



Hangar Soaring

May, 2010

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

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NEW WOMEN SOARING SEMINAR SCHOLARSHIP FOR 2010 IN RENO, NEVADA

**A \$500 FOR ATTENDING THE WSPA SEMINAR GIVEN
BY THE AIR SAILING, INC. BILLY GOAT HAYS SCHOL-
ARSHIP FUND.**

APPLICATION INFORMATION: neitalibelle@aol.com



*For the first time in the history of this award
An organization was honored with it.*

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ANNUAL DUES (JULY-JUNE) ARE \$15.
SEND TO :

Annie Moore
WSPA, treasurer
421 4th St.
Marietta OH 45750
Annie.moore@yahoo.com

THE 2009/10 BOARD

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7840 Tamra Dr.
Reno, NV 89506

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Deland FL 32724

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27801 Matheson Ave.
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Irena Gornik (International)
Tavcarjeva 1a
4240 Radovljic,
Slovenia

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F_elber@yahoo.com OR
FRAUKE ELBER, EDITOR,
213 ANNE BURRAS LA.,
NEWPORT NEWS VA 23606-3637

Sharon Smith, WEBMASTER
3239 San Jacinto
Dallas, TX 75204
Sierray@swbell.net

BADGES

recorded in SOARING through
May

Bronze

Elizabeth Ruth Maynard, TX

A Badge

Mary Herman, VA

Dakota Douglas, TN
Cole Wagner, CO
Jamie LaRiver, CO

B Badge

Dakota Douglas

June is membership renewal month. Please send your dues

PRESIDENT'S MESSAGE



May brings great flowers and, for a lot of the country, good thermals. For Reno it brings news of even more people registering for our July Seminar. It looks like this is going to be the largest and most dynamic seminars in many years. We are borrowing gliders from SoaringNV, a commercial operation, from Bay Area Soaring Association (BASA), from Northern California Soaring Association (NCSA) and several individuals are doing dual cross country flights with our participants. We have 8 to 9 two-place gliders and 8 single-place gliders, lots of instructors, plenty of space in our field house, trailers for sleeping at \$15 a person a night. Reserve your place soon! We have camping spaces in the Memorial Grove and 12 are staying at my house. There are very inexpensive rooms in casinos in Reno.

Your registration fee includes your required Flight Check and all your meals from Sunday night through the banquet on Friday so that you don't need to leave the field often and can spend more time flying. I am working on a grant to keep rental rates and instruction fees extremely low to encourage lots of flights and lots of learning. And we have long hours for flying at Air Sailing, so count on some of your best flights. We'll have many two and single-place ships. More details to follow by email.

We have applied for several grants to keep the flying costs down and to subsidize the seminar costs and we are waiting to hear. Keep your fingers cross for all of us!

A small portion of your registration fee goes, as per tradition, to the Briegleb Scholarship Fund which grants \$500 to a seminar participant. **Do apply.**

In the meantime we've been awarded two very special grants, one from the Air Sailing Billy Goat Hayes Fund and one from Cliff Robertson, the actor, who used to fly with us at Cross Country Camp here at Air Sailing. He is known also for his great poetry about the flying and the people at those camps. He may join us.

Each scholarship will be awarded to a winning applicant who submits a letter telling about her life, flying experiences and her flying goals. Three Air Sailing judges will make the decisions as to winners. These awards will pay for two registration fees and for some of the winners' flying and instruction. The awards are each valued at \$500.

Other scholarships await you. You MUST apply very soon. Check them out on our website: www.womensoaring.org or email pwells@aol.com (**DEADLINE MAY 15, 2010 -editor**)

During the seminar we will do some small fundraising as we always do, including a drawing our lovely blue and yellow WSPA quilt raffle. At ASI, there will be new things to consider: We will have wire airplanes (and we can make up any glider or power plane you'd like....

Great gifts!), there are inexpensive hand-made earrings and we will

(Continued on page 3)



FROM THE EDITOR

Taking the show on the road

Neita, Pat and I traveled to near and far away places to promote soaring, women soaring especially. Pat Valdata went to Martin State Airport in Middle River, Maryland, which holds an annual celebration of women in aviation. Neita Montague attended the annual meeting of Women in Aviation (WIA) in Orlando, FL and gave a talk on the best kept secret in aviation: SOARING. The result is that we got major coverage in the Women in Aviation Magazine through articles by Pat Valdata and Val Paget. In March, I flew to Seattle, WA to give a presentation at the Museum of Flight during their Soaring Expo. The same day at an evening gathering of local gliderpilots I gave a talk on the "History of US Women in Soaring from 1929-2009 and the Women Soaring Pilots Association". While there I sold raffle tickets too. At the end of April, Wolf and I drove to Elmira, NY to attend the annual Soaring History Symposium. More about this trip somewhere else in this issue of HS. I gave the same presentation I had given in Seattle and it was well received. WSPA members Bertha Ryan, Doris Grove, Cathy Williams, Margaret Roy, Bill Batesole, George Lauman and Wolf also attended. I had taken the quilt along and sold \$110 worth of raffle tickets. We just reached the \$1300 mark and I set a personal goal now to \$1500. WE CAN DO IT!

