



Hangar Soaring

May, 2004

THE OFFICIAL PUBLICATION OF THE WOMEN SOARING PILOTS ASSOC.

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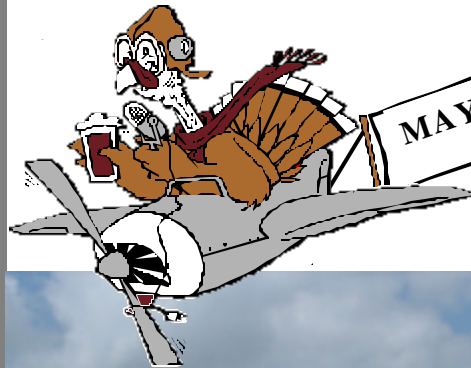
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Membership Renewal Form



REGISTRATION DEADLINE

MAY 23, 2004

WSPA Seminar
June 7-11, 2004

Harris Hill

Info and Registration-
form

www.womensoaring.org



Colleen Koenig from Panhandle, TX recently flying with Derek Piggott at Seminole Lake Gliderport, Clermont, FL

"....it is hard to put into words what the experience meant to me. Since the majority of my flying is a very solitary activity, (and not by choice - 2.5 hour drive to the airport, just the tow pilot to meet me there, flying alone, putting the plane away by my self, then another 2.5 hour drive home), just to be around other pilots is a real treat. Add walking around the who's who of flying, people I have only read about, and - well, I really can't put it in words. Just sitting and visiting on the porch visiting was thrilling. To have the opportunity to meet Derek was wonderful, and to have his signature in my logbook is very special to me. Flying with Derek was a fantastic experience. He was patient, evaluated my flying and had very specific examples to explain what I can improve on. He has a genuine enthusiasm not only for flying, but sharing his

(Continued on page 2)

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

ANNUAL DUES (JULY-JUNE) ARE \$10. SEND TO GLORIA DALTON, 4826 WESTRIDGE DR. CHARLOTTE, NC 28208.

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HANGAR SOARING IS PUBLISHED EACH FEB, MAY, AUG, NOV. PLEASE SEND STORIES, PHOTOGRAPHS, COMMENTS, ETC TO

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VISIT OUR WEBSITE AT www://womensoaring.org

STATE RECORDS

New Mexico (Art Hale, Record keeper)

Altitude gain, 15-meter class Feminine - 7,123 ft, Kathy Fosha, Pegasus 101A, August 3, 2003, Moriarty

Absolute altitude, 15-meter class Feminine - 15,339 ft, Kath Fosha, Pegasus 101A, August 3, 2003, Moriarty

Free Out & Return distance, Junior class singleplace - 118.23smi, Kathy Fosha, Pegasus 101A, August 3, 2003, Moriarty

Free distance, Junior class multiplace - 43.11 smi, Kathy Fosha, Grob Astir CS, July 26, 2003, Moriarty

Free out & return distance, Junior class multiplace - 67.07smi, Kathy Fosha, Grob Astir CS, July 26, 2003, Moriarty

Out & return distance, Junior class multiplace - 67.04 smi, Kathy Fosha, Grob Astir CS, July 26, 2003, Moriarty

Altitude gain, Junior class, multiplace - 8,973 ft, Kathy Fosha, Grob Astir CS, July 25, 2003, Moriarty

Absolute altitude, Junior class, multiplace - 16,615 ft, Kathy-Fosha, Grob Astir CS, July 25, 2003, Moriarty

Free Distance 15m class Feminine 301.69 smi Jo Shaw 1-26B Hobbs

Free 3 turnpoint distance 15 m Class Feminine 304.22 smi Jo Shaw, 1-26 B, Hobbs

North Carolina (Pat Barber, Record Keeper)
Jayne Reid

Jayne Reid of Bermuda High Soaring set new NC altitude records on March 21, 2004 during the Marion NC Wave Camp. She and a passenger climbed to 19,500' to set a new multi place altitude absolute and gain in both open and feminine categories. Jayne was flying an ASK 21. The records set by Jayne are as follows:

Date: March 21, 2004
Place of launch: Marion, NC
Aircraft: ASK 21 N4766C
Crew member: Lynda Lee Laberge

1. Open multi place absolute altitude 19,446 ft. MSL
2. Open multi place altitude gain 12,382 ft.
3. Feminine multi place absolute altitude 19,446 ft. MSL
4. Feminine multi place altitude gain 12,382 ft.



Jayne Reid & Pat Barber

Support your WSPA, buy raffle tickets for the 1-23 model. Tickets can be loaded down from the home page. Tickets are \$2 each. Send your tickets and money to me. The winner will be drawn at the seminar

(Continued from page 1)

knowledge. I thought I would be nervous flying, but was immediately comfortable with him in the back seat. I am jealous of his students, how lucky they are. My family, and the people at work think I am crazy to have spent two days flying to Florida and back for a two hour flight with Derek, but I would do it again.

FROM THE EDITOR



Longtime readers of Hangar Soaring will notice the absence of the Badge Lady Column. It came as a shock to many of us that Arleen Coleson and the SSA have parted company. Not only did she supply the list of badges and records flown as soon as she had processed them, usually 2 months before publication in SOARING. She also extracted the women badge and record applications from the general list and sent Hangar Soaring the addresses of women applicants who were not on the WSPA roster. Hangar Soaring in turn contacted these women with the latest issue of the newsletter and invited them to join the group. Whether WSPA will get the same cooperation from Judy Ruprecht, the new Badge Lady, remains to be seen.

Hangar Soaring owes Arleen a big THANK YOU for all the help she gave the organization.

