



# Hangar Soaring

May, 2003

THE OFFICIAL PUBLICATION OF THE WOMEN SOARING PILOTS ASSOC.

## IN THIS ISSUE

PAGE 2

From the Badge Lady  
(Arleen Coleson)

Reflections by Frauke Elber

PAGE 3

Note from the President by  
Janet Sorrell

Help Wanted  
by Frauke Elber

PAGE 4

Soaring in Namibia  
by Anna Dobrin Schippers

PAGE 5

Scholarships

PAGE 6

Soaring over and around Utah's  
State and National Parks  
by Monique Weil

PAGE 7

WSPA Mailbox

PAGE 8

My Soaring Adventure  
by Peggy Loeffler

PAGE 9

The Day I finally did it  
by Ariane Decloux

PAGE 10

Welcome new members

Will you crew for me  
by Wolf Elber

PAGE 11

Seminar 2003 Application

## A Mothers Day Tribute: Anne Briegleb

### SHE PASSED BY

She passed along life's large flight line,  
and touched the hearts of all.

The pilots, crews and anyone  
who came to see or call.

She pulled the rope and ran the wing  
and helped her sons to fly.

Alone she towed the ships aloft  
and then upon her shoulder soft,

Held adults or children, come  
what may

'til calmed, and sent them on  
their way.

One day she climbed aboard a  
craft.

and soon was rushing, -- what  
a draft!

No cowl you know, just tow quite  
slow,

then faster still she climbed the hill  
of air up which she flew.

The touch down, then -- the landing roll,  
up to the happy crew,

"Enough" she said, "I'm ready now,  
to settle in my home."

She welcomed many friends it's said --  
she never was alone.

She planted trees, and flowers grew,  
and yes, she played the organ too.

So many she loved and touched their  
hearts,

it's difficult to see,

How could she make room for any more,  
and yet it was to be.

And through the years, there were the tears,  
she shed so silently,

As her boys grew up, and then left home,  
in order to be free.

But still she toiled to help new friends,  
with problems she could see.

The problems solved, their hearts resolved,  
their minds could now be free.



Anne's 1st solo 1931

The years did pass, and took their toll,  
but still she gallantly played the roll --

Of mother, a lover, a friend to all --  
she held them whether large or small.

Don't weep for me, I'm still all right,  
she'd say, as she continued the fight.

And still she tried to do her share,  
the house, the garden needed her care.

No longer could she climb the stair,  
without the help of someone there.

And then one day she said, "Please don't  
go",

she was weak and helpless, you must know.

Anne passed this way and earth's last glide  
has ended --

And still as though suspended --

She soared once more alone  
to heights above the universe

and landed by His throne.

And now she has new wings you know  
and stands near Jesus' feet,

Still touching hearts and hands of those,  
who walk the golden streets.

By: W.G. Briegleb

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 2003/04 BOARD

Janet Sorrell (NC)  
PRESIDENT  
316 W. Market  
Germantown OH 45327

Linda Mathias (NE)  
VICE PRESIDENT  
151 Hidden Acres Circ.  
Windsor, VA 23487

Monique Weil (SW)  
SECRETARY  
6022 Merriewood Dr.  
Oakland, CA 94611

Gloria Dalton (SE)  
TREASURER  
4826 Westridge Dr.  
Charlotte NC 28208

Sharon Smith(SC)  
WEBMASTER  
801 Elsbeth  
Dallas, TX 75208  
Sierray@swbell.net

Diane Clark (NW)  
5200 SW Dover La.  
Portland, OR 97225

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

ELBER@CAVTEL.NET OR FRAUKE ELBER, EDITOR, 213 ANNE BARRAS LA., NEWPORT NEWS VA 23606-3637

## The Badge Lady, Arleen Coleson

### SSA B BADGE

Lucy Anne McKosky;  
Katherine Haessler  
Karen S. Pamment

### SSA A BADGES

Lucy Anne McKosky  
Lori Ann Morris  
Katherine Haessler  
Karen A. Pamment

### U.S. NATIONAL RECORDS APPROVED

Deborah Kutch/Ruthann Povinelli; Motorglider, Multi-place, Feminine; Distance Around a Triangular Course/Speed Over a Triangular Course of 300 Km; 304.18 km (189.01 sm)/124.99 km/h (77.67 mph); Stemme S10-VT; Ely, NV.