As all of you noticed the mail group caused us some severe head ache and many of our members opted out of the group. Sharon deleted the whole group and is starting from scratch again with a new provider. What was interesting for me to watch was how many of our members, we usually don't hear from, suddenly - when something did not according to plans- came out of the woods and let their displeasure known. WE WOULD LIKE TO HEAR FROM YOU IN GOOD TIMES TOO.

Only 6 weeks now 'til Wolf and I are hitting the road towards Reno. We

will give us 4 weeks time to make the trip and visit National Parks and friends on the way.
See you in Reno

Frauke

Kolstad Youth Scholarship

Now is the time for your youth members to start thinking about preparing their application to the Kolstad and other youth scholarships. Please review www.ssa.org/Youth&Scholarships for the requirements. You will want to get your references, essay, and documentation ready for the Sep 30 deadline. Don't put it off until the last minute!

(Continued from page 2)

have Ulrike (Uli) Franz's watercolors, cards and wrapping papers of gliders. She has offered the WSPA 2010 Seminar logos (she has been working on for 13 different ones these past three months to get our tee shirts just right). You'll see one of her creations in this newsletter and the colors are stunning. Wait until you see our tee shirts! Everyone, including volunteers, will be given one long-sleeved shirt (you are flying in full sun at 14,000'!) and there will be short-sleeved and polos to buy. We'll even have some children's sizes..

We have planned a trip to Virginia City, place of the Comstock silver boom of the 19th Century, a special event there, lunch and a mine tour. This trip will not take the full day so some will be able to do their checkouts and fly. We do need a minimum of 20 to sign up by May 30 for this trip to happen. Sunday afternoon we'll go to the Native American Museum and a swim in Pyramid Lake not far from the gliderport. We officially begin the seminar with everyone helping out to prepare dinner for 5:00 PM and we'll have a required ATC briefing at 7:00 PM.

We are in for an incredible seminar and I am personally eager to see your registration in the mail as soon as possible so I can plan further for ships, shirts, meals, housing etc.

NEITA

Money Matters by Frauke Elber

The visibility that WSPA got at the convention and the hard work of a few of our members gathered some financial support for the organization.

In this issue's President's Notes, Neita mentioned two grants for the upcoming seminar. In addition the money the quilt raffle will bring in will bolster the WSPA scholarship funds. As we –at the time of this writing– have reached the \$1300 mark, \$1500 seems to be feasible. Please buy raffle tickets. (fandw_elber at cox.net)

On March 12, 2010 WSPA was awarded a \$6000 grant by the Silicone Community Foundation on recommendation of Laurie Harden.

The notification letter states: "this grant is to be used as the Board sees fit. Including, but not limited to: web upgrades, operational support, summer seminar funding, at least \$100 should go to the Flying Montagues scholarship fund."....."We appreciate the work of your organization and again congratulate you on this grant supporting your efforts."

In addition Dr. Steve Sliwa, sent WSPA a \$1000 check with no strings attached.

There are many small donations and a list of all the donors will be in the August Hangar Soaring.

To all you members that have an AOL address:

Too many people have put the list emails into spam and AOL now blocks all messages from the list and possibly to the list from AOL. If you receive this message, please be aware that in order to keep our website up, we have to drop the AOL addresses. We were already taken down once for violating Terms of Service that prohibits spam.

If you wish to continue to receive list emails, please open another online account, at Gmail, Yahoo or the like and send me that address to subscribe it to the list. Gmail allows you to forward your email to another account so you might be able to see it in AOL but AOL might block it regardless.

This is the only notice you will receive.

Please contact me with any questions,
Sharon
sierray@swbell.net



The 2009 Pelagia Majewska Medal was awarded to Beryl Harley from Australia in recognition of many years of dedicated service to the sport of gliding both nationally and internationally.

(full citation on FAI web page)

Congratulations Beryl



Frauke Elber, Annie Moore, Heiner Beutel and Ulrike Franz pose with Neita Montague after accepting the Exceptional Service Award at the 2010 Convention.

Photo: courtesy of SOARING

WELCOME NEW MEMBERS.

Nance Dicciani, PA
Rachel Franz, PA
Sue Gallagher-Goff, PA
Tamara Kirkpatrick, PA
Terry McGrath, PA
Judy Phipps, PA
Linda Sprague, PA
Kelly Terefenko, PA
All the above were signed up by their club. Philadelphia Glider Council
Marianne Guerin, CA
Ed Lord, NV
Patrick Murray, VA
Lori Penner, OH
Rob Stone, NV
Michael Green, CA
George Lauman, AZ
Michel and George re-joined
Christine Rubel, Germany
Judyta (Judith) Czyn, Poland

Judith writes

I'm 21 years old, and I'm studying at Warsaw University of Technology -Aerospace Engineering. I started my glider training when I was 16. My airfield is located on the southern Polish in Bielsko Biala city. There are some mountains to fly but the highest top has only 1725 meters height about the sea level. I have flown so far 220 hours and I started training on professional gliders. We have in Poland some additional competition glider class, called 'Club B'

(Judith on page 4)

Farewell to a Great Friend of Soaring

From: Frank Whiteley [mailto:frank.whiteley@coloradosoaring.org]

(Ed. note: for many years I had been in contact with John Campbell on issues of youth soaring. I knew he was gravely ill and was very surprised to see him at the Little Rock convention. A few days after the convention he passed away. Youth soaring lost a tireless friend)

The gift of knowledge. His father's work meant he learned fluent French while young and absorbing the world around him. His older siblings educational accomplishments inspired him to excel as he achieved his Bachelor's at Georgetown and PHD at Michigan, leading to a post-doc at Princeton. He chose the academic path of imparting knowledge, rather than continuing in research. Thus he shared this knowledge of physics, mathematics and astronomy to eager students for over a generation. February 4th marked his last class room appearance. This gift was shared far beyond the class room, as both friends and family will attest.

