



DaAugust, 2006

# Hangar Soaring

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

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## LOOK!

The 2007 WSPA seminar will be held June 18-22, 2007 at  
Central California Soaring Club at Avenal CA. Details not  
available yet.

For Information contact Ruth Cook at

[higgiruthh@hotmail.com](mailto:higgiruthh@hotmail.com)

Phone 831 214 0345



20 Years of  
WSPA



**The founding "mothers" and their helpers  
Tuscon, AZ 1986**

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 :

**Arleen Coleson**  
**Treasurer**  
**324 E Yucca Dr.**  
**Hobbs, NM 88240**

ELECTIONS ARE HELD EVERY OTHER YEAR. THE 2005/06 BOARD

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## Badges by Helen D'Couto

**Diamond Badge**  
Kathy Taylor #966

**Diamond Distance**  
Kathy Taylor 500 km

**Gold Badge**  
Sylvia Szafarczyk #2504

**Gold Altitude**  
Sylvia Szafarczyk  
Grace Higgins

**Silver Badge**  
Marilyn Meline  
Grace Higgins  
Hiromi Nakatsuka  
Laura Hession

**Silver Altitude**  
Grace Higgins

**Silver Distance**  
Grace Higgins  
**Bronze Badge**  
Lynda LaBerge

**C Badge**  
Lynda LaBerge  
Erin Finger

**B Badge**  
Barbara Eckstein  
Lauri Harden  
Lynda LaBerge  
Rachel D Fleming

**A Badge**  
Amanda J Schaffer  
Barbara Eckstein  
Lynda LaBerge  
Ashley Sprandel

**1-26 ASSOCIATION REGIONAL RECORDS**  
Region 11: Feminine Class: Absolute Altitude/ Gain  
Height; 16,010ft/8480 ft Krystina Stave

WSPA member Michael Grave  
Gold Badge



## From the President

This year's annual meeting of the WSPA took place at the seminar at Chilhowee, with ten WSPA members present. (Some participants were unable to spend the whole week at the seminar site) The treasurer's report Arleen had prepared showed that we are in good financial condition, with operating income for the year of \$2,152.33 (primarily from membership dues and merchandise sales) and expenses of \$1,366.14 (mainly for the newsletter and office expenses). The organization has total assets of \$26,285.73, of which \$14,297.10 is designated for our scholarships. Winners of several scholarships were announced, and the Anne Morrow Lindbergh Challenge Trophy was presented to Sarah Kelly, our seminar host at Chilhowee. The Lindbergh Trophy recognizes the woman with the longest cross country flight in the preceding season. Sarah's flight was really impressive! On June 16th, 2005 she flew a Discus "b" from Moriarty, New Mexico, to Big Sky, to Alamogordo, and back to Moriarty, a distance of 517.2 km with an average speed of 51.9 mph. With this flight, she earned her Silver, Gold, Diamond Distance and Diamond Goal badges. She also received the WSPA competition scholarship for this season. Way to go, Sarah!

We reviewed the changes to the bylaws and their impact on the elections coming up in November. Unfortunately, we haven't received the final results of the vote yet. We anticipate that we will be electing two representatives each from Eastern, Central, and Western regions, as well as one international member.

If you are interested in promoting women's participation in soaring, please consider running for the board from your region. It isn't a very time-consuming responsibility, as we conduct most of our business by e-mail. It's a great opportunity to grow your enthusiasm for soaring and share it with other women pilots. If you are willing to be a nominee, please contact

(President on page 4)



## From the Editor

WSPA's 20th anniversary sent me on a search of how many of the original members are still on the roster. Although I could not find the original roster from 1986, Bertha Ryan had the roster from 1987. The following are still with us or have rejoined over the years.

Marion Barrit  
Lisabeth Boyce  
Elaine Carlson  
Arleen Coleson  
Diana Dade  
Janet Dalbec  
Gloria Dalton  
Joanne Daniels  
Helen Dick  
Jana Drane  
Linda Mae Draper  
Terry Duncan  
Frauke Elber  
Doris Grove  
Sandra Hardy  
Peggy Hine  
Madeleine Holland  
Betsy Hopson  
Bob Hurni  
Mary Hunt  
Majorie Kelley  
Mid Kolstad  
Patricia Laverty  
Maryanne McDaniel  
Iris Mittendorf (now Striedieck)  
Eulalia Nichols  
Susan Personett  
Norma Ravensborg  
Margarett Roy  
Bertha Ryan  
Julie Schneider  
Virginia Schweizer  
Erica Scurr  
Joann Shaw  
Sharon Smith  
Sharron Stemler  
Kathy Taylor  
Pat Valdata  
Monique Weil

**Passed away**  
(as far as known)

Dorothy Asdel  
Britt Floden  
Betsy Howell

WSPA presidents over the last 20 years:

Sharon Smith  
Pat Valdata  
Janet Sorrel  
Lucy Anne McKosky

About 90 members were listed on that roster. I found several who are not on our roster anymore but in the SSA membership listing.



## 2006 SCHOL- ARSHIPS AWARDED

by Phyllis Wells,  
Chair - Scholarship  
Committee.

Once again the Women Soaring Pilots Association has been able to help women achieve their goals in soaring through our scholarship program. Twelve women applied for our scholarships. Five scholarships were awarded, each for \$500.

**Ashley Sprandel** received the Briegleb Scholarship which helped pay for her expenses to attend the Women's Soaring Seminar held at Chilhowee Glider Port in May. Ashley is 19 years old, a senior in high school, and is working toward her Private Glider License. She is from Kendallville, IN

**Ashlee Klemperer**, from Bend, OR received the Sky Ghost Scholarship which she will use to toward obtaining her Private Glider License. Ashlee flies with the High Desert Soaring Club. She is continuing a family tradition of soaring started by her grandfather and father.

