



February, 2001

Hangar Soaring

THE OFFICIAL PUBLICATION OF THE WOMEN SOARING PILOTS ASSOC.

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Highlights from the
Convention

Pilot's Briefing

The SSA Convention in Indianapolis was a pleasant surprise. The first surprising thing was the city itself--there's more to Indianapolis than a race track. Indianapolis has a dynamic downtown, filled with stores and good restaurants. It's a very nice city with great convention facilities and lots of midwestern hospitality. The other nice surprise was the good weather. We had only one day of rain and none of the snow or sleet you'd expect in early February. Congratulations to WSPA member Marty Hudson, who chaired this convention. You did a great job, Marty.

The WSPA had a strong presence at this convention. Our booth was sited among the booths of the other affiliates and divisions. Our banner and quilt made the perfect backdrop, and the quilt received lots of compliments. We gave away WSPA pens, sold T-shirts, and signed up 10 new members. In addition, we displayed a handmade quilted vest, made for us by Harolyn Burns of Caesar Creek Soaring. This vest is the grand prize in a raffle to raise funds for our Ann Briegleb Memorial Scholarship. The alternate prize is a year's membership in WSPA.

The scholarship allows a WSPA member to defray some of the costs of attending our annual seminar. This scholarship is not as well funded as our Gross Sky Ghost Scholarship, however, so on the recommendations of the scholarship committee, we are actively seeking funding for it. I am delighted to report that we sold \$450 in raffle tickets during the convention. The drawing will take place on July 13 at our annual banquet, and tickets will be on sale until then. Tickets are \$5 each or 5 for \$20. You can purchase tickets by mail through June 30; after that, tickets will be sold only during the seminar. To purchase tickets, send your check to our treasurer, Gloria Dalton. Be sure to tell her how many tickets you want, and give her your name, address, and phone number so we can reach you if you aren't at the seminar for the drawing on July 13.

We also had a WSPA luncheon at the convention. This was attended by about 30 members, including Bertha Ryan, the first American to win the Pelagia Majewska Award; Doris Grove, the first woman to soar 1000 km; and Joanne Shaw, who soared 1000 km last year. Jo described her flight for us, and Arleen Coleson showed us the 1000 km Diplome that was to be presented to Jo during the awards banquet. Karol Hines updated us on the status of the Women's World Championship, which will be held this summer in Lithuania. The SSA has agreed to fund the Women's team, although it wasn't clear whether they will have procedures in place to do so for this year's competition.

(Briefing on page 7)

BADGES & RECORDS**from Arleen Coleson****INTERNATIONAL F.A.I. BADGES FOR SOARING**

Earned or recorded in the Unites States trough
December 2000

1000KM DIPLOME INTERNATIONAL NUMBERS

379. Joann B. Shaw (US 83)

DIAMOND BADGE LEGS**DISTANCE: 500KM CROSS COUNTRY (310.7.SM)**

Karen Geisinger; LS -4; Julian,PA

Catherine A. Larsen: Discus CL; Julian, PA

GOAL: 300KM GOAL FLIGHT (186.4 SM)

Karen Geisinger (See Diamond Distance)

GOLD BADGE LEGS**DISTANCE: 300KM CROSS COUNTRY (186.4 SM)**

Karen Geisinger (See Diamond Distance)

SILVER BADGE LEGS**ALTITUDE: 1000M GAIN (3281 FT)**

Maggie Howell: LS-4; Minden, NV

Laura Sue Hohanshelt

(Continued on page 7)

e-mail update

Please check included membership roster if your e-mail address is included and correct. When not, please send me a note. Frauke (elber@cavtel.net)

MEET YOUR NEW EDITOR

I would like to introduce myself to those WSPA members who haven't met me at past Women's Seminars or at the Convention in Indianapolis. I am a Charter member of WSPA. My Soaring career began 1962 in Germany. In 1970 my husband Wolf (whom I introduced to soaring), my then 5 month old son Dirk and I came to the United State and settled in Newport News, VA. We immediately joined the Tidewater Soaring Society and have been members ever since. For 25 years a Ka8 has been a family sailplane which now has been joined by an ASW20. Our son also became a glider pilot and he now also flies an ASW20 at the Blue Ridge Soaring Society in New Castle, VA. For 11 years I held Virginia Altitude and Altitude Gain record, which now has been bettered twice. (Kater Landman (TSS) is holding the altitude and Cole Frantz (BRRS) the altitude gain record. I have been the editor of FLYPAPER, the newsletter of the Tidewater Soaring Society, for the past 20 years. My husband and I organized the 1999 Women's Soaring Seminar at Garner Airport, home of the Tidewater Soaring Society in Eastern Virginia. With my contacts to the German soaring community (see Hangar Soaring Nov.2000), I hope to establish and maintain contacts with our counterparts in the Old Country.

