (GBSC) was a lecturer, instructor, and cross country mentor. Tom Witkin (GBSC) was a speaker and volunteer instructor. Eric Foertsch (GBSC) was an instructor and cross country mentor. Greg Hunter (NESAs) ran the flight line with excellent help from NESAs student pilot Ben Berg and other young NESAs volunteers. Shaun

(Continued on page 7)

(Continued from page 6)

Keller provided IT assistance and made some of the food runs. Frauke Elber ran the WSPA "shop" and organized the traditional limerick contest. Cathy Williams ran a very efficient WSPA annual business meeting in person and over Zoom. The other Seminar attendees also pitched in where needed.

Participants submitted impressive limericks for the contest. Congratulations to Lucy Anne McKosky, who won the limerick contest for the second time in a row! You can find Lucy's winning limerick along with all the previous winning entries, at womensoaring.org/winning-limericks/.

This Seminar would not have been possible without more than a year of planning by Cathy Keller (GBSC), Margaret Roy (Sugarbush Soaring Association), and Alasdair Crawford (NESA). These three

worked tirelessly before and during the event to make sure everything ran smoothly. Thank you to these organizers, the clubs, and the volunteers who made it possible for us to have such a safe and wonderful Seminar!



The organizers: Margaret Roy, Alasdair Crawford, Cathy Keller

Our trip to Springfield, Vermont, for the 2021 WSPA Seminar will leave me with fond memories for years to come. It was too far to trailer our DG-300, so we expected to fly club ships. We saw that the New England Soaring Association (NESA) had an E-model 1-26, so I was looking forward to flying one again after nearly 25 years.

My love of the Schweizer 1-26 began as a teenager at Black Forest Gliderport, when my dad, **John Goodlette**, bought a red 1-26E from the IA on the field, **Mike Jensen**. This ship had been recently rebuilt from a wreck by **Doug Curry**. I immediately fell in love with the little red 1-26E, serial number 606, which we called "Go Fast" because of the N-number: N606GF. After many joyful flights in Go Fast, we sadly decided to sell it after about 20 years.



Instrument panel of 003

Fast forward to August, 2021, in Vermont. During our first day, we met **Bill Batesole**, a retired FedEx pilot who has been active in soaring since he was a kid. Bill is now instructing with NESA (and recently refurbished one of their 2-33s), is on the Board of the National Soaring Museum, and organizes vintage soaring meets. After our field checks, Bill said, "Why don't you fly my 1-26?" Well, this is not just any 1-26. This is a beautifully restored, first production 1-26, serial number 003. My dream has always been to fly a "round tail" 1-26, one of the earlier models, and here was my chance. Bill lets anyone qualified fly it, including (and especially) young people. He says simply, "that's what it's for."

We quickly pulled out the trailer and had the ship rigged in about 10 minutes. We had a chance to look at the incredible workmanship of the restoration, which had been many years ago but looked like it rolled out of the shop yesterday. The simplicity and beauty of the panel caught our eye. Low and behold, in the center of the panel was a pellet variometer.

For those of you who have never heard of a pellet vario, it is very simple. The plumbing is such that the green pellet (on the right) goes up in lift (so called "green air"), and the red pellet (on the left) goes up in sink. The colors of the pellets have faded after all these years, so Bill has kindly marked the up and down air. I may have seen a pellet vario before, but certainly had never flown with one. I soon got my chance in my first flight in 003, which lasted nearly an hour in mostly green air.

Needless to say, Mark and I had a fabulous time flying 003 during the week. We got to brainstorming why flying this little ship was just such



pure fun. It all comes down to simplicity. So, our brainstorming led us to

The Top Five Reasons Why the Pellet Variometer is Superior to the LX9000 Flight Computer:

1. Stress level during use:

Pellet Vario: Stress??

LX9000: Depends on whether you have

- a) Read the manual,
- b) Mastered the functions
- c) Installed all the latest software, firmware, and database updates, and

2. find the right menue. Understanding what it's telling

you:

Pellet Vario: If the green pellet goes up, you're happy. If it is at or near the top of the tube, you're ecstatic.

LX9000: First, try to find the right menu

3. Software, Firmware, and Database Updates Needed:

Pellet Vario: Updates??

LX9000: Too many to count

4. Time to proficiency in all functions:

Pellet Vario: 30 seconds

LX9000: 30 hours

5. Number of pages in the operator's manual:

Pellet Vario: Operator's Manual??

