



Hangar Soaring

Nov. 2009

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

IN THIS ISSUE

PAGE 2

Badges
From the Editor by Frauke Elber

PAGE 3

Revised Seminar announcement.
President's message by Neita Montague

PAGE 4

Notes from our scholarship recipients: Tabi Thomas, Mary Herman, Ana Klansek
Brittany Howe
Welcome new Members
A letter from Julie Butler

PAGE 5

Letters
First Adventure into the World of Cross Country Flying by Joy Pierce

PAGE 6

Seminar Memories by Monique Weil and others

PAGE 9

Szeged 2009, 5th Women's World Championships by Margot Aquaderni, Gaby Haberkern, Gill van den Broeck

PAGE 11

Important message to our overseas members...

Hear Say

In Memoriam
Richard Seaman
By Phyllis Wells



This quilt (the first of two) made by Arleen Coleson, will be raffled off as the 2010 fundraiser. The dimensions are 50x80 and it can be either used as a wall hanging or to snuggle under it in front of the TV. Raffle tickets will be \$5 each and will be available by January 1, 2010. Drawing will be at the seminar in Reno. (This picture is only an excerpt from the whole quilt)

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.
SEND TO :

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

THE 2009/10 BOARD

Neita Montague (West)
President
7840 Tamra Dr.
Reno, NV 89506

Marti Klemm (East)
Vice President
2550 Deleon Dr
Deland FL 32724

Lucy Anne McKosky (Central)
Secretary
47 Lammers Ave.
Centerville, OH 45459

Annie Moore (Central)
Treasurer
2616 Katie Trail
Melissa TX 75454

Neva Cole
2988 NE Rock Chuck Dr.
Bend OR 97701

Jessica Stearn (East)
27801 Matheson Ave.
Bonita Springs, FL 34135

Irena Gornik (International)
Tavcarjeva 1a
4240 Radovljic,
Slovenia

**HANGAR SOARING'S PUBLISHED FEB,
MAY, AUG, NOV. PLEASE SEND
STORIES, PHOTOGRAPHS,
COMMENTS, ETC TO**

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 through Sep15, 2009

Gold Badge

Kathy Fosha 2583

Gold Altitude

Kathy Fosha

Silver Altitude

Marye Anne Read
Elizabeth Maynard
Jennifer Player

Bronze Badge

Carol Lynn Walker, TX

C Badge

Carol Lynn Walker, TX

B Badge

Makayla Reposa, VA
Kira Hein, TX
Guinevere Burner, VA
Regina Perich, IN
Marye Anne Read, TX

A Badge

Regina Perich, IN
Makayla Reposa, VA
Jessica Wright, TX

NATIONAL RECORDS APPROVED

US National;

Feminine Category; Free Distance using up to 3 turnpoints: 610.8029 km

Cindy Brickner, ASW27, California City, CA (May 17, 2009)

Feminine Category; 15m Class; Distance using up to 3 turnpoints: 614.20km

Feminine Category; 15m Class; Free Distance: 341.1809 km

Feminine Category; 15m Class; Free O&R Distance: 643.7376km

Feminine Category; 15m Class; Free Distance using up to 3 Turnpoints: 675.9245 km

Feminine Category; 15m Class; Open Class Singleplace using up to 3 Turnpoints: 614.20 km

Kathy Fosha; H201 Libelle, Tehachapie, CA (June 28, 2009).

1. Feminine Category; 15m Class; Free Distance; 342.7 sm
Kathy Fosha; H201 Libelle, Tehachapie, CA (Sep.12, 2009)

2009 OLC CHAMPS

Rita Edris 6832. 67 km
(23 flights, longest flight 442.18 km)
PIK20D

Kathy Fosha 5316.47 km
(14 flights, longest flight 785.84 km)
Standard Libelle

Valeria Paget 5000.98 km
(20 flights, longest flight 445.49 km)
PW5

Longest OLC flights:

Kathy Fosha 785.84 km Libelle 201
Kathy Taylor 644.85 km (ASW27)
Cindy Brickner 621.18 (ASW27)

Overseas WSPA member

Gabi Haberkern 766.53 km
Flown in Namibia in DG 500 22m



From the editor

And again we are approaching the Holiday Season and a time for reflection. I just finished my 8th year as editor of Hangar Soaring (and my 5th as editor of Club News) and I am still going strong although I can't hide my big disappointment about the number of members who have not renewed their membership (40). Only two or three gave a reason for it, like getting out of soaring all together or having to reorganize life after a divorce. All understandable. But the majority never showed enough consideration to drop a note or tell us what they don't like with the organization.

Only a handful of dedicated members are doing all the work, including some of our overseas members. Neita is hard at work to organize the next seminar in Reno and promoting WSPA and the women in soaring. I have been searching for ways to find financial support. WSPA is now recognized as an influential, educational organization.

I have two invitations for a speaking engagement on women in soaring, one at the Soaring Museum in Elmira at the Soaring History Symposium, the other one at the Soaring Expo 2010 in conjunction with the Museum of Flight in Seattle.

The next big event is the convention in Little Rock, AK. The convention has been a good moneymaker in the past. We need volunteers to man the booth (and do a lot of talking). Arleen Coleson, our past treasurer, has finished a beautiful WSPA quilt which will be put up for raffle. Col. Ray Kleber has donated one of his artful wooden bowls also to be raffled off but not at the same time as the quilt. And it will be only 12 months from now that WSPA will vote for a new Board. Please consider to step forward and donate your time and skills to run a successful organization PLEASE VOLUNTEER YOUR SERVICES

Frauke

HELP NEEDED

**At the 2010 Convention, Little Rock,
AK, Jan. 28-30, 2010.**

WSPA needs help manning the booth.

**Sign up for WSPA breakfast on Friday,
Jan. 29th**

LOOK!

The 2010 Seminar will be held at
AIR SAILING, Reno, NV
July 19-23, 2010 (note the change in date)

Contact Neita Montague
neitalibelle@aol.com

Note from the editor: to make the seminar participation of our European members possible, the seminar had to be postponed for one week



President's message

As I write, the country is drying out after a very wet series of storms which have left many gliderports without much activity for several weeks. But that is not to mean that soaring is far out of our minds. I hear from many of our members who are reading up on weather, are studying for their written, who are reviewing some of the good soaring they had this year and who are making plans.

I'd like to encourage you to continue to think "SOARING!" even when the weather gets you down.