On February 14, I received a phone call from Elizabeth Brock, the organizer of this year's WSPA seminar, informing me that an unknown donor was offering \$750 should we be able to bring a women glider pilot from the former Eastern Block countries to the seminar and could I please put my contacts to work. The problem was that the donor wanted a name by Feb.28, the day we were leaving for a two week vacation in Florida. Immediately e-mails went out to Ukraine, Bulgaria, Czech Republic, the former East Germany and Slovenia, the latter one to Andrej Kolar, the creator of the See You soaring programs. Andrej responded within three days, that he had three women who were interested, what should he do. I told him to put their names in a hat and draw a name. We had a "winner" the following day and her name is Hana Holan

The other countries never responded. The WSPA Board decided to pay the seminar entrance fee for Hana, and several members added money to the donation giving us enough money to at least partly cover the costs of Hana's air fare. Janet Sorrell has offered to cover the banquet costs. Hangar Soaring just learned that Hana's friends, Nataša Marzidovšek and Tanja Pristavec found sufficient funding in Slovenia that they are able to come also. Beside Hana and her friends, two German pilots also will attend, Marita Beukert and Anna Dobrin Schippers who lives in Switzerland but flies in Germany. Anna is coming for a second year in a row. THANK YOU to all the generous members and the unknown donor.

Diane Clark has volunteered to be the 2005 Convention coordinator.

Gloria Dalton just informed me that she had a break-in into her house. Amongst items stolen was her computer with all the WSPA files. From these Gloria used to make the mailing labels for Hangar Soaring. Fortunately I am keeping a back-up roster on my computer. When you receive this newsletter, I have figured out how to make the mailing labels. Gloria's old fashion way of keeping the treasury records on file cards will keep us in business with-

out interruption.

Talking about computer files: I keep a roster of member's e-mail addresses which includes members that are not in the mail group (I have no access to the latter one and don't know who subscribes to the mail-group. But I know that not all members subscribe to it).

Sometimes, when I receive time sensitive material or important information that we have to get to as many members as possible ASAP, I make use of that roster. The mail will always come from the "fandw" address. Also, in the subject line I will identify it as WSPA mail. All my outgoing mail is checked by Norton, therefore should be virus and worm free.

Recently, when I sent an e-mail "Places to go" via the above address. Several emails came back. I will try to list as many as I remember further down on this page (some e-mail addresses might contain typos and therefore being returned).

Please send your correct e-mail address to my e-mail address listed on the bottom of page 2.

The seminar is quickly approaching and I am ready to hit the road. I hope to see many of you at Harris Hill.

Frauke

E-mails returned from:

Anita de Villegas
Brigitta Wendland
Nancy Paul

Maria Homberg
Margarett Roy
Diana Stouffer Wright
Kate Porter
Sue Fasset
Diane Kapp

Latest News

Liz Schwenkler finished 2nd in Open Class and **Cole Frantz** 8th in Sports Classt at the Region 5 North contest in Perry SC.

Kathy Fosha is the recipient of The Anne Lindbergh Trophy

Our seminar participants from Slovenia

Hana Holan (recipient of the donors grant)



I am from a small town in the East of Slovenia called Brezice. I am 23 years old and a medicine student. I started flying in 2001 and have now about 50 solo hours. I still live with my parents. My father used to fly hang gliders but my grandparents used to fly gliders. They are from the Czech Republic.

Slovenia is the most northern country of the former Yugoslavia. Our neighbors are Croatia, Italy, Austria and Hungary. We have the Apls where our club "Lesce" is located, the Panonian Plain, the Adriatic Sea and the Kast (another mountain chain. Ed) This diversity is interesting for flying. We have about 15 sport airports and aeroclubs. Our capital city is (omitted by the editor to have WSPA members guess).

Greetings from Slovenia
Hana

Nataša Marzidovšek



I am a Slovenian citizen. My country is a little country with less than two million citizens and very beautiful. Having separated from Yugoslavia 13 years ago we will now – as of May 1, 2004- join the European Union (EU). I started flying when I was 16. It seems to me that I have flown all my life. I

am an economist and I am holding two jobs. Many thanks for all your energy, support, positive thinking and all your help
Nataša

Tanja Pristavec

Thank you for all the help and kindness, I'm really looking forward to meet you and also Anna whom I met last year in Namibia. (it's a small world after all... Ed)

I'm 35 years old, married to Bostjan who is also a glider pilot, we have two daughters, Maja and Nika. I work as operating room nurse in nearby hospital where I have nice view to the mountains where I usually fly.

I started to fly when I was 18 and since then I flew more than 800 hours and I hold 4 Gliding World Records in Ultra Light category.
Tanja



Plainview fly-in

by Colleen Koenig

A week or two after returning from the Moriarty Soaring Seminar, I decided to attend the Plainview TX Fly-in. It is a short detour on the way to Littlefield, and our club needs to take advantage of more opportunities to attract members. My ulterior motive was a Silver distance. Remember, I was just back from the Seminar, and using my newly acquired skills from the Bronze class (Thank you Phyllis!), I was brimming with confidence! I asked another member of Caprock Soaring Club, Tony, to 'fly-in' with his Ventus 2b, using the temptation of acquiring his 'official' Silver distance. This would also mean two sailplanes and the tow plane to display at the fly-in.