This year the National Soaring Foundation donated \$500 for us to use for a scholarship. This scholarship went to **Helen D'Couto**

(Scholarships on page 4)

## Treasurer's report As of June 30, 2006 By Arleen Coleson, Treasurer

### Current Assets

Checking/Savings  
Checking Lea County State Bank  
26,650.38

Total Checking/Savings  
26,650.38

Total Current Assets  
26,650.38

TOTAL ASSETS  
26,650.38

### LIABILITIES & EQUITIES

#### Liabilities

Current Liabilities

Other Liabilities

Briegleb Scholarship Fund  
209.68\*

Competition Scholarship Fund  
352.00\*\*

Maria Faber Scholarship Fund 535.00

Misc. Donation Fund 5311.09

Flying Monteques Scholarship Fund 590.00

NSF Scholarship Fund 0.00

Sky Ghost Scholarship Fund 7483.33

Total Other Current Liabilities 13,777.10

Total Current Liabilities 13,777.10

**Total Liabilities 13,777.10**

#### Equity

Net Income 1670.84

Retained Earnings 11202.44

**Total Equity 12873.28**

**TOTAL LIABILITIES & EQUITY 26 650.38**

- Briegleb 2006 Scholarship paid - \$500
- 2006 Competition Scholarship paid - \$500 (\$352 from General Scholarship Fund)

### PROFIT AND LOSS July 1, 2005 - June 30, 2006

#### INCOME

Interest Income 55.71  
Membership Dues 1,750.00  
Merchandise Sales 1,088.15  
Raffle Income

384.00

Seminar Income 000.00

No seminar report has been received

Total Income

3,277.86

#### COST OF GOODS SOLD

Merchandise - Expenses 57.60

Total Cost of Goods Sold 57.60

Gross Profit

3,220.26

#### EXPENSE

Newsletter Expense 664.89

Office Supplies & Expense 337.65\*

Postage Expense 157.74

Seminar Expense 38.05

SSA Convention Expense 408.89

Total Expense

1,607.02

Net Income

1,613.24

Note: Office Supplies and Expense are more this year due to having to reprint letterhead, envelopes and membership cards. Supplies on hand should be sufficient for at least 2 yrs.

## DONORS



Janine M. Acee  
Bill Batesole  
Cheryl Beckage  
Elizabeth Brock  
Dick Butler

Lisabeth Boyce  
Elaine Carlson  
Janet Dalbec  
Gloria Dalton  
Dirk Elber  
Frauke & Wolf Elber  
Job Faber

Maria Faber  
Virginia Farnsworth  
Ulrike Franz  
Bernie Gross  
Beth Habecker  
Betsy Hopson  
Rosalie Keene



Colleen Koenig  
Mid Kolstad  
Betty Loufek  
M&H Research  
James & Judy Maylie

(Donations on page 4)

*(Donations from page 3)*

Susan McGinn  
 Lucy Anne McKosky  
 Pat McWhorter  
 Anne Mongiovi  
 Mark & Neita Montague  
 National Soaring Foundation  
 George O'Leary  
 Rolf Peterson  
 Lisa Rhuman  
 Mary Rust  
 Cynthia Scanlan  
 Tammy Scott  
 Lisa Sergent  
 Lisa Setz  
 Jo & Charles Shaw  
 Andrea Simpkins  
 SSA National Sports Class Contest  
 Jessica Stearns  
 Bob Sunday  
 Margot Taylor  
 Dale Thompson  
 Jeanie & Kent Thornburg  
 Patricia Valdata  
 Kerry & Arlene Wheeler  
 Jeep White  
 Willamette Valley Soaring Club

Special thanks to **Mitch Hudson** who has generously made available his Discus "SEX" to several young women

## Welcome New Members.

**Wolf Elber**, Newport News, VA.

**Lindy Crist**, Huntington, CA (sponsored by Betty Lufek)

**Dianne Howell**, Cleveland TN (Dianne joined during the seminar but was accidentally omitted in the last HS issue)

**Mark Montague**, Reno NV

**Laura Otero**, Ringgold GA (sponsored by Sarah Kelly who is Laura's instructor)

**Peter F. Selinger**, Stuttgart/Germany (Peter is a well-known author of soaring books)

*(Scholarships from page 3)*

from the Soaring Club of Houston. Helen has been flying gliders since she was 13 years old. Now at age 16, she will soon have her Private Glider license, with plans to fly in competition and to help other youth get into soaring.

This was our first year to offer the Maria Faber Scholarship. It was Maria's dream to offer a scholarship that would help women get advanced ratings and/or become more proficient in their soaring skills. We had four experienced women pilots apply and it was a difficult choice. **Cheryl Beckage** from Central Indiana Soaring Society was chosen. Cheryl began soaring late in life, just like Maria. She soloed when she was 40 years old. Having received her

bronze and Silver badges and several state records, her goals now are to become more proficient in cross country and eventually obtain her commercial and instructor licenses.

This is the third year we have offered the Soaring Competition Scholarship. The objective of this scholarship is to encourage women in the U.S. to begin competing in soaring contests. WSPA members who meet the requirements to be in a sanctioned contest (experience, equipment, and crew) are eligible to apply. This year this scholarship went to **Sarah Kelly**, owner and manager of Chilhowee Glider Port. Sarah competed in the Region 5 contest in April and finished 7<sup>th</sup> in her first contest.

