



Hangar Soaring

February, 2007

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.**

For Information contact Kathleen Morse at

kathleen.morse@sbcglobal.net

650-210-8937 (H)



Photo: Sylvia Sella-Geusen

Anna Laura Geusen (15), one of the German WSPA members, during a bungee cord launch of the primary glider SG38.

See story on page 7 Back to the roots....

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.
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From the Editor

The 2006 elections are behind us and a new Board of Directors is in place. Although the election participation was higher than usually, (thanks to some prodding and reminders), the numbers of members who care about WSPA is still very low. We had a total of 31 votes out of about 180 members. Also finding people who were willing to take an active part in the WSPA's decision making was very hard and a lot of arm twisting was necessary. Remember: YOU ARE WSPA.

At the beginning of January I sent an e-mail out to all the members we have e-mail addresses of. For the rest of the members the letter read: "for the first time in 8 years we will have an American woman competing in a World Championship. Kathy Fosha is the chosen one competing in Rieti / Italy as part of the US Junior Team this summer. World Championships are inheritably very expensive, especially for the young pilots on the Junior Team As a vivid listener of Public Radio I will resort to its fund raising tactics. Here is the deal: Make a donation to WSPA in the name of the Junior Team and I will match the donations dollar by dollar up to a total sum of \$500. The donations are fully Tax deductible. Write the check to WSPA, put Junior Team in the subject line and send it to my address, (which is in the grey area on page 2 of this newsletter).

I also ask the whole membership to allow the treasurer to allocate \$1000 from the treasury to the cause. We got the money to do so, and in my opinion it doesn't make any sense of having it just sitting in the Bank". I will keep this fund raiser open until March 1, 2007.

Since late last year, Kathleen Morse and Neita Montague are hard at work organizing this year's seminar. We hope for a great turn out. Information and registration form are further back

President's Notes – February, 2007

Hello everyone!



This is the time of year when we reflect on the highlights of the past year and anticipate great things in the coming season of soaring. We'll always remember 2006 as the year our own Liz Schwenkler became the first woman to win a national championship, capturing the Open Class title. Just as impressive, Kathy Fosha won the Junior National Championship in the Standard Class. She will be competing with the Junior Team in international competition in 2007, and WSPA is proud to support her.

2006 will also go down as the year when WSPA became truly international, with the election of our first international board member, Irena Gornik of Slovenia. In addition to adding an international representative, U.S. regions were consolidated from six to three, with two representatives from each region. The new board representatives are:

East Region

Donna Morrison (new) and Jessica Stearns (continuing)

Central Region

Arleen Coleson (continuing) and Lucy Anne McKosky (continuing)

West Region

Neita Montague (new) and Kathleen Morse (continuing)

International

Irena Gornik (new)

The officers of the new board will be Lucy Anne McKosky - president, Neita Montague - vice president, Donna Morrison - secretary, and Arleen Coleson - treasurer.

Kat Haessler and Linda Mathias have "retired" from the board. We are grateful for their contributions to the board, and we hope they will stay active in WSPA.

You will find information on our scholarship program elsewhere in this newsletter. **Please note this important change:** this year the Flying Montague and Briegleb scholarships for the seminar are open to licensed pilots as well as students. If you're California dreamin' but not sure if you can afford the trip, this could be your chance!

2007 is shaping up to be an exciting year as our women advance in competition and each of us strives to reach new heights. Here's to a record-breaking soaring season for all of us!

Lucy Anne

in this issue and on the web page as are the news and new set-up for the WSPA scholarships. There is a change in scholarship procedures, and therefore Hangar Soaring is not including the application form. This has to be obtained directly from the scholarship chair person. Her address can be found in the news about this year's scholarships.

We are already soliciting bids for the 08 seminar. It should be somewhere in the middle states or the East. We have one proposal already.

In the last few months Bertha Ryan and I indexed all Hangar Soaring issues. Bertha, who probably has the most complete collection did the years 1972 through 2000. I did the issues I edited from 2001 to present. Anybody interested in this index can drop me a note.

A word in my own behalf: My husband and I are planning to drive the motor home von VA to CA to the seminar. Outbound we are planning to take I-40, inbound probably I-70. We would be very grateful for some emergency contacts along these corridors. Two years ago on the way back from the senior championships we stranded in South Carolina on busy I-95 with the motor home and glider in tow. It was a local glider pilot who came to the rescue

Happy soaring to all and keep the news (good and bad) coming.

Frauke

Despite the chilly venue (no heat in the Convention Center for the first two days *(and insufficient heat for the next two)*, Frauke Elber and Charlotte Taylor proved to be real trouper! *(and I learned a thing or two from Anne, how to best organize an event like this. Ed.)* They were the primary staffers, but were helped in the booth over the three days by sev-



posters, cards and auctioned three to benefit our schol-toss-up as to calendars had more netted \$713.00 *(Ed.)*. *(A special treat of late night visit at the see the incoming group and the second group.* We all had a great everyone's news the booth, the other social events

Brief SSA Convention Report By Anne Mongiovi

Congratulations to Bertha Ryan, who Schweizer Lifetime the annual banquet. recognized for various achievements at the membership meeting. Jo Shaw was honored with the H. Marshall Clayburn Trophy (for the second time) for the longest straight-line flight in a 1-26. Jo flew 343.27 miles on July 19. Cindy Brickner and Simine Short were on the speaker list. (Our "sympathy" to Simine and Jim Short for the total loss of their Ka-2B and trailer when it was hit by a semi truck on the way to the convention.)