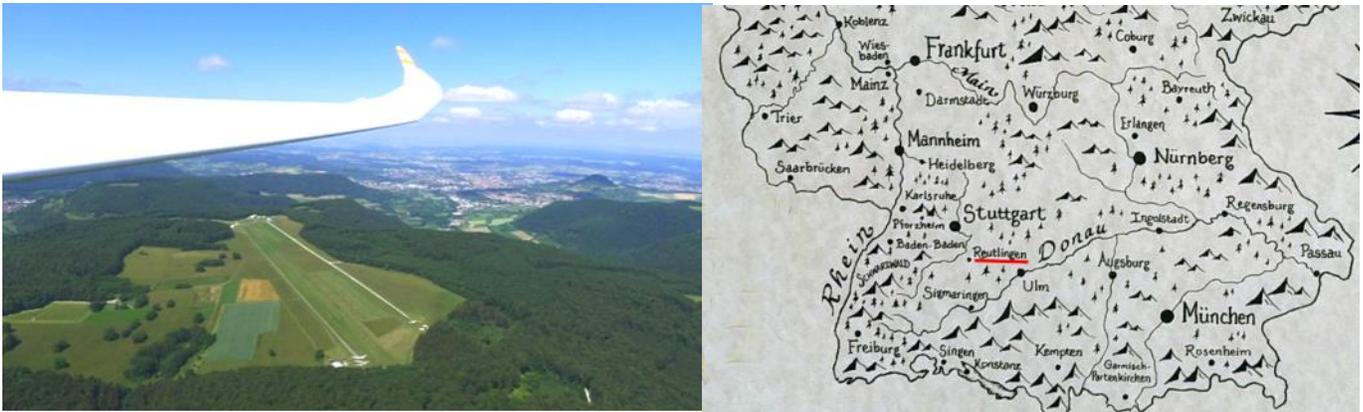
LX9000: 240 pages



Thank you Bill Batesole and the organizers of the 2021 Women's Seminar for a joyful week of soaring!



Seminar 2021 in Covid-19 mode



The 2022 Seminar, July 25-29, 2022

The following is a truncated version of the seminar proposal WSPA received for the supposed 2021 seminar. Due to Covid 19 and the cancelled 2020 seminar, everything has been shifted by a year. There might be slight changes for the 2022 seminar, but the big picture stays the same.

Organizers:

Ulrike Franz (WSPA member)
Britta Schlenker (WSPA member)

About gliderport Uebersberg:

The Uebersberg is located at 048°27'33"North, 009°17'55"East, in exposed position on the ridge of the the Schwäbische Alb, a highland close to the towns Reutlingen, population of 116, 000 and Pfullingen, 20, 000, and about 30 miles south of Stuttgart, 635, 000 inhabitants. Stuttgart with its international Airport is the capital of our Southwestern German State of Baden Württemberg. Delta offers direct flights from Atlanta to Stuttgart. From Stuttgart Airport it takes only a one-hour drive to the Uebersberg.

3 clubs flying from this field:

Luftsportverein Reutlingen (hosting club)

Over 100 members

7 Gliders: two of them are double seaters: ASK 21 and Arcus T.
Single seaters: SZD 51-1 Junior, LS4a, Discus b, Discus 2b, Discus 2c FES
Furthermore, as double-seaters: two motor-glidern ASK16 and Grob 109
and an Ultralight: WT9 Dynamic.

AKA Flieg Tübingen

the second largest club (after Reutlingen): 2 double seaters, ASK 21 and DUO Discus, several single seaters.

FG Heinkel,

5 gliders, 2 double seaters: Duo Discus XL T and ASK 21, one motor glider Valentin Taifun 17ell

FG Pliezhausen,

3 gliders, two double seaters, ASK 13 and Grob 103, one motor glider, Grob 109.
Winch launches are the primary launch method, aerotows are available

Soaring Conditions

The Swabian Alb is a limestone mountain range that spreads out about 140 miles between the Black Forest and the upper Neckar River in the north east and the Danube in the southeast. The mountains range from 1300ft to 3600ft in elevation and provide excellent thermaling conditions. Cross country flights from there to the Black Forest (quite frequently!), along the Danube-Valley to the east or sometimes even to the Alps are possible. This mountain range is acknowledged as an outstanding soaring region worldwide. Cross country flights up to 1000 km have been accomplished here. For soaring, our region is also one of the most active ones in Germany. On weekends with good weather conditions, the air around here will be quite crowded with sailplanes. That's why we are obliged to carry FLARMS in every single glider. Almost every 10 miles along the ridge of the Swabian Alb, you will find a gliderport.

