



AUGUST, 2001

Hangar Soaring

THE OFFICIAL PUBLICATION OF THE WOMEN SOARING PILOTS ASSOC.

IN THIS ISSUE

page 2

Badges & Records

page 3

the WSPA Mailing list
by Sharon Smith

page 4

Member news
Who is who in WSPA

page 5

Texas State Altitude record
by Sharon Smith

page 6&7

WSPA Seminar 2001
by Phyllis Wells

page 8

book review
international news

page 9

2001 Sky Ghost
Scholarship recipient

Wave Flight

by Cheryl Betson

page 10

Britt Floden's hisstory making
flight

page 11

In Memoriam: Anne Burns

Pilot's Briefing

Landscapes

Fifteen years ago--I can still taste the tequila and smell the ribs at L'il Abner's restaurant in Tucson, Arizona, where we held our first annual membership meeting of the WSPA. It's hard for me to believe so many years have gone by. But I don't count meetings. I count the landscapes I've collected by soaring at so many locations.

There's my memory of being high above the desert and looking back at El Tiro, a small square of land carved from the sparse desert vegetation, but knowing that as far away as it looked, we had plenty of altitude for the final glide home.

There's that darn field in Midlothian, Texas, that was still beneath my wingtips after an hour of thermaling and pushing into a stiff headwind that blew me back over the field every time I stopped for lift.

There's the crystal turquoise of tropical water and the darker teal shadows of coral I saw on base leg at Dillingham Field in Hawaii.

There's the solid mass of pine trees below me as I get lower and lower at the old Black Forest in Colorado, trees that I finally pass with relief on my way back to the runway for a relight.

There's that huge, brown, furrowed, croplless, gorgeous field in Mansfield, Washington, where I set down the 1-26 and completed my silver distance by a scant tenth of a mile.

There's the uneven stripe of a ski run curving down Sugarbush Mountain, green with summer and thousands of feet below me as I soar in the eerie calm of the Vermont wave.

There's the horizon slicing across the canopy at the top of a loop when I learn the fundamentals of glider aerobatics at Estrella, Arizona.

There's yet another lane-and-a-half country road snaking through the trees as I try to find my way back to the old Bermuda High during a dual cross-country in South Carolina.

There's a great big gravel quarry radiating heat to carry me to 7,000 feet above ground, ensuring that I'll make my five-hour flight with time to spare at my home field in Churchville, Maryland.

(Continued on page 8 "Landscapes")

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

ANNUAL DUES (JULY-JUNE) ARE \$10. SEND TO GLORIA DALTON, 4826 WESTRIDGE DR. CHARLOTTE, NC 28208. ELECTIONS ARE HELD EVERY OTHER YEAR. THE 2001 BOARD IS;

Pat Valdata (NE)
President
36 Gina Ct.
Elkton MD 21921

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Elaine Cutri (SW)
1430 laSolana Dr.
Altadena CA 91001

Lori Brand (NW)
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Hillsboro, OR 97124

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VISIT OUR WEBSITE AT [www://womensoaring.org](http://www.womensoaring.org)

Badges & Records

from Arleen Coleson

DIAMOND BADGES INTERNATIONAL NUMBERS

6532. Catherine A. Larsen (U.S. 891)
Dale Pizzo (US 899)

GOLD BADGE LEGS

ALTITUDE: 3000 METER GAIN (9,842 FEET)

Jayne E. Reid; SGS 1-26; Petersburg, WV
Ute Kaden; LS-4; Minden, NV

DURATION: 5 HOURS (Fulfills Gold Duration Requirement)

Margaret (Maggie) Howell; G-102; Minden, NV
Rita Edris; G-102; Phoenix, AZ (Turf)
Marilyn J. Miller; SGS 1-26; Mokuleia, HI
Charlotte M. Taylor; SGS 1-34; Highland, IL

SILVER BADGE LEGS

50 KM DISTANCE

Linda B. Chism; SGS 1-34; Ephrata, WA

ALTITUDE: 1,000 METER GAIN (3,281 FEET)

Claudette G. Lanning; SGS 2-33; Lancaster, SC
Linda B. Chism; SGS 1-26; Ephrata, WA
Marsha E. Hawk; SGS 1-26; LaVeta, CO

BRONCE BADGE

1388. Rita Edris; Phoenix, AZ (Turf)

SSA C BADGE

17,248. Marsha E. Hawk; Falcon, CO
17,271. Amy Eichelberger; Littlefield, TX
17,260. *Kenda M. Blair; Littlefield, TX

SSA B BADGES

*Angela E. Armijo; Windsor, VA
Virginia (Ginny) Farnsworth;