I will be very grateful for active participation of our members to keep Hangar Soaring an enjoyable and informative newsletter. I work in Microsoft Word 97 and I would appreciate e-mailed material in .doc format. I'm also able to download or scan pictures.

My e-mail address is: elber@cavtel.net

Frauke

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

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

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HANGAR SOARING IS PUBLISHED EACH FEBRUARY, MAY, AUG, NOV. PLEASE SEND STORIES, PHOTOGRAPHS, COMMENTS, ETC TO ELBER@CAVTEL.NET OR FRAUKE ELBER, EDITOR, 213 ANNE BURRAS LA., NEWPORT NEWS VA 23606-3637

VISIT OUR WEBSITE AT

HTTP://HOME.SWBELL.NET/SIERRAY/WSPA

The following article was written by Karol Hines and was first published in WEST WIND, the newsletter of Air Sailing and is reprinted here with the friendly permission of Janice Hoke, editor.

WOMEN'S SEMINAR A SUCCESS

by
Karol Hines

In the middle of July, 20 women glider pilots from all over this country showed up at AirSailing in Nevada for a week of activities that they won't soon forget. Four of them brought along crew (all male) who were also glider pilots. Many of these pilots had not had the experience of flying in the high desert, especially those from Maryland, Florida and Virginia where it is hard to find any geographical feature that you can't see over.

They were in for a great, perhaps somewhat intimidating, treat as we had a week of some of the best soaring weather that Nevada has to offer. The tows alone were an adventure for some. One of our own local pilots got the soaring "prize". Cindy Donovan completed her gold distance / diamond goal flight to Lobdell Lake on Mt. Patterson and back. This flight also qualified for some feminine Nevada State records - watch Soaring magazine for the details. Congratulations, Cindy!

The whole crew really enjoyed "getting" her home that day and dousing her with a bucket of water (We on the ground in 100+ degree heat were totally insensitive to how cold it can be when you have been at or above 15,000 feet for several hours.)

The women were also treated with the usual high-quality, informative lectures from some of Nevada's finest, including Carl Herold, Rick Walters, Bruce Laxalt and great weather from Doug Armstrong. Of course we had Norma Burnett taking care of participants and support crew with breakfast, lunch and constant attention to the radio. The crown jewel of each day was the gourmet feast typically prepared by Rosemary Hayes with a special treat one evening - Pam and Karol's signature ribs.

Now that they know what to expect, everyone says they want to comeback...to fly the records and eat the food.

Karol Hines co-managed the 2000 Women's Soaring Seminar with Pam Sutton. Karol took her first glider lesson at Skysailing in Fremont in 1982. She got her Silver duration and altitude at the first Women's Soaring Seminar held at AirSailing in 1985 and has flown over 1400 hours in gliders, including many cross country flights. She competed in numerous Regional and four National contests in her Pegasus and her ASW -24 and won the AirSailing Sports Class contest in 1996. In 1989, Karol was the 13th U.S. woman to complete her Diamond Badge and has won several Nevada and one National Feminine Soaring Records.

Karol is also active on the administrative side of soaring. She served as President and Treasurer of PASCO, managed two Region 11 and one National Contest and is currently a SSA Region 11 Director. When she isn't flying, Karol works (too) hard as a professional computer systems consultant.

from Gloria Dalton, Treasurer

I would like to acknowledge and thank the following people and organizations on behalf of the WSPA for their generous contributions to our scholarship funds during the past year.



Jenny Beatty
Ruth Dusenbery
Bernard R. Gross
Hampton Roads 99's
Mid Kolstad

Neita & Mark Montague
Pikes Peak 99's
Joanne Shaw
Kathleen Taylor
Pat Valdata



again, Thank you for your continued support of the WSPA.

I would like to acknowledge and thank the following people or

A FLIGHT FOR RECORDS

BY

Cynthia Brickner**Flight Date June 28, 2000**

We had been watching weather improve over several days. On Tuesday, Marty flew a fast 300 km triangle to establish a new California state record. He urged me to fly the same course on Wednesday. A few fellow pilots were declaring much longer flights into the high Sierras, but I knew I would be late to launch, following them, and didn't need the long mileage.