We signed up the following new members:

Laurie Harden, Gardnerville, NV.
Lauri worked the booth next to us representing SOAR MIN-DEN.
Laurie is a student pilot

Martha Wright, Newtown, CT.
Marthat had been a WSPA member in earlier days and joined again.

Martha holds a private License and a C Badge

Inta Kraft, Smithtown, NY. Inta intended last years WSPA breakfast. This year she joined. She holds a Private License and A and B badges

Noelle Mayes, Williams, CA

Dan L. Johnson, Menomonie, WI. Dan has attended WSPA break-fasts in the past. He has been a convention speaker and is an expert on dehydration effects. Dan holds a Commercial glider/airplane license and an instrument and motorglider rating. He has earned a Goal Diamond.
Welcome to all

From 1-26's to Thunderbirds by Del Bloomquist (from the 1-26 Newsletter)

In 1995, at the 1-26 Championships two Air Force Academy 1-26 E's participated piloted by Cadet pilots and supported by additional Cadets. One of the latter ones was Cadet Nicole.

At the AF Academy she was a 2-33 glider instructor for three years. In her Senior Year she was Commander of the Cadet Soaring Group.

After graduating from the USAFA, Nicole went to pilot training and became a F-15 Fighter Pilot..

Then an opportunity came up she could not turn down. She has progressed from gliders, including 1-26's through F15's and now is a F-16 pilot. Her new assignment is as Major Nicole Malachowski, currently flying right wing, #3 in the famous USAF Thunderbirds Diamond Formation.

So the next time you go to watch the USAF Thunderbirds perform their beautiful formations and exciting solo passes, stick around after they land and go say hello to Nicole #3.

Also go to the following web address to get a picture and short bio of Nicole
www.thunderbirds.acc.af.mil/06officerhtmls/06officers3.htm



WANNABE A KOLSTAD WINNER? WIN A COLLEGE SCHOLARSHIP?
Join the other 49 winners!

For details of the KOLSTAD AWARDS Log on the SSA's web site:
<http://www.ssa.org>
click on society/youthships.asp then scroll to KOLSTAD for qualifications and application.




Application must be in the SSA office before September 30th.
The Soaring Society of America, Inc.
P.O. Box 2100
Hobbs, NM 88241-2100
505-392-1177

Where have all the women gone?...

By Margot Aquaderni / Italy

The following article by WSPA member Margot Aquaderni was published on the web page of Aviation and Women in Europe (AWE).



Margot at the 2005 Women World Championships

I have just returned from Rieti where I participated in the Mediterranean International Gliding Competition (CIM) from August 3rd to the 13th in the 15 m. class.

Unfortunately the weather was very bad and we only flew 4 tasks over 11 days.

As usual when I compete in Italy, I was the only woman and my results were not very satisfactory, especially due to the weather that was characterized by many thunderstorms which makes the competition based very much on chance, more than skill.

I think that gliding is one of those sports in which both men and women are equal, but in spite of this, I don't feel completely at ease when I compete only with men because I think that they are running many more risks than the ones we want to run.

After flying the European Women Gliding Championships in Priedviza 1997, I realized that female gliding in Italy has never been popular. Apart from Adele Orsi Mazzucchelli, who was an outsider, no other Italian woman ever participated in any international gliding competitions.

Competing abroad and being alone is quite difficult. The first time I competed my crew was composed of 3 people: my team captain/crew, my son who was then 9 years old and myself. Nobody had told me anything apart from some suggestions I got from Adele Orsi Mazzucchelli, who at that time was very ill.

It has always been very hard and this is the reason why I'm now trying to involve other women glider pilots and encouraging them to grow, trying to pass on to them my experience and hoping the Italian team can improve in number and results in the near future.

The first outreach meeting was in March 2006 and we were 7. At the end of June 2006 we met again and flew together at "Adele Orsi" Airfield in Calcinatè. We regularly keep in touch.

Unfortunately, Giulia Incisa della Rocchetta, a very good pilot that could have become a very strong one, had died in an off-field landing accident in June 2005.

I think that we'll get more female participants and for sure we'll obtain some good results.

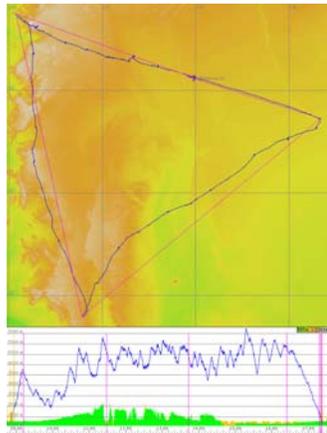
Hear Say

On December 14, 2006, 36 over 1000 km flights were flown in Pokweni and Bitterwasser Namibia and South Africa. Amongst these pilots were two women.