Middletown, CA

*Sarah Macpherson; Fairfield, PA
Dana C. Mancuso; Wadsworth, OH
*Kenda M. Blair; Littlefield, TX
Anne E. Chalmers; North Plains, OR
Amy Eichelberger; Littlefield, TX
*Katherine (Katie) Gribble; Windsor, VA

SSA A BADGES

Dana C. Mancuso
*Vanessa M. Stouter
Virginia (Ginny) Farnsworth
*Sarah Macpherson
*Katherine M. Menchen
*Valerie Thibodaux
*Kenda M. Blair
Anne E. Chalmers
Amy Eichelberger
*Katherine (Katie) Gribble
Heather McRoberts
Linda J. Pate

*Pilot 21 or younger

SSA STATE RECORDS APPROVED

Texas; World Class/Feminine World Class; Free Straight Distance; 120.59 mi.; Valeria Paget; PW-5; September 10, 2000; Waller.
Texas; Feminine Mutliplece; Absolute Altitude/Altitude Gain; 17,800 ft., 11,700 ft.; Sharon R. Smith, pilot/Ann Dunlap, passenger; Duo Discus; April 8, 2001; Marfa.

CORRECTION

A line in Gloria Dalton's address was accidentally erased in the May Hangar Soaring. Her full address is

**Gloria Dalton, Treasurer
4826 Westridge Dr.
Charlotte NC 28208**

please renew your WSPA membership by sending \$10 to above address

Frauke

The WSPA Mailing List

As part of the upgrade to our web pages I have been able to offer an email list for our members. I took the email list that Frauke, our esteemed editor, used in her email posts and added those names to the list. The formal description of the list goes like this:

A discussion list for and about soaring for women glider pilots. Focuses on all aspects of soaring with specific emphasis on issues affecting women.

If you weren't subscribed in the original setup and you wish to do so, please follow the instructions and/or link the bottom of this article. (Please note that the space between wspa and womensoaring.org is an underline, i.e. wspa_womensoaring.org.)

If you have trouble subscribing, feel free to contact me directly at: <mailto:webmaster@womensoaring.org>

When you subscribe to the list via the website, you will be able to choose your own password. If I subscribe you, your welcome email will have a password generated by the list. To change it, use the link in the email to change it to something you prefer. The password is necessary to change your list preferences.

For those new to mailing lists, here are some answers to **FAQs** (frequently asked questions): I post these to the list periodically as a reminder and for newbies.

1. This list is voluntary and restricted to members of the WSPA. Email addresses are available only to list members. Further, email addresses have the word "at" substituted for the "@" sign to prevent spamming even if the list is compromised.
2. You may choose to receive this list in **digest** (all messages for each day sent in a single email) form, in which case you will receive no more than one message a day.
3. The purpose of this list is to promulgate general discussion of interest to members and to be used as method of disseminating pertinent information, eg seminar news.
4. A response that is directed to a specific person should be sent directly to that person and not posted to the list. The original sender's email is in the "From" field of the post.
5. **Flaming** (name calling, snide posts or other rude behavior) is strictly prohibited.
6. Instructions to change your options or unsubscribe from this list are in the headers (which you may have hidden) and also available by clicking on the link at the bottom of any message. The instructions are as follows:

List-Help: <mailto:Wspa-request@womensoaring.org?subject=help>

List-Post: <mailto:Wspa@womensoaring.org>

List-Subscribe:

<http://womensoaring.org/mailman/listinfo/wspa_womensoaring.org>,
<mailto:Wspa-request@womensoaring.org?subject=subscribe>

List-Unsubscribe:

<http://womensoaring.org/mailman/listinfo/wspa_womensoaring.org>,
<mailto:Wspa-request@womensoaring.org?subject=unsubscribe>

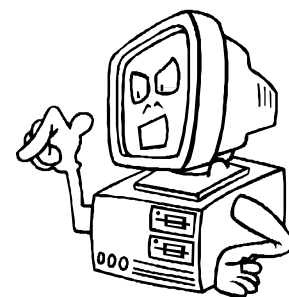
At the present time, because the list is small, I am honoring requests posted directly to the list either for the digest version or to subscribe/unsubscribe. I would prefer that you do it yourself using the links above. If you have problems doing it yourself, please send your request directly to me rather than posting it to the list.

I hope you will all take advantage of this additional form of communication. Let's hear about exciting flights, what you did at the seminar, any questions you have about soaring. Post a glider for sale or other soaring equipment. This is your forum: please use it.

You are now signed off to solo on the WSPA Mailing List.