The gift of flight. As a high school student in paradise, he joined the Civil Air Patrol and learned to fly gliders and powered aircraft. Simple flight was not enough, he chose to soar. And soar he did for nearly forty years from several clubs, in contests, at CAP academies, and professionally. His many log books show a devotion to sharing this gift of flight to those seekers, as it had been shared with him. His hand was there in developing those programs, the selection methods, and fund raising that would open doors for youth; the Cadet Youth Flight Scholarship, the Bultman Flight Scholarship, the Kolstad Youth College Scholarship, and the US Junior Team. He chaired the SSA Youth Committee for many years, only recently passing the torch. His last gave a flight lesson in early December, but continued ground instruction into January.

The gift of love. He loved the SSA and, stormed delayed, arrived during the final hours of the last day of the recent convention. A kind Arkansas lady drove him from the airport to the convention, where he came to the youth booth and visited with some of the former junior team members and others in passing. He attended the awards banquet and stood to be recognized as a former SSA regional director. Apart from his obvious love of soaring, he had another love of his life. Who knows why couples part, but he found no one else. He was astonished when Janet appeared in these final days, nearly twenty years after they'd last seen each other. She was a great comfort with kind words, gentle touches, affection and attention. He wanted her to have a simple cup from a shelf in his apartment, the 'heart' cup she gave him on their first date nearly thirty years ago bore the simple phrase, "Kiss me, I'm ready." Those same words uttered when she arrived. Brother Andrew and sister Joan, students, and close friends visited and called during those final days and hours. When he could no longer respond, he still listened when able to those many appreciations of his involvement in so many lives.

The gift of sight. Despite a body racked with disease, he remained a donor, and his corneas will restore the gift of sight, perhaps to someone who may someday regale in the wondrous beauty of soaring flight.

Farewell this day Dr. John Holmes Campbell; brother, scholar, mentor, master, and friend. May your spirit soar and serve to inspire us all.

Judith from page 3)

when young pilots fly on training and safe gliders as for example PW 5 and some other polish constructions. I took part in my first competition last year (it was Polish Junior Championships). I was ready to pick up the gauntlet two years ago but I had some problems to rent a glider in my club. Now, I am keen on competition flying and I am eager to learn and gain experience! This year, first time in a long time a Polish Woman Glider Championships will be organized. I hope to take part in and do my best in Club B class. I was very happy to hear that somewhere in the world is such an organization which decided to gather and help woman pilots. It is also a big surprise to me that you know some Polish gliders and pilots coming from my country. It means that it does not matter how big or reach is your country but how important is your will to fly and self-belief that you can achieve a success.



I met several of you all in 1995 at Sugarbush, VT. I

have not attended a seminar since.

Still fly, now a 24B. Have my Gold and one Diamond leg (altitude flown over Mt. Washington, NH). Someday I will manage to get the distances. Work and weather always manage to get in the way. So now I also fly power.

Linda Demarco

I'm doing fine. Actually began flying gliders again with the local club last summer. I hadn't flown for 10 years. I've been retired now for 10 years and I'm enjoying a more relaxed life. Hope you're doing well.

Erica Scurr

Ed. note: we hadn't seen or heard from Erica since the 93 Seminar in Black Forest, CO

I have been at the last three 1-26 Championships (Jacob, my grandson comes with me as crew). The plan is for Marv Willis and I to try to win the team trophy for the 3rd time in a row this year. **I would like another shot at the Schweitzer trophy if we could get another woman to enter. If you know someone, I might be able to get her a ship or a partner for the team competition.** I still fly the Discus but it seems less each year. I fit in my duty as a club instructor. My health is good and I hope to be able to fly for many years to come. Maybe it will be easier to find the time if I get to retirement, but that doesn't seem like it will be any time soon. This sport is expensive so I need to keep working!

Cathy Williams

Ed. note: Cathy attended the NSH Soaring History Symposium

Today, April 19, we were thermalling at about 5,000 msl and caught a glimpse of a white "bird" below the right wingtip. It was a good thermal and I was busy telling the other pilot that we had a good thermal with the bird. As we came around, we saw it again, and I commented that it did not look like the red tail hawks we had thermalled with earlier in the day and I could not figure out what kind of bird it was. The "bird" turned out to be a plastic Walmart bag. It actually came up from about 50 feet below us to about 50 feet above us. All the way home, I pondered why have a lot of money tied up in an expensive glider when a free bag from Walmart can outclimb it in a thermal. Maybe this is a question for the folks at DG and Wilhelm Dirks but I am afraid they would blame it on pilot skill.

John Earlywine

From the "Road Crew"

Neita returning from the Women in Aviation Conference:

It was energizing being surrounded by 2,000 women pilots! Total registration there was over 3,000 but not everybody couldn't be there at the same time.