WSPA also gives \$300 each year to

the National Soaring Museum to help a young girl attend the Eileen Collins Space and Aviation Camp held at the Soaring Museum. This is the 5th year we have helped introduce a young person to the wonderful world of aviation.

It is so exciting to be able to help women with their soaring goals. The Scholarship Committee and all the members of WSPA give a special thank you to those in the soaring community who have supported our scholarship program, either by buying something we were selling as a fund raiser or by giving a direct donation. You have been very generous and we appreciate it. We know the recipients of our scholarships are especially thankful.

Runner-up 2007 Limerick contest  
 By Frauke Elber

**A girl named Sarah and not shy  
 Took SEX up to the blue, clear sky.  
 It was then my surprise to see,  
 SEX on the ground in Tennessee,  
 Ready for Sarah once more to fly**



And inspired by recent OLC listing  
 By Frauke Elber

**With SEX back in the sunny west  
 Kathy Fosha tries to fly her best.  
 Up in the skies  
 She daily flies  
 Fleeing the Moriarty nest**

*(President from page 2)*

Frauke Elber or me, and include a brief bio that we can use on the website and in the newsletter. Help keep our organization strong!

For me, the best part of the seminar is just being with other women pilots. I'm inspired by their achievements, and they encourage me to try for new goals. We all support each other, sharing our triumphs and frustrations. I would like to see as many members as possible participate in the seminars. That's why we try to alternate locations between the eastern and western halves of the country. Since we met in Tennessee this year, the 2007 seminar will be in the west. It's always a challenge to find a host club, and we depend on WSPA members to step forward and volunteer. Bringing the seminar to your club will give you the chance to meet some wonderful women, and it's a great way to get more women in your club involved in soaring and WSPA. Even if you have never been to a seminar, the board members can help you with ideas and resources to plan a great program. Frauke Elber is a great resource – she has even developed an information guide for seminar planning. Please consider how your club could host a seminar, and feel free to contact Frauke or me for more information.

We're working on plans for the 2007 seminar – the date and location will be announced on the website as soon as they are determined. I hope I'll see you there!

Women soar!

*Lucy Anne*

At the Chilhowee Annual Meeting Neita Montague made the following announcement:

### Montague Scholarship

We will add \$500 to the scholarship for this one time only so that the scholarship recipient would get \$1000 for the 2007 Seminar... Afterwards, unless we decide otherwise, we will give a \$500 scholarship and we'd like to see if WSPA can match it if you can, but you are not obligated to do so.



The following e-mail went out via WSPA @womensoaring.org

*"On July 19, Jo Shaw flew 570.10 km in her 1-26. With the high handicap factor Jo was credited with 932.15 pt in the OLC scoring. OLC queen so far is Kathy Taylor in her ASW 27."* to which several of our members asked Jo for more details. In two follow-up e-mails Jo provided the details of her flight

### Jo Shaw's Great Flight



Thomas Pressley

Charles and Jo Shaw and 1-26 "196"

When I did my first 1-26 diamond distance flight in 1975, several of our male counterparts insinuated it was a fluke. The 1975 flight was so easy (fantastic weather), I assumed I could do really great things, if I had higher performance. So first the ASW-19, then the two Nimbi.

Six years ago it finally dawned on me it was time to go back to my roots in the same precious 1-26 my husband and I bought in 1964 (and have owned ever since). By then, I had begun to agree that my original diamond flight in 1975 really was a fluke. If it wasn't, it ought to be repeatable. It has taken me five years, and lots of fun trying.

Dr. Jack promised exceptional soaring weather along my course line on July 19. He was a third right. I had an easy departure about eleven MDT in strong, well-marked cu to 7,000 AGL. Dr. Jack promised 10,000 AGL cloud bases at 3 PM. He was wrong. (He frequently is terribly overly-optimistic, so I tend to ignore his predictions) I released from tow at Hobbs at 10:45 MDT and touched down at Stanton Co. APT, Johnson City, KS, at 18:41 MDT. I had declared a Goal

about 10 north of Elkhart, KS 313 sm from release. As one can only claim one distance record per flight these days (FAI rule change), there wasn't much to be gained by flying further, if I claimed the goal - which I did. I feel a goal reached has more significance than free distance.

I got to 8,800 AGL twice early in the flight, and ended up being able to get to only 6,000 AGL for the last 180 miles in nip-and-tuck weak lift and clear skies. I fully expected to land at Stratford 220 miles out, but blundered into weak lift and just drifted with the 15 kt tailwind. Except for the Canadian River bottom where the soaring still was really good, I was over friendly agriculture. I am fairly certain I could have tacked on another thirty or so miles, if there had been any incentive to do so.

### Liz Schwenkler Makes Soaring History



Sam Zimmerman

Pictured back row: Heinz Weissenbuehler, Garret Willart, Brian Milner  
Front: Liz Schwenkler

On July 27, 2006 Liz Schwenkler, 28 became the first woman in the US winning a national contest: the Open Class contest held in Hobbs, NM.

Liz began soaring at age 14. Before she had reached age 20 she held several New York state records.

In 1999 Liz was a member of the US Junior Team participating in the Junior World Championship in Holland.

She has flown in numerous contests, regional and national. Just prior to the Open Class contest, Liz flew in the 15m contest finishing 4th.

When the news of Liz's win broke, WSPA received the following letter:

I am so happy to read about Liz's success!!! She is incredible!  
I was pleased to meet her at Woman Soaring Seminar at Harris Hill, NY, two years ago.