### ASK THE BADGE LADY

Q. I've heard that there are awards specifically for teenagers. What are they and how do I apply for them?

A. The Kolstad Century I, II and III Awards are for pilots between the ages of 14 and 20 inclusive. The Century I Award is for a flight of over 100 Km, Century II over 200 Km and the Century III Award is for a flight of over 300 Km. Regular FAI Sporting Code rules appropriate to badges apply. Application is made on an SSA Soaring Awards Application form which is sent, with documentation of the flight, to the SSA within 6 months of the flight. Each Century Award has its own distinctive lapel pin and cloth patch.

Keep in mind that the Century Awards are one way to meet the flight requirements for the annual Kolstad Youth Scholarship Grant. More information about the scholarship can be found on the SSA website or at <http://home.att.net/~midlk/klsthmpg.htm>.

When planning your goals for this season don't forget that the Century Awards dovetail nicely with badge tasks.

Ed. Note: also check the World Class home page. There is money available for young people too

## WSPA will sponsor a woman in 1-26 or World Class competition in 2003.

**\$500.00 available for expenses.**

Contact Phyllis Wells  
1938 15th Street  
Penrose, CO 81240

### Record Claim for Hana Zejdova

Czech pilot Hana Zejdova is claiming an Open Class feminine Speed World record for a 100km triangle. The flight took place on April 1 in Tocumwal, Australia in a Nimbus 3 at a speed of 153.43 km/h.

This record is presently held by Jo Shaw who also flew a Nimbus 3 in 1997 with a speed of 151.12 km/h

## Reflections

Recently I talked to the mother of a 10 year old aspiring national skating champion. The sacrifices this family makes to advance the daughter to national level are staggering. (The young lady just had managed her first triple jump!) Annual fees: over \$1000, at least two pairs of skates a year at around \$1000 a pair, costs of several costumes, a private tutor for the girl since her skating schedule doesn't fit in any regular school day. Practice every morning at 6 am (the mother has to drive her to the rink).

This conversation made me ponder... what if that much effort could be made to advance a young, promising glider pilot (male or female) to the pinnacle of the sport? Would we get more interested young people? How many parents who fly foster their children's soaring careers, how many make sacrifices like the skater-mom to advance the youngster? Sure, soaring doesn't bring any financial rewards to the champion pilots, except for the admiration of young people who see in them role models.

I know of one pilot who climbed to the top of the sport under the tutelage and sacrifices of her father: Hana Zejdova from the Czech Republic, who has flown 52(!) world records, of which many are still standing. Who in the soaring world knows about Hana? Then there is our own Susan Steinmann, an aspiring competition pilot, who obviously has backing and nurturing from her family to advance in soaring and in aviation in general. Susan soloed at age 14 in December 2000 and owned a 1-26 half a year later. She and her dad are just rebuilding the 1-26 and Susan hopes to have it ready for the upcoming soaring season. She also flies hang gliders and ultralights and is looking forward to getting her license to be able to compete. Maybe she will become the next Hana Zejdova.

Frauke

## From the President (or too good to be true-- read this)

Hello everyone

WSPA has received a wonderful offer---the use of a Pegasus sailplane for a year. Its generous owner cannot fly it this year. Rather than have it sit on the ground, he would like for it to be flown by women pilots. In the past he has loaned the plane to soaring youth, and now he would like to give us ladies a chance to use it. This is a great opportunity for someone, or a group of us, to have the chance to fly a neat plane.

Here are the details of the offer:

1. The owner wants the plane to go to a woman, or a group of women, who will fly it in contests or for badge attempts. And he really wants it to fly--not kept hangared all summer.
2. You must have at least a private glider license and be a member of WSPA and SSA.
3. The owner will pay to have an annual inspection done on the plane before you take it.
4. You would keep it fully insured and provide proof of insurance to WSPA and to the owner. We estimate that the insurance will cost around \$1000-\$1200 per year, but it depends upon your experience and flying time. It could be more.
5. The owner does not want to be held liable for any accidents or injuries that might result from you flying his plane since he is donating its use. He may want you to sign a release or something on this point. You would also agree to not hold WSPA responsible for any accidents or injuries.
6. The owner knows that land-outs are a part of soaring. With them come

the risk of damage and dings to his plane, which is why he expects it to be insured. That said, he does want you to treat the plane like you would treat your own and to fly it a lot.