Perhaps you'll begin planning for our 2010 Seminar in Reno. For those of you who are coming from abroad, Mary Rust will be sending out an email with an outline of what you need to do to get your U.S. License, necessary to fly solo here in the U.S. If you are planning on only flying dual, well, we have a two 2-33s, two ASK 21s, a Blanik and a Duo Discus to name a few gliders which are already on the schedule. We are working with other gliderports and clubs to see about their bringing ships. Several members are towing their gliders from the various parts of the country.

Before summer comes along, though, the SSA Convention will be held in Little Rock, Arkansas in January and I know of quite a few of our members who are going. We'll be having our WSPA Breakfast on Friday the 29th and we'll celebrate Frauke's 69th birthday! Join us!

I'll also be helping our women at the WSPA booth in the great hall and we'll be walking the floor selling raffle tickets for our incredible glider quilt designed and stitched by our former Treasurer, Arlene Coleson of Hobbs, NM. We are going to run the raffle from January until our seminar in Reno where we will draw the name of the lucky winner. You can buy tickets by contacting Frauke at any time. Please do buying a ticket or 5 or 10 to support our women and our scholarships.

In February I'll be representing the WSPA at the Women in Aviation Conference in Orlando, Florida. I threw out the idea of giving a talk on "The Best Kept Secret in Aviation: Soaring!" last summer to WIA and they liked it. I told them that there are so many women who could benefit by knowing more about our sport: a less expensive way to learn to fly, a great community sport which provides more support to women than the traditional airport flying, a way to earn hours and possibly money by instructing, plus the best benefit of all: learning better stick and rudder skills than flying other types of aircraft. And I want to share my enthusiasm for this wonderful organization. Frauke will take WSPA on the road, first to the Soaring EXPO in Seattle in March and then to the Soaring History Symposium at the National Soaring Museum in Elmira in May.

Please go through your photos and choose one of you at your gliderport, or in the air (recognizable as a women pilot!) and send them to me. Riggings, take-offs and landings, outlandings, trailering.. I'd like to include them in my PowerPoint presentation showing what soaring is about and helping the attendees see how they could fit into our sport.

So, you see, this winter can be a time of renewal for all of us. Make a pledge to do something each week related to soaring: reading about it, studying weather books, planning cross countries on your charts, writing to us on wspa@womensoaring.com, reviewing your logbooks and your past flights and dreaming about your coming flights. And most of all, make plans to see your fellow WSPA members at the conferences and at our July Women Soaring Seminar.

Neita

From our Scholarship Recipients.

Tabi Thomas (Mid Kolstad Scholarship)

Flying is coming along. I'm at about 17 flights, most of which have been with Sarah at Chilhowee in TN. After meeting her at the WSPA Seminar last year, we have become friends. I flew Monday, but it was the first time in about a year. Still, I feel like I'm doing well. I've just started boxing the wake :-). I'm still very excited and happy that I have the scholarship!! I got to brag on myself this past weekend at Chilhowee!

Mary Herman (Sky Ghost Scholarship)

Since receiving the WSPA "Sky Ghost" scholarship I now have 57 flights and over 17 hours of flight time. I am currently preparing for my solo flight by studying coordinated turns, steep turns, stalls, spins, rope breaks and other emergency procedures. I worry my instructor, Peter Bacque, by enjoying stall and spin training a little bit too much. I am studying up and having a wonderful time flying, thank you for helping make this possible for me. After graduating from Lafayette High School next year I hope to be accepted into the U.S. Air Force Academy. This past summer I had the privilege of attending their Summer Seminar program that enable Academy applicants to get a peek at the lifestyle of a cadet. I had a great time and am currently working very hard to be accepted there and become a future Air Force Officer.

Ed. note: Mary soloed on Nov.8 at Garner Gliderport, Orbit VA

Ana Klansek (Briegleb Scholarship)

It was a great time meeting you here in Slovenia. I must say you all surprised me, because I did not expect such nice, friendly and interesting people. But in the end, I really enjoyed being a part of such a wonderful community.

Soon after we said good bye, I went to Slovakia where a pre world gliding championship was held and

my boyfriend Anže was competing there. (Thanks to Neita and Mark, otherwise he would be gathering his personal documents in Slovenia at that time) This was such a nice event and I learned a lot about being a ground crew, how to handle planes, what kind of tasks there are. It was great! You can see some pictures at www.wgc2010.sk

When I finally got home from Slovakia, I was able to make two starts in the Blanik and that was it more or less all for this season, because both of our tow planes are broken and we can't fly since the middle of August. It is a pity, that I can not use my scholarship at the moment. Our airport is lonely and just some motorplanes are flying there during the weekends. Now I am slowly preparing for going back to university and as it looks like my flying career will continue next year.

Eileen Collins Space Camp

The scholarship was awarded to Brittany Howe, 742 Robinson St., Elmira, NY 14904. She is 12 years old and will be going in to the 8th grade at Broadway Middle School. Her favorite subjects are astronomy and space science and she enjoyed the camp very much. Thank you for supporting this great camp and giving a young lady an opportunity to experience 5 days of aerospace activities.

Norm Smith
Operations/Education
norm@soaringmuseum.org

Welcome New Members

Fionna Bagley, Vancouver, BC Canada

Christine Rubel (no information available)

Anita Taylor, Armidale, NSW, Australia.

Anita owns a Ventus cx and likes cross country and competition flying.

Julie Butler, a new WSPA member sent the following

I'm a new member to this group and have just been receiving your posts for the past few months. I just wanted to share my story with you and introduce myself.

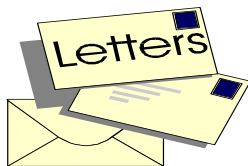
If you had asked me a year ago today about flying, I would have told you I use commercial planes for travel. I certainly had no desires to become a pilot. My boyfriend (Morgan) had been hang gliding for many years and I had spent many of those years chasing him around the Owen's Valley as he soared high above. As his group of friends have gotten older, several of them transitioned into sailplanes and have been trying to convince him to make the jump as well. So, last September, we left our nice cool home in Los Osos, CA to drive 1.5 hours to the 107 degree heat of Avenal for a demo flight. When we left the airport I thought 'that was fun, maybe we should do it again.