Liz,  
congratulation from the other side of the Atlantic ocean, from Europe, Slovenia!!!!  
Continue your success in the air!

Vesna and other woman pilots from Slovenia.

**Congratulations, Liz**

## GRAND PRE 2006 – by Yvonne Loader (New Zealand)

(editor's note: Yvonne has been a frequent contributor to Hangar Soaring, she also participated in the Paper Glider Project in 2003. Yvonne towed during the Grand Prix)

I was fortunate enough to have the 2006 Grand Pre event held about 3.5 hours drive from my home so it was relatively easy to schedule a few days at Omarama to enjoy this spectacular event.

Simply amazing, advanced TV graphics technology together with onboard cameras combined with live helicopter filming was rolled out for the first time at the January 2006 Grand Pre event enabling ground crew, gliding enthusiasts and the public alike to visually follow in detail gliders flying a competition task – a giant leap forward for gliding. The days of launching gliders not to be seen until they come back across the finish line have the potential to disappear.



**The BIG viewing Screen**



**Heli tracking - Capturing the action**

Developed in New Zealand, initially for the public to follow America's Cup Yacht racing, the technology has now been adapted for gliding. Sitting in front of a giant screen you can see the pilot's faces 'live', the instrument panel and exactly what they are seeing out the front at that minute.

Cameramen in chasing Helicopters captures the action as gliders race across the spectacular scenery while instant updates relating to their height, speed, lift and descent patterns, are beamed in from GPS's, to be displayed on the screen.

Graphics come into play to illustrate the separation in time and distance between gliders, tracks being flown, closing speeds etc to truly capture the excitement of gliders racing neck and neck. Eleven gliders took part piloted by such famous names as Uli Schwenk of Germany, Sebastian Kawa, Poland, Giorgio Galetto, Italy, David Mockler, USA, Peter Harvey, Great Britain, Mette Pedersen, Denmark, Graham Parker, Australia, Oliver Darroze, France and three New Zealanders, Terry De Lore, John Coutts and Ben Flewett.

To literally 'see' such famous gliding pilots in a highly aggressive and competitive racing competition was a treat indeed, their brilliance and skill graphically illustrating why they are the top rated pilots in the world. There were unexpected turns as well. During the competition onlookers witnessed the drama of one pilot taking a wrong turn into a very inhospitable area and endured an anxious wait to know the outcome. Managing to cross a mountain range which got him back into a safer area too much height had been lost and we watched as the

pilot got lower and lower and his path followed the valley floor to a land out on a four wheel drive track in a river bed fortunately without harm but the reality of the situation causing anxious times for his partner, crew and viewers alike. Another pilot became bogged down for over an hour before finally getting enough height to finish the race to a huge cheer. The benefits of having first hand knowledge of what the pilot has been through during the day creating a new level of interest, talk and understanding as the struggles have been seldom witnessed in the past.



**An example of the close finishes**

The Grand Pre event itself has been developed to make gliding competitions easier to understand, more attractive for the public and the media, as well as to promote worldwide expansion of the public image of soaring which can only have great outcomes for our sport. Instead of racing against the clock, as we do in most gliding competitions, pilots competing in a Grand Pre event need to cross the start line as

close as they can to the start time (ensuring they do not cross the line a second too early to lose valuable seconds having to turn back) and it is head to head racing from there - any edge in performance one type of glider has over another is there for all to see.

In addition of course it is great to meet the top international pilots and to watch how they fly and learn their techniques and strategies which hitherto have been secret from all but those competing at the top level. There wouldn't have been a pilot watching who did not learn heaps and many comments were heard from local competition pilots planning changes to their racing style in future but perhaps most of all it was great to hear a non gliding media person saying it was the most exciting sporting event they had ever witnessed. Have you ever heard that before from someone standing on the ground during a gliding competition?

This exciting new flight following technology will be marketed to the world so I do hope you have the chance to witness such an awe-inspiring spectacle soon in your part of the world.

#### GLIDING POULARITY CHALLENGES NEW ZEALAND'S TOP HOSTING COMPANY.

The New Zealand Grand Prix is over with planning for a second one already under way. The organizers report that during one day of the event, their web site had 370 000 hits, with a large number from Denmark, keen to keep abreast of their pilot, a woman's world champion. iSERVE, New Zealand's web hosting company had to temporarily reduce its level of service due to unexpected high inward demand from overseas traffic. Several video files had to be transferred to a US based server during one half hour period before the site could be restored. "Never before has the sport attracted so much attention, proving the Grand Prix achieved its main objective of raising awareness of gliding and providing the world class pilots with the recognition they deserve. "If we can keep the momentum going, the future for gliding is looking very bright indeed" said Grand Prix director Peter Newport



**15 m Women World Champion Mette Schmelz Pedersen, Denmark, the only woman flying in the Grand Prix**



## Where in the World is Monique Weil? Reports by Monique

In the past Monique reported from her excursions and flying in Lake Keepit, NSW Australia and St. Auban, France. Here are her 2006 adventures

*At the beginning of the year Monique wrote:*

I did go to NZ over Christmas and had a fabulous time. Omarama was of course the high point of the trip.

The Omarama costs were even higher than I thought and I really had to ignore that or I would not have gone. The flying there cost at least 4 times as much as St Auban, which was quite reasonable.

The whole country was even more beautiful than I imagined. I traveled alone, mostly on buses, some trains and some boats, gliders and one Cessna scenic flight.