My talk on "The Best Kept Secret in Aviation: Soaring" was very well received and enthusiastic questions came from both women and men who attended. The PowerPoint presentation (I was assisted by Marti Klemm) covered what it is, that women of all ages and stages of their lives can fly, that it is a great way to keep flying between jobs or while taking a break for families (and that gliderports are family-oriented), that it is an inexpensive way to fly and to add on ratings. Plus jobs can be found at gliderports as Commercial Pilots, as CFI-Gs and as Towpilots.....

I showed one picture of our ASK-21 flying over The White Mountains at 17,000' for a flight of nearly 300k for a cost of \$25 for the tow and a flight of about 2.5 hours!

I talked about the low cost of soaring clubs across the U.S. I forgot to mention what great country sites gliderports are in, but I'll remember next time.

I handed out literature from the SSA, from the WSPA. Marti brought lots of old "Soaring" magazines and the SSA sent a bunch too. We gave a list of resources for scholarships and we talked about the great networking for flying jobs which can happen at gliderports. For instance, at Air Sailing we have pilots in both seats: Northwest (including the Chief Pilot at Anchorage), Fed Ex, United, JetExpress, ex-Eastern as well as some ex-military flight instructors, a 2-Star General etc., all of whom could be a resource.

All in all it was great fun and very rewarding to reach out to our flying community and let them know about what a great sport soaring is.

Hope you'll consider doing this for your high school or at a local airshow or at a Girl Scouts Day..... The SSA is delighted to send literature to support our sport!

Frauke reporting about the excursion to Seattle

It came as a big surprise to me when I received the invitation to be the main speaker at the SoaringExpo organized by the Museum of Flight in Seattle. Being able to stay with a friend I hadn't seen in several years made the trip feasible. I was scheduled to give a talk in the Museum's auditorium on Saturday and I had prepared a talk about the History of US women in Soaring and WSPA. Seeing that I had a general audience I quickly changed my plans and fortunately I had a short presentation of the history of soaring (in 16 slides) on my thumb drive and also the film "Lucy learns Gliding. Both were very well received. In the evening, when the local glider pilots gathered for dinner in a restaurant I presented the original planned talk. Lesson learned: be flexible when necessary. Some advise: should you ever come to Seattle see the Museum of Flight. It's huge.

The NSM Soaring History Symposium

Wolf and I had driven to the National Soaring Museum for their annual Soaring History Symposium where I was a presenter. The weather at Harris Hill was beautiful but there was a low volume of flights because of strong cross wind. On Saturday, we were treated to a special event. A Schweizer 1-21, a real high performance ship in the early fifties, that had already water ballast in wing tanks was flown after an extensive restoration for the first time in over 40 years. Only two were built and one was owned by the father of the present director of the National Soaring Museum, Peter Smith. Stan Smith, his father, flew it in the 1952 World Championships in Spain. Bill Batesole, who bought our Ka8 a few years ago made the first flight. Jim Short, who with his wife Simine was at the Symposium owns the second one and this too will fly again. Peter and Jim later gave a talk about this plane.

Klas Ohman (I thought it was a printing mistake when I saw the name on the program and thought it was suppose to read Klaus Ohlmann the famous German record flyer) gave a talk on "Modern Day Flight Testing of Pioneering Wright Gliders". On Sunday, Russell Lee from the Air and Space Museum in DC gave a talk titled "Tin Soldiers vs. Glass Slippers: Why Fiberglass-Reinforced Plastic Sailplane Development Succeeded in Europe, But Failed in America." The next presentation was by a young German "A 1989 Restoration Of the Doppelraab V". In the infancy of my soaring career I had the dubious pleasure to get some training flights in that plane in which the instructor was sitting elevated behind the student but without a stick and instruments on his own. He had to reach over the student's shoulder to control the airplane. The advantage of that was, that the student always knew when the instructor was on the controls.

My presentation "The History and Growth of the Women Soaring Pilots Association" followed. A special honor for me was Virginia Schweizer attending the talk. Virginia, wife of the late Paul Schweizer, is now 89 years old, wheelchair bound and in fragile health. Virginia was a woman glider pilot pioneer, participated in contests in the early 40s and was the first US women receiving a Silver C. In the week before the Symposium and on the morning before my presentation, Virginia kept calling the Museum to make sure somebody picked her up at the nursing home. I felt honored by her attendance. The last lecture of the day was by Tom Knauff "The Early Days of Our Gliderport (Ridge Soaring) and How We Got Started"

In the evening, the Museum hosted the United States Soaring Hall of Fame Reunion (no new inductee this year) and honoring Doris Grove for being awarded the FAI Pelagia Majewska Medal in 2008, (the highest honor for a woman glider pilot world wide). Before Doris gave a light hearted speech on the progression of her soaring career that led her to become the first woman world wide to fly over 1000km I was asked to give a short introduction of the history of the Palegia Majewska Medal. One of the funny anecdotes from Doris' ridge flying exploits was the following: one day she was on a longer flight and she knew that fellow pilot George Vaccar also was flying on the ridge. She tried to contact him but he had the radio turned off. The next day George comes in the office where Doris was doing some work, went behind the counter and dropped his pants. A surprised Doris didn't know what was happening until George told her "You flew my pants off yesterday, here you may have them". The following WSPA members were at the Symposium: Bertha Ryan,

(Road Crew on page 8)



CVV8 – A romance, sort of

By
Roberta Fischer, Italy

It started like a typical, fictional hangar-flying story. A senior aviator drives three young pilots who have just achieved their PPL to a barn where they are shown a crippled Tiger Moth. They fall in love with her and decide she has to fly again.

