



Hangar Soaring

November 2008

THE OFFICIAL PUBLICATION OF THE WOMEN SOARING PILOTS ASSOC.
www.womensoaring.org

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Special Insert:

Proposed By-Law Changes and Ballot for the election of a new Board of Directors



The women glider pilots of Slovenia are delighted to invite you to the Women Soaring Pilots Association's (WSPA) first European seminar. The thirty-first Women's Soaring Seminar will be held at the Alpine Flying Centre Lesce (ALC Lesce) on the sunny side of the Alps in Slovenia from July 18 to July 23, 2009.

There are many soaring possibilities as ALC Lesce, Slovenia, as the gliderport is surrounded on the north side by the mountain range of Karavanken and on the northwest side by the Julian Alps. Cross country flights via the Austrian Alps towards Germany and to the west across Italy into Switzerland are just some of varied tasks you could choose. One big challenge to consider is a 500 km FAI triangle just inside Slovenia.

The Lesce field is glorious grass. The runway is 1.150 m long and 60 m wide, with geographical course 134° - 314°. Towing is done by two Piper Pawnees. There is a classroom in the Club premises for the seminar lectures. In the same building the restaurant offers meals and near the hangar is a small clubhouse which is used for picnics and meetings after flying. In the same area there is a camping site and in the village of Lesce you can find various accommodations.

The Lesce-Bled airfield is a flyer's paradise with three Blaniks, a DG-500, seven single-seat DGs, an LS 8, an aerobatic Fox and some private gliders.

Seminar talks will include an orientation on the first day about the gliderport and air space by Boštjan Pristavec. Branko Brodnik will speak on aviation medicine topics. Andrej Kolar, creator of See You has a presentation on his program and on glider instruments, Boris Žorž will be our expert on local meteorology. There will also be an opportunity to learn about the building of and the materials used in sailplanes and we will see the production of gliders.

In addition to the gliding activities there are powered aircraft flights and parachute jumping on the airfield. On the other side of the airport is an area set aside for radio-controlled (RC) aircraft.

(Continued on page 2)

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

ANNUAL DUES (JULY-JUNE) ARE \$15.
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Badges

As listed in SOARING through
October 2008

C Badge
Heidi Alley

B Badge
Kirstin Hein
Heidi Alley

A Badge
Margaret Fae Klemm
Heidi Alley
Kira Hein
Carolyn Mackley

NATIONAL RECORDS APPROVED

Sylvia Szafraczyk
Feminine, 15m Class, free distance using up to 3 turnpoints
309.22sm in Libelle H201b

2008 OLC (On Line Contest) US women only

In case you haven't heard about this way to compete -not only on national level but also world wide- check out On Line Contest under Sailplane Racing on www.ssa.org

total entries for '08 99
total km posted 19440.17 km
pilots posting 19
(a few newcomers were spotted):

top 5 pilots (actual km flown, not handicapped).

Kathy Taylor (again) 3528.22 km
Cindy Brickner 2473.17 km
Valeria Paget 2396.47 km
Ginny Farnsworth 2389.31 km
Rita Edriss 2001.52 km

There is no guarantee that these postings are 100% correct. I did my best to extract them weekly from the OLC listings. The story of one of Cindy's flights can be found somewhere else in this issue.

Frauke



(Continued from page 1)

And, if the weather is not auspicious for gliding, there will be a possibility of tours around beautiful parts in Slovenia. And we are including at least one day trip for our "not flying companions" .

The Seminar Coordinators are: Irena Gornik irena.gornik@siol.net, Nataša Marzidovšek and Danica Volčanšek Černe mepuncke@yahoo.com .

Please email for further information and to put your name in the hat early.

Registration will be open October 1, 2008. The deadline will be March 31, 2009 for planning purposes and we encourage early registration. In some special cases it may be possible to register after March 31. Please check the website www.womensoaring.org in the Fall for further and the most up-to-date details



From the Editor

This Issue of Hangar Soaring is a very important issue. It not only contains the ballot for the next regional representatives but it also contains proposed changes to the By-laws, changed mainly due to the ever changing world of communication. PLEASE READ THIS ISSUE AND VOTE.

Short biographies of the volunteers were in the August issue. The ones that came in late are in the insert of this issue.

On another note: after hurricane Ike devastated the Golf Coast, hit Houston hard and affected areas far away from the Golf Coast I checked on all of our members who live in the afflicted areas. They all reported ok. Valeria Paget's house had sustained damage but her glider club and her PW5 were ok. All other clubs came through with minor damage. Lucy Anne McKosky, who lives in the Dayton, OH area reported that Caesar Creek glider port lost a 1-26 and another one damaged due to high winds that hit the airport. Both gliders were tied outside.