Further questions regarding this list should be sent to me at: <mailto:webmaster@womensoaring.org>

Sharon Smith
WSPA, Webmaster and Listmaster



Dear Group:

Today is my first day home after spending an exciting week in Marfa, Texas. Since it was my first visit to Marfa, I was anxious to try for my first "serious" cross-country adventure. I had my course plotted from Marfa to south of Alta Vista to Alpine and then back to Marfa. It was only 100K - easy....I had my circles plotted, land-out spots marked. I thought I was ready. I headed south of Marfa after attaining 10,000 msl and immediately lost 3,000' in my first 4 miles. How could this be? I was at pattern altitude above a private airstrip only 5 miles south of Marfa Municipal (I had spied a tractor moving around on the airstrip and was wondering how to avoid it) when all of a sudden I hit a boomer, regained my lost altitude, tucked my tail and headed back to Marfa Municipal. I had always heard how strong the thermals are in Marfa but I hadn't been prepared for the diabolical sink.

Luckily for me, John Byrd (former U.S. National Soaring Champion) was ready to lend a helping hand. John and Burt Compton are holding a Cross-Country Soaring Camp in Marfa until July 15th. John Byrd graciously flew wing to wing with me in his beautiful Discus, while I flew in TSA's PW5. John patiently pointed out desirable (and undesirable) routes, specific cloud formations to watch for and basically gave me "insider" tips on when I should be circling and when I should be pressing on. Receiving John's invaluable advice given while "on the fly" is much more desirable than reading about it in books.

If you don't have your summer plans finalized, consider spending some time in Marfa, Texas. For full information, go to www.flygliders.com or e-mail Burt and Kathy at FBCompton@aol.com. I can't emphasize how valuable this soaring safari was for me.

Tammie Carswell

Hangar Soaring had asked WSPA members to introduce themselves to the membership. Here are the first responses:

New member **Nancy Kittridge** sent the following note:

I am a member of the Post Mills Soaring Club, located in Post Mills, Vermont. It's a small club with a fleet of a Schweizer 2-33 and 1-23H 15 meter plus a Blanik L-13. I first started flying in 1993 when my husband and I purchased a 1946 Aeronca Champ. Sometime thereafter I was given an introductory glider flight and became hooked on soaring. Just this season, cross-country soaring has become my new passion. Also new this season, tow-pilot, flying the club's Cessna L-19.

I am attaching one of my favorite photos: my co-pilot is 9-year old Emma Lumley, friend and future aviator.



Melody Charlton writes

I thought I'd introduce myself. My name is Melody Charlton and I fly 1-26 #267 out of Owl Canyon Gliderport (home of Colorado Soaring Assoc.). I have only about 60 hours but am building time as I can. This season has not been good yet, and much too windy for ground handling of my little ship. Last year I attended the Seminar at Air Sailing and had a blast.

Sugarbush is out of my reach cost-wise, as is the 1-26 championships (which are out of my league anyway.) as I just graduated with my doctorate. I am working, but only part-time, as an Aviation Psychologist at an airline academy in Denver, I hope to contract with an airline for potential pilot psych evaluations before long. I've proposed having next year's seminar at our facility to Pat V., so we will see.

Where do you fly out of? What do you fly?

Thanks for taking over Hangar Soaring.

Melody

(Ed. note) Melody, see my introduction in the Feb. 01 issue of Hangar Soaring

High Flight

By Sharon Smith

At nearly 18,000 ft. MSL I could see south into Mexico, west towards Carlsbad, north beyond Mt. Livermore (all 8378 ft. of it) and east to Alpine and beyond. I checked on my passenger. "I'm fine," said Ann Dunlap. "Great, it's time to come down now." I made a turn out of the dying wave and began our descent.

Spring wave camp in Marfa, long as I've been soaring. It had went, and never since I became a time. The beginning of my trip was restrictions, I chose to fly to Midland Airlines flight began its descent into dust enveloped the airplane. I sat by the window and couldn't see the wingtip a few meters ahead of me. Finally at about 500 ft., I could see indications of terrain below me. A minute or so later we were on a fast and bumpy final approach and thankfully a safe landing.

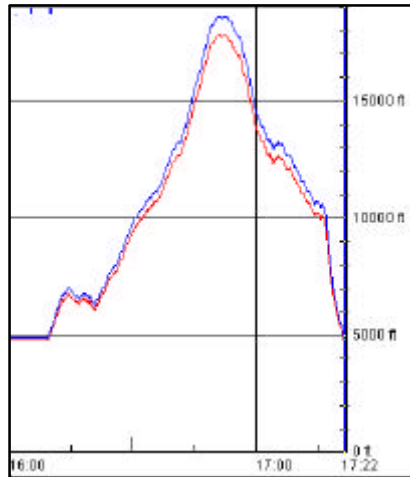
Now, all I needed was a (female) passenger.....