Too nice to be true, you would say. Wrong!

Roberta and Demetrio got their gliding licenses in 1984, and instantly realized how difficult it was to fly using the Club's planes: little chance of beating the crowd, long wait times, and mandatory short flights.

The solution was theoretically easy: buy a sailplane. It could be a new one, a second-hand one or a shared ownership.

Given the little flight experience of both of us, the candidate glider had to be unsophisticated and easy to handle. As we were (and still are) wife and husband, and loved to fly together, a two-seater made a lot of sense. At the same time, though, there were not many two-seaters that were at the same time cheap – i.e. affordable for the pair – easy to fly, had decent performance and were for sale.

While snooping around at the airfield we had noticed an old and quite big two seater disassembled and covered with cobwebs at the far end of the Club hangar farthest down the flight line. But we did not pay attention – at first.

The glider had reached 1000 flight hours four years earlier, had been derigged and stored hoping that someone would mete out the money for a major overhaul within a reasonable amount of time, otherwise it would become a write-off. It was owned by the CSVVA, Centro Studi Volo a Vela Alpino, a non-profit organization that promotes soaring flight and publishes VOLO A VELA, the magazine of the Italian soaring community.

During the search for the right ship, the group acquired a third member, another freshly minted pilot, and a fourth one, a happy retiree and long time glider pilot, who had always coveted the idea of eventually becoming an "owner", but had been deterred from doing so because of scanty financial means to be allocated for the enterprise.

When we gave him details about our plans, and eventually hinted at the I-DURI "wreckage", he became starry-eyed: he knew her well as he had flown her for many hours in the past.

Meanwhile we all got involved as volunteers with the CSVVA, and also worked as helpers, on behalf of the CSVVA, during the 1985 Worlds that took place in Italy.

Apparently, the good will and efforts of all the "glider search" team were well received, because when the team told the CSVVA board about the idea of reviving I-DURI, the directors, Renzo Scavino and Walter Vergani being the most encouraging among them, were very happy, gave us an immediate green light and requested a token price for the glider.

What follows is a brief account of the team's experience with I-DURI and of the CVV8 project, it is not, by any means, an accurate historical or technical report.

Main Features

The CVV8 "Bonaventura" is a two seater, has tandem seats, mid-wing with a wooden, box-type spar, a "semi-monocoque" plywood fuselage and fabric lining of the wings, the rudder and the elevator.

Wing airfoils are of the NACA "six digits" family, 653-618 at the root and 632-612 at the tip. This probably made the CVV8 one of the first gliders having a laminar airfoil, and definitely the first of its kind designed and manufactured in Italy. When she was designed in 1957 she was considered on a par with the top sailplanes of her time. The main wing data are:

wing span	19 m
wing area	20 m ²
aspect ratio	18
dihedral	2°20'.

The horizontal tailplane is hinged to the fuselage and can be folded up to make retrieve from outlanding and transportation easier. (But let us point out that the ship is heavy, overall).

The airbrakes extend from both sides of the wings and are unbelievably effective.

A noteworthy feature is the landing gear, which is a sort of two-wheel "bogey" attached to the fixed landing skid by means of two hooks: the wheels, joined by a short shaft, can be released in flight through a lever in the cockpit. In the old days the landing gear was actually released at the beginning of long performance flights, in order to permit some L/D points to be gained. However we were warned that if the timing was not absolutely right, and the glider wasn't just a couple of feet off the ground, the maneuver could result in the gear rebounding up in the air and hitting the tailplane. We never released the landing gear except when landing out and, therefore, constantly accepted the small (perhaps 2 L/D points) performance penalty.

The cockpit is roomy and comfortable, with a rather upright sitting position. The seats are separated by a large crosswise console that can accommodate two big O₂ bottles.

A little history

When we operated her, I-DURI was the last flying CVV8 "Bonaventura". The sailplane had been designed by the Aeronautical Engineering Department of the Polytechnic of Milan in 1957. The department was very active during that period, when it designed advanced sailplanes and manufactured prototypes under the guidance of Ing. Ermenegildo Preti.

The CVV8 prototype's maiden flight took place on December 29, 1957 and the pilot was Adriano Mantelli, an Italian aviation pioneer, Air Force test pilot and prominent member of the gliding community. Thanks to some circumstances (General Mantelli's son Roberto is a friend of ours), we could obtain a few pieces of first hand information about the test flights, including a frightening account of the implosion of the wing during a dive and of the ensuing emergency landing of the crippled glider. There weren't adequate venting provisions, thus there was no compensation for the rapid pressure increase during the dive.

Another invaluable source of information was Umberto Mantica, another senior soaring enthusiast and competition pilot who, in his twenties, used to help the Polytechnic team as a volunteer, and was normally rewarded with the permission to fly the new machines.