7. You would be responsible for picking up the plane, which is located in eastern Pennsylvania, and returning it to him in one year.

So...if you, or a group of you, are interested in this offer, you need to contact me ASAP by either e-mail at [jsorrell@gtownonline.com](mailto:jsorrell@gtownonline.com) or snail mail at P.O. Box 111, Germantown, Ohio 45327. Please write a short letter, no more than 1500 words, about your flying history, your club affiliation or the airport where you would keep the plane. Tell us why you would like to fly the Pegasus. Perhaps include your plan for contests, badge work, etc. I will forward the applications to the WSPA Board members, who will make the selection.

The owner wants the plane to be picked up and flown soon, while the season is fresh. Therefore please send your letter to me as soon as possible, but **no later than May 10**. If you have any questions, please write to me. I will attempt to answer them. This is a unique opportunity that I hope some lucky WSPA member will be able to use.

Happy Soaring!

Janet Sorrell  
President



### 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 sailplane 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 and the convention costs (or part of them) for one member being in charge of our convention presence, printing costs for promotional material, membership applications etc. 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 6/03 in the upper right hand 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**

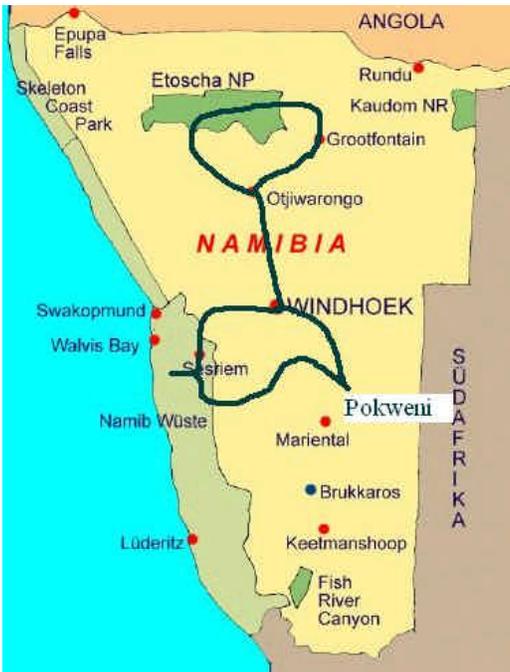


Your Editor  
Frauke

## Soaring in Namibia

By  
Anna Dobrin Schippers, Switzerland

*Note from the editor: I met Anna and her now husband Joachim (Achim) several years ago on the German soaring chat room [www.segelflug.de/chat](http://www.segelflug.de/chat). Over the years we have become good friends and I have visited Anna and Achim twice in their picturesque village in Switzerland. Last year both came to the US and we toured the Outer Banks and spent the contest week in New Castle. Achim had planned to fly in the Return to Kitty Hawk Rally with my husband and me crewing for him. Because of the present political uncertainties, Achim decided not to come. Anna has been a WSPA member for the last three years.*



This past Christmas, my husband Achim and I went to visit the African country Namibia and to enjoy some outstanding soaring. It was a fulfillment of Achim's lifelong dream. I was more reluctant since I had no conception of this country beforehand. On December 14, 2002 we flew to Windhoek, where we were met by natives at the airport. They took us to the farm where Achim's parents, who are frequent visitors to Namibia, keep an old Landrover under a protective cover. And thus it happened that we enjoyed coffee and Christmas cookies at 37°C (100 °F) on a patio overlooking farmland and steppe – a distinctly strange feeling.

The next days we hiked on sand and gravel roads through the Namib Desert and the Naukluft mountains, spending the nights in our rooftop tent on campgrounds sometimes visited by wild horses and baboons.