One of the e-mails I received gave me an update on Sylvia Szafraczyk. Sylvia had received one of the WSPA scholarships in 2002 during the Caesar Creek seminar. She was a senior in high school then and working on her private rating at the seminar. Sylvia progressed nicely through the soaring ranks. She set state records, flew contests and got her CFI-G.

The following was a short e-mail exchange:

From Sylvia:

"I've been effectively living out of the Dallas area since July... long story short, I've decided to take a leave of absence for a year from med school and instead pursue aviation for a while.. In the meantime, I'm working as a flight instructor at a new com-

mercical glider operation, Big Q Aviation, owned by Carol Walker, a glider and ASEL designee in this area. Had some good flights out of Uvalde in the Libelle in August (watch for lots of records) and definitely had a good time at the World Class Nats.

I won't be headed to Slovenia next summer but Sarah Kelly and I have discussed trying to get on the women's team. Otherwise, I just plan on doing a national contest or two. Since this recent career shift, I'm no longer able to deceive myself by living off of student loans, so cash is tight, but at least I get to fly often.

Frauke:

I really would like to see you and Sarah and maybe Kathy going to the Women Worlds. Even when you don't win the contest the atmosphere is worth a try. You will enjoy the international sisterhood of the "Flying Witches". There is always an induction into that sisterhood at the worlds: the Babajaga ceremony, where one of the "old witches" becomes a godmother to a newcomer and has to read the soaring oath in

her native language to the newbie who then in turn has to repeat it in the godmother's language. It becomes absolutely hilarious. Do you still speak Polish? When yes, don't tell anybody.

There is money available from the SSA for women flying in a Worlds. Beside WSPA will support it too. So go for it. Maybe I can help to get gliders.

Sylvia:

I have no doubt that the atmosphere at the Worlds is divine. I have become increasingly amazed by my fellow female pilots, and I anticipate that the experiences gained from participation in a contest with women of that caliber and diversity are priceless. While I'm admittedly relatively inexperienced in contest flying, I think it's important that the US begin sending a women's team if there are qualified women to send and if it is financially feasible. I've taken a similar approach with my record flying-while a 300K distance record may not compete in the general class,

the only way that feminine records will ever be equally competitive is if women progressively keep increasing their speeds, altitudes, and distances. While these gains may be small at first, I don't think their worth should be diminished any, and likewise applies to sending women to the worlds. I'm certain that Sarah, Kathy, or I would not go to the worlds expecting to "win" but would be proud to take on the challenge.

I do speak Polish (didn't speak English until a few months into Kindergarten) :-)

I know Sarah was going to email Doug Jacobs asking about the possibility of going to Worlds, but any "networking" help at your end would be very much appreciated. Thanks for letting me know about Alexis."

It is nice to learn, that former scholarship winners stay with the sport and progress nicely. I would like to hear from others too.

VERY IMPORTANT NOTICE

Due to the extended planning period for the 2009 seminar in Slovenia and the increased costs to participate the deadline for the two seminar-connected scholarships, the Flying Montagues and Briegleb scholarship, has been advanced to

DEC 31, 2009

Please contact:

Phyllis Wells

pwells1634@aol.com



President's note

It's time to elect WSPA board members again. Just when you thought elections were finally over, here comes another one! Your participation is **CRUCIAL** in this one, because each WSPA member is a significant piece of the electorate. It's easy to vote – just pull the ballot out of this issue of *Hangar Soaring* or print it from the online newsletter, mark your choices, fold it, and mail it. You'll find all the information you need on the candidates and the proposed bylaw changes right here in *Hangar Soaring*.

Neita Montague has done a great job of updating the bylaws. As the organization has evolved over the years, some of our practices have moved beyond what was initially described in the bylaws. Most of the proposed changes are to bring the bylaws up to date with what we are

currently doing. One substantive change to Article V will permit voting through our Internet website. In future elections, this would make voting even easier, encouraging greater participation. The board recommends a vote in favor of the proposed changes to the bylaws.

You will notice that the ballot directs you to vote for representatives only from the region in which you reside, whereas last time you may have voted for representatives from all regions. The change is to conform to what Article V of our bylaws currently require. The revisions offered for your approval will change that provision so that all members may vote for representatives from all regions, but for this election, we need to abide by the bylaws now in effect.

This election season has seen record-breaking participation in the national elections. Let's break the records for participation in the WSPA election, too. In 2006, only about 10% of WSPA members

voted – surely we can do better than that this year! Cast your vote now, and keep the momentum going!

Women soar!