Thanks to the prodigiously effective airbrakes he developed a trick, that made the hair stand on most of his passengers' heads: he intentionally flew a very high final, then pretended he had suddenly realized his mistake 500 feet over the threshold. He then flew a chandelle followed by half vertical roll and threw the glider in a vertical dive with the airbrakes fully out. This inevitably ended with a safe, short landing and a prohibition to fly during some time!

After appropriate modifications were made to the original design, a limited production run was planned. At the time, the company best suited for "mass" production was deemed to be Sarnico-based Rio, a known Italian manufacturer of power boats located on the shores of Lake Garda, and able to deal with large wooden structures.

This arrangement had an unexpected byproduct in that all production gliders (including I-DURI, serial number 12) were made by using marine plywood. All CVV8s were thus beautifully protected against environmental damage, although they were somewhat heavy. And such a construction proved to be quite appropriate for I-DURI's sister ship, I-PURI, which "landed" out in Lake Como and required only some vacuum cleaning and drying of the instruments to be restored to serviceability.

The production run was rather short, 20 planes according to some sources, 24 according to some others. The production was terminated probably due to the very limited domestic market and to lack of export orders.

I-DURI's own history

I-DURI is a somewhat special glider. When we bought her, she already was the only flying CVV8 and in addition she was still holding (if this can be said of the glider...) the Italian goal distance record for two-seaters (217 km, 8 June 1965, crew Giusti-Barazzetti).

The civil registration, translated into English, means "The Tough-hearted One" (I-PURI meant "the Pure-Hearted One" – they were quite joking with registration marks at that time), and although none of us felt qualified to keep it, we did it purely on historical grounds.

At some early stage, while the distance record was still valid, we contemplated beating it with the same ship, but the project was quickly dismissed as soon as we were faced with the difficulties of getting a Gold badge with very little experience. And the events proved that we were right since someone else took the record away quite soon by an enormous margin, thanks to (slightly!!!) superior skills and to one of those horrendous and unfairly sleek modern two-seaters.

I-DURI gets a new life and eventually retires for good

We eventually made up our mind about getting I-DURI, overhaul started immediately, and against conventional wisdom that recommended that we should rather buy a modern and "plastic" ship such as a Twin Astir. We soon realized that working on a wood-and-canvas glider needed special skills that none of us had, especially because the Italian Airworthiness Authority required that the fabric lining had to be removed for inspection and then reapplied as new. A specialist who had worked on Caproni biplanes had to be recalled from his retirement to do the job.

Then we entrusted a nearby maintenance shop with the coordination and the rest of the work. After a few months of anxiety and surprises (an example: we were running out of budget and selected the cheapest available fabric for the lining of the cockpit: it was a crimson red cloth that looked much more appropriate for a lady's dressing room chair ... but it was OK) and having parted company from much more money than planned, I-DURI flew again in May 1986, with our fellow Club members looking puzzled.

After a long flying life and many rewarding flights, keeping up with the mandated flight hours to renew our licenses became difficult for a number of reasons, including moving to Tuscany for work, so our partners and we decided to grant I-DURI the best possible retirement. Last year she was donated to the Malpensa aerospace museum, where she will be exhibited with other products of the region's aerospace engineering expertise starting from next year. Malpensa and Lombardy are the cradle of Italian aviation, with such historical names as Agusta, Aermacchi, Siai Marchetti, Caproni etc.



(Continued on page 8)

(Continued from page 7)

How it felt like flying the CVV8

I-DURI flies very well. It is very stable on tow and, in general, in all phases of flight. As it is a relatively large ship, it requires substantial rudder inputs for a coordinated turn, although less than a Twin Astir. It thermals easily at 80 km/h, and climbs beautifully in every condition. Thanks to the low wing loading and the low stall speed (65 km/h), if flown by a good pilot, I-DURI can outclimb many of today's plastic gliders. The other side of the coin is penetration against the wind, which in modern terms is rather poor and mandates very cautious cross-country flights on windy days.

But if you miscalculate the day (as we did) and have to land out, just relax: due to the extremely effective airbrakes and the landing gear that can be released, I-DURI is easy and safe to land on the shortest field. Also, landing at 40 kts in a 10 kts headwind can be a lot of fun because thanks to the combination of ground effect, powerful airbrakes and possibly a light hand you can almost make her hover at a few meters above the ground, to the amazement of onlookers.

Final considerations

We enjoyed flying our CVV8 very much, but we also had a lot of additional fun when she was lined up on the starting grid amongst such exotic ships as the ASH25s, Nimbus 4s, DG500s and the likes: newcomers and guests just ignored the big ships and came to us saying: "This is really beautiful. It surely is not a Bergfalke, a Rhoenadler, a Condor, a Breguet, a Ka7, what is it?....."