Five days later we finally drove to the Pokweni farm whose owner Joos has been a glider pilot for several years. There are only a few glider pilots -less than 30- in this sparsely populated country, which stretches over an area of 1300km (815mls) north-south and 600 km (375mls) east-west. For the last 40 years there has been a well-known soaring European –mainly Swiss- soaring center in Bitterwasser. Bitterwasser has become known for its many 1000km and record flights, and every pilot who flies his first 1000km or a record flight has a palm tree planted in his/her honor. The alley of palm trees planted that way is known as "Victory Lane". Unfortunately, over the years Bitterwasser has turned into a plush and expensive soaring operation. Joos decided to start an operation on his own farm, utilizing one of the dry salt pens on his property. His club built a hangar and facilities. The hangar was destroyed in a big sand storm but thanks to generous donations was promptly rebuilt. This past summer, Axel, a German friend of Joos, decided to buy some Sports class gliders and make

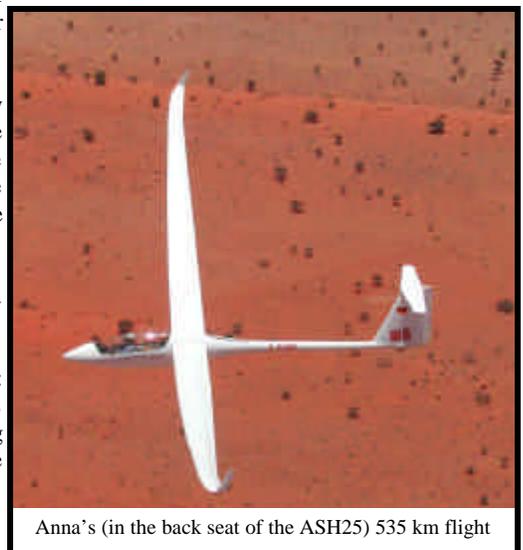
them available for rent. Beside that, he was able to convince some Open Class pilots who used to fly in Bitterwasser to come and join the Pokweni operation. Joos and his wife operate guest rooms at their farm that can accommodate 12 persons. Thus we were able to spend some beautiful soaring days with pilots from Africa and Europe.

The temperature hovered between 36°C and 38°C (~100 °F). Although Namibia ordinarily is extremely dry, we arrived just at the beginning of the rainy season. Frequent heavy showers flooded the lake bed, but the water dried off by the next day. Besides, we had a 2.5 km sand runway for take-off. Achim rented an ASW19 and I was able to fly with Axel in a Blanik. It was great (except for the pain in my derriere. I have never been so high or flown with oxygen. Nor have I ever flown a quick 300km triangle. Almost every day cloud base was at 5400m (17820 ft). No wonder that most of the world's 1000km triangles are flown here.

Maintaining my orientation was easier than I had anticipated. Namibia is extremely dry and very flat in the Windhoek area. Yellow and red sand dunes alternate across the landscape and we had red sand dunes running due north-south in our area. Roads, the only off-field landing strips, were either 15 m or 18 m wide, which made it impossible to land a long winged glider there without damaging the ship. Because of the sparse vegetation the roads were very visible even from 3000m (9900 ft) altitude.

After flying, we jumped in the pool to cool off and had a drink on the rocks before a Springbok BBQ was served on the patio. A DREAM!!!

Many evenings we drove the Landrover on the dunes to observe the local wildlife: springboks, zebras, kudus, ostriches, antelopes and many more. On several occasions we spent a "Sun Downer" on top of the highest dune of the Kalahari Desert, including on Christmas Eve. The day was my most memorable of the whole trip: I had a chance to fly a 535km (334 mls) triangle with Walter Binder, one of the ETA designers, in his prototype ASH25 MB-28m. What a Christmas gift.



Anna's (in the back seat of the ASH25) 535 km flight

Communicating with the native employees was easy since English is the official language. But since Namibia used to be a German colony, many people still speak German, my native language. The people are friendly and hospitable. Daily living is cheap; soaring unfortunately is not, which will probably keep us from going there again next year. We fell in love with Namibia, an interesting country, an ideal gateway to explore Africa, lovable people, little criminality, solitude, a lot of animals, good food, outstanding soaring conditions and much more. I miss Namibia already and would love to visit there soon again.