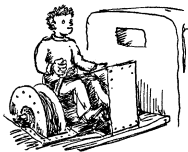
The ground crew-ets: Kacey and

As you power pilots know, fly-in's are early affairs! So at the crack of dawn we began our adventure. (The hours are yet another reason I love soaring...) With my sunshine loving plane, trusty ground crew (husband Barry), and ground crew-ets, (son Kacey 6, and daughter Nyla 4) we headed to Plainview. We had a wonderful pancake breakfast, which entered us into a drawing. Finishing breakfast, and totaling 2 free pizzas coupons, 2 calzones coupons, as well as a \$100 bond, we were thinking - Hey this is fun! Around 9:30, the power planes started taking off and buzzing around the airfield, and we began assembling the Cirrus. Now, let's talk about using a checklist. This was the 4th or 5th time we had assembled the Cirrus - proficient, but not efficient. Nothing is more embarrassing than pulling out a wing, ready to slide it into the fuselage, then realizing 'oops' wrong one. It was difficult to concentrate on assembling and answering questions at the same time. Once the controls were connected we stopped and answered a lot of questions about the plane, trailer, soaring, instruments, weather, and power transition rules. I handed out quite a few Caprock Soaring Flyers, and tried to spell Moriarty correctly

when telling people about Sundance for instruction.

The rest of the soaring entourage planned to arrive at 10:15am, unfortunately Terry arrived around 10:45 in the tow plane, and Tony arrived around 11:15 in the Ventus. 'Hey - where is everyone?' I guess this is late in the day for power pilots, as they were gone by then. We parked the tow plane leaving the rope attached, and Terry answered questions attracted by the Pawnee. The Ventus landing was beautiful, wings flexed, graceful well balanced touch down, roll to a stop, gentle wing drop to the ground - Oh I love sailplanes. Once the Ventus was off the runway, people came by, and Tony had his turn to answer questions. The organizers found leftover pancakes for Tony and Terry, and I did a *complete* check on the Cirrus. The soaring forecast was still looking bleak by 12:30 so Terry towed Tony within gliding range of Littlefield, and came back for me. Not a bump the whole 15 -20 miles of tow, I released within gliding range of Littlefield. Fortunately, I managed to stay up for almost two hours, right over the Littlefield airport at a transition where a dark green and dirt field meet. The lift would occasionally break and head down wind, but quickly disappear. I would then return to find the same source at the field transition, the Silver distance forgotten and having a wonderful time.

4 Members of Caprock Soaring Club, Lubbock TX drove to Odessa TX recently to get their biennial and/or winch endorsement. Colleen Koenig reports from this outing:



The winch endorsement was exciting. I do admit I was a bit anxious, not knowing what to expect. The day I received my endorsement was the very first day I had seen a winch or ground launch of any type in person. (I had seen photos and video clips online, and read everything I could get my hands on to learn more about it.)

Craig Freeman CFGI and President of the Permian Soaring Association was our instructor..

We met at the Permian Soaring hanger, and Craig gave us a tour and explained the operation of the Winch we then wandered over to the General Aviation Terminal for the ground school. My turn was just after lunch. The first launch was amazing - as we rotated up I was amazed at the speed, and angle. I never saw 200 feet - when I finally remembered to look we were at 500 and climbing fast. I took over the first launch around midway possibly even higher. The forces of flying the plane were not notable, but the angle and pressure you feel on your back was definitely new. At the top of the launch I noticed it took more back force to keep the nose up, we leveled out and Craig talked me through release. He emphasized lowering the nose enough to take the load off the cable, which is something I do in aero tows but takes a bit more work for a graceful release from the ground launch. Possibly from not being on the controls during the whole launch, I felt queasy as the Blanik leveled off. The second flight, now knowing what to expect, I concentrated on flying, and by the fourth flight was really having a great time. We were starting 1000 feet down the runway, and in a Blanik L-13 my launches were about 1100-1300 feet. Craig said I was conservative with my rotation and angle. But with more experience and using another 1000 feet of runway I would have gotten a very decent launch.

Innocents in the West - with a Glider

By Charlotte Taylor

Roy, my Excellent Crew and I only had a couple days at the WSPA seminar in Moriarty, NM and the weather was not good, so my ASW19 "GK" and I only flew one day but it was a really, really good day, beautiful and blue.

Then sheer blind luck struck, and rewarded my lack of ambition. As our club guys know, my flying is really lazy and once in a reasonable thermal I work it all the way up, then loaf around on the fountain-top to relax for a while (after all that hard work), enjoy the view, and consider what to do next. Our club Big Boys have tried kindly and hard to persuade me to accompany them in Real Flying, but in fact laziness plus Midwestern background paid off in Moriarty: while loafing on the top (11,000 msl) of a nice thermal, suddenly GK started floating very gently upward. My panel instruments didn't say much about this at first but the old-fashioned instrument I also use for safety said we were definitely rising, and eventually the altimeter agreed.

Well, for us loafers lift is lift and you never, ever abandon it because then you'll have to go look for more and that's a hassle, so I hung on. Eventually the vario read almost 1 knot of climb, and GK and I were casually thermalling and enjoying the view when we noticed that we had quietly gone up 500 feet. We also noticed we were out of the lift on some sides of our circle, so we probed a little and found this mysterious lift -- now up to 2 knots and silky smooth -- was rectangular, so we flew figure 8's now getting 3 knots lift and had gained more than 1500 feet since topping out the thermal. About this time we started to figure out we might be in a mountain wave.... Then our figure 8's started to take us out of the lift and the wind got stronger, so we doodlebugged back and forth for a while, facing and parallel to the mountain range off west. It felt like sitting in a chair but actually we were going up faster and faster according to the instruments. After several more minutes we slowed down and soon found ourselves on a lift plateau where we could loaf again, by pointing straight at the mountains and remaining stationary with respect to the ground, at 15,000 msl and 1 mile E of the Moriarty runway with a spectacular view. My nose was a little plugged at that point, which turned out to be from a mild nosebleed from going up so fast (so No, I'm not trading my O2 mask for a cannula).