Lucy Anne

Welcome new members

The following have joined WSPA during the summer months:

Robin Becker, CA
Sarah Feldman, IL
Gene Franklin, husband of Anne Mongiovi, IL
Lillymae Gunick, MT
Libby Kaiser, VT
Helen Moffat, NY
(ponsored by Neita Montague)
Jamie Morris, OH
Elizabeth Tatersall, NY
Erin Waggoner, CA
Tracy Wallace, MI
Gerry W. Whitson, IN
Bob Wanderer

The following members did not renew

Diane Blake
Janet Dalbec
Laura Hohenshelt
Lee Ann Luten
Marita Rea
Harriet "Misti" Roland
Cynthia Scalan
Paddy Welles
Sandra Hardy
Anita de Villegas
Peggy Loeffler
Grace Higgins
Dale Thompson
Lindy Crist
Laura Otero
Paige Blomquist
Betty Bucci
Kelsey Campobasso
Tammie Carswell
Diane Clark
Elizabeth Deener
Lee Edling
Kat Haessler
Kirstin Hein
Kira Hein
Daniel Johnson

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(Continued from page 3)

Maria Liberto
Suzie Marlow
Noelle Mayes
Andrea Mersino
Jennifer Mersino
Anna Rucz
Buzz Graves
Jeremy Zawodny

Some of these members joined during the 2007 by paying the extra \$10 registration fee during the 2007 seminar.

Others joined WSPA to be eligible for some of the WSPA scholarships.

Sadly a few long time members did not renew



Amy Guyton

Since I saw you in June, I have earned both my B and C badge. I experienced a 95 minute solo at the beginning of August that was absolutely inspiring. One of those days where I had to force the plane down - don't have too many of those here in Michigan - we have a 60 minute time limit on our club Blanik that I exceeded because I was having too much fun and lost sight of the time.

I also just finished the book I read - Crosswinds - it was an enjoyable read.

Helen D'Couto

I'm in Boston right now and a freshman at MIT. I'm still flying (MIT has a flying club) but it's getting hard to balance it with classes

Ulrike Franz

(whoes art work we sold so successfully over the last few years)

Long time no hear... (-:

End of the year we travel to New Zealand, and next year we possibly move to Tuscaloosa because Heiner is going to have a Daimler-job there...

and maybe we can meet.

Have a nice time,



CFI Rob Stone organized and planned a mass practice outlanding on the dry lake bed in the first valley north of Air Sailing. Flanigan Dry Lake is roughly a square, three nautical miles on a side; the picture shows the condition of the lake bed... (Density altitude isn't much of a problem when you have 18,000 feet of runway available, directly into the wind--no matter which way the wind's blowing!) In order to reach the lake bed, which sits at an elevation of approximately 4000 feet MSL, participants had to cross unlandable terrain between seven and eight thousand feet high.

I'm glad to see being organized motivate students country flight for a beginner--country planning much more realistic--outlanding experience is no substitute)

One of the problems the easy availability of sailplanes with that far too many too much cross-country ever really having an outlanding--likely due to overconfidence) it's staring them right in the face. Events such as Rob Stone's Flanigan trip, in my opinion, lead directly to safer flying for all participants.

Let's see more of them!

A note from Neita Montague:

Mark and I have decided that for a little while he (and eventually I) will do instructing asking the student to write the cost of instruction to the WSPA, The Flying Montagues Scholarship.

This way we can fund the scholarship and grow it at a smaller cost to us, as a benefit to those who fly and as a benefit to the WSPA. We will continue to fund the scholarship so that there will always be \$1,000 a year, as long as Mark is working.



this sort of event and flow; it helps and it makes cross-country much less daunting and makes cross-country and decision-making more realistic, too, with actual experience (for which there being gained.

blems arising with ity of modern glass good performance is pilots blithely do far country flying without to even think about until suddenly (and

Cindy Brickner's Amazing Flight

OMG.

OMG.

OMG. I went flying in a single-place glider today.

(date 9/6/08)

File first, file early, file quick, and download a screensaver print.....because for Shirley sure, some other pilot will post an On-Line-Contest flight that was LOTS more kilometers than mine.

<http://www3.onlinecontest.org/olc-2.0/gliding/getScoring.html?scoringId=1&country=US>

but for a moment.....

I was first for the day.

Wow. That was a fun moment. (Captured in the Word document.)

And I am sure that WX will post his flight, and JS will post his flight

both of whom went to Mammoth Lakes vicinity and return today, from the radio chat chat.

Larry Tuohino might have got me by a few clicks, and Steve Mawhinney with his AS-W 24 might have also, but I get brownie points for helping Steve relay to his crew, so they would arrive together at IYK.

I was a good FBO and uploaded Harry's file first.

I hadn't even viewed my file 'til AFTER dinner. I could have been first for HOURS and didn't even know about it! (Crew was hungry. Me too, truthfully.)

A hawk marked the first good thermal, for me to get up and away.

I figure that set my mood for a bright outlook.....clouds and company were good. I was chicken to run not very far north of being a tourist at Mt. Whitney. I can't recall the last time I was over the top of Whitney in thermals. I did take a pot loads of photos.