On December 15, German pilot, Anja Kohlrausch, also flying in Bitterwasser set 2 new World Records which were previously held by Hana Zejdova from the Czech Republic. Anja logged a distance of 1045 km (previous 1012 km) at a speed of 127 km/h (previous 116km/h) for a 1000km triangular course in a 15m Ventus 2. The flight lasted just a few minutes under 9hours.

As it is customary at the Bitterwasser site, Anja planted a palm tree in the Avenue of the 1000k.

Also flying in Namibia (Pokweni) WSPA member **Gabi Haberkern** / Germany logged several good flights on OLC during the Christmas Holidays. WSPA member **Anna Dobrin Schippers** and husband Joachim too spent the Christmas Holidays touring this African country. Joachim had flown earlier to Africa (Pokweni) and by the time Anna arrived he had had several good flights including one over



Anja Kohlrausch's flight

1000 km. These African soaring sites have become the winter haven for many European pilots.

In Argentina in the meantime-French pilot Ghislaine Facon flew 5 French National records in a DG400 between December 8 and 12 but missed a speed over a 500km out and return world record by 0.19km/h.

German couple Manfred and Brigitte Albrecht were also on record hunt in Argentina with the following results:

2 World and 3 German records.

Manfred wrote for Hangar Soaring the following :

Our preparations for these flights began with the purchase of the sailplane, an ASH25 Mi. The plane was equipped with control rods made from carbon fibers. This was not to save weight but because the wings are made from carbon fibers and the control rods in the standard edition from aluminum, which in turn causes different expansion and contraction at changing temperatures. The Schleicher Company adjusts the controls for temperatures of 20 degree Celsius. In an altitude of about 22,000 ft., our level of operation and at temperatures of -30 degree Celsius a change in the position of the control surfaces would be noticeable in a plane equipped with control rods made from Aluminum. This would reduce the performance of the plane dramatically.

All the other equipment here mentioned can be installed later: additional batteries installed in the outer most panel of the wing, heatable seat cushions, the cockpit lined with insulation blankets and lamb fur. EDS oxygen equipment with 4 separate systems, 2 flasks, 2 pressure reduction valve for each pilot and 2 parallel units. Four 2.5 liter bottles with warm

water, because it won't freeze for about 12 hours. For Brigitte a urinal system working with vacuum was installed.

Our flight attire consisted of double heated socks, long underpants, fleece pants and ski trousers; sweater, ski jacket, mittens, ski caps and winter shoes which are four numbers bigger than normal.

In case a flight of more than 14 hours is planned we take the following along: 8 apples, 2 French Bread, little tablets of chocolate which we stuff into the bread, 10 carrots and 10 liters of hot water.

Preparations for a flight start 2-3 days ahead. From the internet we get the information about wind conditions, dew point maps and detailed weather maps. 2 hours before take-off we do the last weather check. The evening before the flight we plan the flight with the StrePla program. We always try to fly a record. We pack the provision the evening before and this way we need only two hours of preparation after the alarm clock goes off. (at three in the morning. Ed)

(Hear Say on page 8)

Meeting one's Heroine, a little report from Germany

By Britta Stadler

When fall is coming, the German female glider pilots meet to talk to talk about their flying.. Although Germany is not as big as the United States, the South is sofar away from the North and the East from the West that each of our 16 States organizes its own meeting, to compare notes and (most important) eat some home baked cake!

During last weekend (November, 25th 2006) we met in Magdeburg, the provincial capital of the State of Saxon- Anhalt, where the 10th meeting of women glider pilots took place. The representative for Women in Sports, Irmgard Morgner, extended invitations to every gliderport in the state. About 40 women, some with husbands and friends, came to the meeting. It is an old (and very nice) tradition that one member of each club has to bring a cake for tea time.

First, Irmgard welcomed us and gave a short overview about the last season and the results of several championships and meets. It followed a tribute to Dr. Angelika Machinek, the successful and famous glider pilot, who won several championships and had flown several world records. She died this fall in an ultra-light-accident. Many of us knew her in person and so these were some somber minutes.

One pilot, Katrin David, reported about her first participation at the German Women Championships in Coburg. It was her first experience to fly in such a big event. She showed several pictures from this championship amongst them a flight were she experienced thunderstorms and about 50 gliders under one cloud. It was a very lively and nice report. During a nice little coffee- tea- and CAKE- break it was a joy having a chance to talk to many successful pilots

After the break, Manuela Kuhn told us about a real little adventure:

To begin with, it is important to know that Irmgard Morgner's family fled from Poland to the Czech Republic and finally to East- Germany during WWII. Later she went to the (today former) USSR, to study in Russia at theAeronautical Institute of Moscow. When Irmgard was a young girl, she had a role model: Olga Klepikova. Olga, today 91 years old, was a Ukraine test pilot, who, during the 1930ies flew many world records in gliders. In 1984 Olga and Irmgard met and they became close pen pals over the years.