After a while I got cold, so taking Gene Franklin's counsel to exit a wave by flying forward, GK and I discovered some serious sink, first smooth and then extremely bumpy -- in retrospect I think the wave oscillations were very close together so we flew through the descending zone and then into the rotor; though Gene suggests there might actually have been 2 levels of wave, and that we flew from the lower one into the rotor for the upper one. In any case we went down FAST, thermaled for a while and warmed up, then went back up the same thermal and rode the wave up again, just to prove it really happened. This time it took us to 16,000 ft msl, with the snow-covered Sangre de Cristo Mountains (the southern end of the Rockies) off our right wingtip. Then we went down to warm up again, and then feeling sad that our SLSA buddies weren't there we rode the wave up one more time for them.

Apparently these conditions are occasional around Moriarty. It was explained as "wave-enhanced thermals", with the thermal apparently facilitated by the rising portion of the wave. Thus there is no need to tow to the wave, you can just transition into it. Dave Plotky reports finding similar conditions in Colorado. I saw a couple of other gliders get to the top of the entry thermal and work the wave base briefly but then leave, probably because the initial wave lift was so weak. However it was no weaker than the lift we work at Highland in November and December.

I returned from this trip with good experience in some very different flying conditions; friends all over the country; real confidence in my glider, my Excellent Crew, and my flying skills; and an aeronautical chart that shows a UFO crash site. And my goodness does it look wet and green and friendly for off-field landing back here in the Midwest.

Note from the editor: after the Elmira seminar, Charlotte and her ASW19 and Colleen and her Cirrus will venture out to Marfa, TX together for a week of soaring. HEC (Her Excellent Crew) will be crewing for both of them. Charlotte is a Biologist and lives in St. Louis and Colleen is an Engineer and lives in Panhandle, TX (near Amarillo) Hangar Soaring expects a glowing report from these two

***Hangar Soaring's* archives are running dry. Please submit your stories, questions and information to your editor**

Ginny Schweizer

Compiled from Bertha Ryan's "Ginny Schweizer - - First Lady of xc-soaring" Women Pilot June July 1994 and "How it all Began" SOARING, Nov.95

For many of today's glider pilots Ginny Schweizer is simply Mrs. Paul Schweizer. Few know that Ginny was America's first woman cross-country pilot, that she flew in competition, that she set sailplane records, that she was the first woman in the United States to receive a Silver Badge, How did it all begin?



V. Schweizer collection
Ginny in her early years of soaring

Ginny Mayer lived on a farm in Hicksville, Long Island, NY. As a teenager she heard about famous aviators such as Charles and Anne Lindbergh, Amelia Earhart and others flying into Hicksville Aviation Club near the family farm. At that time, the Long Island Airhoppers Gliding and Soaring Club used a field between the Mayer farm and the Airport for their flying operation. Ginny was curious about the operation, and while hanging out at the airport she helped holding wings and hooking up planes. In exchange members taught her to fly, not as we do today in double seaters and with an instructor in the back seat but by single seat training where the instructor directed from the ground and the first flight also was the first solo.

The club soon moved away from the vacant field and by 1941 established a more formal operation at a field that later became Wurtsboro Airport in New York State. There Ginny flew the single seat gliders "Franklin" and the "Goepfingen 1-Wolf" with different ground launch methods. She learned soaring techniques by exploring the ridges and finding thermals in the gaps. Ginny progressed quickly. In Dec. 1941, the club put on a glider meet. It was during that meet while sitting in a car keeping book that she heard about the attack on Pearl Harbor. With that World War II had come to America and all civilian flying ceased until 1945.

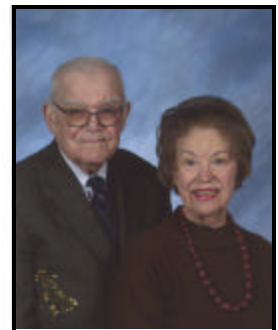
During the war years Ginny worked for Grumman and later Republic Aircraft companies. But she kept the soaring interest alive amongst club members by newsletters and correspondence.

When the war was over, Ginny started flying again initially at Mastic and McArthur field in Long Island. The launch method there was auto or auto-pulley tows. In the mid 40's Ginny, together with some other club members, went to the Schweizer factory in Elmira and it was there that she had her first aero tow in the single seat "Kirby Kite" behind a Stearman tow plane. This flight was also her commercial flight test.

In 1945, she and some fellow glider pilots built a flight strip on top of a mountain near Ellenville, N.Y. Later, she and partner S.J.Bennis started the Gliding and Soaring Corporation at an abandoned Naval Airbase in Sanford, FL. This was one of the first commercial soaring operations in the country and the first GI approved soaring flight training schools in the US. The school lasted several years until Ginny was seriously hurt in a freak glider accident in March 1948. Although she recovered from the injuries it led to a lifelong walking problem.

During this post war period Ginny flew in national competitions and set women national soaring records for distance and bettered the women altitude gain record. She became the first woman in the US to complete her Silver C in a "Kirby Kite", an 18:1 British designed glider. She became US National Women Champion in 1947 and competed in the 1950 Nationals in Texas along with Betsy Woodward, Ruth Petry and Margaret Downsborough. Ginny flew competitively until the 60's. In December of 1967, she became Mrs. Paul A. Schweizer.

In 1971 Ginny became the third woman (after Betsy Woodward and Helen Dick) to be elected to the Hall of Fame. Ginny Schweizer's accomplishments and pioneering efforts in cross country soaring have been recognized originally by the Women Soaring Pilot Association (WSPA) and now by the 1-26 Association in form of the Virginia M Schweizer trophy awarded annually to the highest placing woman competing in the 1-26 National Soaring Competition.



V.Schweizer collection
Paul and Virginia Schweizer

1940, Member, Soaring Society of America

1946 Nationals National Women's Distance Record (37 miles in Kirby Kite). First female Silver 'C' distance flight in the US.