And it was BLUE (nada 4 clouds) in Nevada....and I can see why the boys went up the Sierra for their fun run. Cloud bases were 14 thousand-ish near IYK, raising incrementally to above 17 near Whitney. I have never run that deep west on the Sierra. Others would psshaw me for being a weenie but I did suck it up and when I got back nedy Meadows and connect with with the run west of Whitney and cluck-clucking and running toward

Clouds marked the way south, but hug. For me, I was being bullish, have made no difference to run ble Mountain, as some were call-was at least a half hour too late for across the Walker Pass plateau, Kelso Valley, for the cu that died.

I soft pedaled down Cache Peak done. I watched sand blow out of

Cal City's AWOS was reporting calm. Hmmm. Slide over the Mojave spillway towards Lloyd's west of Rosamond, 'til I am chicken on glide again, bow out east and catch the desert side of the Mojave spew by Kia's oval and pick up one last nice climb to run back out NE of Honda for some OLC points.

What an amazing day for me.

Thanks Martin, for the lovely glider for the day.

Tomorrow, I crew, and tow, and teach, and sweat a different flavor.

See posting on OLC under 9/6/08

	Distance km	% therma- ling	Thermals	R/C [m/s]	E	V _d [km/h]
Leg1	82.90	62.30	22	1.93	23.64	69.80
Leg2	83.89	21.99	5	1.63	57.90	121.20
Leg3	349.13	34.41	39	2.61	32.71	107.06
Leg4	16.32	0.00	0	0.00	19.02	90.09
Leg5	3.86	0.00	0	0.00	25.05	105.19
Leg6	2.97	0.00	0	0.00	15.71	72.23
Total	539.07	37.22	64	2.28	32.12	99.83

up to 15k, I did turn west at Ken-the cu suck. That rewarded me abeam Independence, before home.

not along the crest-line I usually and did run the clouds. It would over the Piutes south toward Dou-ing their course on the radio. I that lift. So I tickled the shear and ziggled to the north corner of

and over the Sisters, but they were the cement plant on Hwy 58, while

Hear Say

Our esteemed president, **Lucy Anne McKoski** made it to national prominence this summer being a contestant on ABC's Jeopardy show. She was able to pitch soaring in front of a national audience but unable to win the big money (or surely WSPA would have had another scholarship :-)

Gabi Haberkern, German WSPA member and newly elected German Women Team member writes:

"I can't tell you yet what the preparations for a world championship are since we will have our first meeting not before October. I know that the team member meet at least three or four times a year. The women have a Psychologist who conducts mental training once a year.

We have few sponsors. Although the German Sports Federation supports soaring it is mainly aimed at the young people. There are one or two funds that are available as support for a world championship. But for things like team uniforms, training flights, travel to the training camps, the Psychologist the team members have to pay themselves. We also have to take our own vacation time, at least in my own case as a public servant. How it is for the others, I don't know.

Here in Germany we don't have a Karl Striedieck (ed.note: who flies passengers in his Duo at contests for \$200 and donates that money to the US Team Fund). There are a few sponsoring organizations but I still don't know all the details. Maybe I can tell you more after the October meeting. The women's training camp will be held end of April in Unterwoessen (home of the German Alp's Soaring School DASSU). Hungary is probably too expensive.

Hangar Soaring hopes to get more reports from Gabi before the World Championships begin in Hungary next summer.

3 Women participated in the World Championships in Luesse/ Germany They were **Katrin Senne**, Germany who finished 24th, **Nina Shalнева**, Russia 40th in 15 m Class and **Alena Netusilova**, CZE who finished 18th in the open Class. **Nathalie Luebben**, who in 2003 flew in the Kitty Hawk

race as only female participant was Deputy Director of the World Championships

Gill van den Broeck:

I am sending you a photo of the babytwins of Alena Netusilova who participated in Lusse - her good friend, well known Maria Kyzivatova accompanied Alena to Luesse to take care of the twins - they also met with Geogeo who visited her son Manu in Luesse - isn't gliding friendship great ?

I thought it was a nice gesture for the help she often had from Alena



Waiting for Ali, waiting and waiting

PS

Geogeo Litt, her husband and daughter Joelle also visited son Baude who flew in the Region 4south contest in New Castle, VA. Sadly my French is not sufficient enough anymore to even strike the smallest conversation

(Continued on page 8)

Gill van den Broeck is a living soaring legend. I have known her for more than 30 years as a passionate glider pilot, a driving force of women soaring and as a Belgian representative at many competitions.

The occasion for this interview arose during a rainy competition day in mid May. A planned half hour interview turned into a more than three hour session of lived soaring history.

How did you get into soaring?