This was my first flight ever using water ballast. The expected strong lift and later afternoon winds made this a prudent choice. It was also my first flight using the Cambridge logger with a display face, and I was poorly prepared to use the instrumentation available.

After tow, I floundered a few minutes getting comfortable in 7X again. After climbing, I ran on the start point and poked buttons on the display to try to accurately interpret the start quadrant. I received two sets of beeps, but failed to press deeply east enough to actually have a valid start anywhere close to the point. This later yields a much slower task time for the speed triangle. Water ballast is nice as I work fairly directly to the first turn.

I hear the other pilots 100 miles north of me, happy under cumulus streets. I actually only just reach wisps of cumulus 2 miles short of my first turn point. Climbing under cloud, I have to choose a line across Owens Dry Lake to reach clouds and lift on the east side, flank of the Inyo Range. This leg will take me into new territory!

I contact the flank, and climb slowly, compared to the radio chatter, happy to have clouds with perhaps 15,000 msl bases over the Inyos. Now I have to leap into the blue air again to reach the Panamint Range and the second turn at Telescope Peak. I can see cloud scraps in a lift line east of the Panamint crests, and realize that the entire run home will be into blue air and against the normal late afternoon headwinds. I warn the other flyers that it will be blue heading home, and whimper and climb myself.

I use some ridge lift to work up about ten miles south of Telescope Peak, and think about whether I should partially dump water. I grit my teeth, focus on the ridge, s-turn up and finally achieve a 360-turning thermal climb, to press on with hopes of reaching Trona Airport. I'm not even thinking of home yet! The Sierra boys are complaining of rain and virga showers, and I am not sympathetic.

I continue poking south, just hoping for Trona, then maybe Tera Airport, with the long spacing between lift keeping me anxious. I tippytoe around and over the low altitude military space, and know that Tera is a safe alternate. Still, I get teased by thermals that are round, but not strong, and with dramatic north drift while climbing. Mental conviction keeps me on course, all the while thinking I am making only a short retrieve for the boys. Finally, at about 15 miles out, I catch a final smooth 3-4 knot climb and know I will reach home. The boys are rolling out on the ramp as I call to tell them I am finally above glideslope.

Many pilots have done it before, but there was tremendous satisfaction being the last to dump water on the friends on the ramp that afternoon! Last to leave, last to return. A cherished solo flight for the season for this usual back seater.

After parking and observers checking loggers, we discovered that there were several courses that could be claimed from this flight. The paperwork's a nightmare, but it all happened on one hot, clear summer afternoon.

Thank you, Martin, for crewing, towing, observing.

Cynthia claimed and had approved the following records:

US National Records for Speed Around a 300 km Triangle (predeclared)
Free Distance Around 3 Turnpoints (post determined points)
Free Out & Return Distance (post determined point)

During the year 2000, Tidewater Soaring Foundation (TSF) has, for the first time, awarded three scholarships for 35 instructional flights each. Applications were solicited from area High Schools, Civil Air Patrol, Newport News Aviation Academy and Jamestown Flight Center.

Two of the three winners were: Angela Armijo (15) and Vanessa Stouter (17). Vanessa plans to become an airline pilot. The following report from Vanessa was first published in FLYPAPER, newsletter of the Tidewater Soaring Society.

A LIFE CHANGING EVENT

BY
VANESSA STOUTER

One Saturday evening, last May I was scheduled to work, but I was definitely not enthused at the thought, many of my peers would be going out to dinner and then dancing the night away at our junior prom. As I walked into the store that afternoon, I could not have imagined how my day could possibly improve. Early that evening, I walked up to greet the customers that had just entered the store and offered to assist a woman as usual. After I'd been helping her for a while, the rest of her family lost interest. Her husband and son announced they were headed to the nearby music store, would return after a bit, and promptly exited our store. I finished assisting the woman before her family returned to collect her.

During a pleasant conversation with the patron, I learned that her husband was planning to attend a school for future pilots. I mentioned the name of the aviation academy I was interested in attending; and was quite surprised to find out her husband was going to attend. She asked me if I was currently flying. I said that I wasn't later her family came through the was interested in flying and he Soaring Society Scholarship quickly went to get the hand. I thanked them and they back room and told the manager felt like a little kid at Christmas! Mom the application. She was when we realized it was rapidly of what I wanted the essay to just days later to the post office. I needed to rush the delivery to qualify for the TSF scholarship.



that it was the same school her She asked me if I was currently because of the cost. Moments door. She told her husband that I chimed in, "I have the Tidewater Application in the truck." He application and returned with it in left the store. I rushed into the on duty what had taken place. I When I went home I showed my concerned about the deadline, approaching. I made a rough draft look like; fine tuned it and went

Proceeding with "life as usual" I put the scholarship to the back of my mind, not wanting to experience a traumatic let down if I was not selected to receive the scholarship and my hopes of flying not to be realized. Within a few weeks the telephone rang and my Mom answered. It was Linda Mathias; she called to tell me that I was one of three winners. I was ecstatic and once again I felt like a kid that just received an unexpected gift - that was because I had! I've been flying since early June 2000 every Saturday as weather, and scheduling permits. I wasn't sure of what to expect but I can say with certainty my experiences down at the field have been most pleasurable, educational, and rewarding.