The Swabian Jura is also well known for its unique environmental beauty. For that reason, it was declared as a Biosphere-Reserve by the UNESCO in 2009.

Accommodation and Facilities

The hangar and its supplement building offer ideal conditions for a camp, it has an office room, two bedrooms with 10 beds, (one with 2 beds, one with 8 beds) on the second floor, 4 spacy bathrooms with 4 shower places and 6 toilets (4 on the second, 2 on the ground floor)

Camping is also possible in front of the hangar, with electrical power supply.

The hangar has plenty of battery loading stations. Internet-access, WIFI, as well as a computer and a printer for flight preparation are available.

The hangar-annex has a very well equipped kitchen with stove, coffee machines, refrigerator, freezer, dish washer, drink vending machines. The club room offers plenty of space for dinner, meetings, lectures and parties. A projector as well as a white wall for projections is available. Outside, we have a barbecue place, benches and tables.

Besides the on-site sleeping places there is a Bed and Breakfast in a little village close to the gliderport: Göllesberg. Near Göllesberg and the gliderport is a nice restaurant and beer garden, the "Stahlecker Hof", which also offers accommodations. Pfullingen, 10 minutes away, in the valley, has several small hotels.

A close-by place to eat is the Uebersberger Hof, 5 minutes walking distance from the gliderport.

Several shopping opportunities with supermarkets, groceries and bakeries are within the range of 8 km of the Uebersberg. The next pharmacy and doctors are in the town of Pfullingen, in the valley, 10 Minutes. away

Things to do in the surroundings:

The Swabian Alb is a paradise for all those who like hiking. There are several interesting hiking trails that are directly connected to our gliderport.

There are several beautiful castles in the close surroundings like

Castle Lichtenstein

Castle Hohenzollern - romantic castles.

Castle Hohen Neuffen – mediaeval castle on the Alb ridge.

For those who are interested in fossils, the Urweltmuseum Hauff in Holzmaden might be a highlight. <https://www.urweltmuseum.de>

Altes Lager in Münsingen – Center of the biosphere region. Culture and Art museum, Interesting collection of small businesses, manufactures, handy crafts.

Worthwhile to visit are the towns of **Metzingen**, famous Outlet-City with interesting architecture.

Reutlingen: beautiful pedestrian mall and the gothic Marienkirche.

Old University City of **Tübingen**, very beautiful historical town at the Neckar, untouched by WWII, Castle with Archeological Museums, Hot Springs and Old City of **Urach**

Hot Springs of **Beuren**, with a very popular open-air Museum close by.

For those who like big cities and culture:

Stuttgart, city with many Museums

Ulm – 1-hour away-historical big city

Munich is 2,5 hours away

Tourist-Attractions for a further stay:

Lake Constance – 2,5 hours, border to Switzerland, Austria, the Alpes

Black Forest 1,5 hours

Strasbourg, Alsace, France, majestic cathedral, medieval inner city with half timbered houses. Seat of the European Parliament

Or visit the **Wasserkuppe** in the Rhoen Mountains, birthplace of Soaring (a bit further away)

Seminar-Coordiators:

For members who haven't met Ulrike, her husband Henry or Britta, here a short bio by Ulrike

Ulrike Franz and Heinrich Beutel (husband), WSPA members and members of the Luftsportverein Reutlingen.

eule@ulrikefranz.de



Britta(l), Ulrike (r), Frauke (middle)
at 2019 seminar

"In 2004, I met Frauke Elber on the world wide web, when she ordered some of my artwork for selling the SSA-Convention (2005) for the WSPA. (Ed. note: the connection came through Anna Schippers, who, when visiting here gave me one of Ulrike's soaring art work as a gift) Thanks to the first overseas WSPA-Seminar in Europe - Lesce, Bled, Slovenia, I had the chance to participate first time in 2009. One year later, my husband Henri and I moved to Alabama for 5 years. In summer 2010, we went to unforgettable Air Sailing, Nevada. The seminar in Chilhowee, Tennessee, 2012, was another great experience, a little closer to our home. We moved back to Germany for two years, so the wonderful seminar in Varese was again closer to our home. When we moved back to the US for a couple of years for a second time, I began talking about offering a WSPA-seminar on my home gliderport during the seminar in Truckee California (2018) and on my short visit, together with Britta, to the 2019 seminar.