Gill: just by accident. For a long time I was heavily involved in competitive swimming. Then in 1953 I answered an ad searching for a civilian air traffic controller in the military. I was hired for the department of Air Cadets. Being a certified interpreter for English, French, German, Italian and Dutch presented me with optimal qualifications. As an athlete I naturally was interested of flying myself although my superiors had not planned on this. I began my training in Temploux near Namur in a Goevier (ed: double seat, side by side sailplane of pre WWII vintage) and soloed in a Grunau Baby in 1954.

How did you continue in Soaring?

Gill: I set a Belgian feminine endurance record of 7h 48 min in 1964 in a Grunau Baby over the beautiful soaring center of St. Hubert. (This record category has been discontinued since) I met Geogeo Litt a then rising competition pilot and we decided to promote soaring nationally and internationally. Geogeo became my best friend, and we shared a double seater cockpit many times during championships and record flights. She as a Walloon (ed: French speaking Belgian) and I as a Flemish (ed:Flemish/Dutch speaking Belgian) proved that we were real Belgians. We were an ideal match, since Geogeo's interests lay mainly in competitive soaring and mine in organization and reporting. My last contest flight with Geogeo was in a Janus during the 1977 Coupe d'Europe in Angers.

Wasn't there a time when you had the ambitions of becoming an astronaut?

Gill: How do you know? (she asked laughing) As a matter of fact I wrote a letter to the Pentagon in 1957 applying as an (astronaut) candidate. When I didn't get an answer I wrote a second letter: "Dear Ladies and Gentlemen, don't think that as a foreign national I don't deserve an answer. I am a glider pilot and not a lunatic." It didn't take long this time to get an answer from the Pentagon: "Dear Miss vdB, we don't intend to hurt your feelings but at this time the military has no plans to hire women as astronauts. But we appreciate your inquiry etc....." See, I always tried to stir up things.

Please tell us about some of your organizational skills

Gill: What shall I say? Let others do that. But let see. My heart belongs to competition soaring and competitive swimming. Natu-

rally I fought for the women in these sports. In swimming that wasn't an issue. But women participation in soaring was a different case. Women make excellent pilots and flight instructors; and when they are supported by their partners they become excellent competition pilots too. Can you imagine that in the beginning we had to fight for women-only contests? There were even some women who deemed this unnecessary. But the Eastern Europeans, the Germans and we –Geogeo and I- fought this through the FAI. Pirate Gehringer, one of the soaring greats, was one of staunchest adversaries. Only with the help of Fred Weinholtz, a good friend of mine from the early days, did we succeed. From 1973 until 1977 women competitions on international level were called "International Competitions". From 1979 until 1999 they

were called "European Championships" and only since 2001 did these competitions receive the status of "Women's World Championships".

I was the contest director for the "Concours International des Ardennes" in St. Hubert, including 5 Belgian Championships in which you had participated. For many years I was president of the Aeroclub des Ardennes. On multiple occasions I was the Belgian team captain at European and World Championships. From 1991 until the present day I have

been invited as a member of the Jury or Steward (ed: during international competitions). It is a great joy for me that I have been invited as a Steward to the 2009 Women's World Championships in Szegdal/ Hungary.

Gill, I remember a special happening at the World Championships 1974 in Waikerie/ Australia when Bert Zegles was on the brink of becoming Silver Medalist.

Gill: yes, this is a neat story. On the second last day Bert Zegles had already one leg on the podium. George Moffat, who that year became World Champion for a second time later wrote in his book "Winning in the Wind" : The young Belgian, Bert Zegels was the only one who could have taken this my 2nd World Championship win away from me. He had the necessary mental spirit to succeed." Back home in Belgium we all waited feverishly for the outcome. When it became clear after the last day that we had a vice World Champion I tried, being a reporter for the Belgian Broadcasting Station at the time, to get a direct link (ed: to Waikerie) during prime time news. I succeeded and therefore was able to inform the Belgian public live about this success. By the way the other great Belgian glider pilot at the time was Henry Stouff. He too had extraordinary talents and flew to many daily wins but sadly never made it to the first three places in a European or World Championship. I always fought for soaring whether for the men or women it did not matter to me.

And what is the story about the witches?

Gill: ok, the witches' story originated with my Polish friends and it has been the best idea the women ever had. "Babajaga" means

A LIFE FOR SOARING

By Dr. Bert Schmelzer

Translated by Frauke Elber

(This interview was first published in SEGELFLIEGEN Sep/Oct 2008)

witch in Polish. There is a lot of enthusiasm and anticipation out there for this ritual. This one belongs to the women, men are allowed to watch it. And that is it. This idea was immediately accepted by all countries. Incidentally I introduced a novelty to it. I think it was in 1979 during the European Championships in Hungary that we decided that a "godmother" (a multiple time participant) read the solemn soaring oath in her native language to the newcomer who then had to repeat the oath in the godmother's language. As you can imagine this leads to hilarious situations. But I firmly believe that fun and joy improve understandings. Oh yes, I am very happy about the Babajaga organization.