The Tidewater Soaring Foundation family not only has given me the opportunity to pursue a life long dream but become a more focused and confident individual and future pilot.

In December we visited the aviation academy I plan to attend someday. At this point I plan to pursue a four-year degree and private pilot license and certification before enrolling at the aviation academy.

If it hadn't been for the chance meeting last May with the Palmaz family I wouldn't be where I am today.

On Jan 7, 2001 Angela Armijo (15) one of the three TSF scholarship students soloed. Here is her report



I've been in love with flying ever since my first glider ride in Hawaii when I was 12 years old. The idea of being totally disconnected with the ground below me gave me a rush that has lasted over 4 years now. My eyes are always turned towards the sky where I'd rather be.

I am so grateful for our soaring club. Without it, I would still be dreaming about flying instead of being well on my way to a ticket. I was surprised at all the support I received from the TSS members who I had never met and at all the experience many of them have. I'm so used to people who couldn't care less what I'm interested in or what my plans are, but everyone here shares this love for flying that makes me feel welcome.

My training has been hard work, but exciting. I never imagined there would be this much book work just to be able to fly. There's so much we have to know! But I'll do anything to fly, even study. My first solo was Jan. 7, and it was incredible. It gave me so much confidence to know that I can fly by myself...and even land safely! I have to admit, I talked about it a lot afterwards, and now my algebra teacher calls me "Angela Earhart". I still have to remind myself from time to time that I still have a long way to go.

I don't know what I want to do after high school, but I know it will involve some sort of flying. I feel at home up in the air, and whether I become the first woman on Mars or fly for a major airline, I will always soar.



Hello to all WSPA Frauke I'm now a

Soaring we know each other from a German glider chat room. I live in the hilly north - eastern part of Westphalia called "Sauerland". There I started soaring at age 27, although I had watched glider operations from a very early age on. But I never thought I would do it myself one day.

Several years ago a friend introduced me to paragliding and for many years we drove to the



Anna & Joachim
the official wedding picture

Alpes to enjoy this sport. But it was a long drive. Friends from a local glider club convinced me to give soaring a try and I, although I have watched glider operations from an early age on, have been hooked ever since and have spent every possible weekend at the local glider port.

Since September I'm married to Joachim whom I also met in the same chat room. We make our home in Davos/Switzerland, but until I finish university I maintain my home in Germany too. I now have to learn to fly in the Alpes and get familiar with Joachim's DG202, named "Schnuckelchen"

I hope, after finishing university next year, to come to the States, visit Frauke and her family and all the glider ports I have heard so much about and maybe even fly in the seminar. I already have Ed Kilbourne's "Cloudbase" CD and the BRSS cookbook "a Journal of Food and Flight". I also would like to welcome some of you over here to show you the Wasserkuppe, the birthplace of soaring with its soaring museum and the dense net of gliderports in this part of Europe.

Happy Soaring in 2001

Anna

Frauke,

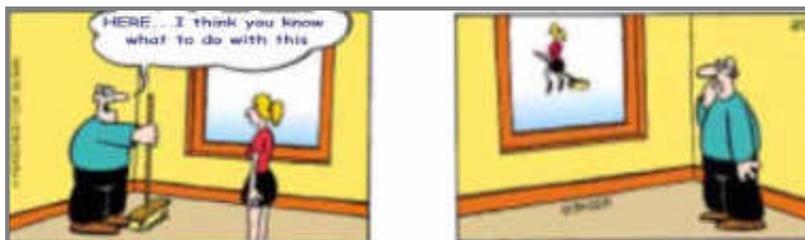
Good to hear from you. The quilt that Chris made is beautiful. I enjoyed your article about soaring chat rooms in the last Hangar Soaring. It was great that you had a chance to meet some folks in person!