(For anybody who can read German, see our extensive travel report at [www.segelflug.de/vereine/binningen](http://www.segelflug.de/vereine/binningen))

*Ed. Note: for information on soaring in Pokweni/Namibia contact  
Axel Nuss  
Kurt Hujer Weg 18  
29693 Hodenhagen  
Germany*

E-mail: [nussaxel@gmx.de](mailto:nussaxel@gmx.de)  
Fax 49-5164-801222

To see photos: [http://de.geocities.com/vioiv\\_2001/](http://de.geocities.com/vioiv_2001/)  
Click on "FLIEGEN" and then on bottom of page on "FOTOS"

## Scholarships



Women in Aviation, International (WAI) has scholarships available in the collective amount of over a quarter million dollars. The scholarships are for studies in engineering, general, flight and aircraft maintenance. If you

are interested WAI can be contacted on their website at Women in Aviation Scholarships. Applications can be downloaded from the website or obtained at 937-839-4046.

<http://www.women-in-aviation.com/Education/>

### check this site too:

<http://www.ninety-nines.org/aescha.html>

### Mailing address:

The Ninety-Nines, Inc. International Headquarters  
Box 965, 7100 Terminal Drive  
Oklahoma City, OK 73159-0965  
USA

- 1 Telephone: 800.994.1929 or 405.685.7969
- 2 Fax: 405.685.7985

Send e-mail to our Headquarters at [ihq99s@cs.com](mailto:ihq99s@cs.com)

### The SSA and WSPA have several grants and scholarships For details go to.

<http://www.ssa.org/YouthPgms.asp>

### BULTMAN AWARD

*\$400 for soaring progress. Service award.*

This SSA award is geared to Youth Committee goals 2 and 3, for **post-solo** soaring by SSA members ages 14 to 22. Preferably chasing badges, going to wave camps, entering contests, as opposed to earning FAA ratings. This is a "worker" award for a youngster who has made essential contributions to a Club or FBO and who may be too financially strapped to buy tows just for fun. It serves to remind us of the many friends on the ground we rely on every time we fly. To apply, a sponsoring soaring group needs to send nominating evidence and letters of recommendation to SSA, being sure to document the Club or FBO service of the nominee and their plans to use the funds for soaring. Soaring experience or achievement are not criteria, nor are academics. Details and a downloadable application form are at [www.soarcsa.org/ssa/ssay/byfs.htm](http://www.soarcsa.org/ssa/ssay/byfs.htm)

### CADET SCHOLARSHIP

Winners of scholarships and several smaller prizes are selected each year from young **non-pilot** applicants who **visit a USA gliderport** and make a good case via an essay and application for their **desire to learn to fly, financial need, and promise** in other aspects of life.

This contest will introduce the sport to many new pilots and spark many a beginning towards a lifetime of soaring enjoyment. For some award winners, it will be an ideal ground-floor to an aviation career

### CENTURY I, II, III, AWARD

The Kolstad Century I, II and III Awards are for pilots between the ages of 14 and 20 inclusive. The Century I Award is for a flight of over 100 Km, Century II over 200 Km and the Century III Award is for a flight of over 300 Km. Regular FAI Sporting Code rules appropriate to badges apply. Application is made on an SSA Soaring Awards Application form which is sent, with documentation of the flight, to the SSA within 6 months of the flight. and for the **Kolstad scholarship** to [home.att.net/~midlk/klstmpg.htm](http://home.att.net/~midlk/klstmpg.htm)

**The Michael Wallace Scholarship Fund:** [www.cypresssoaring.org](http://www.cypresssoaring.org)

**Briegleb Scholarship and Sky Ghost Scholarship**  
[www.womensoaring.org](http://www.womensoaring.org)

**ZONTA** a women service organization offers the  
**Zonta International Amelia Earhart Fellowship Award**

This is an academic scholarship

### THE PROGRAM

The ZONTA International Amelia Earhart Fellowship Awards were established in 1938 in honor of Amelia Earhart, famed pilot and member of ZONTA International. The awards are granted annually to women pursuing graduate degrees in aerospace-related sciences and aerospace-related engineering