This summer, Irmgard, her husband Winfried, Manuela and several other club mates set out for a trip to Kiev. They went by train and traveled over 24 hours to reach Kiev. There they were welcomed warmly. For two days they were able to fly Blaniks with the local club and do some sightseeing. And they met Olga! A very emotional moment! Manuela's report was very lively and at the end they showed a little film of this excursion. (*Ed. note: Winfried Morgner sent me the film and his German narrative. I am planning to bring the film to the seminar and have the text translated by them*)

The last topic of the meeting was the election of a new representative. Irmgard decided –due to illness- to step down. Our new representative, Katrin David. was one of Irmgard's student pilots and therefore Irmgard knew her from her first flights in a glider. We have to thank Irmgard for so many years of dedication for the women in soaring! We hope that she will stay for many years to tell us about her experiences and successes. Many people can learn from her!

A personal note: As Olga Klepikova was a heroine for Irmgard when she was young and started flying, so was Irmgard my heroine. These days heroes and heroines of young people are rock bands or stars, and you can be sure you will never meet them and when you meet them you are wondering why they are so idolized.

When I started soaring, my flight instructor told me about a woman, who was one of the best glider pilots, ever. I decided to choose her as my heroine. Only some weeks later - it was winter; and we were repairing our gliders- I was told that Irmgard Morgner would come over to visit our airfield, because she was visiting some friends. Wow, I was excited! I would be able to meet Irmgard. Would she give me an autograph? When she finally arrived I was surprised: although she was a record holding and famous glider pilot, she was just an ordinary person. She smiled when I ask her for an autograph. Later we sat down and had lunch together. And this is one of the nicest experiences I ever had!

Irmgard is one of the kindest people on earth and she has always time to help you, to talk about her experiences and to answer questions how to fly better.

Ed. note: Britta met me in 2002, (I did not remember her, because I met so many people) when I visited a youth camp at the airport in Stendal near Berlin (where she took part in). The purpose of this visit was to meet Irmgard Morgner and interview her for an article in Hangar Soaring. I reported in Hangar Soaring about this visit and later wrote for the series of famous women pilot an article about Irmgard. When Britta sent me this article I had to smile: I too had my heroine in soaring: Hanna Reitsch. Although I never met her in person, one of my prized possessions is a letter she wrote to me shortly before her death.

IN MEMORIAM

Shirley Sliwa

Some of you "old-timers" may remember the Sliwa Family at Harris Hill...Dad Ken, sons Steve and Dave, and daughter Sue all flew. Mom Shirley was a powerhouse...Director of the NSM and recipient of numerous SSA awards.

Shirley, 73, passed on Dec 12 of heart failure.

Babs Nutt 1919 - 2006

Mary L. "Babs" Nutt had already enjoyed an adventurous life when she took up soaring in 1970. After college, she moved to New Hampshire with her husband, David. The two spent several summers in the Arctic aboard the research schooner *Blue Dolphin*, where Babs served as radio operator and crew. Back home, Babs embarked on the greatest adventure of all, that of raising six children. She did find time, however, to enjoy competitive sailing and skiing, two sports at which she excelled throughout her life. When the children were grown, Babs and

Dave took up flying. They started in powered aircraft, but Babs decided that soaring was the sport for her. She quickly became enamored with wave soaring which she practiced whenever she could in the mountains of Vermont and New Hampshire. In March of 1975, she and Hannah Duncan set the current World Feminine Multiplace altitude record of 35,463 feet, flying out of Black Forest Gliderport in Colorado. In 1979, at a time in life when most of us consider playing with the grandchildren to be adventurous, Babs and Dave decided to go into the aviation business. They purchased the small grass strip in Post

Mills, Vermont and offered flight instruction in a 2-33. Eventually the business grew to include powered instruction, aerobatics, and banner towing. Babs was the duty pilot seven days a week. She was also the designated examiner for gliders, and it wasn't uncommon for a flight test applicant to have to wait for a brief time to allow the examiner to clear her head after a vigorous aerobic lesson in the Citabria. Having finally retired in 1988, Babs was instrumental in the formation of the Post Mills Soaring Club, which has recently established an award in her honor.

Rick Sheppe

“If at First You Don’t Succeed.....

An Article On the Occasion of My First Two 300km Cross Country Flights”

By: Grace Higgins

Everyone has goals, windmills to tilt at if you will. They may be seasonal, they may be lifelong; they may be rational, they may be passionate; they may engender risk and excitement, or long periods of boredom in which you struggle to focus your mind; they may even be a combination of all of the above. Such is the case with cross-country soaring.

For me, the particular XC soaring goal was a 300km triangle in SOAR Minden's Grob 102 to satisfy the Diamond Goal badge requirements. Using turn points from the Minden Soaring Club website, I drew up a triangle from Minden to the North end of Mono Lake to Rabbit Dry Lake (by Silver Springs) and back to Minden. With my landout kit, prepared charts, and a course in mind and declared in the flight recorder, I felt ready to set off on my grand adventure. All I needed now was a good day and a hole in my school and working schedule.