Texas is a tradition in our club as been several years since I last partner in the Duo Discus. It was far from auspicious. Due to time and rent a car. As my Southwest Midland-Odessa, a red cloud of dust enveloped the airplane. Finally at about 500 ft., I could see indications of terrain below me. A minute or so later we were on a fast and bumpy final approach and thankfully a safe landing.

After that delightful flight I braved into the red air, the dust blowing and rental counter when I had a problem with again. Sometime during these back in to report the missing bag, looking Arabia."

Eventually I was united with a bag. The rest of the night was dawned bright and clear as I started my in time to fly that afternoon

Marfa weather varies; often the high 90's in the afternoon. This trip shirt in the morning and a T-shirt in the Municipal at 4847 ft. and thermals to any long distance flights. But at the for wave conditions proved accurate. The best. Now, all I needed was a passenger.



my way to the car rental counter, then out whipping around me. Then back to the the car, then out through the dust storm expeditions, I misplaced my bag. I came I'm sure, like an extra from "Lawrence of

car, and thanks to airport security, my wonderfully uneventful and the morning 150 mi. drive to Marfa. I planned to arrive

freezing in the morning then moving into turned out to be cool enough for a heavy afternoon. With field elevation at Marfa about 10,000 MSL, I wasn't contemplating morning briefings, Dick Johnson optimism third and final day of my stay looked the

No other women pilots were at wife or girlfriend was game. But Sam Dunlap, a TSA youth member who lived in Marfa, assured me that his mother would be willing. When Ann dropped by the airport the previous afternoon, I asked if she wanted to try for a state record. Not only game but also enthusiastic, she promised to return that afternoon around 2:00 PM.

After basic instruction, in the use of Oxygen and emergency procedures, we ended taking off around 3:30 CDT. I got low immediately off tow, to about 1000 AGL. I caught a Altitude State Record Barogram thermal right off to the side of the traffic pattern and started my climb. Thermal strength grew to 4 kts. A little above 10,000 ft. the lift turned very smooth and I started to see 10-12 kts. We had found the wave. From there it was a simple matter of staying put until the lift petered out. Dick Johnson made it to 23,000 MSL that day (Yes, we had a wave window.) but Ann and I were more than satisfied with our flight.

The lift continued strong and even though I flew at 90 to 100 kts we still found ourselves climbing on occasion. Finally, I pulled spoilers and dumped the gear. We were on the ground before 4:30 PM.

I called Jana Drane, our state record keeper that night and She confirmed the exact paperwork I needed. My observer and glider partner, Glenn Park, followed through and the certificate arrived in the mail a few weeks later. See how easy that was. So go out and do it and you can be a state record holder, too.

¹In the attached chart, the red (and lower) line is pressure altitude. The blue (and higher) line is GPS altitude. GPS trace



WOMEN'S SOARING SEMINAR ~ 2001

This seminar will be remembered as a week of great variety. The weather changed constantly. The flying ranged from ridge soaring to aerobatics. The food was different every night and the lectures varied every day. The staff and club member of Sugarbush Soaring went to extremes to provide a quality flying experience. Our thanks go especially to Margaret Roy who made all the arrangements for food, flying and fun.

Everyone improved their ridge soaring skills. Cheryl Betson had a flight in wave conditions and Marsha Hawk had a lesson in aerobatics. Jennifer Player completed her Bronze written exam. The two Blanik L-33s and the ASK21s were in constant use by the seminar participants. Daily lectures included the history of flight, complete with models of man's early attempts at designing flying machines. During dinner with Barbara and Dave Ellis we learned about the latest developments in GPS/ flight recorder built by Cambridge Aero Instruments.



Of course, we all did our share of eating. Heidi, chief cook and bottle washer at the gliderport deli, provided most of the meals. In the photo on the left, Cheryl Betson (lt) and Louise Hibbard sample some of her goodies and inspired Marsha Hawk to write this winning limerick...

*There once was a girl named Louise
Who ate vegie burger with ease.
They made her so silly
She laughed willy nilly.
So don't feed her anymore, please!*

It has become tradition at the WSPA seminars to hold a limerick writing contest. The entries vary from great to painful bad, but what fun we have writing them. A traveling trophy goes to the first place winner.

The limerick that placed third, explains very well the variety of weather conditions we had during the week of the seminar.