I started soaring in 1980 and earned my glider license in 1983. For many years, (before we moved to the US), I worked for communication and public relation in our club.

Britta Schlenker schlenkerb@gmail.com,

Started soaring in 1987. One year later, in 1988 she had her glider license. She also earned a motor-glider-license. Britta participated in the seminar in Varese, Italy in 2016 and in St. Louis 2019, as visitor. She is a member in SCS Sportflieger Club Stuttgart, and in the vintage-glider club, located on the Hahnweide, a large gliderport close to the Uebersberg.

Britta works as air-controller on the Hahnweide. She is also an OSTIV office coordinator and often travels to Glider World Championships in this function. She is very experienced in organizing events. As an avid and very good cook, she also would like to take care for the catering. I met Britta in the 1990ies during German women-soaring seminars, organized by the Southern German Soaring Association on the gliderport Hahnweide".

Start planning to go to the 2022 WSPA seminar in Germany. Check the WSPA web page frequently for updates and information www.womensoaring.org

(Ed. note: both, Dani and Irena hail from Slovenia, were the organizers of the 2009 seminar in Slovenia and both married American glider pilots. Irena is married to the designer of the Sunseeker Duo, Eric Raymond and often serves as his test pilot.)

Irena: "For years we were planning to fly the Sunseeker Duo together. If not the weather then the Ocean between us was preventing us to make this happen. Our dream finally be-

came true this year. We were both on the same side of the pond and also the weather was good for flying. The weather was quite challenging this year because there were just 5 sunny days in May.

The Sunseeker Duo is located in Italy, north of Udine on a beautiful small airport surrounded with the Alps and Dolomites on the north side and open towards the Adriatic Sea on the south. It took us less than two hours to get there from our home in Slovenia. Weather was promising and we were expecting some wave lift. We prepared the airplane first. Eric charged batteries and installed the oxygen system. In the meantime, we were invited by locals to join them for their BBQ - if you know the Italian cuisine, you can imagine the really good smell, and tasty food".

Dani: "I went flying first with Eric. We did a preflight check. It is so easy to move the seat and adjust the pedals. I was sitting very comfortably. After a smooth take off, Eric continued to fly toward the nearest hills. Soon we got lift and he turned off the electric motor. Thermals were weak and they lasted just for a turn or two, so he started the motor again and in some minutes we climbed to another ridge where we were soaring with two hang gliders. After a while, we flew towards higher mountains to the north, but the lenticularis were far away near Innsbruck (Austria). We stayed at a medium altitude where we were able to open the big windows on the both sides. This is an unforgettable experience. I have seen a lot of photos from Irena and Eric with open windows, but to be there with wind in your hair and beautiful view - this is something special! With the windows open, it is also possible to do great photos without reflections. (On some photos that I took earlier I can see "beautiful" patterns from my white jacket). I also got my hands on the stick. It is very easy to fly it like a glider, but to control all the switches and instruments of the electric motor and condition of solar panels it is more difficult - that was Eric's job. We landed after two hours. I really enjoyed the flight.

Flying the Sunseeker Duo

By Irena Raymond and Dani Cerne



After a short break, Irena did a pattern flight with Eric. I was sitting with my camera in the grass near the runway. I was amazed how smoothly and quietly the motor was running, both during the takeoff and the climb as well.

We - two girls - took a flight in the late afternoon, when the air got smoother. At Rivoli di Osoppo airport, it is usual to be a north wind in the morning and it changes to the south breeze during the day. But, at altitude it

still remains north wind. Sometimes a nice convergence appears and sometimes it is turbulent. It calms down late afternoon so it is very nice to make some local flights at that time".