I concentrated in the South Island, the most scenic island. I planned the first part of the trip by looking at web sites for ideas; had a week gliding in Omarama and then spent the last few days in the North Island. Many of my photos - I bought my first digital camera before the trip, after my regular cameras were stolen - can be seen on the Yahoo web site under my name, - let me know if you can't find them and I'll send you the link - I was able to stay in several "backpacker hostels", mostly in "caravans" even though my backpacking days are long gone and the age there was 1/3 of my age. The people were extremely friendly and helpful.

In Omarama I was very lucky to have some good weather days. We had all kinds of weather on this trip, rain, sun, wind, cold, freezing, and a little summer weather thrown in as a bonus. 3 days were no-fly days; the first day of their contest was cancelled and the next day everyone landed out! (this is not the Grand Prix, just a local contest). The soaring was varied

and could include thermals, wave, ridge lift, convergence all on the same flight. Spectacular scenery with the glaciers and high peaks offering breath taking views. On my best flight, there was very strong wind, few were flying: it was a blue wave and we were the only glider to manage to get in wave. We followed a convergence to the Pacific (East!) coast, then climbing in ridge lift and getting in wave, flying downwind in wave to Mt Cook and all the glaciers -clearly visible as there were no clouds topping the peaks - continuing on to the other coast (the Tasman sea on the West Coast) and fighting an 80knot head wind to return home. Unbelievable flight! This one was with G (that is the name of the instructor). I also flew with Gavin Wills of course, a real champ and with Lemme, another Brit. I also flew briefly at another nearby field, with someone who is a cousin of one of my gliding club buddies and is himself the President of one of the gliding clubs.

*Later in the year she was traveling again, this time in Europe. The following is what she reported from that trip*

I just came home from beautiful Slovenia and bring greetings from our Slovenian friends and WSPA members, Dani, Natasha, Jasna, Natalia. We talked about you and about our wonderful week last year at Air Sailing (Reno). Those of you who were at Air Sailing remember our Slovenian group I'm sure. Well, they went all out to make my week's stay memora-

*(Where in the World on page 8)*



**Where in the World from page 7)**

ble, making sure I had gliders to fly if the weather allowed and sight seeing when the weather was not soarable.

The Lesce-Bled airport is a flyer's paradise, with 3 Blaniks, 7 single-seat DGs, aerobatic Fox and lots of private gliders, including an ASH 25 which I flew with Andre Kolar, (ed. note: who was essential in establishing the "Slovenian connection") the primary creator of the soaring software "See You". Unfortunately the weather did not cooperate and the wave forecast did not materialize but the ASH 25 is a sleek 2 seater which gave us a prolonged sled ride.

The club's flagship DG-500 was down for a 1,000hr maintenance but the girls had arranged for me to fly a DG-500 in another club 100 miles away, if the weather had improved.

In addition to gliders and powered aircraft the country's Parachute team was having a 2 week training in accuracy spot landings (where inches count) on a special pad on the grass field. In addition, on the other side of the field is an area set aside for RC aircraft.

It is hard for me to describe for you the warmth, caring, generosity and attentiveness of these young women whom I had only previously met during the Air Sailing week.

Dani lives near the airport and coordinated most of the arrangements, so that activities were available for me to choose from when the weather was not flyable, such as a trout fishing expedition, a day's drive with Dani and her daughter Otan to Piran on the Adriatic, visits with Natasa to Lake Bohin National Parks, with Dani to the Elan factory where gliders, skis and boats are built, and with Jasna to Lake Bled where Tito had his summer villa and to Bled Castle and museum. The previous week's weather had been great and the following week was probably also very good but it was cool and wet at times during the 8 days I was there. Actually on my first day the forecast was not good but it turned out otherwise and Jasna and I took a Blanik for a very pleasant 2 hour local thermal flight before it overdeveloped. I spent my free time trying to learn Slovenian from the book and tapes I had brought and tried to memorize a few new words each day.

I chose to stay in a little room in a white building on the Airport called the White House which worked out well for me as it was accessible to walk to town or to nearby villages. It was on one such walk that I tripped and fell

and injured my ribs - painful but not serious. Natasa was so concerned about me that she insisted on my seeing a doctor. It so happened that the Chief of Surgery in a nearby town was also a glider pilot so a quick phone call resulted in an informal medical visit, and X-rays. I believe that the experience of being a patient is one way to get a feel for how things work in a country one visits.

In spite of poor weather conditions for soaring and of my self-inflicted injury I had a truly enjoyable week and feel that I am a part of the family of these friends. :-) The surroundings are very beautiful, in a valley with mountains on both sides, with little villages sprinkled around. Practically each house has its vegetable garden, well tended by the retired heads of households. With good reason, everyone I met seems proud of their homeland; all were very hospitable and friendly.

I particularly enjoyed meeting my friends' parents and talking with them - either in broken German, English or Italian - about their lives.

Jasna's father showed me his logbooks from his flight training in England during the Second World War and his eyes lit up when he recalled his early flights. Natasa's mother is a talented artist who only took up painting recently; she spent a day making me a painting of a Slovenian peasant woman in traditional dress. My friends' mothers are all excellent cooks and I tasted delicious home made pastries all week.

I won't need ballast now for a while.

At Jasna's urging, I joined her - and other pilots from Slovenia - in flying to England via Easy Jet to attend the Annual Congress of the Federation of European Woman Pilots (FEWP) in Cambridge. We toured Marshall's Aerospace maintenance hangars at the Airport, and spent a day in Duxford (in the rain) visiting the Imperial War Museum, focusing on the aircraft from the Battle of Britain. The 70 people in the FEWP group had our Gala Dinner in Queens' College Old Hall, a 500yr old + building. Then in the morning we had a guided walking tour through the Cambridge colleges. I talked about WSPA with the women in this group and invited them to come to our seminars.