August 3 was just such a day: the forecast told of strong lift to 18,000 ft with light variable winds for the better part of the day and only a slight chance for overdevelopment. Even better, I was at Minden that day! Cus began to pop in the Pine nuts before I even had little 1BG preflighted and by 1300 I was chomping at the bit (quietly, of course) to launch. After what felt like ages, we were hooked up and rolling. 1600 ft later I find myself climbing away, tow-plane-free, in what will prove to be the day's escape thermal--- a lovely 8-10 knot cylinder of rising air projecting me and my fiberglass friend to 11,000 ft. At this point I leave, heading for the clouds on my course and putting Minden as far behind me as I can. Leaving the Pinenuts, I feel my XC excursion has started in earnest.

My course is perhaps the Minden area 'Milk Run' for XC beginners. But it is certainly the most dramatic milk run I will ever know. Jumping over Lake Topaz to the Sweetwater range at 14,000 ft. and contacting a convergence line out towards Patterson and beyond allows me to wonder at this huge brown, red, blue, green, purple, orange, and yellow basin I live and fly in. Mountain range after mountain range, valley after valley, on and on until you get to the Sierras at which point it's just a mass of spiny ridges, still flecked with winter's white snow. Yes, it's quite high out here. You can tell by the way cloudbase has jumped from 14,500 to over 17,000 between Mt. Siegal at the south end of the Pinenuts and Bridgeport at the South end of the Sweetwater range.

Being greedy, I climb as high as I can on this leg, which is not hard to do as cloudstreets abound. The penalty for this is incessant shivering after about 15 minutes above 15,000 ft. It's so cold that I actually look forward to the end of the cloudstreet I'm flying under. That is, until I get there and realize that my turn point lies out in the blue. Mustering up my courage to fly in an area where I can't actually see the lift, I launch out to round my first turnpoint---which I have marked on my sectional, as I am not using a handheld GPS unit. I don't really want to think about how much altitude I wasted by second guessing myself each time I thought I was in the proper sector for the turn. Eventually I say to myself 'screw this, I must be there already; look that's the road, that's the creek; let's go back to lift'. So I do (in my post flight analysis I can actually see all the little false turns I made; and how close I came to missing it with the final turn. Patience and Precision really are virtues, especially in soaring).

I freeze in beautiful lift all the way to Yerington, at which point I get to fly in the blue for awhile. The lift is not so good here (although much warmer, particularly as I fly through the sink) and I find myself making a major course deviation to Rawe peak, where I find a nice thermal. It's only nice, however, and I probably spend too much time circling in it before heading off to my last turnpoint at Rabbit Dry Lake. Wouldn't you know that I find even better thermals on the way out there, just as I don't need them? In any event, I feel perfectly comfortable flying right out to Rabbit and making my turn. After I see my flight trace, I will regret feeling so confident. I missed the blasted turn point by 2.5 km!

But at this point in flight I am just happy to be heading home. Here I am at 14,000 ft over Rawe peak with home in sight. Final glide is such a lovely feeling. No more tiptoeing, looking out for the best places of lift. Now it's look for traffic, and try not to think of your uncomfortably full bladder as you cruise home at 90kts, indicated (it's rather uncomfortable in the Grob 102). The air is generally going up at this time of day as the cool Lake Tahoe winds descend into the Minden valley. It's as if the air is mocking your efforts to get up earlier in the day by making it more difficult to get down. But spoilers and clearing turns always do the trick and in no time, it seems, I am on the ground.

I can't really feel the ground very well as my feet are more like stumps, being half frozen with cold. I thank the powers that be that I am the only one on the ramp (and curse airport management for putting a porta potty on 21 where it's not needed) as my stumpy feet and I waddle to nature's latrine. Relieved and happy to have completed my flight, I look out east where I was and start thinking about all of the things I coulda, woulda, shoulda done better. The places I could've gone if I had flown faster; the speed I could've achieved if I didn't stop in those weak little thermals; the weak thermals I could've avoided if I had used that nice one more effectively. I think it's thoughts like these that give glider pilots that strange happy-sad look when they land. It's a kind of elated melancholy---makes it difficult to interact with real people for at least 15 minutes after the end of a flight!

Such is every soaring flight. No matter how well you did, you can always do better. And nothing is more helpfully cruel in improving your flight than the flight trace. "See You" is a magnificent tool. The statistics can tell you so much about each minute of your flight and watching the cute little glider dance across the computer screen can provide endless hours of instructional entertainment (and it clears the room really quickly!). Among other less humiliating facts, my flight trace showed me that I missed the Rabbit Dry Lake TP by 2.5 km. At that time, I didn't think the little glider was so cute as it traveled close to but not into the lovely blue circle around the Rabbit Dry Lake TP!

What to do? Well, there's always tomorrow. The next day, Friday the 4th of August, proved to be equally good soaring, so I flew the same course again. This day proved to be even less stable and more moist than the previous day. Different conditions provided new opportunities to make mistakes and learn from them. My biggest error was heading north for my Rabbit Dry Lake TP first, as by 1430, you could already see anvil tops to the south and east. Indeed,

I used more of my 'soaring around thunderstorm' techniques than I really would have liked to (that means, if it weren't for a line of virga running from Bridgeport to Topaz Lake, I would not have landed at Minden). But it certainly made for a beautiful flight.