Irena: "We were really waiting for that moment to fly this solar bird together. It flies like a glider, but it requires more knowledge due to all additional electronics and features. It is very comfortable to sit in and it flies very well. Dani and I made two flights. Each time we took off with electric motor and after switching it off, we tried to find some thermals. Flying an airplane with an electric motor has a lot of benefits, first of all, it is much less noisy than regular engines. It is also safer because it doesn't require to warm up the oil and get to temperature, it starts and runs whenever we want, in hot or cold conditions. The Sunseeker Duo has a 16 kW motor and 55 kg of LiPo batteries, storing the energy coming from the solar cells. Solar cells are covering the whole surface of the wings and also horizontal stabilizer, providing 4.5 kW of energy. This is enough energy for level flight or a slight climb. For me it was a great experience to take Dani onboard and we are looking forward to doing it again. Also, anyone else who wants to get a ride in the Sunseeker Duo can come to Italy, to Rivoli di Osoppo and we will share the experience with them".



Irena Raymond and Dani Cerne flying the Sunseeker Duo



First Flights

Dr. Shann Rufer commemorates 5 years in a wheelchair by soaring with the Tidewater Soaring Society (the following was an e-mail to TSS)

Thank you for everything you and your wonderful group of people did and do to give such joyful moments to those wishing to soar!!

Dr. Shann Rufer is an Aeronautical Engineer at NASA Langley Research Center. Five years ago, after a cervical fusion surgery, she was left a C-6 incomplete quadriplegic. It has been a constant day to day struggle to survive and to attempt to regain some of the freedoms she lost that day. I figured that it would be helpful for her to take this opportunity to do something she had never done before. Something beautiful and freeing. A glider ride seemed to fit those characteristics. A good friend of mine got me in contact with Mamad Takallu (member in TSS), who gave me all the information about the Tidewater Soaring Society. Mamad also was Shann's pilot for her ride. I know that the whole day meant a lot to Shann!! I really can't thank you all enough.



Henry Chambers III

DEE'S FIRST SOARING FLIGHT

Joel Hough

September 4th 2021, Dee and her husband (Jim) showed up to inquire about power lessons at Front Royal Airport, while I was finishing up making tow ropes. She wanted to resume her flying lessons that she took when she was 35 while working at NASA. I asked her and her husband if they wanted to fly a glider as the ASK-21 321K X-ray was parked with no customers. They debated about it a little while and Dee came back stating that she would like to fly in a glider. So, the do you weigh more than 154 pounds question was asked, and 12 pound foot plates and a 15 pound back plate of ballast were installed. Next, a seating orientation was given with how to latch and unlatch the seatbelts, and latch and unlatch the canopy.

A 4000 foot tow was requested. The release occurred at 3200 feet in a thermal over the ridge and the flight included soaring around for 51 minutes and a maximum height of 4800 feet. During the flight, she commented on the quietness of the flight and enjoyed turning and climbing in thermals. She agreed that it was a beautiful day. We started at the ridge thermal and returned to it once, then flew out to Front Royal and around the area North of the airport. She was too nervous that the stick was different than the yoke of a Cessna, and I decided not to push the issue as she was enjoying looking back and forth at the gliders on tow, gliders in the air, the tow plane returning to land, soaring birds, cumulus clouds and landmarks such as the quarry. After landing, the ASK-21 was removed from the runway and the tail dolly attached. The brisk walk back to the tie down area included Dee saying how much she loved her flight. Dee and Jim had offered to pay, I said maybe they could donate \$50 or something to the Skyline Soaring Educational Foundation. Dee wrote a

generous check for well over the recommended \$50. I think she will be back for lessons

From "SKYLINES" newsletter of the Skyline Soaring Club

Another week of the Northhampton Youth Glider Camp.

This time, it's all young ladies from 12 to 16. Yaw strings have been issued. Time to fly.

Dave Strassburg, CFI



Quote of the Year

If you win all the time you might forget how to lose. Nobody wants that. When you're losing you get to a point where you can learn more than any other time. And you have the opportunity to grow in mental strength. You want to be gracious. And at the end you must learn to believe that although you lost you are not a loser.

Sarah Arnold (after not winning a World Championship)

Seminar comments

Cathy and team,
I really enjoyed meeting everyone, it was too short of a time! Thanks for having me, the great projector, and Shaun's audio support too.
Kemp Izuno

Cathy, Margaret, Frauke,
Thanks for a class show at

Springfield. Nicely organized, nothing missed.
Hope to fly/hang out with this talented group again some day.
All the best!
Karl Striedieck

All
Thank you for inviting me to attend, present and fly. It was a pleasure.
Roy Bourgeois

WSPA DUES

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

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

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

Life Membership = \$350 (one-time)

Can be paid:

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

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

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

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