Our email has changed recently. It is: mfpalmer@qwest.net

We're not active in soaring at the moment. We (I) have another passion at the moment-- motorcycle roadracing. Mark is my Crew Chief. It must be an early mid-life crisis or something, but I love it and we're having lots of fun. We will get back to soaring some day, it's just on hold for awhile. I finally sold my 1-26 last spring. It was hard to let go, but I don't miss it (yet!) and it went to a good home in Oregon.

**All the best,
Alice Palmer**

(Alice refers to a quilt Chris Schmier made from left over Seminar T-shirts and of which I mailed a picture to everybody whos e-mail address we have)



(Continued from page 2)

ALTITUDE AND DURATION

Sarah E. Anderson

SILVER BADGES

Sarah E. Anderson
 Laura Sue Hohanshelt

SSA A BADGES

Katherine (Katt) Connors
 Angela Armijo
 Stacy McCartney
 Anita J.Wexler

SSA B BADGES

Sylvia Szafarczyk
 Anita J.Wexler

US NATIONAL:

15 M FEMININE
Distance Around a
Triangular Course/Speed
over

A Triangular Course of
300km; 300.09km
(186.47sm) /78.34 kmh
(48.68mph)
 Cynthia Brickner

US NATIONAL:
OPEN/15 M FEMININE

Free Three Turnpoint
Distance/Free
Out&Return Distance;
369.13 km (229.36 sm)
281.44 km (174.88sm);



S W A A N T J E
GEYER, Germa-
ny, the only
w o m e n
participating in
the 1st Club Class World
Championships (our Sports
Class) and Grand Prix Race
in Australia finished 3rd in
the Grand Prix

Swaantje (43), a Communication Engineer by profession, is a member of the German National Women's team. She has flown in numerous national contests and 3 European Women Championships. She began Soaring in 1979 and has logged over 1200 hours and 35 000 cross country kilometers. Her other hobby is Dressure



IN MEMORIAM

ANNE MORROW LINDBERGH

1906-2001

Anne Morrow Lindbergh, famous through her marriage to Charles Lindbergh, had her own career as a pilot. Shortly after her marriage in 1929, she became the first woman in the U.S. to earn a glider pilot's license. In 1930, she served as navigator, while seven months pregnant, when her husband set a new transcontinental speed record. In 1931, she earned her private pilot's license. Perhaps the most famous flight the Lindberghs made together was the 1931 Great Circle survey through Northern Canada, Alaska, and the Far East, described so eloquently in Anne's book *North to the Orient*. Anne served as a copilot and radio operator in the Lockheed Sirius now displayed in the *Pioneers of Flight* gallery. The Sirius was also used for the Lindberghs' 1933 North Atlantic Ocean survey flight for possible commercial air routes for Pan American Airways. For her part, Anne Lindbergh received the U.S. Flag Association Cross of Honor. In 1934, she became the first woman to receive the National Geographic Society's Hubbard Gold Medal. Lindbergh established herself as a distinguished author as well; her literary works include *Listen the Wind* and *Bring Me a Unicorn*.

http://www.nasm.edu/nasm/aero/women_aviators/anne_lindbergh.htm

more reading on Anne Lindbergh see several URLs and A.Scott Berg: LINDBERGH,1998 G.P.Putnam's Sons

(Briefing from page 1)

At the luncheon, Bertha Ryan suggested that we contact our SSA Directors and State Governors to request that SSA absorb some of the fees associated with processing national and world records. This is something the SSA used to do as part of our membership benefits, but they stopped doing so a few years ago. I encourage you to support Bertha's idea, and to contact the SSA about any issues that concern you as a soaring pilot. (Please copy me on any correspondence you send.)

Congratulations to Tom and Doris (of Knauff & Grob fame) for receiving SSA's highest award the Warren E. Eaton Trophy, and to Del Blomquist receiving the SSA Exceptional Service Award.

I would like to thank the following members who helped staff our booth at the convention: Frauke Elber, Teresa Huester, Marilyn Meline, Kathy Taylor, and Charlie Hayes.

There are only 12 Women Diamond Pilots in the United States. Maybe this list will be an inspiration for others to follow the lead. All Women Diamond Pilots automatically become members in WSPA.

- | | | |
|------------------------|---------------------|---------------------------|
| # 79 Helen R. Dick | 397 Erica M. Scurr | #515 Madeleine A. Holland |
| #257 Marion I. Barritt | #405 B.J. Holden | #697 Karol A. Hines |
| #283 Dorothy D. Asdel | #487 Norma Faulkner | #752 Julie Schneider |
| #387 Joann B. Shaw | Ravnsborg | #852 Cynthia |
| #388 Doris F Grove | | |