*The storms, they rumbled through
But still we flew and flew.
The field checks were done,
We had lots of fun,
When we soared the skies of blue.*



Marsha Hawk (lt) and Marty Hudson with Blanik L-33

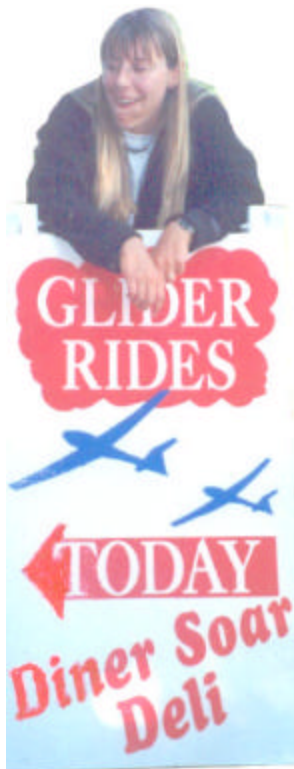
**WSPA SOARING
SEMINAR
2001**

**SUGARBUSH
SOARING**

VERMONT



Participants at the 2001 Women's Soaring Seminar pose for a photo, wearing the official seminar t-shirt which is covered with drawings of gliders and tow planes. Fro, It to rt, back row, Cheryl Betson, Rick Hanson, Chief Instructor at Sugarbush Soaring, Jen Player. Front row, Phyllis Wells, Gale Lathrop, Margaret Roy, Marty Hudson, Louise Hibbard and Marsha Hawk.



This year's seminar participants traveled from Virginia, New York, Colorado, Indiana and Pennsylvania. Cheryl Betson who traveled by plane, train and

**SEE YOU NEXT YEAR
AT
CAESAR CREEK, OHIO**

DETAILED INFORMATION WILL BE IN FUTURE
HANGAR SOARING AND ON THE HOMEPAGE

WWW.WOMENSOARING.ORG

automobile came furthes, from California. After the seminar she rode a bicycle up the eastern coast of Nova Scotia, making it a coast to coast trip..

As you can see the Women's Soaring Seminars provide an opportunity to develop new soaring skills and to establish friendships with other women pilots. Plan to attend the seminar in 2002. WSPA will be offering two \$500 scholarships to be used at the seminar. Contact me for information. The 2002 Seminar will be held at Caesar Creek Soaring Club near Waynesville, Ohio. The date will be announced in the next Hangar Soaring. Hope to see you there



*Landscapes from page 1)
scape "Landscapes")*

There's the green slope of a ridge top, the sapphire of Pyramid Lake, and the white gleam of sand speeding past our wingtips as we ridge soar north of Air Sailing, Nevada.

There's the Ghost Fleet anchored in the James River, mothballed Navy ships that make a great landmark in Orbit, Virginia.

There are the jagged peaks of the Sangre de Cristo mountains below my wingtips in Westcliff, Colorado, the first time I use oxygen in a sailplane.

There's the green ridge of Kittatinny Mountain and the deep cut of the Delaware Water Gap in Blirstown, New Jersey, my first vision of the ground as it looks from a mile up in a 2-33.

A baker's dozen landscapes, from my first glider flight to some more recent and memorable flights. May you discover many beautiful landscapes of your own.

Happy Soaring,

Pat

BOOK REVIEW

"To Stand in Love, untangling the webs we weave", Paddy Welles, Ph.D.,



The book explores the difference between "falling" in love which is based on sexual attraction and not unusually short-lived, to "standing" in love, which is based on coping strategies for long-lasting relationships. The format of each reading begins with a personal recollection, some behavioral theory, and a reflection exercise. The reflection points are especially helpful, and the book is entertaining as well as helpful.

Review by Maryann Williams, Librarian at Warwick HS, Newport News, VA

Paddy is a WSPA member, a power and sailplane pilot and winner of the Lincoln Award. Paddy donated a box full of the book to WSPA. They can be ordered through Gloria Dalton for the price of \$20

INTERNATIONAL NEWS

Hangar Soaring learned with great regret that **Adele Orsi**, outstanding sailplane pilot from Italy, had passed away three years ago (even at this age and time news can travel very slowly). A tribute to Adele will be in the November issue of Hangar Soaring.

Sarah Steinberg, UK, finished third in the World-Class World Championships in Spain after she was on top of the score sheet for 3 days.

Pamela Hawkins Kurstjens, multiple world record holder from the UK, claimed a new World Speed record for 500km Out & Return with a speed of 158 kph (102.62mph) beating the old record of 141.5kph (87.87mph). The same day her husband Gerrit flew the same distance at 194 kph (120.47 mph)

Several days later Pam claimed an other World record this time a 750km Speed Triangle with a speed of 150kph (93.15mph), while her husband also claimed a new World Record in the same category flying a speed of 163.7kph (101.66mph), a record that was held by Hans Werner Grosse of Germany since 1988.