If any of you are interested in more information, please do contact me.

My photos will eventually be downloaded and available to anyone who wishes.

## A License to Learn

By Robin McDaniel

*Editor's note: over the last 2 ½ years Hangar Soaring readers could follow the progress Robin made to become a glider pilot. The following story brings to a close her trilogy "Sybil will fly one Day", "Pink Slip" and now "A License to Learn". Thanks Robin for letting us all take part in your experiences.*

April 7<sup>th</sup>, 2006 was the day that closed a very long chapter in my life. I never thought the day would come that I would pass my check ride and become a glider pilot. I took my first check ride for Private Glider Pilot back in February and failed. I think I failed mainly because I never believed that I could really do this. I grew up with four brothers and the boys always did Stuff and us girls would be the spectators. Back in the late 50's and early 60's that's what a lot of us girls did and we really never questioned it. So when I was faced with this opportunity to learn to fly, part of me, I guess, never really took it too seriously that I would go all the way and really do this. But about the time we killed off my evil twin "Sybil" (as you may have read in "Sybil Will Fly Some Day"), I started thinking that yes, I can go all the way. I was getting really excited about all of this flying.

After I failed my first check ride I had very mixed emotions. My mind was telling me "See, you're just a girl. You can't do this kind of Stuff. Blah, blah, blah" and all that kind of negative self talk. But my heart was in no way going to give up after all the work I had done and all the efforts from so many people who had faith in me that I could succeed. None of them ever said a discouraging word about it, how could I give up now?

After letting myself feel sorry for myself for about a day I got back on track and pressed on. The next few weeks were work, work, and more work. My instructor told me, "No FUN Flying for YOU! Every flight will be prep for your next check ride." So there it was, box the wake, steep turns, slack rope recovery, MCA, stalls, turning stalls, slips to a landing, spot landings, etc, etc. I tell you I think I can box the wake with my eyes closed.

But back to the story of that day. It was getting close to the 60 day time limit after which I would have to do the oral all over again and my instructor and I were thinking that maybe we would just put it off until the fall. Just relax over the summer, fly and have fun, and worry about it in September or October. Then the Examiner called on Thursday evening and said he was in town and would be available to go and fly, just flying for fun, the next day. I dropped everything I was doing and arranged for a tow pilot to be there.

The next day was beautiful, sun shining bright, light wind, just the kind of day that makes you glad you're alive. We took a high tow and talked on the way up just like two people having a good time flying. No pressure to perform, just doing what I knew I could do. We landed after about fifteen minutes. We



had a great time just flying and I was so RELAXED. We were going to go again when he said, "Why don't we make this a check ride flight? I think you are ready." My heart leaped! And I said, Are you sure? And he said, "Just do what you just did." Those were the magic words that my instructor said to me on the day I soloed. My head even said, yes, yes, yes. So we took care of all the formalities and before I knew it we were back in the air doing a check ride! And here I thought this wasn't going to happen until the fall!

Well, the whole check ride was pretty much uneventful. All went well and I think I made some of the best landings ever. I just felt SO elated! The Examiner knew how to put me at such ease and really brought out the very best in me. This whole glider community is full of people like him and I am proud to say that I am a part of that group and I can fly with the boys.

## HELP WANTED

**Where:** 2007 SSA Convention, Memphis, TN

**Job:** assistant WSPA booth attendant (preferable local or from nearby)

**Benefits:** no convention fee, meeting other interesting women (and men), shared hotel accommodations



*Frauke*

## The History of the Limerick Contests

*Hangar Soaring posted the question: Does anybody know how the limericks got started. Immediately two answers to the question were received. Arleen and Eric Colseon wrote:*

Do you remember where the Flying Goddess came from? Were you at the Women Seminar in Colorado Springs?

My husband Eric and I had been to Hawaii to visit his parents just before the seminar. We were very involved in the seminar planning and implementation and as we walked through the stalls at the Maui flea market, we saw the Goddess hanging from her strings in a stall full of all manner of Goddesses.

Eric said - "We have to get her". And so we did. As you now know, she packs easily so we were able to bring her home from Hawaii in our suitcase. On the long flight home we talked about how we might use her in the seminar. His idea was that a limerick contest could be a lot of fun. The Goddess could pass along from year to year to the winner.

And that is how she came to be. It was such fun buying her and bringing her to the Colorado seminar and it is such a joy to us to see how much fun we all have had over the years as she makes her way around the world!

*Ruth Dusenberry sent the "Epic Limerick" with the following note:*

I was a "mature" student pilot (49 years old) from the Detroit Michigan area in 1993. Having started flying gliders only a year before, Black Forest was my first WSPA seminar. It was awesome in scope, with at least 3 different launch sites around Black Forest Glider Park each day. (and 70+ participants, Ed.) That's why the "schedules" became such an important issue, because you had to be in different physical locations, depending on how you were scheduled. Phyllis Wells was in charge and kept her cool as daily afternoon thundershowers cut schedules to ribbons. I thought that all seminars were produced on such a grand scale!

The afternoon before the banquet was pretty rainy, so I had a lot of time to spend writing the epic limerick. We were scheduled to go on to the second location for the seminar, Westcliffe, the next day after the Black Forest banquet for more mountain ridge soaring adventures. After winning the award, the Goddess spent the next year soaring in my enclosed porch in Bloomfield Hills, MI. I tried to make her feel connected to the out of doors as much as possible.

## The "Epic Limerick" by Ruth Dusenberry

There once was a lady named  
Phyllis,  
Who organized, assigned, and  
arranged us,  
From all over we came,  
With soaring our game,  
To break records and test mettle  
within us.