The next weekend, we went back for our first lessons. And we continued to go back every weekend to fly. Having 15 years of flying experience in hang gliders, Morgan picked it up a little faster than I, but we were having fun. I had my first solo flight on November 8, 2008 and thought my instructor was completely insane for sending me up by myself. Those first three solo flights were the best landings I had had yet. In March, I was fortunate enough to travel in New Zealand and we made a point to spend some time in Omarama. In three days of flying there, I doubled the hours I had spent flying. I had three completely different days with thermals, ridge lift, and mountain wave; got up to 18,000; each flight was 4+ hours. If that doesn't inspire you to fly, nothing will. We had a series of tow plane problems at our club delaying my check ride until this past weekend. I expected my feet to be shaking on the rudder pedals as we took off, but I was amazingly relaxed and actually enjoyed my 3 flights with the FAA examiner. The exam was a breeze thanks to the awesome instruction by my flight instructor Harold - even I didn't realize how prepared I was until it was over. I'm happy to have my license less than a year after this unexpected journey began. I have bought a DG100 that was very broken - broken wings, aileron, and tail boom. My friend at Williams Soaring Center is repairing it for me and I have been able to make a few trips up to help. Hopefully the plane will be in flying condition by next spring and I will be able to join you all at the seminar next year. This is an amazing and beautiful sport. I hope we can all share it with somebody and help this community of pilots grow.

Julie Butler

<http://landseaandsky.blogspot.com/2008/11/julie-pilot.html>





I received a check for \$150 from Peter Gross for the Sky Ghost Scholarship fund, in honor of Bernie and Gloria Gross. Mr. Gross commented that he enjoys the newsletter.

Lucy Anne McKosky

WSPA thanks Peter and Berni Gross, sons of the late Dr. Frank Gross for their continuous financial support.

The following is a short e-mail exchange with Olga S. Nedoshivina, Russia

Good morning, dear Frauke!
I'm very sorry but I can't pay the dues this year. I ask you to take me off the list. Maybe I can renew next year... I don't know. In any way, I wish you good luck in all your initiatives!
Olga S. Nedoshivina.

Dear Olga
Don't worry about this, you still can get the newsletter from the website. We would like to stay in contact with all three of you. How are you doing? How is the flying situation in your country these days? We are so far away and have no idea what is happening in your part of the world. All the best.
Frauke

Dear Frauke
Unfortunately, we can't fly in Magnitogorsk now. Our glider section was closed two years ago. But in some cities there are glider sections (in Novosibirsk, Orel, Moscow etc). Our friends travel there when an opportunity arises.
Nastia Batraeva paraglides now.
Natalia Zherebtsova became a mother, so she doesn't go in for sports actively.
I moved and I'm living in Saint-Petersburg now. There are two glider clubs here but I don't have contact with them yet. But I'm planning to do it.
In our part of the world is the same crisis as in yours :) But we have already survived many different situations so we will survive now. And our aviation will do so.
Thank you very much for the possibility to communicate with you.
Olga.

Editor's note: although Olga is not on the WSPA roster presently, I have her e-mail address and plan to check on her once in a while.

We did it, we did it!!

Thanks again to Sylvia Geusen and Wiel Zillen (the instructor at the Wasserkuppe)!

All of us (5 Slovenes: Andrej Marn, Denis Strbenc, Edo Sifrar, Irena Gornik and Dani) have done 3 starts with SG 38 (primary glider) yesterday and there were also about 10 Germans and of course Wiel so they did also 2 or some of them 3 starts. So over 30 starts for the "rubber dogs". First we had a tractor on one side of the bungee cord and on the other side all pilots, but in the afternoon we took the yellow bungee and Wiel was great to make tourists to be "rubber dogs" (some of them 3 times!) This is absolutely a great feeling!

We will collect films and photos and put this on CD. Irena, Andrej and I decided to make a presentation of this in our winter meetings next January.

Love, Dani and the group

At the 2007 Seminar, Joy Pierce was a novice to soaring and hadn't soloed yet. The following is a report of her latest soaring adventures.

First Adventures into the World of Cross Country Flying
By Joy Pierce

My local club rules don't allow me to fly our Grob 103 until I build more flying time. They make an exception though. Beginners like me can fly the DG 1000 if they fly with an approved CFI. Because our club DG 1000 was in Minden, Nevada for a couple of weeks while Truckee was closed for runway repairs I decided to introduce myself to cross country flying in Minden in our DG with CFI Jeffrey Hazlegrove.



Joy Pierce and Jeffrey Hazlegrove at Soaring NV

I reserved the plane for Tuesday, Wednesday and Thursday. And off I went to Minden! My first day was an introduction to the airport, local navigation and emergency procedures. I think I was just too nervous and managed to get sick after about an hour and a half of flying. First lesson – flying where the air is more dynamic also makes for a much more dynamic tow – I will have to work on slack rope procedures more.

Day two was very smoky due to the wildfires in California but thankfully no sickness! I worked on speeds to fly, mountain flying and actually made the jump from the Pine Nuts to Mt. Patterson. We got back to Minden with height to spare and I took a short sight seeing trip to Lake Tahoe. I covered 140 miles on my second try with lots of coaching from Jeffrey and 10 knot lift – not too bad for a beginner.

Day three Jeffrey said he was just going along for the ride and wasn't going to help me. I was getting better at reading the sectionals while flying, not quite so nervous at higher speeds and I had a good time. Jeffrey did have to "rescue" me when I got a little low in a bowl and was afraid to get close enough to the rocks to ridge soar my way out. I covered 160 miles and flew at speeds over 100 knots – yahoo – this baby bird has wings!

The next week I discovered that the DG was still in Minden so I drove back to Minden to fly Tuesday and Wednesday.

Day four I flew with CFI Charlie Hayes. The winds were terrible and after an hour of flight I was only 10 miles upwind from the airport and getting lower and lower. I headed back to the airport for a relight and caught a thermal just above pattern level managing to climb up again. Since it was obvious I wasn't going anywhere too far from the airport, we decided to head over to Lake Tahoe for a scenic flight. I was working my way over to Lake Tahoe in thermals when Charlie asked if he could take over for a couple of minutes. I gave him the plane and boom; we were in a wave over beautiful Lake Tahoe. This ended up being my longest flight: 3.5 hours (we had to come down because we were freezing!) but covering the shortest distance. Isn't soaring unusual, here I was at my highest (16,800 msl) but not covering any great distance! It was so much fun to just relax in the smooth air and enjoy the incredible view around the Tahoe area.

I want to mention that all of this wonderful experience was possible through the services of Soaring NV - fellow WSPA Laurie Harden's busi-

(Continued on page 10)

Seminar Memories

Monique Weil

What a joy it was for me to spend a few days soaring in Slovenia again!