Pam, her husband Gerrit and 3 friends spent several weeks in the western US with their Nimbus 4 and DG800 sailplanes on a soaring safari. WSPA members who opted out of the WSPA mailing list, missed out on some great reports. They flew from Houston through Texas, New Mexico, Colorado, Idaho, Utah, Nevada, Arizona, New Mexico again and back to Houston.

Angelika Machinek, Germany, is the 2000 recipient of the Pelagea Majewska Award. Hangar Soaring introduced Angelika in the May 2001 issue.

Tragic Accident in Germany

During the regional Championships in Bavaria to participants, husband and wife' collided in their ASW27's. The 36 year old husband was able to bail out, his 38 year old wife was killed

Women's World Championship in Lithuania

37 women from 12 countries, all European, competed in three classes. The only two participants who competed already in the last international contest in 1977 are Adela Dankowska, Poland and Maria Bolla, Hungary.



During the 3rd International Women Contest 1977 in Oerlinghausen Germany Pela Majewska and Adela Dankowska were the initiators of the ceremony of the 'Babajaga (witches) sisterhood', enlisting the novices participating for the first time. This 'witches sabbath' has become the traditional social highlight of every women's championship.

See the pictures of this year's Witches Sabbath on the World's home page <http://www.wspaworld.com> (Continued on page 9)

From Phyllis Wells:

2001 Sky Ghost Scholarship recipient

Kate Flynn of Reno, Nevada is the winner of the Sky Ghost scholarship for 2001. Kate is a senior at the University of Nevada, Reno and is taking flying lessons at Soar Minden. Kate was one of two applicants for this scholarship which can be used at any commercial glider operation or glider club. The scholarship is made possible by a generous donation from Dr Frank Gross and his family. The scholarship is administered by WSPA and is only available to women under the age of 25 to help them achieve their soaring goals.

Kate has been flying in a Grob 103A. She plans to get her private glider license this summer. When she graduates in December she hopes to attend the Spartan School of Aeronautics in Tulsa, Oklahoma. Like so many young people in soaring, Kate says she has gained self-confidence from her experiences in soaring. In her words, "It is so much fun to work thermals, navigate around the Lake Tahoe area, and practice maneuvers like boxing the wake. Thank you so much for helping me do more of what I love."

WSPA will be offering three scholarships in 2002. Two Briegleb Scholarships for \$500 each will be offered for use at the 2002 Women's Soaring Seminar. Any woman of any age who is a student glider pilot is eligible for these scholarships. The Sky Ghost will also be offered and can be used at the seminar or at a glider FBO of the recipient's choice. Application forms can be requested from:

Phyllis Wells at
 pwells1634@aol.com or at
 1938 15th St, Penrose, CO

(Continued from page 8)
 wwwc.lsf.cis.lt/ under the date of Aug.4

The contest was marred by bad weather. On three contest days the whole fleet landed out. On two days the tasks were canceled before anybody got airborne.

And the winners are:

15-Meter Class	Standard Class	Club Class
Gillian Spreckley (UK)	Sarah Steinberg (UK)	Tamara Sviridova (Rus)
Angelika Machinek (D)	Anna Michalak (PL)	Krystyna Marsalek (PL)
Katrin Senne (D)	Halina Rynkiewicz (PL)	Claire Luyat (F).

Colin McKinley, Winston Salem,NC won the raffle

Urgent note from the Treasurer

We have a few members who are really far behind in their dues and we have been sending out newsletters to them anyway. These people will be made inactive after this mailing.

Please check the label on this newsletter. Under your address is the month and year in which your membership expires. If your think your renewal date is incorrect, please let me know. Membership dues are only \$10 per year.

Remember, you are welcome to pay more than one year at a time. Please send your check to:

GLORIA DALTON, 4826 WESTRIDGE DR, CHARLOTTE, NC 28208

One day during the seminar at Sugarbush I took the Blanik L-33 up for a local flight. I asked Steve, a local pilot, to come along for advise and suggestions. We took off around noon and towed to 3000ft AGL and I released in what I thought was ridge lift. But the lift didn't last, so Steve suggested flying out towards the middle of the valley. There we encountered only sink so I turned back to the ridge where I found some weak lift. At 1500ft AGL we decided to head home. It was then that I hit a strong thermal and began a nice thermaling climb to 3000ft AGL. By that time we had been in the air for almost an hour.