What will the future bring to soaring?

Gill: I am convinced that soaring will be around for a long time to come. I believe that the improvements in soaring will progress slowly from now on. But I am not an expert in that matter. Soaring is becoming more and more a materiel battle. For the pilots it takes a lot of time input and effort to be ready (for a contest). It is also becoming more and more difficult to organize competitions. The tendency goes more and more to middle Europe where there are still a lot of possibilities and availability of enthusiastic helpers. Fortunately Germany remains a strong engine in development and support for our sport. Our present young pilots come more and more from soaring families as you can see with your own sons Bert and Tijl. But in our country it is more difficult to mobilize than it was in the past. There are many reasons for that.

But I am not giving up to motivate and mobilize. Public work has always been my priority. But there is still a lot of work to be done. OLC and our Belgian Coupe Charron are excellent initiatives.

Who are the people who impressed you personally?

Gill: all the men and women who fly with a passion. But, you asked for names. I have been impressed by (the late) King Baudouin, understandably not as a pilot. Hanna Reitsch whom I first met in 1973 and then several times there after; Ann Welch; my friend Geogeo Litt; the Polish and German women competitors; Henry Stouff; Bert Zegels; Neil Armstrong, a very sympatric gentleman whom I met in 1980 in Marfa, TX; Fred Weinholtz, a good friend of mine. Of the younger generation a few come to my mind at the moment: Yves Jeanmotte, Jean-Luc

Colson, Patrick Stouffs, Astrid de Backer, Manu and Baudouin Litt; and from the youngest generation in our small country your two youngsters, and the Huybrecht sons. I give special attention to the young generation who has to carry the torch. I am grateful to soaring for all the interesting people I met and the life-long friendships that resulted from this.

Gill, thanks a lot for the conversation



Geogeo Litt (who recently visited New Castle, VA) and Gill im Duo Discus 2003

(Continued from page 5)



Photo: Wolf Elber

Geogeo Litt (center) the great Belgium pilot with her husband and daughter in New Castle during the Region4S contest

The National Soaring Museum announces: Eileen Collins Scholarship winner

The WSPA scholarship went to Sarah Bryant, 316 Rowan St., Elmira, NY 14901. She is 14 years old and was in the 8th grade at Cohen Middle School (Elmira Heights) when the scholarship was awarded to her. She was chosen by the 8th grade teachers at Cohen School. This school year Sarah will be at Elmira Heights High School. She enjoys sports and reading and is considering elementary education as a career.

Norm Smith

Operations/Education

norm@soaringmuseum.org

Lisa Turner, Australia

The Australian Women Pilots maintaining a yahoo group

Women-soaring@yahoo.com.

I joined the group a few weeks ago and came across some familiar names: Lisa Trotter and Lisa Turner, both participants at the 2005 Women's World Championships. After my first hello-posting, Lisa Turner answered immediately:

"It's great to hear from you again.

Lisa trotter and I are at the Club Class Nationals right now. It's in Kingaroy, Queensland. There are 5 female pilots (one from New Zealand) competing here amongst 48 entries, a very good female participation for Australia. Also the entire competition is run by females this year, from competition director, to tug pilots to gridding marshal. It's going really well and the ladies are very organized. We have flown three competition days, but lost today because of rain. Lisa Trotter won day 3. you can check out all of the action at www.kingaroygliding.com

another "Life for Soaring"

Grace Higgins was featured in a lengthy article in the *Tahoe Bonanza* (GraceHigginsTahoebonanza.com). The following are highlights from the article.

This Fall, Grace Higgins (18) began her life at the Air Force Academy. Grace started soaring lessons at age 15 when her father took her to *Soar Minden*. She received her glider license at age 16, a PPL at age 17 and her CFI-G at age 18. Being home schooled enabled her to spend more time at the glider port than a regular student would have time for. Grace's father, Kevin was a US Navy pilot as well as her grandfather.

Grace is a member of the Civil Air Patrol in Minden. She received the Billy Mitchell award in December 2006 after she attained the rank of a cadet officer.

The article quotes Grace in a speech she gave as saying "How the core values of the Civil Air Patrol have influenced my life" : "My dedication to excellence in all endeavors has allowed me to make achievements in areas I would have never before thought possible. Being goal-oriented has allowed me to excel in aviation and the Civil Air Patrol; in academics, athletics, particularly ski coaching; and in my family life. It has opened, and has equipped me with work ethics requisite to success in the modern world's doors, expanding my horizons."

Grace is further quoted as saying: "At the Air Force Academy I hope to academically major in foreign intelligence or diplomacy. I would like to be on a flying team or an instructor for soaring at the academy"

Further she wants to get her instrument rating, and get into Economics, French History and Law and maybe an Engineering program.