[http://www.zonta.org/Our\\_Programs/Amelia\\_Earhart\\_Program/amelia\\_earhart\\_program.html](http://www.zonta.org/Our_Programs/Amelia_Earhart_Program/amelia_earhart_program.html)

**CAP offers several scholarships to their cadets (not necessarily females).**

For details see  
[http://www.jrotc.org/flying\\_scholarships.htm](http://www.jrotc.org/flying_scholarships.htm)

**Check the application deadlines on all**

## Soaring over and around Utah State and National Parks

By Monique Weil

Last summer I treated myself to a soaring holiday in the high desert spectacular landscape of South West Utah. Parowan Utah is a soaring base known to pilots who soar long distances in the Great Basin. Not having my own glider, I had never considered going to any of these sites until I heard that there were now a couple of gliders for rent out of Parowan. I made email reservations with Guenther to rent "an ASW 24, with a sustainer engine, equipped with data logger, Peschge flight computer, EDS oxygen and new parachute" and headed out to Utah in early July. I chose a scenic route but rarely left the car due to the oppressive heat which persisted during the two weeks of this trip, with little cooling at night.

Guenther was home to welcome me on my arrival in the house he rents for the summer. It was hot. Guenther "discovered" Parowan a couple of years ago after flying at Hilton Ranch. He had been invited to Hilton Ranch as European champion after flying the first 18meter FAI 1000KM triangle in Germany in 1999. He brought 2 gliders here from Germany and also has a Blanik L-13 for rentals. The rates are reasonably priced and Guenther is a one-man manager. He is extremely generous of his time, taking over line operations, using his bicycle to run between gliders, office and runway; organizing the tow schedule, getting his gliders ready, trying to keep track of glider's location. He keeps his German ships in a hangar, which makes pre-flight easy, protected from the searing sun.

The first day after my arrival, I chose to fly the ASW 24 and we were lined up on the runway in position for tow when I scanned the sky to the west to see a fast advancing system covering the sky. We pushed the glider off the runway just in time before a heavy downpour with strong winds drenched us. This rain was the first in two months or more as the whole area was suffering from a drought. We had to push my car out of the mud. Some areas had flash flooding, yet the next day showed little evidence of the storm. When the rain diminished Guenther suggested I go sight seeing, to

Brian's Head Peak, over 11,300' Breaks National Monument. to the peak which gave me a panoramic view of the valley and canyons below, a gigantic statuesque forms of reds, yellows, oranges and yellow rock formations as well as massive mountains, forests, lakes, scapes, fields of alfalfa as well as National Parks within easy driving distance. Bryce and Zion National Parks, National Monuments. The geology of these natural wonders



Monique Weil in Front of the PIK at Parowan

fascinated me and drew me to go sight seeing whenever the weather was not soarable.

The next day was predictably a beautiful soaring day with high cumulus all over. However I had never flown an ASW 24 before, which Guenther explained was like flying with water due to its engine. Flying with water was new to me also so I was determined to stay local and get the feel of the ship. With cumulus bases to 17,000' I could not resist a little 25 mile run up the cloud street to Brian's Head and Cedar Breaks, where I had driven the previous day; however there was one problem: I could not get the gear up, either because I was sitting too far forward or because I did not have enough strength.

Another complication with both ships for me was the Metric instrumentation: The altitude was in meters, the airspeed in km/h, the vario in meters per second. The sectional charts of course, were in nautical miles. I got out my calculator and made approximations to help my calculations in the air. Still it took me all the days I flew to integrate these calculations in my brain.

The following day I flew the PIK 20D. This also looked like a great day, with cloud bases above 18,000' and over development to the South. However I was again determined to stay fairly local to put the PIK through its paces before heading out. Again I could not resist the strong lift, climbed to 16,600', and explored the area up to 12,169' Delano Peak, a 40 mile final glide back to Parowan. The lift was so strong that it felt like a local flight but was actually over 220 KM.