Wave Flight
 By
 Cheryl Betson

I decided to fly over the gliderport to see if the other Blanik was available for the other participants, which would mean I could stay up a bit longer. Suddenly we were in strong lift, about 500ft/min. We continued to climb into

clear blue sky with wave clouds above and beyond. When we reached 4000ft AGL, Steve told me to take a SW heading and fly straight and level. We were now climbing at 300-500 ft/min and flying at 42 knots. At 5000 AGL we flew back and forth along the leading edge of the wave cloud.

As the minutes passed, the ground dropped away and my feet began to get very cold. At 6 800ft AGL, Steve reminded me that we had been up almost 2 hours and should head back to the gliderport. I took a detour over the Sugarbush Ski Area and Waitsville Village before opening the spoilers and putting the Blanik into a slip and landing safely shortly after. This was my first wave flight and what a great flight it was. I am so thankful to the staff and club members at Sugarbush Soaring and to WSPA for giving me the opportunity to experience wave flight in the Green Mountains of Vermont. It was FANTASIC

The Story behind Britt Floden's Flight, leading to be honored with a postal stamp in her native country

(a picture of the stamp and a short note were in HS May 01)

In 1983 Britt Floden wrote the following Story to her grandchildren (Thanks to Raul Blacksten, editor of Bungee Cord)

Dear Lars and Krispin

Now that you have seen with your own eyes, that your grandmother has been honored at the Swedish Soaring Museum, maybe you would like to hear the rest of the story.

It happened on June 22, 1956, and this is how I remember it 30 years later. I was at the soaring school at Ålleberg taking a course in instrument flying, but just in case, I mentioned on the application form that I was also interested in cross-country flying. It was a chilly morning with a brisk northeasterly wind, the day after a cold front passage. The conditions seemed perfect for a distance record attempt to the south. My previous record was 157 km. My instructor, "Södde" Söderholm had no objections, but the Chief instructor did. He said that there was no car available for retrieve (true, but who cared) and he had a number of other objections, that I have long since forgotten. I guess he didn't trust me. He was also grumpy in general because of a sore toe. It was a NO GO situation. The Chief instructor went to town and I retired to my bunk bed and cried my eyes out.

After a while I decided that it was dumb to spend the whole day crying, when at least I could work on the instrument rating. So I went out to the hangar and joined the gang. But the tears just kept coming. Finally Södde said, "you are going." I said, "but won't you loose your job if you go against your boss?" That didn't seem to worry him. The preparations became hectic, we had already lost valuable time. I had to declare a goal for the flight and first thought of declaring a goal about 200 km away, enough to set a record. But again Södde pushed me along. "Why don't you declare Trelleborg? That's enough for the Gold distance." Well, why not? So I declared Trelleborg as the goal. That would be a 300 km trip. While Södde and I did the paperwork, the glider was brought out to the field. It was a Weihe, built in Germany with the Swedish registration SE-SCN ("Niklas").

My eyes were dry now and I fastened the seat belt with icy determination. There was a knowing feeling that this would be my last flight from Ålleberg. I had a map, a barograph and a list of phone numbers to soaring clubs along the way. I had no food and not enough money to get back by public transportation.

The weather was perfect. I followed cloud streets and had no problem staying up. Now and then I jumped a street to the east to avoid getting too close to the coastline. As Niklas and I came in over Skåne, the sky became overcast. It didn't worry me too much, the record was already in the bag. I just flew straight ahead at best glide ratio speed, trying to get as far as possible. Eventually the sun broke through again and I pressed on towards Trelleborg. There I landed in a large sugar beet field and a crowd quickly gathered around Niklas, We had flown 305 km in 4 hours and 45 min.

My first priority was to call Ålleberg. I gave little thought to trampled sugar beets. As a result I had a learning experience regarding diplomacy. So I made a triumphant phone call to Ålleberg and I also contacted the club in Malmö about transportation back the next day. After that I tried to reach the owner of the sugar beets. He was on his way to a party and I never met him in person. I learned that he was angry.

Three soaring pilots from the club in Malmö willingly volunteered to bring Niklas and me back to Ålleberg. I could pay later. After all the excitement I hadn't slept much and I had a grinding headache all the way home. The next thing to worry about was the party--after a Gold Badge flight you just have to treat everybody. Somewhere along the road I sent a telegram to Södde to order cookies and cakes. I trusted that I could borrow some money from my father, who lived near Ålleberg.

The party was nice. Somebody slipped a wreath of flowers over my head and I was happy. The Chief instructor was not present. We played games. One was to try to eat an apple floating in a tub of water. It was hilarious to watch. Unfortunately one young man tried so hard that his jaw popped out of joint and he had to make a trip to the hospital.