From morning 'til night she would  
peer,  
At multiple schedules held dear,  
As we wandered by,  
We could all hear her sigh,  
"I'll just move the front to the rear!"

Women pilots from across the  
nation,  
Came for glider experience varia-  
tion,  
Black Forest was great,  
Despite the long wait,  
For check rides, good weather,  
urination!

Local club members assumed  
many functions,  
To feed us and sooth us with unc-  
tions,  
From running our wings,  
To mounting tow rings,  
And weathering our testy ram-  
buncions.

We tried to pretend we were rap-  
tors,  
But g.d. weather made us captors,  
Of shelters and spaces,  
That gave us dry places,  
To change schedules, and prove  
us adaptors!

Our tow pilots tried to keep us in  
sight,  
While with foreign controls we  
would fight,  
In many strange ships,  
With curses from our lips,  
Toward landings that were no  
delight.

But after a few days we would  
gain,  
Renewed control to maintain,  
We then wheeled and soared,  
Without getting gored,  
And hearing the "Back Seat" com-  
plain.

The whole program clearly was  
great,  
We enjoyed this part of the state,  
Goodbye Black Forest crew,  
For Westcliffe challenges new,  
We can't wait 'til the '94 date!!

## Hear Say (Summer 2006)

The 2005 winner of the Lew Neyland Award is **Krystyna Stave** of Las Vegas Soaring, who set two feminine altitude records and achieved Silver altitude in a 1-26.

**Cole Frantz** and **Karen Geisinger** participated in the Region 5 contest in Cordele, GA and finished 7<sup>th</sup> and 8<sup>th</sup> respectively.

**Liz Schwenkler** flew the Harris Hill DUO at the Sportsclass Nationals in Mifflin, giving several Harris Hill Juniors the opportunity to experience competition flying. She also competed in the 15m Class Nationals in Montague, CA where she flew Doug Jacobs Ventus 2Cx. Liz finished 4<sup>th</sup> in a field of 27. **Liz made soaring history when she became the first American woman winning a National Championship. Liz won the Open Class Nationals flying a loaned Nimbus 3.** The following entry was found in the daily contest reports: "Liz will be moving to Germany in the fall to work full time at Schempp-Hirth where she trained a few years ago. She has been the shop foreman at M&H Soaring for quite a while and will surely be missed there. Quite an accomplishment for one so young. Our loss will certainly be Tilo's (Holighaus) gain". (and the gain of the German competition scene. Editor). **Jayne Reid** flew in the World Class Nationals. **Jo Shaw** as part of team 196 (Jo and husband Charles flying as a team) finished 5<sup>th</sup> in the 1-26 Nationals. **Kathy Fosha** competed in the StandardClass Nationals in Uvalde.

On 26 May 2006 Neita Montague reported

**Grace Higgins**, a recipient of one of the scholarships for the 2005 WSPA Seminar (held at Air Sailing, Reno, NV), attended the ASI Thermal Camp and flew to 17,500' this week.

The following day Grace wrote the following:

Not to brag, but the next day I reached 20,300 in the Pyramid Wave Window. It was the coldest May day of my life, but also the most exciting. Thanks to WSPA for getting me interested in AirSailing. I'm afraid that I'm hooked!

The following Seminar participants in Chilhowee reported achievements: **Marla Morgenstern**, Commercial Rating; **Ashley Sprandel** (19) solo and **Laura Otero** (14), who is a local at Chilhowee also recently soloed.

**Anna Laura Geusen**, one of our young German members and daughter of Sylvia Sella Geusen, also a WSPA member and last year's seminar participant, recently flew her first solo.

The FAI congratulates **pilots Klaus Ohlman / Kathrin Woetzel**[Germany] AND **Thomas Gostner /Stefano Ghiorzo**[both Italy] with their new ratified WORLD record [Class D gliders ] for a distance using up to 3 turn points , flown in Chos Malal [Argentina] over 2.129.9 km.

This is a joint record in Open Class, both gliders were Nimbus 4 DM ,for a joint flight. The record was flown on November 11, 2005.

The previous record was flown on December 17, 2004 by Manfred and Gitte Albrecht from Germany.

In the time frame of November 20-28, 2005 the French pilots **Ghislaine Facon and Sidonie Ohlmann** (wife of World Record flyer Klaus Ohlmann) flew 6 world records in a Stemme

**Alena Netušilová, Czech Republic and Yvonne Schwarz, Switzerland** were the only women flying in the FAI multi-class World Championships in Sweden. Alena finished 12<sup>th</sup> out of 23 flying a Ventus 2A in Standard Class and Yvonne finished 26<sup>th</sup> out of 36 in the 18m Class flying a LAK 17A. **Johanna Biedermann/ Poland** finished 16<sup>th</sup> in the World Class World Championship in Southern France

The German Women National Championships saw 38 pilots competing for the Championship title. One non-German pilot **Marilyne Berade**, 15m Class from France competed in that contest.

The new German Champions are: Club Class: **Kathrin Woetzel**; Standard Class: **Sue Kussbach**; and 15m Class **Angelika Machinek**. All three flew last year in Klix. WSPA member **Gaby Haberkern** finished 6<sup>th</sup> in the Standard Class.

Former World Champion **Cornelia Schaich** was injured in an off field landing accident during the German Women Nationals.

At the present French Women Nationals which doubles as pre-worlds only one non-French pilot participated: **Kathrin Woetzel** from Germany.