The next day had scattered cumulus with a Westerly flow and over development to the East. I flew south and was climbing easily past 11,000' when I turned my oxygen on and realized it was not functioning. With cloud bases above 18,000' it required a lot of discipline to stay low. I kept giving myself metric calculation tasks to make sure my brain was functioning. One mistake I know I made once was to read the altimeter as 4,000 meter because the big needle was on top. A confusing detail of this metric instrumentation is that the zero is actually at the bottom of the instrument (the six o'clock position) and so the altimeter was actually reading 4,500 meter, i.e. almost 15,000' instead of just over 13,000'.

The fourth day also promised great soaring weather, with cloud bases perhaps 20,000', high pressure and SW winds about 15 Knots. I was ready to try a 330km out and return, a "bread and butter" Diamond goal course, up the ridge to Scipio, a highway Interchange. While researching Utah's records, I noticed that there was no one listed in the Feminine 15 meter category. I thought that would be fun to attempt as

there was no competition. However Guenther was having problems with his Peschge data logger. I had no way of mounting a camera in the cockpit, tried to follow the rules as best I could, used a barograph and photographed a declaration and turn points etc. Still I had not reviewed the regulations and was not prepared as I had relied on the data logger.

The flight itself was fairly direct. The lift was strong and I climbed to 17,999', the turn point only one mountain range beyond my flight of two days previous. I spent too long taking several photos of the Scipio turn point and found myself getting lower as I drifted downwind and picked the wrong cloud to aim for. Eventually I climbed back up and joined Guenther under a cloud street leading to a final glide. After over 5hr 20min in the air I was back at Parowan, landing on the uphill runway into a moderate cross wind. The weather was too windy or wet for flying the next 4 days so I went sight seeing.

I do not know if my experience is typical but I had exceptional soaring weather for half the days I was there and decided to sight see on the ground on the other days, which were clearly not going to be pleasant for me in the air. The storms were at times long lasting and strong, with power outages lasting for hours and strong persistent winds. Happily I was on the ground then. My flights were fun and safe and at this stage of my life that is all I wish for. I was able to get high and stay high most of the time and at times I felt I was just exploring new areas and sightseeing, savoring a visual feast. I plan to come back this year as I continue getting older but not bolder.

Monique lives in California. She received her glider license in 1966 and is holding advanced ratings: commercial, instrument, multi engine, CFI, CFII, MEI and ATP. She has logged total flying time over 6000 hrs, over 1000 in gliders, over 3500 hrs as instructor and over 2000 hrs as a search and check pilot with the CAP



### WSPA mail

The current SSA edition of SOARING has two articles by female authors - quite noteworthy in itself. Your association was introduced to me by Janet Sorrell's byline - she

covered the recent convention - and Google took me to your website. So now you know how I found your address. Writing to you because I am working on a project involving both soaring and women, and I would like to enlist your help. About 18 years ago, my wife, Jane, started a non-profit called Postpartum Support International, or PSI, (I'll give you more details about the organization later). I serve on the board of PSI and I am currently involved in a major fundraising effort. Last December I decided to enter Return to Kitty Hawk, RTKH, a transcontinental glider race to commemorate the Wright Brother's achievement 100 years ago this year. I decided that my entry in RTKH should be used as a fundraiser for PSI. All the details for RTKH and for PSI can be found at <http://home.earthlink.net/~jhonikman/soaring/index.htm> I hope that you will be willing to spread the word to your members about me and my effort. I am not sure how many women soaring pilot's there are, but I suspect that many of them either know about, or have been touched by Postpartum Depression, so there should be a strong resonance among your members. I look forward to your response.

Thank you, Terry Honikman 805 967 9757

#### From Germany:

We received your CD ( with the paper gliders, Ed.) and were so excited about the pictures that we are planning to print them out and display them during a regional women competition at our airport. Afterwards we are going to take them to the "Hexen Cup" (Witches Cup) in Klix.

Winfried Morgener

When I won the canopy cover in the SSA Sweepstake, I spontaneously decided to make the value of it a donation to WSPA and fly the WSPA emblem on the canopy cover of our ASW20. It looks great.