1947 Nationals, World Women's Altitude Record (9825' with 7200' gain in Kirby Kite). Earned first US Women's Silver 'C' badge

1950 Nationals, Women Distance Record, 146 miles in Schweizer 1-21

1971, Elected to the Unites States Soaring Hall of Fame

1989, Namesake, Virginia M. Schweizer Competition Trophy (1-26 Association / Women Soaring Pilot Association)

1996, Recipient, Katherine Wright Memorial Award (The Ninety-Nines, Inc)

The Early Days of Soaring

By Frauke Elber

Part 1: The Wasserkuppe (Germany)



Dedication ceremony Aug.30, 1923. 30000 spectators came to the Wasserkuppe

The Rhoen Mountains, of which the "Wasserkuppe", soaring's holy mountain is a part, are situated NE of Frankfurt and near Fulda/ Germany.

Originally the Rhoen Mountains were covered with ancient beech woods. Early settlements go back to the years 800-1300. A population increase led to extensive logging during the 16th and 17th century to increase agricultural and grazing land and also provide charcoal. Swampy meadows developed with a multitude of plants and insects. Members of a hiking club were the first to use the Wasserkuppe for recreational purposes.

Although flight pioneers of the late 19th and early 20th century had dabbled in motor-less flight, it was with the purpose of testing stability and control problems not only performance. It was Oskar Ursinus' 1905 foundation of the "Flight-Technical Club" in Frankfurt/ Germany that led to the rapid development of the science of soaring. In 1924, a group of students from the Technical University of Darmstadt discovered the Wasserkuppe for soaring. The bare, obstacle-free mountain-sides were ideal for their flight experiments.

The 1st World War interrupted the budding soaring movement. The harsh conditions of the Versailles Treaty forbade power flying in Germany and it wasn't until 1920 that the glider pilots returned to the mountain, building on the early experiences of the Wasserkuppe flyers.

The first soaring contest was held in July 1920. Wolfgang Klemperer broke Orville Wright's long standing record in 1921 and he was awarded the first C badge. Klemperer later emigrated to the US and became a member of the exploratory group searching for a suitable national contest site in the US. At Harris Hill near Elmira, NY he found similar conditions as on the Wasserkuppe and thus Harris Hill became a national soaring site. (Coincidentally his granddaughter Ashley Klemperer (17) soloed in a glider in the summer of 2002 in Oregon).

Life on the Wasserkuppe in the early 20s was harsh. Living quarters were wooden shacks built from WW1 shipping crates which offered minimal protection from the elements. The bitter cold and stormy winter weather made life miserable for a band of braves who wintered on the mountain top building and repairing gliders for the next season. All provisions and materiel had to be brought up from the valley on foot since no road led to the camp site.

The 1930 Wasserkuppe-contest became a gathering of many international pilots including pilots from Russia and the US. A flight exceeding 100 km free distance was achieved during this contest. (It was also in 1930 that the first national contest was held at Harris Hill).

Several members of the early Wasserkuppe fliers also became well known in the US. Some emigrated to the States in the 30s and 40s. Names like Wolfgang Klemperer, Rudi Opitz, Jochen Kuettner, Peter Riedel also made history in American Soaring. Other famous names out of that first generation Wasserkuppe flyers were Hanna Reitsch, the famous aviatrix, Wolf Hirth, Walter Lippich, designer of many modern airplanes and Alexander Schleicher who's sailplanes have become world famous. Klemperer, Hirth, Riedel and Reitsch were essential popularizing soaring in the United States.

During the division of Germany the dividing border was just 2 km East of the Wasserkuppe which made soaring highly restricted. The reunification of Germany turned the Wasserkuppe into the holy grail of soaring once more. Celebrating the 50th anniversary of soaring, the German Soaring Museum opened its doors at the historic site in 1970. Neil Armstrong attended the Opening Ceremony.

Source:

<http://www.biosphaerenreservat-rhoen/landschaft/wasserkuppe.html>

Peter Riedel: "Start in den Wind", erlebte Rhoengeschichte 1911-1926

Fritz Stamer: 12 Jahre Wasserkuppe

Part 2: Elmira, N.Y



Harris Hill, the early days

Although the roots of American soaring are going back to Orville Wright's sustained soaring flight on Oct. 24, 1911 which lasted 9 minutes and 45 seconds, American plane development concentrated more on powered flight. It wasn't until the early twenties, when news of record breaking soaring flights in Germany reached the US that the interest in motorless flight awakened in this country. In 1929, National Geographic published the first article on soaring which created some interest. In 1939 a soaring related publication noted that there were 2500 glider pilots and 60 clubs in the US.

In 1930, Wolfgang Klemperer of Wasserkuppe fame (he broke Orville's record and became the first person who received a C-badge), who had immigrated to the US, was asked to find a suitable site for a national soaring contest. Klemperer chose the Hills around Elmira N.Y which made it possible to launch in any wind direction. Also, there were plenty of open fields down in the valleys to land in. (Remember, this was the time of launching from a hill and just gliding to a field down in the valley, very much like was hang gliders do these days). The city of Elmira, in a move to improve the town's finances embraced the idea of a national contest and the dollars it would bring. The first National Soaring and Gliding Contest in the US was held from September 21 - October 5, 1930. Famous German soaring pioneer and sailplane designer Wolf Hirth participated in the contest.

The second national contest was held in Elmira in 1931. Amongst the contestants were the 3 Schweizer brothers Bill, Ernest and Paul. Their connection to soaring and Elmira now spans 3 generations. Accidents the brothers witnessed at the 2nd national contest made a long lasting impression. Their glider designs have become well known for strength, stability and pilot protection.

Also in 1931, the NGA (National Glider Association, the precursor of the SSA) dissolved due to financial problems.