Three years ago I had the pleasure of visiting friends in the Lesce club, friends I had met when several Slovenian and a couple of German women participated in the WSPA Seminar in Air Sailing, Nevada, in 2005. I gave cross-country instruction to a few of these women then and they invited me to visit and fly with them in Lesce. This year, thanks to the WSPA decision to hold the seminar in Slovenia - the first time outside the U.S.A, I was able to renew my friendships and fly again in Lesce, this time in much better soaring weather than 3 years ago. With the marginal soaring weather 3 years ago, I was able to do some sightseeing with my enthusiastic friends and also had the special pleasure to meet some of my new friends' parents, who were closer to my own generation.

The area around Lesce/Bled is a beautiful contrast to the terrain I fly over during the summer in California, brown, hot, dry, drought like. Instead, it is a visual treat to feast one's eyes on the lush meadows, lakes and rectangular fields displaying different shades of bright green. Small towns and villages, with private vegetable gardens adjoining many houses, dot the landscape, which follows the meandering of the Sava river and its tributaries. The valley lies between the forested cliffs of the Julian Alps, dominated by the highest mountain in Slovenia, Triglav (9,400' elev) to the south, and the Karavanke rocky mountain range to the north, also limestone and glacier based, which is a natural border with Austria. The jagged rocks mostly face the prevailing SW winds and so create ideal conditions for ridge running. On several flights we explored thermals in Austria, as well as soaring in a little of Italy. Two other countries have borders with Slovenia, a tiny country half the size of Switzerland - Croatia in the South, with its Dalmatian coast, and Hungary in the East.

Preparations for this seminar started about two years ago and involved a tremendous amount of work, led by Irena Gornik, Dani Černe, Nataša Marzidovsek, assisted by Jasna Jerman, Boža Martinčič, Marjeta Rigač, Vesna Stergar, and other members of the Slovenian Women Pilots Association, as well as many volunteers from the Aeroclub ALC Lesce. Their work and energy resulted in a super Seminar with 46 attendees.

A large tent was used for breakfast feast, lunch snacks and dinners - except for the Banquet, held at a historic inn in nearby Radovljica - Can you imagine all the work that went into providing all this delicious food for hungry flyers?

Several Lesce club gliders were used, including several Blaniks L-13 and L-23, the club's flagship DG-500; 2 single place - DG101, a vintage Weihe, and several privately owned gliders, LS 3, Mosquito; Twin Astir; a Bonus and an ASH 25...Every evening Nataša put out a list of gliders available for the next day and we signed up - If you shared the glider with several others, your cost was less but your flight was shorter. I chose to fly either the DG 500 or the ASH25, and flew each day with a different pilot.

On arrival by EasyJet from London, my old friend Jasna, together with her partner, met me at the Ljubljana airport. They treated me to a local delicious feast at a nearby restaurant called Annska, serving dishes specializing in locally grown produce.

In Lesce I found my fellow NCSA club member Dale Roberts and his wife Kate already there. They had arrived a day earlier and Dale told me he managed to have a glider all for himself as no one had yet arrived. He flew the DG500 for a 5-hour flight. I must say I was a little envious.

The airfield and its grass runway was a joy to experience, all kinds of flying machines scattered around, getting ready to fly - many private and club gliders - Eric Raymond and his solar powered, home-built, single seat aircraft called "sunseeker" - microlights; various homebuilts; rc flying nearby; - parachute jumpers, etc.

I had planned to stay at the White House (a little dorm style building on the airfield, where I lived last time), but at the last minute a local member decided to use it himself. Dani then insisted that I stay with her family in nearby Radovljica. I was assigned the room of her 9 yr old daughter Ota, who then went to visit her grandmother. Neita and Mark Montague also stayed in Dani's house, which included Dani's husband Primož, the cat and 11 yr old son Lucijan, (one day Lucijan went fishing with friends so that we would enjoy fish for dinner). It was all very cozy. Neita spent evenings wrapping "prizes" for the next day. In the morning Dani drove us to Lesce field in her tiny Twingo car. I am so grateful to Dani for everything she did for the seminar's success and to make my stay so wonderful. One afternoon I was tired and needed a rest before my assigned flight slot. Dani just took me back in her little Twingo for a nap.

The morning presentations were well thought out and always interesting. I was specially intrigued by the lecture of Ljubljana based official meteorologist, Boris Zorz on "Thermals in the Alps" and appreciate his sending me the pdf-illustrated file of his talk.

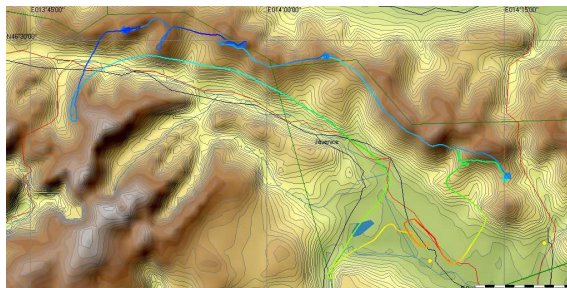
It was fun to see many of the US WSPA members again, many of whom I had not seen for years, and to meet new members, such as Kitty, who recently achieved her glider rating.

I also enjoyed meeting the members from other countries, especially the wonderful German glider flying family of Sylvia Geusen - her husband Herbert, daughters Anna Laura, aged 18, who won the "Anne Lindbergh Cross Country Challenge Trophy", Nora, age 14, who won this year's Limerick contest and son Holger. Nora looked happy being allowed in the front seat of a Blanik (only allowed in rear seat in her home club).

On the first day after my arrival, the line-up on the flight line for the DG500 was long and by evening I thought that there would be no time to fly. Dani came to my rescue and we flew together at about 7PM, with good pre-frontal conditions, landing at sunset. It was worth waiting for! The other pilots I flew with during the Seminar were: Ivo Simenc, Gabrijel Pesjak, Miha Avbelj, Boris Zorz. Most were also instructors and each was a very skilled pilot and a pleasure to fly with.

The official start of the Seminar was Saturday but an expected powerful storm canceled flight ops and we went on a bus tour to the huge cave of Postojna. The day after the storm was spectacular in the clarity of the air and the great thermals. Each day had a combination of thermals and ridge lift. One day the cloud deck was barely above the 6,000' ridge tops but still provided good lift for ridge soaring and some thermals. The weather held during the seminar and only when it was over, it started to rain again.