Hangar Soaring and WSPA wish Grace the best of luck and the fulfillment of her dreams

On October 4, Makayla Reposa (15) (Tidewater Soaring Society) soloed with demonstrating a perfect take-off and landing under the watchful eyes of her parents, brother, instructor Peter Bacque and many TSS members. Peter also acted as tow pilot on that occasion. After the successful flight Makayla was baptized into the soaring community in great fashion. To celebrate this milestone in Makayla's future aviation career her parents provided a feast for all present and a big cake.



Photo: Frauke Elber

Makayla and her instructor Peter Bacque

From the 08 limericks

*There was a lady who soared.
When she did the men roared,
Surely she'll crack up,
But she stayed right side up.
So alas, they were bored.
By Jessica Stearns*

WOMEN SOARING PILOTS ASSOCIATION (WSPA)

Women's Soaring Seminar 2009 Registration Form

Name (plus nickname or call sign?):

Address:

E- mail:

SSA Membership: Yes: No:

Gliders:

I'm bringing my glider (please bring proof of insurance with you – it will be required to get a tow) Glider make/model: Registration Number:

I would like to rent a glider – I am checked out in the following gliders:

Current Experience (check all that apply):

Student – Dual	<input type="checkbox"/>	ABC Badges	<input type="checkbox"/>	Mostly local flying	<input type="checkbox"/>
Student – Solo	<input type="checkbox"/>	Bronze Badge	<input type="checkbox"/>	Cross Country	<input type="checkbox"/>
Private	<input type="checkbox"/>	Silver Badge	<input type="checkbox"/>	Regional competition	<input type="checkbox"/>
Commercial	<input type="checkbox"/>	Gold Badge	<input type="checkbox"/>	National competition	<input type="checkbox"/>
CFIG	<input type="checkbox"/>	Diamonds	<input type="checkbox"/>		<input type="checkbox"/>

Total glider PIC hours: Hours in gliders 35:1 or greater: Hours in retractable gear:

US pilot? Yes: No: If No, do you have valid Pilots License Yes: No:

*Note: If plan to fly solo, you are required to have a US or EU Pilots License
Information about EU licensing and insurance to follow.*

Seminar Goals:

My Soaring Goals are:

I want to fly:

With an Instructor:	Definitely Yes	<input type="checkbox"/>	Maybe	<input type="checkbox"/>	Definitely Not	<input type="checkbox"/>
Type of flying:	Local	<input type="checkbox"/>	CrossCountry	<input type="checkbox"/>	Both	<input type="checkbox"/>
I'd like to work on (Circle)	Badges	<input type="checkbox"/>	Solo Cross Country	<input type="checkbox"/>	Dual Cross Country	<input type="checkbox"/>
	Landings	<input type="checkbox"/>	Records	<input type="checkbox"/>		<input type="checkbox"/>
		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>

Housing preference:

Camp on field		tent		trailer		van		
Local apartment								
Local hotel								
Sharing		tent		apartment		van		
		trailer		hotel room				
I will share with								

Costs:

150 EUR WSPA Member (includes shirt, speaker fees, all meals, does not include banquet and flying)

170 EUR Non-WSPA member (includes shirt, speaker fees, all meals, does not include banquet or flying)

Shirt Size Desired:

Female	Small		Medium		Large		X-Large		XX-Large	
Male	Small		Medium		Large		X-Large		XX-Large	

(Additional shirts will be available for purchase)

Questions:

Contact Irena Gornik
00386 (0) 51 397 292
irena.gornik@siol.net

Danica Volčanšek Černe
00386 (0) 31 540 007
mepuncke@yahoo.com

Payment:

Attendees from Europe to pay on the Acc. DRUSTVO SLOVENSkih LETALK, open by Gorenjska banka d.d., Bleiweisova cesta 1, 4000Kranj Slovenia, IBAN: SI56 0700 0000 1059 136
SWIFT (or BIC): GORE SI 2X

Attendees from USA can pay in cash on site or send a check for the corresponding dollar amount to **Frauke Elber, 213 Anne Burras Lane, Newport News, VA 23606** not later than March 1, 2009. Write »Seminar 09« into the subject line.

We look forward to seeing you at the 2009 WSPA Seminar!
Mark your calendars for July 18 to July 22!
Alpski Letalski Center - ALC Lesce is hosting the 2009 WSPA Seminar.

Who was Helen Montgomery?

By Kathy Taylor

At the SSA Convention in Memphis, there was a photo on each banquet table of some historical figure or event. As chance would have it, my table had a photo of a young woman in a glider, half standing and waving, with 'Helen Montgomery' printed on the side. This was intriguing. Having spent a few years researching women soaring pilots for the Museum exhibit, I had never heard of this woman. Early issues of Soaring Magazine provided some background information, but not a complete story. The Texas Woman's University provided pages from "New Wings for Women," by Sally Knapp that added a few details. Craig Angus of Aspen, Colorado, has recently supplied additional information. The following synopsis relates what information has surfaced. If any of our readers knows more about Helen, I would be delighted to hear from you. ktaylor@lanl.gov.