WELCOME

Since the February issue of Hangar Soaring WSPA has welcomed 6 new members:

Zareena Khan, Edmonton, Alberta, Canada

Jeannie Dismukes, Newburg NH
ATP, A&P Mechanic, Multi Engine, Single Engine Land, CFI, II, MEI, 35 glider flights, member of the New England Soaring Association, Springfield, VT

Tabea Cornel, Neustetten, Germany, sponsored by Cheryl Beckage. Tabea is no stranger to WSPA members. Her story has been published in previous Hangar Soarings. Also, people who bought the WSPA greeting cards could admire her unusual entry.

Janine Castro, Vancouver, WA

Anna Dell Apple Buttonwillow, CA

Dianna Fleming, Dunlop, TN
Dianna writes: I was very glad to see you all at the SSA convention in February. I had heard about you but didn't know much about your association. After talking to your representatives, I decided to join. I am still new to all of this (I soloed Feb.1). And I just bought the Ka7 I was trained in. I am currently doing repair and refurbishing to it. I am planning to fly it this summer. I am working toward my private pilot license after which I hope to get my commercial rating before moving on to powered planes. I am also interested in motor gliders. I must admit, the Stemme fascinates me! Thank you for the helpful information that your representatives provided. I am eagerly awaiting my first issue of Hangar Soaring.

Hear Say (Spring 04)

Cole Frantz from the Blue Ridge Soaring Society recently flew her Diamond Altitude in Omarama, New Zealand

Doris Grove flew as co-pilot with husband Tom in the Senior Championships in Seminole Lake Gliderport, Florida. Several WSPA members stopped by: **Marion Barritt Lisa Fitzgerald**, who calls this gliderport home, **Gloria Dalton**, **Colleen Koenig** who came all the way from Texas for just one flight with Derek Piggott **Iris Striedieck** acted as crew KS and **Frauke Elber** as crew HF.

Cheryl Beckage was named SSA Governor for Indiana.

Harriette Einolf, Colorado visited Garner Gliderport in Orbit, VA in January and was treated to a 2-33 flight over water-rich, swampy, flat South East Virginia.

Colleen Koenig went to Odessa, to get her winch launch endorsement (see her story on page 4)

PLACES TO GO

The **USA Double Seater Contest** will be held Aug 23 through the 28th at Fredericksburg, Texas.

This is a very pretty German community.

The SSA rules committee will probably set the lower handicap limit to 1.18, which will include gliders such as the Grob 103, and ASK-21.

No water ballast will be allowed and you must fly with two people. Regional handicap rules apply.

The contest will be held along with the Motorglider Nationals.

We expect this first-of-a-kind (for the USA) to fill up quickly, so please email the SSA for on-line registration, or email the contest manager at the address below.

The deposit required to hold an entry position is \$100.00 with a late-entry surcharge amount of \$50.00.

The Competition Director is Bob Dittert and Contest Manager is Jo Ann Dittert at (281) 261-4001. Send application and deposit to Jo Ann Dittert, 1705 Patricia Lane, Missouri City, TX 77489.

Entry Fee: \$260.00 entry fee plus \$40.00 per tow

Online Entry Allowed? Yes

Contest Manager Name: Jo Ann Dittert

Contest Manager Email bjdittert@aol.com



From Doug Jacobs "DJ"

Hi all I wanted to make sure as many people as possible are aware of the course we're running before and during the Region 1 competition (sorry if you've gotten duplicates of this). The idea is five days of course lectures, flying with instructors (Gerrard Dale and I) in two places or fox and hounds, debriefings, etc., etc., followed by the same thing during the contest to familiarize newer cross-country pilots with the refinements of racing. We're charging a small fee, but only to get Dale, a Booker instructor and former British National Team, a plane ticket - and Juniors are free. I'm hoping to help jump start more cross-country pilots into racing, and I'd appreciate any help you can be in circulating this to your club members via your email tree, friends, or pilots you think might be right for this - many thanks in advance. Here's the announcement: DJ: "Announcing the Sugarbush Cross Country/Racing Experience Come to beautiful Sugarbush in June for the XC/Racing Camp held prior to and in conjunction with the Region 1 Comps. Learn valuable skills from the experts in a user-friendly and professional environment. See www.sugarbushsoaring.com for details, and come join the fun!

Here's another chance to learn how to fly cross country. From the Blue Ridge Soaring Society, Newcastle, Virginia

I would like to invite you to join us in New Castle, Virginia, for the 2004 BRSS Cross-Country Camp (June 2-6). As you can tell from the name, our focus this year will be to teach pilots to safely and confidently fly beyond Final Glide to the home field. To do so, we have lined up four very experienced instructors who will lead classes each morning, then accom-

(Continued on page 9)

(Continued from page 8)

pany a group of students out on course each afternoon. We have also extended the camp to five days and moved it to the week following Memorial Day to give us more time in the air. Of course, the chance to explore New Castle's legendary ridges remains unchanged, as does New Castle's traditional hospitality.

Dan Cole, our competition director from previous years, returns this year as an instructor. He will be joined by SSA Master Cross-Country Instructor Ray Galloway, along with Jim Smiley and Dave Cole. These four instructors have more than 100 years of X/C soaring and competition experience between them. As we are limiting enrolment to 12 students, you will have a 3:1 student to instructor ratio in the air.

In the air, we plan to make the best use of the afternoons by flying in groups of similar abilities. An instructor will follow each group to observe, offer assistance as needed, and debrief at the end of the day. However, the emphasis will be on letting the student make the decision on how to proceed (following sufficient instruction on the ground). This format should appeal to pilots who have never ventured beyond the local area to those who have completed the silver badge requirements and are looking to go further. At a minimum, a pilot should be able to soar locally for an extended period of time and make consistent precision landings.