Margarett Roy, Cathy Williams, Gini Schweizer, Doris Grove, Bertha Ryan, Frauke Elber
Photo: Wolf Elber

(Road crew from page 5)

Cathy Williams, Margaret Roy, Gini Schweizer (just briefly), Bill Batesole, George Lauman and Wolf Elber

Pat Valdata

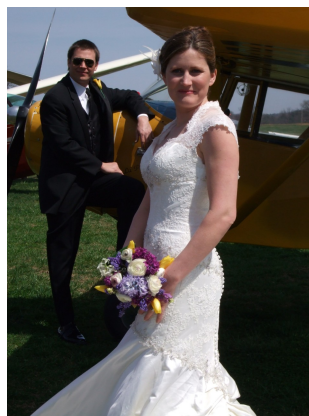
I just got back from a local event that was much smaller in scale than the WIA conference, but still a good way to publicize the WSPA. Martin State Airport in Middle River, Maryland, holds an annual celebration of women in aviation. Last year Donna Morrison and I attended and met lots of interesting women, including several Rosie the Riveters. This year, because their education center is being refurbished, the event was scaled back to fit in the tiny museum on the field. Donna couldn't make it but I brought our flyer; a copy of Flight Training magazine that had an article about soaring, with a gorgeous centerspread photo of a Stemme and another good photo of cockpit instruments in a single-seater; and copies of Crosswind. I sold three copies of the book, which I consider fine on a day with torrential rains and only 20 people there, but everyone stopped by to learn more about soaring, and I passed out a lot of flyers. So WSPA made more friends with the museum staff and a few more people know about us.

Please don't think you need to attend a huge event to have an impact. There are lots of local fairs, women's expos, and other small venues. You don't need a fancy slideshow, although it is great to have one; a dish of seasonal candy, some flyers, and some smiles go a long way toward promoting our sport. If you have items to sell, you can let people know that a portion of the proceeds will go toward our scholarship funds—I think I sold my copies of Crosswind today specifically because I made a point of letting people know I was doing that.

Her name is Kelly Arnold now

On March 27, her last name became Arnold. Her husband's name is Jason Arnold (she taught him to fly gliders and he has a 1-26!!!). The ceremony was at Black Bear Cove not far from the gliderport. We went to the gliderport before the ceremony for some pictures. As they did their get-away an airplane pulling a banner overhead that read something like this--**Sarah ♥ Jason Arnold-Just Married!!** It was super sweet!!! There was a reception following the ceremony at the Black Bear Cove, then on Sunday- a brunch reception was held at the gliderport. It was scheduled to be a day of fly-in fun-however it was raining! So, we all crammed into the clubhouse and were able to visit! It was a wonderful weekend!!! Then for their honeymoon they went to the Outer Banks in her Vagabond!

Tabbi Thomas



Four weeks later Sarah won the Sports Class in the Region 4N contest in a borrowed Discus



congratulations Sarah

WOMEN SOARING PILOTS ASSOCIATION (WSPA)

Women Soaring Seminar 2010 Registration Form Date: _____

Name (and nickname or call sign): _____

Address:: _____

Cell Phone: _____ Home _____

Phone: _____

E-mail: _____ SSA Membership: Yes/No

Accompanying me is _____ for _____ days. See rates below.

I WILL ARRIVE ON _____

Gliders: We'll have many two-place gliders available for dual all week. I am flying dual _____
We will have at least 7 single-place ships all week. I will fly single _____
I'm bringing my glider and will bring a copy/proof of owner/renter insurance _____
Glider make/model & N or tail # _____

Current Experience (circle all that apply)

Student – Dual			
Student – Solo	Bronze Badge	Mostly local flying	I have landed out
Private	Silver Badge	Cross country flights	
Commercial	Gold Badge	Regional competition	
CFI-G	Diamonds	National competition	

Total glider PIC hours: _____ **Total hours THIS year:** _____ **Date BFR:** _____
Bring your new plastic FAA License, copy of your BFR and your insurance.

US pilot ____ EU pilot and have made application for the U.S. License **Yes** ____ **No** ____

*Note: **Non-US Pilots** If you plan to fly solo, you are required to have a US license & a current BFR (Biennial Flight Review). You can do the BFR at ASI.*

Seminar goals you'd like to see us include:

My Personal Soaring Goals are:

Each pilot will be required to attend the Sunday 7/18 evening FAA Briefing and the Monday 7/19 morning Field Checkout Lecture and have a Flight Check with an instructor. After that I want to fly:

With an Instructor _____ With another pilot _____ Solo _____ Dry lake landout! _____

Lead and follow cross country _____ Spot landing skills _____ Badge flights _____

(Continued)

Housing preference (circle one):

Camp on field: my tent my trailer ASI's trailer (shared, \$15 per person per night) my van
 Local home (we will have only one or two houses available, travel time is 40 to 45 minutes). Waiting list.
 Hotel/casino (travel time is 30 to 45 minutes). Rates are reasonable in Reno!

We strongly urge you to arrive by Friday night to acclimatize to our high density altitudes well before the seminar begins. There will be a special Saturday tour to historic Virginia City, play and lunch, leaving at 9 AM, returning around 3:00 with a few flight checkouts available before and after. Cost: \$40. I'll come to this very special event _____. Sunday afternoon we will go to the nearby Paiute Museum at 2:00 PM for a talk by Native Americans and then go for a swim in Pyramid Lake.