In addition to guidance about flight technique in the Alps, I often received explanations of the landscape, the lift sources, the geography, and the recent and not so recent history, e.g. "this village was wiped out by a landslide over 100 yrs ago". "This picturesque old city of Trzik, nestled below these mountains, was partially destroyed by fire 200



Monique's flight with Miha

(Continued from page 6)

years ago" "...here was where the First World War Armistice was signed" - here is Bovec, Slovenia's highest ski center, where ski jumping competitions take place, and where we now see paragliders" "This town is Notsch, in Austria" - Slovenes use different names - i.e. Klagenfurt is Celovec, in Slovene "over there is Traviso; it is in Italy, called Trbiz in Slovenian" etc. "Here is the source of the Sava River"; here many thousand were killed during and especially after the war - in this pass many died - over here they are buried"; here are little wooden huts for hikers built by hand where there are no roads except for hikers' trails. "Here we see hikers sharing trails with the sheep". "This is Begunjsica, the most popular mountain to hike." etc/

We hugged the ridge and saw many hikers. We waved at summit peaks and the hikers waved back. Hiking in the mountains is a national sport. "We are flying above the Triglav National Park but cannot see it today as the summit is covered by cloud"; let's descend over lake Bled so we can take photos before reporting in." An advantage to flying in the rear seat of the ASH25 is that there are two little sliding windows, one on each side, supposedly so that the rear seat pilot can use a tool to remove the bugs on the leading edges in a contest. My advantage was that I could stick my camera lens out of either window, depending on the view and the sun angle. The visibility was excellent on Sunday, the day following the powerful storm, and the little windows were both used a lot.

I wish I had a tape recorder to record the names of these landmarks, mountain peaks, historic places; all are difficult Slovenian words to pronounce. I probably got many of them wrong in this report also.

I asked for and received three GPS traces of 3 of the flights so that I could review where we had flown on the SeeYou software program (designed by Andrej Kolar and others).

Early Thursday morning after the seminar I joined Kathy and George Taylor in their rented car on a long drive on congested autobahns, the German Interstates, to the Wasserkuppe, arriving around midnight in pouring rain at the Youth Hostel. The next day, after a visit to the soaring museum and a brief lunch and tour of the Alexander Schleicher Factory, I headed by train on to the next leg of my trip, to visit a sick friend in Goettingen, Germany. I was running short of time and could not stay to see the bungee flights. I'm so grateful for the kindness of the Geusen family. Heribert and Anna Laura Geusen drove me from Wasserkuppe to the train station in Fulda, the nearest station for the high speed trains. When the train was late and subsequently was canceled they insisted on waiting with me for the next one. Anna Laura ran through the train with my luggage and found me a seat. I thought she would be unable to get off in time since German trains stop only very briefly....

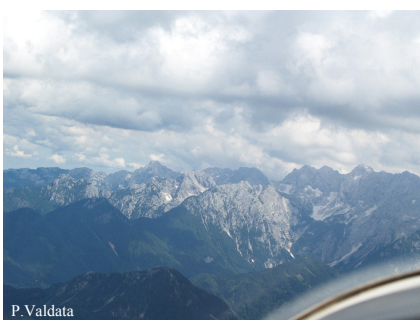
This was a memorable International WSPA Seminar and I feel very lucky that I was able to be there and fly and am grateful to all who helped make it so. I would not be surprised if the many Slovenian volunteers were a bit burned out after we left and stopped any volunteering for a while. I hope they know how much we appreciated all their work.

In addition to thanking our Slovenian hosts for a wonderful event, I would like to thank Frauke for her amazing ability to develop and maintain contacts all over the world with soaring women; also to Neita for her assistance in coordinating the logistics of the US women's participation.



Miha Abelj & Monique Weil.
Miha's quote in Monique's log book

Pat Valdata



High over the Alps

Italy was as wonderful as I'd hoped—the scenery of Largo Maggiore, the unbelievable food, the great people, the art! Highlights were visiting the small town, Retorbido, where my paternal grandfather was born, and seeing "The Last Supper" in Milan. The painting is so magnificent, even as faded as it is, that it brought tears to my eyes. We had a pretty hair-raising drive through northern Italy to the Riviera, staying one night in Santa Margherita on the Italian coast (at a B&B I will recommend to anyone who wants to go there), seeing Portofino (where cocktails were 15 (!) Euros, so we settled for 1 Euro bottles of water), and then spending three nights in Nice, where we went to the very expensive and rocky beach. We also went to Monaco one night to go to the famous casino at Monte Carlo. I even played roulette!

Counting airline layovers and one day trip, I visited a total of ***eight*** countries on that trip: Germany, Austria, Slovenia, Hungary, Italy, Switzerland, France, and Monaco!

Thank you, Frauke, for all your travel tips and for working with Neita, Dani and Irena to make the seminar a success.

The 2009 seminar will be one of the most memorable for me. I can't say enough about the hospitality of our hosts, or how hard they worked to make it a success. And I am so glad I had the chance to visit Slovenia and see what a charming country it is. I had no idea what to expect, so everything was a pleasant surprise, from the spectacular scenery to the smallest touches, like the delicious food at the highway rest area, so different from the junk food here in the U.S.! And the soaring was astounding. I am in awe of Dani and the other pilots I flew with. I am also very grateful for Natasa, who picked me up when I arrived in Klagenfurt and who got up really early to take me to the airport in Ljubljana after the seminar.

Of course, after the grueling trip to get to Europe, I had to stay longer than the five days of the seminar, so I spent three days in Budapest before meeting my sister in Milan and spending a week with her touring northern Italy and southern France. It was a trip of many delights and many contrasts. It was strange being in a big city (Budapest) after experiencing the charm of Lesce and the Slovenian countryside, but the architecture was gorgeous and the people were very accommodating. I can speak only a handful of Magyar words, but just being able to say "please" and "thank you" was enough to get by on.



Lake Bled

Continued from page 7

Anna Dobrin Schippers

For me the motor bike tour with Mark and Colleen around the Triglav National Park a few days before the seminar was unforgettable. And then the camping with my old friends from Hegenscheid (members of Anna's original soaring club in Germany), breakfast with the members of the national precision jumping team landing right next to us. Unforgettable is the dinner in the old inn in Radovljica and the historic ginger bread bakery. A lot of fun was the evening cooking, even Mexican food was on the menu one evening (before the seminar). Then the flying: climbing up that unique ridge past grazing sheep and alpine huts and you know you have reached the top when you suddenly see Austria in front of you and you keep flying until you have reached Italy with Austria on your right and Slovenia on your left.

**Joachim Schippers, Colleen Koenig & Mark Hawkins,
the great chefs of the campground**



A. Schippers

Frauke Elber

An International Conspiracy

At the climax of the seminar planning I received an e-mail from Irena asking if I had some photos of Neita and if I could send them to Slovenia to be included in the seminar t-shirt design. I gleefully obliged never telling Neita about this. I had absolutely no idea what the "girls" on the other side of the Atlantic were going to make with the pictures and they denied me a preview of the design. So when we got to the seminar I did not know what to expect.