We have prepared a tentative schedule for the program, which is drawn directly from the SSA's cross country training program. Please visit our camp website, <http://filebox.vt.edu/users/jpokorsk/brss/>, to view the schedule and download the registration form. I hope you can join us for some spectacular soaring! Additionally, please pass this on to anyone whom you think could benefit from this program.

Regards

Jay Pokorski

Ed. Note: to see beautiful "New Castle International" see www.brss.net

(Continued from page 7 *The Early Days*)

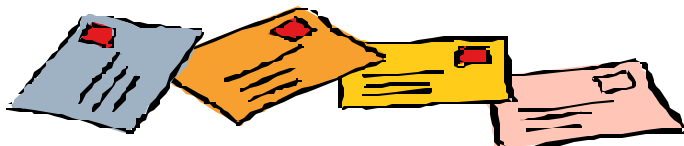
place the Soaring Society of America (SSA) was founded in 1932 and incorporated in the state of Delaware.

Many more contests were held at Harris Hill and are still held there. The National Soaring Museum was built "on the Hill" as a depository for soaring artifacts and history.

Anybody who will attend the upcoming Women Soaring Seminar at Harris Hill this year will have the opportunity to learn more about the historic site and the history of American Soaring.

Source:

Paul A. Schweizer "Wings like Eagles", the story of soaring in the United States, Smithsonian Institution Press, ISBN 0-87474-828-3 ISBN 0-87474-827-5 (pbk)



From Britta Stadler, Germany

Early this year HS received a letter from a young lady in Germany and I found it interesting enough to translate it

I just read your article „Seminar for Women Glider Pilots” in the SEGELFLIEGEN magazine (the German SOARING).(Irmgard

Morgner introduced me briefly to you when you were visiting our soaring camp at Stendal in 2001). I would like to suggest some kind of exchange program between young German and American glider pilots, maybe first as pen pals with a later possibility of a reciprocal visit. I think this would be of interest for the young student pilots, male and female. I am sure many would like to attend your seminar but money and time (vacation) are a problem.

I would be really interested in making contact with foreign, young glider pilots to learn about the differences in German and American soaring, to improve my English and to meet new people who share the same passion. Maybe one could form a pool of addresses sorted by age and interests from which interested young glider pilots could draw.

Maybe you will find my idea interesting and know a way to make it happen.

Britta Stadler

Arleen Coleson

Thank you so much for your kind regards and keeping in touch. I too hope that Judy - or whoever does the job - will support the WSPA. WSPA is a great organization - does good things for the women who fly - and my heart is always with you. Hope to see you at WSPA functions in the future.

Thanks Frauke for all you do to support women in aviation!

Arleen

Williamette Soaring Club

The Williamette Valley Soaring Club is pleased to contribute \$ 100.00 to the WSPA in support of the Women's Soaring Seminar this June to help cover the expenses for the Russian female glider pilot who will be attending.

WVSC is proud to be able to help support the women in this sport.

Sincerely

George P. O'Leary, Treasurer

Dale Pizzo



Albert and Dale Pizzo announce the birth of their second child Alexander Joseph Pizzo born April 2 at 12:42 AM, 7 pounds 12 ounces and 20 inches long. Mom and Dad are feeling fine.

I'm hoping to renew my CFI (glider rating) certificate before it expires

Dale

Derek Piggott, Great Brittan

Very many thanks for the super pictures of Colleen and me and my crew. It was nice of you to remember us and they bring back many happy memories of Seminole. I was amazed that Colleen had come so far to have the opportunity to fly with me. That must be a record. What a lovely person, we had a very enjoyable flight together and if you see her again do give her my best wishes for a happy and successful soaring season.

I will always remember your kindness in helping me to sell books there. It was great to meet someone so enthusiastic about your Women's Soaring Association and I do hope your annual get together goes well for you.

Derek Piggott

Soaring Mantras for Cross-Country Flying

By Kathleen Winters

Nothing on earth beats the thrill of soaring under miles-long cloud streets, or flying thermal to thermal down the road. Getting to the goal, though, is no easy task for an inexperienced glider pilot--whether it's 50 km for a silver badge or a 300-km gold badge flight.

I know the feeling. Not long ago I was a beginner itching to fly long cross-country flights, but several years passed before I reaped the rewards of distance flying. Try as I might to soar 300-km+ flights, my skills just weren't on par.

Finally, it clicked. I learned and applied the soaring mantras taught by the experts, key phrases that run through my head on soaring flights: Stay High and Follow the Lift. Sounds easy, doesn't it? Unfortunately, many pilots don't understand these two concepts, the building blocks of soaring flight. After much trial and error, and loads of frustration, I grasped and applied these soaring mantras. If you follow them, you'll also fly longer cross-country flights.

Let's start with Stay High. Why, when we fly local soaring flights, do many glider pilots scratch around near the ground, in small hard-to-work thermals, when they could cruise high near cloudbase, flying thermal to thermal? Perhaps they haven't learned to center in thermals, or just as likely, they don't understand why they should stay high. Otherwise, on tow they'd release in a good thermal or quickly search for one, and circle upwards until they're high, within a thousand feet of cloudbase. (Stay more than 500 feet below cloudbase.) Then, as they further assess the conditions they'd soar to the next thermal within gliding distance, staying within a band they've established.

By bands we mean the working altitude you fly in before you circle in the next thermal. Bands are flexible, like boxes in the sky, that are set by you based on your flying skills, the day's conditions and your glider's performance. Most rookies work with bands that are much too wide. Instead, use a narrower band to stay high. For example, on an average day with 4-kt thermals and a 5,000-foot cloudbase, try using a 2,000-foot band. Thus, you should work your next thermal at an altitude no lower than 3,000 AGL (5,000 minus 2,000). Circle to the top of your band, between 4,000-4,500 AGL, and head to the next thermal.