Another fantastic day, even more challenging than the last! I almost didn't care what my flight trace said; I could've made all of the "slowness mistakes" in the book and still felt satisfied and proud of my achievement. But, though pretty tired, I did spend time analyzing my trace and posting it on the online contest (for a jaw dropping 17th place!).

Again, my ignorance of the rules (for the Diamond Goal badge you must fly the turnpoints in the declared order) and lack of experience with the Cambria flight computer ('Gee, it'll tell me how far I am from the turnpoint if I press a couple of buttons?') got me. My flights would mean absolutely nothing to the FAI, however much I gained from them. Oh well, perhaps third time's the charm!

Grace Higgins started flying gliders at the Minden-Tahoe Airport in the fall of 2003, becoming a Private glider pilot the following fall, shortly after her 16th birthday. This was followed by a Private airplane rating in February of 2006. Currently she is working towards her instrument rating, recovering from a summer of line gal work at both SOAR Minden and SOAR Truckee, and planning on getting my commercial rating for gliders. The rest of her life is spent as a home-schooled high school student: studying, going to classes at UNR, and enjoying her dependency on two wonderful parents who have supported her throughout my training. "Someday I hope to repay them by getting my driver's license!"

Even flights of only a few seconds duration can be great flights. How? Read on

WSPA members Martina Beukert, Sylvia Osterberg, Anna Laura Geusen and Sylvia Sella Geusen (Anne-Laura's mother) together with other members of their club, LSV Hegenscheid, visited the site where the German gliding movement began: the Wasserkuppe.

Each country probably has a site it can call the original site. In Germany this are not the dunes where Otto Lilienthal conducted his first flights but the Wasserkuppe, a 970m high mountain in the Rhoen mountain range Central Germany. In 1911, spurred on by flight fever created by the flights of Orville and Wilburn Wright, a group of young students from the University of Darmstadt conducted a gliding camp on the different faces of the mountain. Since 1920 the Wasserkuppe was the site of gliding contests, which made gliding popular in Germany and which were the model for the first American national contests. During these early days flying machines and techniques progressed rapidly. It was on the Wasserkuppe that in 1926 thermal lift was discovered and applied to motor-less flight (ed. note: the pilot was Wolfgang Klemperer who's granddaughter Ashlee, living in Oregon is a WSPA member). It was also here that during the 1930 contest the first aero tows were flown. Before there were only bungee-cord launches. Since the training took place in single seat, open primary gliders and close to the ground, it was no wonder that the planes and especially the skids were frequently damaged. A nearby carpenter shop, that took care of the repairs evolved into the famous, internationally known sailplane manufacturer Alexander Schleicher Flugzeugbau. From this company came the world renowned sailplanes like Ka6, ASK 13, ASW 20, ASK 21, ASH 25 etc.

But at the Wasserkuppe it is still possible to fly different types of sailplanes: real old timers.

To provide for an inexpensive, docile and easy to repair training glider the primary glider SG38 (not from the Schleicher factory) was developed in 1938. But even then a L/D of 10 was low for its time. Despite the low

performance 500 of these primaries were built until the 1950ies. Preferred launch method was by bungee-cord. But since then most of the old primaries have disappeared. Winch and aero tow replaced the bungee cord launch. Therefore the oldtimer club of the Wasserkuppe made it its goal to restore old planes, not only to be put in the Wasserkuppe Museum, the counter part of the National Soaring Museum, but be actually flown by today's pilots. Amongst these planes is also a SG38, which for nostalgic reasons is launched by bungee cord. And that is exactly what we, 20 male and female pilots, did.

Bungee cord launches are physically hard work. For this reason soaring classifies as a "sport". A V-shaped bungee cord is hooked to the nose of the glider, while a team of 4 people are holding on to the bungee cord that is hooked to the tail. After the command is given the 5 people on each side of the V run forward until the bungee cord has reached its maximal extension. Then the command is given to let the tail cord go, the glider accelerates and lurches forward, lifts off the ground glides down the hill to land after a few seconds down in the valley. No wonder the log books of the old pilots show so many flights logged in seconds.

After such a down hill glide the glider has to be brought back to the launch site. In the early years this had to be done by men or horsepower. Fortunately, we had a tractor available. But all of us had to lend a hand. Even our children pulled the bungee cord, which was a lot of fun for them. We managed to get the SG38 airborne at every launch even with heavy-weight pilots flying them. And believe me: as the bungee cord crew you got to feel the pilot's weight.

It was a beautiful experience to find oneself after a short, high acceleration but soft take-off in about 30 ft altitude, exposed to the rushing air (the pilot is sitting totally exposed). The flights didn't last long. But like the log books of the old timers we now have flights entered by the seconds. Every pilot was all smiles after landing.

Although it is a joy to soar in a modern, high performance sailplane, flying today the old fashion way can be a lot of fun. But our aching muscles told us not to do bungee launches every day (at least not as start crew).