Saturday evening just before the welcome party Dani and Irena took me aside and "pulled the cat out of the bag", THE T-SHIRT. I bent over laughing and was imaging Neita's face when presented with the shirt. I suggested making sure, that she was going to be the first one getting the shirt, giving me a chance to have my camera ready to record the moment. Here we were the three conspirators, calling Neita to the front to receive her welcome package and t-shirt....Neita, totally unsuspecting just accepted the t-shirt, never looking at the details and we had to prod her to have a closer look. "OHMYGAWD that's me, OHMYGAWD!!!" Everybody burst out laughing. Actually, the t-shirt featured the two main organizers: Neita and Irena. (The design was on the back page of the Aug.09 Hangar Soaring).

Thanks, Irena, Dani and artist Matjas Pokular for providing such a good laugh and to Neita for being such a good sport.

A very brief visit to the Wasserkuppe

A day after the seminar a sizeable group, seminar participants and member of the ALC made a pilgrimage to the Wasserkuppe, the holy mountain of soaring, to fly the primary glider. Wolf and I spent an extra day at Bled doing some sightseeing with Vesna's family and then, a day later, took the train to the Wasserkuppe, not to fly but to visit the soaring mu-

seum. We were greeted at the small train station in Gersfeld, the closest to the Wasserkuppe, by Peter Selinger, soaring historian and author and his wife Frizi who had made the trip to the Wasserkuppe just to show me the museum. By the time we arrived at the Wasserkuppe it was too late to join the rest of the group at the BBQ. So we had dinner in the restaurant and soon after hit the sacks (after being on the trains all day long). High winds and dense fog moved in during the night and lingered on during the day making primary flights impossible.

I had been at the Wasserkuppe 30 years earlier before the museum was built. Many of the historic sailplanes were stored in a leaky, old hangar then. Having Peter as a guide and narrator made the visit to the museum very memorable. One thing I realized though: I qualify as "Old Timer" too, because I flew many of the now historic sailplanes on display in the museum. In my early days of soaring when the Ka6 was the hot ship and out of reach for me then, nobody hesitated to let me fly the old planes like the Grunau Baby, Rhoenlerche, Doppelle Raab, Kranich3, Goevier, L-Spatz etc all too valuable to let beginners fly them now. They now found a home in the museum.

Thanks Peter (who is a WSPA member) and Frizi for making the long drive from Stuttgart just for a few hours and opening your home to us for one night before we continued our travels to Southern France.



F. Elber

Wolf & Frauke Elber, Frizi & Peter Selinger

From Sharon Smith's Seminar journal

Kathy Taylor, Gill van den Broeck,
Sharon Smith

Tuesday July 21st

In the morning we toured the Albatross airplane factory and glider services that repairs and refurbishes gliders from around the world. Flew the DG 500 with Andrej Kolnar (of SeeYou fame). He gave me a real lesson in ridge and mountain soaring and we had a terrific flight soaring again in the Alps. A local glider enthusiast and meat purveyor provided dinner and as usual it was wonderful.

I had the distinct pleasure of meeting Jill van den Broeck from Belgium. We had several long conversations during the seminar, an additional gift from this trip. Sitting with Gill on the airport restaurant porch, I learned quite a bit about the history of women's soaring in Europe.

Correction

In the Aug. issue the winning limerick lost its last word in the copy and paste process. Here is the complete version:

**A young girl in a Blanik
made the tow pilot get in panic.
She looped and rolled
while still in tow
Hopefully a future expert in
aerobatic.**

Nora Geuse

SZEGED 2009, 5TH WOMEN'S WORLD GLIDING CHAMPIONSHIPS



By Margot Aquaderni, Italy

49 glider pilots coming from 14 countries including Australia, Japan, Russia, Turkey participated in the 5th world gliding championships held in Szeged, Hungary from the 26th of July to the 08th of August. A huge airport, a beautiful flat land, wonderful weather conditions (especially in the first week), very nice people around have made this competition a wonderful event.

We flew 9 tasks. There was a rest day after the first 6 competition days and 3 days were cancelled due to bad weather.

The shortest task was of 221 km for Club Class and on the same day 248 km, for the Standard Class and 255 km for 15 m Class. The longest flights were on the day when all the classes were given 5 hours AAT (Assigned Area Task). **Hana Vokrinkova**, a Czech pilot who flew with her Std. Cirrus 502.1 km at the speed of 99.1 km/h won that day. In the Club Class the winner was the German **Gaby Haberkern** (Ed. Note: Gabi is a WSPA member and she was a newcomer to the world championship. She finished 5th) who flew with her Discus 2, 634.1 km at the speed of 121.9 km. **Katrin Senne** from Germany won the 15m Class the same day flying with her ASG 29/15m 616.3km at the speed of 122.8km/h.

The highest speed during the contest was flown by **Alena Netusilova**, Czech Republic, in an ASG 29/15m in the task of 255.5 km at the speed of 138.1 km/h.

A lot of "new witches" were "baptized" in the usual amusing Babajaga party. The youngest pilot of the competition was the Italian Elena Fergnani, 20 years old, who came to the world championship with only 250 gliding hours. Yes, Italia !! For the first time, in fact, the Italian team consisted of three pilots! Elena, Paola Lanzieri (both flying in Club class) and myself. Isn't that fantastic??

We had very few outlandings, due to exceptional weather conditions. The sky was very often full of wonderful cumuli, ceiling between 1700m and 2500 m! The organization was fine and the facilities were ok.

From the beginning both 15 m and Standard Classes were lead by the German team and the Club Class by the British who flew a wonderful competition. But...the competition isn't over until the last landing of the very last day...And the last day held a lot of surprises: a 3 hours AAT and a lot of thunderstorms scattered along the task created a big mess in the results. All the 3 leading pilots lost their lead.

In the 15m Class **Katrin Senne** was beaten by her German team mate **Susanne Schödel** by only 4 points.....in the 3rd position the French **Marilyne Abadie Berard** maintained her position. In the Standard Class the German **Cornelia Schaich** was beaten by her team mate **Sue Kussbach** and ended in third place, with the Czech **Jana Veprekova** being second. In the Club Class the British lost their podium and were replaced by the young French **Natalie Hurlin** followed by the two Czech pilots **Dana Novakova** and **Hana Vokrinkova**.

The Italian team had good results (even if I must say that I really hoped to be closer to the very first positions). The two girls at their first experience enjoyed the competition very much, learnt a lot and were really satisfied. It was a great satisfaction for me, too, since I've been and I am still working hard in order to create an Italian women gliding group.