The next day the Chief instructor reprimanded us for playing such dangerous games. He didn't say much to me, at least he didn't yell at me. Södde and the Chief instructor had it out while I was away, and Södde kept his job. The Chief and I eventually forgave each other, but it took a few years. I tried to pacify the sugar beet farmer by sending him what I felt was reasonable payment, after some advice from the agricultural consultant in our area. After he threatened with legal action, I called the Aero Club and asked what to do. General Söderberg suggested an easy way out. I payed the angry farmer what he wanted, 100 kr [kroner], and wrote an article for the soaring magazine about incident, for which the Aero Club paid me the same amount.

On the more glorious side, there were big articles in the daily newspapers, even a picture on the front page. A famous radio reporter, Lars Madsen, came to our little town with sound truck and all for a 15 min. interview for Sevriges [Swedish] Radio. The kids on our street really liked that. There was also a trip to Stockholm to be on live television, but that came a year later, after I had completed the altitude gain requirements for the Gold Badge. I gained an altitude of 3365 m flying on instruments inside a thunder head and became the first woman in the Scandinavian countries to get the Gold Badge.

IN MEMORIAM – ANNE BURNS 1915-2001



This past February Anne Burns, age 85, passed away.

Anne was born in Yorkshire/England in 1915, studied engineering at Oxford University from which she graduated in 1939. She spent her professional life at the Royal Aeronautical Laboratories in Farnborough where she investigated structural, in-flight loads on airplanes. She investigated turbulence in high level thunderstorms, in the jet stream and in hair-raising low altitude flights over the North African desert. Her research was essential in pinpointing the mysterious accident causes of the first jet transport, the sleek De Havilland COMET.

Anne, together with her husband Denis who also worked at Farnborough, came to soaring late in life with Anne having already more than 1000 hours in power planes. Anne and Denis began their glider training in 1954 in Lasham with the legendary Derek Piggot as instructor.

Three years after her first soaring flight Anne became the first women crossing the English Channel in a sailplane with a 273 km flight from Lasham to Merville / France.

In 1959 she participated for the first time in the National Championships. On the first contest day she established a new National Female Free Distance record with a flight of 282 km and broke – just to make the day complete- the Women Altitude and Altitude Gain Record with a climb of over 5000m in a thunderstorm cloud.

In 1961 while on vacation in South Africa with her husband, she flew in a span of one week in a borrowed "Skylark3" (this was before the fiberglass days) a series of sensational flights: Jan 8: Speed over 300km Triangle 66.7 km/h; Jan 9: Out and Return 436 km (a world record). On Jan. 10: Denis broke that record with a flight of 565 km. Jan. 11: Anne's turn again: Speed over 200km Triangle 79.01 km/h; Jan. 13: Altitude Gain 9119 m. In addition she claimed UK-records for Free Distance: 525 km and 10543m Altitude (almost 35 000 ft).

The record books for 1961 show Anne as holder of 4 Women World Records (out of 8), 9 British records (out of 11).

In 1963 she flew a Women World Speed Record over a 500km Triangle with a speed of 103.33 km/h in a "Standard Austria"

Anne won the British Gliding Championships. Despite that victory and to her big disappointment the Board of the British Gliding Association did not include her on the International Team.

In 1967 Anne together with J.W.Oetsch flew a new Female Two Place Altitude Record with an Altitude of 9519m in a Schweitzer 2-32 in the Pikes Peak, Colorado wave.

In 1976 at age 61, Anne ended her flying career after a freak accident that caused her to bail out of a Nimbus 2. She never got at the controls again and spent her remaining years fishing and playing competition level pool.

AWARDS

1939 she graduated from Oxford University with a **first class honours** degree in Engineering Science.

She had a long career in the Structures Department of the Royal Aircraft Establishment Farnborough:

She was awarded twice (1955 and 1963) the "**Queen's Commendation** for valuable services in the air".

In 1958 the Royal Aeronautical Society awarded her the "**R. P. Alston Medal** for practical contributions to aircraft safety".

1961The Royal British Aero Club awarded the "**Britannia Trophy to Mr. and Mrs. Burns** for their most notable contribution to British aviation".

The British Women Pilot Association awarded the "**Brabazon Cup**" to Anne and repeated this award in 1963.

1966 she was awarded the "**O.P. Jones Cup**" by the British Women Pilot Association. The Royal Aero Club named her their **Silver Medal Winner** for "outstanding achievement in the field of gliding flight."

The **Lilienthal Medal** "in recognition of her competition victories and her record flights."

In 1967 she received the "**Whitney Straight Award**", which was established to recognize the achievements and status of women in aviation and the "**Air League Founders Medal**" for her gliding success.