Back to the Roots- the German Roots-of Soaring

By Sylvia Sella-Geusen translated from German by Frauke Elber



Memorial to the killed early soaring pioneers on the Wasserkuppe

(Hear Say from page 4)

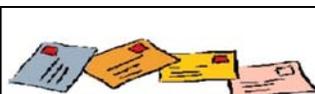
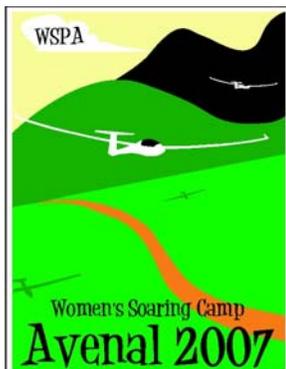
At the airport we ready the glider with the help of car head lights. The flight is programmed into the on-board computer with the help of a flashlight, since it is still dark. 20 minutes before take-off (05:15 AM early in December) we move the glider to the runway. The exact start time is recorded and received from the data logger to make sure that we will comply with sun-rise regulations.

Kathy Taylor is organizing an exhibition on famous women glider pilots for the South West Soaring Museum in Moriarty, NM

News from Germany:

On January 6, 2007 a support foundation for women soaring pilots was established in the

name of Angelika Machinek, who died in an ultra light accident on October 12, 2006. Mission of the foundation is to promote young women across Germany. The foundation will buy a sailplane and make it available to talented, young women pilots. Also a team of women mentors will be organized.



Betty Loufek:

The November issue of Hangar Soaring was so full of terrific information and so well done. Good job, gall!

I started thinking about the 1954 21st National Contest held at Lake Elsinore, CA. I flew in it as a contestant –the only woman- 2 months after the birth of my second son....

Gill van den Broeck, Belgium

just received Nov issue - am very flattered pages 6 and 7 but I do think you exaggerate my importance - but bravo for finding infor-

mation I almost forgot - this is very complete indeed - Thanks a lot anyway.

Sue Martin, Australia

Thank you for continuing to send me the newsletter - it's always good to read about women achieving good things in aviation, even those I've never met seem like sisters, perhaps because of our common love of flying.



Redneck Palmpilot



Marianne Deutschmann, Bron Floden, Britt Floden, Un-known US crew, Hetty Freese, Maria Bolla, Magda Sara

Courtesy: Sue Martin

The 1974 International Women Contest, Leszno, Poland
Marianne Deutschmann (FRG), Britt Floden and Hetty Freese have passed away. Maria Bolla (Hungary still flies international competition). Magda Sara also from Hungary, whereabouts unknown

At last year's convention, Arleen Coleson started to solicit participants in a WSPA quilt project. Despite several announcements in Hangar Soaring, Arleen did not receive enough squares to make the quilt. Therefore she is giving it a try again in 2007.

2007-8 WSPA QUILT PROJECT

The quilt we will make together this year will help fund the WSPA scholarships for women pilots. It will be raffled off at the 2007 SSA Convention. Here's how to get involved:

WHO can participate? ANYONE with an interest to help women Soaring pilots!

WHAT to do? Make a 12-1/2 inch square quilt block.

(Or more than one if you want to!)

NOTE: Be sure to sign your name somewhere on the block!

WHY? To help fund WSPA Scholarships for women pilots!

WHERE to send the block(s)? To: Arleen Coleson, Treasurer

324 E. Yucca Dr.

Hobbs, NM 88240-4414

WHEN is the deadline? Aug. 1, 2007

SPECIFICATIONS:

**Block must be made of 100% cotton fabric
Block must be 12-1/2 inches finished when sent in**

Colors to use: True blues, whites and beiges

**Pattern to use: Use your imagination
If you are artistic & sew well, be creative and appliqué a glider, or?**

If you are a novice, try an easy pattern.

MOST OF ALL – HAVE FUN!

Women's Soaring Seminar 2007

Name (nickname or call sign?) _____

Address _____

SSA Membership # _____

Gliders

I'm bringing my glider (please bring proof of insurance with you – *it will be required to get a tow*) Glider make/model _____ N# _____

I would like to rent a glider - I am checked out in the following gliders:

Current Experience (check all that apply)

Student – Dual	ABC Badges	Mostly local flying
Student – Solo	Bronze badge	Cross Country
Private	Silver Badge	Regional competition
Commercial	Gold Badge	National competition
CFIG	Diamonds	

Total glider PIC hours _____ Hours in gliders 35:1 or greater _____ Hours in retractable gear _____

US Pilot? Yes ___ No ___ If No, do you have a US Pilots License Yes ___ No ___

Note: If plan to fly solo, you are required to have a US Pilots license.

Housing preference

Camp (tent or trailer) at Avenal (free)

Stay at a local motel (Refer to www.soaravenal site for official motel)

Will share a trailer/motel room I will share with _____

I want to fly:

Local	Solo	Cross Country	Competition	Badges/records
With an instructor definitely		yes	maybe	definitely not
how many days? _____		local	cross-country	both
Mentored cross-country definitely		yes	maybe	definitely not

(leader/follower) how many days ? _____

Emergency Contact:

Name _____

Home phone _____

Cell phone _____

Any special needs?