Staying high relieves stress, results in better flying, and faster flying. Looking at pictures of thermals, you'll see the cone of lift increases with altitude so you'll find stronger and better lift higher up. Do whatever you can to stay high. Especially on windy days. Unless you like struggling close to crops and fields in tiny broken thermals, perspiration dripping onto your collar. Remember wind shear? Talk about nerve wracking. Keep in mind there are exceptions to every rule, but I've yet to find a reason not to stay high.

To stay high you must Follow the Lift, our next mantra. How could anyone not follow the lift? Usually, it's inexperience, poor judgment, and a rush to a goal, better known as Getitis. As you fly more cross-country flights, you'll see this concept take on more meaning and make or break your flight. (I landed 20 km short of 500 km on an out-and return flight because I didn't follow the lift!)

Planning your flights, you'll mark straight or triangular course lines on your charts. Does this mean you'll fly this course? Absolutely not. In a perfect world, we would, but as glider pilots we usually have to deviate on course to reach our goal. We follow the lift. After all, no lift means a land out so it's well worth your time to deviate towards cumulus clouds even if they are five or ten miles off course. In fact, zigzagging along a course is typical unless cloud streets abound. (Generally, the longer a flight the more deviation is possible.)

But what if the day is cloudless, what we call blue days? For starters, they aren't for the beginning cross-country pilots. Later, you'll gain enough confidence to venture out on these days. However, they can occur unexpectedly when clouds and lovely streets dry out during flight, leaving a brilliant blue soaring day. What to look for? Search for puffs of haze to indicate lift, but if you see them, get there fast 'cause they evaporate quickly. Other indicators are dust devils, dark dry fields, flying debris in the air, asphalt parking lots, etc. And always scout for our friends: soaring birds and other gliders to mark thermals. Lastly, there are blue streets--hard to find but out there.

At the time I write this, I've flown about 10,000 km cross-country using the soaring mantras. Remember, Stay High and Follow the Lift as you fly toward your goal.

WSPA MEMBERSHIP RENEWAL FORM

DATE _____ AMT. ENCLOSED _____

NAME _____

ADDRESS _____ CITY _____ STATE _____

ZIPCODE _____ E-MAIL _____

PHONE (HOME/WORK) _____

SSA MEMBER – YES---NO, MEMBERSHIP # _____

RATING(S) _____

SAILPLANE OWNED? _____

**DUES \$10 //YR. PLEASE MAKE YOUR CHECK PAYABLE TO WSPA
MAIL WITH FORM TO: WSPA C/O GLORIA DALTON, TREASURER
4826 WESTRIDGE DRIVE
CHARLOTTE, NC 28208-1754**

PLEASE CIRCLE WHERE YOU WANT YOUR DONATION TO GO

**Briegleb (\$500 sholarship) Flying Montagues (\$500, \$250 funded by the Montagues),
Competition Fund (\$500 grant to a woman entering competition) General Fund**



Help Wanted

Listening to the Public Radio Fund Drive recently, it occurred to me that WSPA should go that road too and aggressively ask for support.

Let me go a few years back in history, 30 years to be exact: Bertha Ryan started a then unnamed newsletter, to get the women sail-plane pilots in contact with each other. There was no WSPA and the newsletter was a little 4 page pamphlet. Mailing costs were 6 cents/ copy. Dues were \$7 to cover the costs. The dues stayed the same for many years even after WSPA was formally organized and incorporated. There were no scholarships in the early days. Somewhere through the years the dues have been increased to \$10 and have been there for many years while the newsletter, named now Hangar Soaring, has grown to 12 pages, the postage has increased to 37 cents per copy and the production costs have risen accordingly. As of this writing about \$6.50/member/year of the annual dues go to producing and mailing Hangar Soaring. WSPA sustains several scholarships and awarded over \$2000 to several recipients in 2002. We also invite any US woman who has completed her three Diamonds to an honorary membership with no dues charged. About 70 copies of Hangar Soaring go to organizations like the Soaring Museum for publicity purpose. Unfortunately, there are other costs to be covered like the booth at the convention, printing costs for promotional material, membership applications etc. This year WSPA will pay the seminar registration fee for the Slovenian Pilot. All the work is done by a handful of dedicated people at no charge to WSPA.

So as you can see, WSPA depends greatly on the timely payments of dues. Its fiscal year runs from June-June and that is why you are asked to send your payment in the middle of the year. Please look at the mailing label of this newsletter. **Should your label state 6/04 in the lower left corner, your dues are due NOW.** We do not have the time or resources to remind everybody individually. Please inform us when you want to terminate your membership and also when you change your address. (Your editor gets several HS back at each mailing, because the PO can't locate the recipient). Last fall we had to take more than 20 members off the mailing list. (20 members=\$200 in dues) due to delinquent accounts

Here is my pitch:

Please keep WSPA alive and well and make a donation to the scholarship funds. **Donations are fully tax deductible**

Your Editor
Frauke



Order your cards today. They sell fast. Box of 10 with the story of the paper glider project on the back of the box. \$12/box
Send your order to *Hangar Soaring* and make your check out to WSPA

Thank you to Younameit Inc. who provided the boxes for the cards free of charge.

YouNameIt, Inc.
3122W.Clay Street
Richmond, VA 23230
Phone 804-377-0200
FAX: 804-377-0201



This beautiful model of the Schweizer 1-23 #9 will be raffled off during the seminar in June. Presently the model is on display at the Soaring Museum at Harris Hill. Raffle ticket will be on the home page for down-loading and are \$2.00 each. Please send tickets and money to *Hangar Soaring*

Thank you to Col. Raymond Kleber from Eagle Brand Products, who donated this beautiful model which is valued over \$400.

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F i r s t C l a s s M a i l