Cost: \$10 donation to the museum. I'll go to the museum and swimming _____

Seminar Cost: Sunday evening through Friday night: \$225, includes all meals starting Sunday evening, banquet, tee shirt, seminar materials and donation to the Briegleb Scholarship. Not a WSPA member? \$240 which includes \$15 membership in the WSPA and all of the above. \$100 for a non-flying attendee includes meals during the seminar and one tee shirt. There will be a daily rate for those who can only come a short time. . **Tows, instruction, oxygen, plane rental charged separately**

Shirt Size Desired: (small, medium, large, xl, xxl, male, female, child)... Please write out: ie, 1 medium female, one large child et Note: One shirt is free. I would like to purchase ____ extra tee shirts. Sizes are _____

Questions: neitalibelle@aol.com and check out www.airsailing.org and www.nevadasoaring.com

MAIL TO: NEITA MONTAGUE 7840 TAMRA DR RENO, NV 89506-8641

FURTHER SEMINAR INFORMATION

ALL PARTICIPANTS BRINGING GLIDERS MUST BRING A COPY OF THEIR INSURANCE WITH THEM.

ALL PARTICIPANTS FLYING DUAL WILL BE COVERED UNDER THE OWNERS' OR CLUB'S INSURANCE BUT YOU WILL BE REQUIRED TO SIGN WAIVERS FROM EACH OF THE ENTITIES AT AIR SAILING

ALL PARTICIPANTS RENTING SINGLE SEAT GLIDERS WILL BE REQUIRED TO PURCHASE HULL INSURANCE. (VALUE OF THE HULL) LIABILITY INSURANCE IS ALREADY COVERED BY CLUB AND INDIVIDUAL INSURANCES. RATES ARE EXTREMELY REASONABLE AND CAN BE FOUND AT www.aopa.org/info/certified/insurance.html Email Neita for further information as rate is based on the ship you wish to fly.



WSPA Renewal



Name _____

Address _____

City, State, ZIP _____

Phone _____

e-mail _____

Donations _____ please specify

General fund
 Briegleb Scholarship
 Competition scholarship

Make your check of
 \$15.00 payable to WSPA

Send to:
 Annie Moore
 421 4th St.
 Marietta, OH 45750

Membership Renewal Time

Hard copy:

When your mailing label shows June 2010, please renew now.

E-copy:

You will receive a separate reminder by e-mail.

Please DO NOT procrastinate.

CATHOLIC COFFEE.....

Four Catholic men and a Catholic woman were having coffee after mass.

The first Catholic man tells his friends, "My son is a priest, when he walks into a room, everyone calls him 'Father'."

The second Catholic man chirps, "My son is a Bishop. When he walks into a room people call him 'Your Grace'."

The third Catholic man says, "My son is a Cardinal. When he enters a room everyone says 'Your Eminence'."

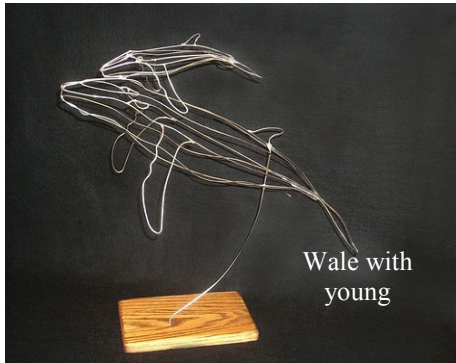
The fourth Catholic man says, "My son is the Pope. When he walks into a room people call him 'Your Holiness'."

Since the lone Catholic woman was sipping her coffee in silence, the four men gave her a look and said, "Well....?"

She proudly replies, "I have a daughter, slim, tall, 38 Double D breasts, 24" waist, and 34" hips. When she walks into a room, people say,

"OH My God."





Wale with
young

Wire Sculptures by George Popa

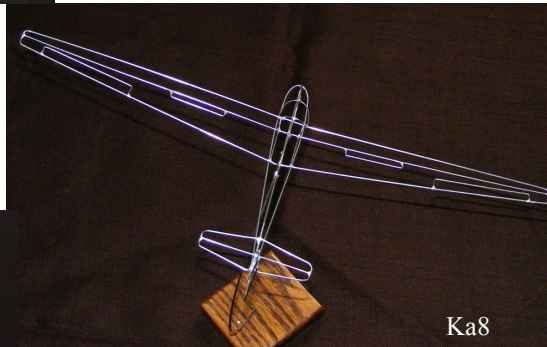
acornstwo@sbcglobal.net

[http://www.georgepopasculptures.com/
works.html](http://www.georgepopasculptures.com/works.html)



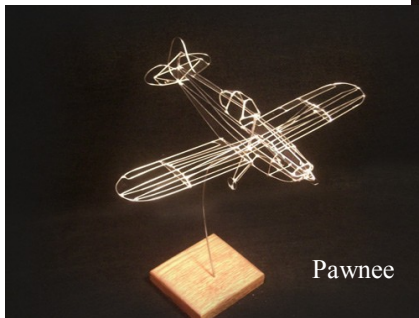
Boats

Power planes \$60.00



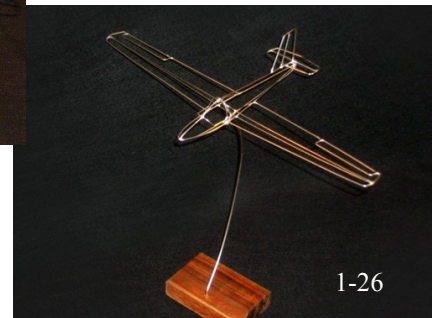
Ka8

Sailplanes \$40



Pawnee

**Sales to benefit
WSPA**



1-26

Hangar Soaring
213 Anne Burras La.
Newport News VA 23606-3637



First Class Mail