Cost

Registration Choices:

I \$200 for WSPA members, \$210 for nonmembers: ***includes all meals***
(In addition, it includes 1 month membership to Avenal and T-shirt)

Or

I \$125 for WSPA members ***without food*** (Meals will need to be purchased during the event)
(In addition, it includes 1 month membership to Avenal and T-shirt)

T-shirt size desired (add'l shirts available for purchase, price is tbd)

Small Med Large X-Large

Arrival

Note for large commercial airports: San Francisco Airport (SFO) is nearly 200 miles driving distance from Avenal. San Jose Airport is 165 miles driving distance. Los Angeles Airport (LAX) is 195 miles driving distance. Bakersfield Airport is 90 miles driving distance. Fresno Airport is 70 miles driving distance.

I'll be traveling by Plane _____ Car _____ Train _____

Airport of arrival _____ Time and Day of Arrival. _____

Would you like to connect with other attendees who will be **(add) carpooling** or arriving by plane? (circle one)

Mode of communication: email is _____ Phone numbers are _____

Make checks for registration payable to WSPA

Mail to: Kathleen Morse, (Apt. 32) 2310 Rock Street, Mountain View, CA 94043

CAMPING/LODGING

Camping is available onsite for free. RV's, trailers, etc welcome, but there are no hookups. Lodging is available at the following locations nearby:

Harris Ranch Inn (800) 942-2333 or (559) 935-0717

Kettleman City Travelodge (800) 578-7878 or (559) 386-0804

Olive Tree Motel, Kettleman City (559) 386-9530

Cambridge Inn Motor Lodge, Coalinga (559) 935-2700

Location:

Avenal, California is located in Kings County, five miles west of Interstate 5, at the intersection of State Route 33 and State Route 269. We are about half way between Los Angeles and the San Francisco Bay area on the west side of the Central Valley. Avenal has a varied combination of lift conditions including thermal, mountain wave, ridge and convergence most of the year.

Questions: Contact Kathleen Morse 650-210-8937

kathleen.morse@sbcglobal.net

Also contact the www.soaravenal.com site for updates.

WANTED

ASK 21 trailer. Will accept open trailer that can be adapted.

Neita Montague
neitalibelle@aol.com

ANNE LINDBERGH TROPHY

Application deadline:
April 30, 2007

Information and rules at:
<http://www.womensoaring.org/trophy.html>

Send your application and documentation to:

Sarah Kelly
PO Box 53
Benton, TN 37307

Phone 423 506 9015
info@chillhowee.com

WANTED

Emergency contacts with glider pilots along the I-40, I-80 and I-70 corridor. We are planning to drive the motor home from VA to CA to the seminar. Contacts would be helpful in case of a break-down

Frauke



WSPA SCHOLARSHIPS FOR 2007

The purpose of the Women Soaring Pilots Association is to encourage women to fly gliders. One way we do this is through our scholarship program. Our scholarships are for women only and we require that they be members of WSPA and SSA or an equivalent type organization if they do not live in the U.S. Applications are reviewed by a committee of three WSPA members. They are judged primarily on realistic goals and dedication to those goals.

If you are a student glider pilot under the age of 25:

You qualify for the Sky Ghost Scholarship. This scholarship of \$500 can be used at any gliderport (commercial or club) in any country toward obtaining your Private Glider License.

If you are a student glider pilot of any age and planning to attend the 2007 Women's Soaring Seminar which will be held at the Avenal Gliderport in Northern California during the week of June 18-22 or if you are a licensed glider pilot of any age planning to attend the seminar:

You qualify for a seminar scholarship. This year, the first place winner will receive The Flying Montagues Scholarship which is for up to \$1000 in flight costs incurred during the seminar. This scholarship has been made possible by a generous donation from Mark and Neita Montague. The second place winner will receive the Briegleb Scholarship for up to \$500 for flight costs incurred during the seminar. The applicants may be working toward a Private, Commercial or CFI-G rating.

If you are a licensed glider pilot seeking advanced training or additional glider ratings or if you are a licensed airplane pilot seeking a tow plane endorsement:

You qualify for the Maria Faber Scholarship which awards \$500 for use at any gliderport in any country.

If you are an experienced, licensed glider pilot who wants to begin flying in soaring competition and you meet all the requirements for a specific SSA sanctioned contest:

You are eligible for the WSPA Competition Scholarship. It provides \$500 to a woman who competes in a regional or national SSA sanctioned competition. This scholarship is for U.S. pilots only.

Completed applications must be received by May 1, 2007. Application forms are available from the WSPA Scholarship Committee. Please indicate which scholarship you are applying for. Contact:

Phyllis Wells - pwells1634@aol.com
1938 15th Street



2006 Eileen Collins Aerospace Camp winner

Amelia Neumayer
646 Harris Hill Rd.
Elmira, NY 14903

Amelia (age 12) lives on Harris Hill, and is home schooled

COME FLY WITH US

Be a 99

Camaraderie
Scholarships
Networking
Mentoring

The Ninety-Nines, Inc.

The oldest and largest organization of women pilots in the world
www.ninety-nines.org

Submitted by Linda Mae Draper



This ceramic plate by Jennifer Mulligan from the Blue Ridge Soaring Society will be the 2007 raffle. Raffle tickets will be for sale at the convention and afterwards will be on the WSPA website available for download. Ticket price will be \$2.00 each. Print and fill out as many as you like and send them with your money to Frauke Elber

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



First Class Mail