Helen Montgomery was born July 4, 1911, as Helen Marie Davies in Fort Wayne, Indiana. She graduated from high school at 16 with high honors. There was no money for college, but an aunt provided some financial assistance so that Helen was able to graduate from the University of Michigan School of Nursing. While there, she met and married Lawrence D. (LD) Montgomery, a graduate physicist at the university. They soon moved to Cleveland, where Helen watched other women compete in the Cleveland Air Races and became determined that someday she would learn to fly. They returned to Ann Arbor where LD worked toward a PhD in physics. Soon LD was taking gliding lessons and Helen began power flying lessons in an Aeronca. Then Helen took up gliding and LD learned to fly power. The Montgomerys eventually bought the Aeronca and used it for cross country flights.

Helen's third glider flight was of 70 minutes duration, sufficient to gain her the "C" license in 1937. This flight was in a Franklin PS-2 utility glider on Sleeping Bear Sand Dune at Empire, near Traverse City, Michigan.

LD, Helen, and Elmer Zook, started the XYZ Glider Club in October 1937. LD became President and Helen was Secretary. The club soon had three gliders and a dozen members. In the winter they flew off the ice on Lake St. Clair. In the summer they flew in local meets and prepared for the annual trip to Elmira, NY, where they competed as a team in the national soaring contests every year until the beginning of World War II. Helen was the club's correspondent to *Soaring Magazine*, reporting news of club events. During this period they lived at 861 Lathrop Street, Detroit, MI.

In 1938 Helen was instrumental in moving the XYZ club from the Pontiac Airport to the Triangle Airport, approximately 20 miles west of Detroit. Triangle Airport soon became the home of glider clubs from the University of Detroit, Lawrence Institute of Technology, and the Detroit Glider Council which furnished tows to all. Larry Edgar received his initial glider instruction from Elmer Zook at this field in 1939.

Daughter Mary Ellen Montgomery was born June 23, 1938. A photo of Helen, L.D., and 2-moth old Mary Ellen appears in the pages of "Soaring and Gliding the Sleeping Bear Dunes National Lakeshore Area," by Jeffrey P Sandman and Peter R. Sandman, Arcadia Publishing, 2006. The Montgomerys divorced shortly after this photo was taken.

On Sept 4, 1938, at the American Open Soaring Contest at Frankfort (Crystal Downs Beach), Michigan, Helen set a new American women's endurance record of 7 h 28 minutes, breaking Allaire Dupont's 3-year old record.

Helen also established a US feminine glider altitude record of 4,183 feet and a distance record of 15 miles. In 1940 she reported a flight of 26.4 miles made in a Wolf glider from Triangle Airport. Helen flew aerobatic routines at air shows throughout the country. A crowd of twenty thousand at Pontiac, Michigan, witnessed her 6th place finish in the competition – the only woman in a field of 63 contestants.

Helen also attended the June 2-16, 1940, Southwest Soaring Contest in Wichita Falls, TX. She was one of four club members who attended the contest and flew the same sailplane on alternate days. XYZ was the most active gliding club in the country at the time.

With the coming of the World War II, the 3 club gliders were sold to the government and many of the club members became instructors in army contract programs. The Montgomerys moved to Lamesa, TX, where LD was head of the army ground school and Helen instructed army glider pilots and sometimes towed other instructors and their students. Her article in Sally Knapp's book recounts hair-raising aspects of night glider instruction flights in gliders. When the program ended in 1943, Helen became a flight instructor for the WASPs at Sweetwater, TX, using BT-13 airplanes. She taught both primary and instrument students.

After the war Helen moved quite a bit, working as a school nurse, also doing some private practice nursing and teaching flying at the Auburn, Indiana, airport. She taught in a Yankee Doodle II that was owned jointly with Randy Chapman, an early XYZ member who worked for Laister-Kaufmann during the war.

Helen struggled to afford flying. At one point she partnered with a fellow Ninety Nine in a Cessna 172 that they planned to fly in the Powder Puff Derby. However, the plane and her partner disappeared over Lake Michigan and no trace of either has ever surfaced.

Helen eventually moved to California and died there at age 62. Her ashes were scattered over the Pacific Ocean from an airplane, as she had wanted.

Helen Montgomery made many contributions to early soaring and powered flight and her national feminine duration record of 7 hours 28 minutes stood until duration records were discontinued by the FAI. Helen and Alice Hammond (another Michigan Ninety-Niner) proposed the Amelia Earhart Memorial Scholarship in 1937. This scholarship for women in aviation continues to be offered today through the National Office of the Ninety-Nines in Oklahoma City.