**Louise Hibbard** from the Tidewater Soaring Association has been named the "most productive instructor of Region 4".

**Kate Ainsworth** is one of two students who received the Tidewater Soaring Foundation Scholarship. This scholarship is yearly awarded to up to three local students and covers the joining fee, monthly dues, teaching material and 36 flights in the Tidewater Soaring Society.

## In Memoriam

**Shirley R. Marshall, 88**, passed away August 24, 2005. An adventurous soul, Shirley learned to fly in the early 1950s when she and husband Art bought a Tri-Pacer. Both plane and pilots were always at the service of the Tucson Chapter.

In 1970, after Art's retirement, the Marshalls moved to Black Forest at Colorado Springs, where they were active in the glider operations.

On June 6, 2006 **Isolde Baur, 83** died peacefully in her sleep after suffering several cerebral strokes.

(Hear Say on page 11)



Photo courtesy of the Hart family

*Wearing my other hat as editor of Club News, I found this story in "Skyline" the newsletter of Skyline Soaring in Virginia*

## Believing is Seeing

George Hazelrigg, Jr.

Rebecca is a young woman (20s) who came out as a friend of Reggie to try glider flying. At Reggie's request, I gave her a "lesson." I report it here not because she is likely to come back for more lessons, but because it shows just how good young people can be at soaring.

Rebecca had never been in a glider before. I pondered over which seat to put her in, and briefed her rather thoroughly. I was concerned about putting her in the back because I couldn't see her there. But there were issues with the front seat, as you will come to understand.

During the briefing, it became immediately apparent that she was bright, and would catch on to stuff really fast, and I wouldn't have to worry about her in the back. So I put her there. For ex-ample, when I briefed the ailerons and rudder, she immediately responded, "So I work the rudder and ailerons together..."

We strapped in and took off, and I did the tow to 3K. We came off in a thermal, and I centered it, then gave the controls to her. Her pitch control was better than average for a teenage first flight, and her roll control was right on. The yaw string stayed relatively straight, and she did a respectable climb with little input from me, other than verbal instructions. I showed her how to listen to the glider to tell its speed, and she caught on immediately, correcting pitch quite well. And she used the audio vario to her advantage. She did some straight and level between thermals, and with minor coaching, I did not have to touch the controls.

We climbed to 5,300 MSL and did a fair bit of thermalling. But 25 minutes into the flight, she suggested that it would be prudent to go back and land—enough turns for her first flight. I did not let her try the landing, but I did "talk" her down. I have had several students who couldn't, even after 10 flights,

control the glider as well as she did.

But one "person" was rather distressed about her flying jaunt—her seeing eye dog was really anxious about the whole affair. Rebecca is totally blind.

**My name is Rebecca Pickrell.** I want to thank the Skyline Soaring Club for all your efforts that allowed me to go soaring.

I have been interested in the space and the space program ever since I was a young child. When I was in elementary school I spoke to a group of people and said that I wanted to be an astronaut when I grew up. Given that I am totally blind, it was probably unrealistic, but my parents never gave up on providing me with opportunities to learn about space and to get the education I needed so that I could possibly work in the aerospace industry. When I was 12, I went to Space Camp, where I was the first blind person ever integrated into the camp. It was an awesome experience. A few years later, I wrote to John Glenn and asked if he could get me as close to a shuttle launch as possible. He provided us with a launch pass and the whole family went to Cape Kennedy for a shuttle launch where I could feel the ground shake, smell the launch, and hear the tremendous roar of the launch.

I was mainstreamed into school from kindergarten so I learned how to compete and work with sighted students. In high school I took Advanced Placement courses and graduated with honors as a member of the National Honor Society. Right after high school I went to the Leader Dog School and got my first Leader Dog. She was retired two years ago and I now have my second Leader Dog Jersey. I was able to pay for my college tuition with scholarships and graduated from George Mason University with honors. I worked four semesters with the government and after graduation was hired by TASC, now Northrup Grumman TASC, as an engineer. So, I have come pretty close to my dreams and am working in the aerospace industry, although I still dream of working on the next generation space vehicle that is slated to succeed the shuttle.

Soaring was so much fun. I could feel the response to moving the controls and whether I was level or not. I loved the fact that I was gliding and that the wind and the controls were controlling our flight. When we landed, I was told that before we were towed up, Jersey started wagging her tail for every plane that landed then looked disappointed when I didn't get out of the plane. I also found out that my Dad and Reggie took Jersey up in Reggie's plane to photograph my first soaring adventure. When we landed she saw me she greeted me with her big ole kisses.

Everyone from the soaring club was so helpful and made me feel so comfortable. My pilot George was so good in explaining what was happening. I had a wonderful time. Thank you to every-one who helped.

*(Hear Say from page 10)*

Although she had not been around TSA much in the past few years, she was a mainstay of the club in the 60s and 70s, serving as Spirals editor and in other capacities. She was also the author of a very interesting book about her late husband, Karl Baur, who was also a TSA member. As Isolde wrote in her book, Karl had been instrumental in the German glider movement prior to WWII and during the war was chief test pilot for the Messerschmitt aircraft company, making the "first flight" in probably more types of aircraft than any man alive in his day.

(Ed.note:Isolde stopped by the WSPA booth in February and we had a lively conversation about her husband's work. I bought her book)



**The tallies for the By-Law Changes are in (see HS February and May 2006)**

as follows:

IV yes; to 4 region division

V yes; to international participation - this was the most controversial vote of the changes to bylaws.

VI yes; to secretary treasurer divisions of duties. (unanimous)

III yes; to dues

XII yes

Kat Hassler, Secretary

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**First Class Mail**