As usual, I suggest everybody to join such an experience. I have to say that I was a bit disappointed to see that the American pilot Elisabeth Geiger who was registered did not compete. (Ed. note Liz Geiger nee Schwenkler had a baby just 6 weeks before the competition)

Finally I would like to thank all the WSPA pilots I met in Lesce while on my way to Szeged.

I had in fact the opportunity to stop for the night at the Lesce airport and, even if for a very short time, I met a big group of enthusiastic pilots who welcomed us (I was with my son) very friendly and warmly.

I promised them to organize next European Seminar in Italy. It would be super nice to have you all here and fly together with you in the Italian Alps!

Gaby Haberkern, Germany who was a first time participant in a World Championships sent the following

For the 3 weeks of the Women's World Championships a Discus2b was provided by the Society for sponsoring cross country soaring Wuerttemberg State.

During the practice week all pilots got at least one flight each to familiarize themselves with the airport and the contest area. The opening ceremony took place in the City Hall of Szeged on July 27. The following 5 days provided excellent cross country weather. Saturday was called a rest day which all pilots needed after days of hard flying and very high temperatures. In the evening of the rest day we celebrated Hungarian Night with music, dancing and local food.

Monday night was International Night, where all the teams prepared food and brought drinks characteristic for their countries. In the second week the weather did not cooperate as well as in the first one. Tuesday, Wednesday and Thursday were neutralized.

One night was reserved for the Babajaga Ceremony where 15 novices were inducted into the sisterhood of flying witches, each introduced by a "godmother" from a different country than the one of the inductee. I had to recite the solemn oath in Polish and had no idea what I was saying. But there was a lot of laughter. The German team swepted the medals with 2 Gold, 1 Silver and 1 Bronze Medal and was awarded the Team Trophy.

Ed. Note: Gaby, a first time participant finished 5th in the Standard Class, winning two days.

The next Women's World Championship will be in 2011 in Sweden.



Gaby's induction into the sisterhood of the Flying Witches

Gill van den Broeck, Belgium kept some interesting statistics during the World Championships

If Romorantin 2007 has beaten all records in outlandings - 161 « VACHES » Szeged 2009 has beaten all records of VERY FEW vaches : ONLY 19 on 9 task-days - 49 pilots! The crews of the large German team, also of the large French team never had to drive out to get their pilots back home. On the way to the airfield of Szeged everybody has probably well examined the situation of possible outland fields : the large cornfields had

not yet been cut, neither were the large fields of sunflowers. Serious warning, apparently taken seriously by all arriving pilots.

"Champion" of outlandings was Andrea Barna, the Hungarian representative of Turkey : her husband /team captain had to take 9 times to the road to get his wife back to Szeged- only on days 3, 4 and did she make it back. Akemi Hirotsune of Japan had to be retrieved only once.

I have to add that all outlandings passed without any trouble or damage, proving the very professional safety consciousness of all 49 women.

15 m Class	Club Class	Standard Class
(15 pilots)	18 pilots	(16 pilots)
<u>6 vaches</u>	<u>8 vaches</u>	<u>5 vaches</u>

19 vaches

(Ed. note aller aux vaches-vaches for short- (going to the cows) is the French expression for off-field landings.

Average age and number of flight hours of the competing women

<u>15 M CLASS</u>	<u>46,2 years</u>	<u>2957 hours</u>
<u>Standard class</u>	<u>40,3 years</u>	<u>1823,7 hours</u>
<u>Club class</u>	<u>35,8 years</u>	<u>1286,1 hours</u>
<u>TOTAL :</u>	<u>40,3 years</u>	<u>1923,5 hours</u>

STATISTICS :

DAILY VICTORIES

15 Meter Class

	task	speed.	Km	points
Susanne Schoedel, Germany	415,5 km	127,7 km/h	415,5	1000
Katrin Senne, Germany	415,5 km	127,7 km/h	415,5	1000
Anja Kohlrausch, Germany	520,9 km	88,9 km/h	520,9	1000
Jutta Sturm, France	317,4 km	109,8 km/h	317,4	957
Lenka Kuthanova, CZ	AAT 3 hrs	136,2 km/h	418,2	1000
Katrin Senne, Germany	AAT 5 hrs	122,8 km/h	616,3	1000
Alena Netusilova, CZ	255,5 km	<u>138,1 km/h</u>	255,5	540
Katrin Senne, Germany	382,1 km	114,0 km/h	382,1	1000
Marilyne Bérard, France	AAT 3 hrs	112,7 km/h	360,1	1000
Alena Netusilova, CZ	AAT 3 hrs	102,2 km/h	336,4	1000

With 8417 daily victory points for 9 tasks average daily winning points = **944,11 points**; Average km per day per pilot **304.31**

STANDARD CLASS	task	speed	km	points
Anne Ducarouge, France	405,3 km	120,8 km/h	405,3	1000
Cornelia Schaich, Germany	509,4 km	93,0 km/h	509,4	1000
Gaby Haberkern, Germany	301,8 km	105,8 km/h	301,8	941
Jana Veprekova, CZ	AAT 3 hrs	120,9 km/h	362,7	1000
Gaby Haberkern, Germany	AAT 5 hrs	121,9 km/h	634,1	1000
Anne Ducarouge	AAT 5 hrs	121,9 km/h	637,8	1000
Gillian Spreckley, GB	241,9 km	118,7 km/h	241,9	615
Jana Veprekova, CZ	355,5 km	113,4 km/h	355,5	1000
Helle Lundgren, DK	AAT 2 hrs	122,6 km/h	253,7	628
Jana Veprekova, CZ	AAT 3 hrs	92.1 km/h	295.3	1000

With 8184 daily victory points for 9 tasks average daily winning points = **909,33 points**; Average km per day per pilot = **357.45**

(Continued from page 5)

ness. Laurie was busy getting her son off to college so we weren't able to spend very much time together but we did say hello and chat a little. I can't praise Laurie's location and operation enough! The soaring conditions were the best I have ever flown in but they were saying the conditions weren't that great! Her staff was terrific - I can't imagine a better introduction to cross country flying from the morning weather briefing to the electronic fly swatter.

Can't help bragging about one last adventure for this year's soaring season. Saturday and Sunday (Sept 26 and 27) our local glider clubs (Hollister Gliding Club and Bay Area Soaring Associates) had our annual Glider Palooza. When we do this, we move our entire operation about 30 miles southeast of Hollister to a private dirt runway back in the mountains. It's a lot of work, but also a lot of fun. The dust flies everywhere as the planes take off and it is hotter than blue blazes! I was scheduled to fly Saturday but after helping with a few launches, I had heat stroke and grounded myself so another club member flew in my place. Sunday the weather was even better than Saturday so I was feeling a little sorry for myself because I wasn't scheduled to fly. I was rescued when a fellow club member had an empty seat and offered it to me - so I ended up in the air and had a great time after all.

Because our club has special rules for this runway and it requires several flights with a flight instructor before one is permitted to take off or land there, I wasn't able to do the take off or landing but my friend was very generous with stick time once we were about 30 feet off the ground. I was flying in the Grob 103, managed a climb to 10,100 feet and stumbled into a great convergence line. I was flying at 80-90 knots while climbing at 9 knots and no circling! It was amazing, even more fun than wave!

Now I guess I will have to bring my high flying down a little closer to the airport for the winter season and work on my skills to be ready to try this cross country stuff again next summer. Maybe by then I will get brave enough to fly alone!

Continued from page 10

Club Class	task	speed	km	points
Hana Vokrinkova, CZ	310,9 km	102,8 km/h	310,9	1000
Ayala Liran, GB	439,5 km	81,4 km/h	439,5	1000
Orsolya Diofasi, Hungary	439,5 km	81,3 km/h	439,5	1000
Dana Novakova, CZ	275,5 km	81,9 km/h	275,5	1000
Dana Novakova, CZ	AAT 3 hrs	103,4 km/h	319,8	1000
Hana Vokrinkova, CZ	AAT 5 hrs	99,1 km/h	502,1	1000
Elizabeth Sparrow, GB	222,3 km	113,1 km/h	222,3	586
Hana Vokrinkova, CZ	303,3 km	93,6 km/h	303,3	1000
Orsolya Diofasi, Hungary	AAT 2 hrs	107,6 km/h	216,8	606
Vera Shishlakova, Russia	AAT 3 hrs	80,9 km/h	258,4	1000
With 8192 points for 9 tasks average daily winning points = 910,22 points				
Average km per day per pilot 304.31				

2 youngsters in Szeged had already participated in the junior W CH in Rayskala, Finland :

Nathalie Hurlin, FR was 10 of 46; in Szeged SHE WON the Club Class and was with 23 years the youngest ever to win a World Championship Orsolya Diofasi, Hungary, was 32 of 46 in Rayskala, in Szeged she was 10th of 18.

At the start in Szeged, Italian team captain was Nicola Fergnani , brother of Elena. He was 25 of 46 in Rayskala -where his young sister Elena (23) was his team captain - in Szeged she flew the same LS 1f as her brother did in Rayskala.

Important notice for our overseas members who are planning to come to next year's seminar.

Here is a short description how to obtain US license (from May 07 HS by Mark Montague)

go to the FAA web page http://www.faa.gov/licenses_certificates/airmen_certification/

The pilot fills out the form and sends it to the FAA and indicates which FSDO (regional FAA office) she would like to visit to pick up the license. In the 010 case FSDO Reno).

Applicants must start the process at least 3 months (better even more) prior to the planned visit to the FSDO and plan on presenting his/her foreign license, medical (not older than half a year, I think .editor) and passport to the FSDO for inspection.

Note from the editor:

German pilots can check with their agency (BLA). Years back the FAA had a field office in Frankfurt. Check if this still exists).

For the adventurous visitors who would like to drive in the US here is a useful web page <http://www.onlineatlas.us/>. Most first time visitors have no idea how big this country is (from coast to coast 5000 km). Nevada is the 7th biggest State out of 50.



During the Region 4S contest Col. Ray Kleber presented Frauke Elber with a beautiful, made by him, wood inlaid bowl to be used for a WSPA raffle.(see detailed picture on back cover of HS)

WSPA thanks Ray for his support.

Hear Say

Bertha Ryan pointed out that the book "The Sky my Kingdom" (formerly published in English under "Flying is my Life") by Hanna Reitsch is available at Amazon.com in hard cover for \$19.97.

Ed. note: it was this book that was published in the 50s that awoke my curiosity about soaring.

Neita Montague reports

Gertrude Miller (89) took a glider ride at Air Sailing. Gertrude is widowed and lives in Florida in a retirement community. She came out to visit her son, a glider pilot who flies out of Air Sailing but lives in the Bay area. Richard had e-mailed me several weeks earlier and ask me to take his mom for a ride. She said on approach: "So soon?" after a 20 min flight.

Fred Looft from the Greater Boston Soaring Club reports;

June Brent (96) a former WASP from Westboro, MA took to the sky for a 40 min Duo Discuss flight piloted by Dave Nadler.

Mrs. Brent and her husband were former 1-26 pilots, but it has been almost 30 years since she had flown a glider.

Dorothy Orr (92) and **Adriana Johnson** (88) enjoyed a sailplane ride with their sons George Hazelrigg and Dennis Johnson respectively over the beautiful Shenandoah Valley. The hosting club was Skyline Soaring.

Dr. Joachim Kuettner, from Longmont, CO celebrated his 100th birthday in September. To learn more about this scientist and soaring pioneer go to <http://www.ucar.edu/communications/staffnotes/9411/kuettner.html>. Sadly this website does not tell the whole story since it ends with his 85th birthday.

(Ed. note I had the pleasure to meet Dr. Kuettner twice, first at the 1983 World Championships where in the company of two other German soaring pioneers/ scientists, Hans Zacher and Rudi Opitz, I enjoyed listening to the tall tales of the early soaring years. Then again I met Dr. Kuettner at the 04 Convention in Atlanta where he honored Klaus Ohlmann with the Kuettner Price, given to the first glider pilot who flew more than 2000 km).

In memoriam: Richard "Dick" Seaman

Phyllis Wells, Dick's wife for 31 years wrote. "we had many adventures, most centered around flying or camping. We lived in Wilmington, DE, Colorado Springs,, and Penrose, CO. We worked together at The Dupont Company and the Black Forest Gliderport...

Let's remember him when he was flying, fixing things, reading and yes, even when he was grumpy....."



Dick was Bertha Ryan's first glider instructor at MIT in the early 50s and the two met after many years again at the 1995 WSPA seminar in Sugar Bush, VT



This bowl is 9 3/4" wide and 3 1/4" high and made of Cherry and Maple.

**The inscription on the bottom reads:
30th Anniversary WSPA Seminars
Donated 9/21/09**

From the workshop of Col. Ray Kleber

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



First Class Mail