Wolf Elber

(Ed. Note: Wolf had WSPA embroidered on the canopy cover)



From Dale Pizzo's brother

This is Dale's brother, Dave. She can't get access to a computer at the moment, but I read your message over the phone to her. Albert James Pizzo was born Wednesday, April 9 at 2:38 PM in Suffern, NY. His

birth weight was 8 lbs, 8.5 oz. (3880 grams). His length was 21 inches (53.34 cm)

-Uncle Dave Slotter

Ed. Note: baby Albert should have gotten a logbook beside his birth certificate. He has more than 40 hours of sailplane time, some of it high altitude, under his diapers

The following letter by Kathy Fosha was recently posted on the WSPA mail group and spurred a lively response. To give our readers who are not in the mail group a chance to pass on their experiences and solutions, please contact Kathy. She can be reached at [kathyf@holly.colostate.edu](mailto:kathyf@holly.colostate.edu) or send your response to [elber@cavtel.net](mailto:elber@cavtel.net)

Hi Ladies,

So it finally happened. I had to land on Saturday because I was in urgent need of a bathroom.

Let me set the scene for you.

It was my first day in the Grob 102 at Mile High Gliding in Boulder, CO. A nice day, not particularly spectacular, but definitely soarable. I was feeling a little dehydrated, so I was taking advantage of my Camelback. About 2 hours into my flight, I realized that I might need to relieve myself. So I thought, no problem, here's my baggy, I can do this. In just a few short moments later parachute straps were undone, belts were loosened and several articles of clothing were floating around the cockpit. I thought to myself, man my mom always said to wear decent underwear in case something happened, imagine the impression I would make if I got in trouble now. Anyway, as I was attempting to fill the baggy, I realized that it just wasn't going to happen. There was no way that I could do this with out making a complete mess. Additionally, every time I made an attempt I would bump the stick and head into some unusual attitude. (Mind you, I was about 13,000 ft at this point, and trimmed to about 55, giving me plenty of time to recover) I decided that I could wait, and tried to push on. However, it just wasn't going to happen. Any additional delays would have been disastrous. As I flew back to Boulder municipal at just below redline, my frustrations grew. Having to blow 2-3 additional hours of perfectly good soaring did not make me happy. I landed and stopped short of the 102 bay so that I could sprint to the restroom.

Tell me ladies, how is this accomplished? Are there any enterprising women out there who have developed successful methods, that don't require sitting in a diaper for the rest of the flight?? Feel free to post on the listserv or respond to me privately

Thanks for your help

Kathy Fosha

## MY SOARING ADVENTURE

Peggy Loeffler

What would it take to lure a born-and-bred New England girl away from the lush green hills of northwest Connecticut to travel to the hot Nevada desert in the middle of July? An invitation to soar, that's what!

My friend and fellow Connecticut 99, Neita Montague, has been trying to convince me to attempt gliding for a long time. Neita has been a power pilot for many years and more recently, a glider pilot. Every summer she and her husband, Mark, fly Neita's Grumman Tiger across the country to Reno, Nevada, and then spend the next two months piloting their Libelle gliders out of Air Sailing, a gliderport in the Palomino Valley north of Reno.

On July 13th I had a window seat on a United Airlines 767 headed west, leaving behind my job and my husband and two boys and all their summer activities for nine days. I wondered what to expect; would I be able to tolerate the heat and altitude (airport elevation: 4300'). Also, as a power pilot, how well and how quickly would I learn to fly gliders?

From the moment I stepped off the sagebrush dampened by a passing storm, I week, I began to appreciate the desert and

I found I didn't mind the sweaty hot midday sun, followed by cooling evening brown hills and red rock ridges, and spectacular displays of lightning. Living in many meals and stories with the other piskilled instructor, I began my new chal-

Staying close to the field, I learned and emergency procedures. I credit my experience in flying taildraggers as well as aerobatic lessons in a Super Decathlon for keeping me alert on the rudder pedals while on tow. At least Mark seemed pleased with my ability to stay behind the Scout, and I developed a sincere admiration for all tow pilots!

We flew for three days in the Schweizer 2-33 dual trainer. Having just completed a checkride in a Piper Arrow for my commercial airplane license a month earlier, I had to make a conscious effort to remember new and different checklists. At one point, during a too-high approach to land, relief passed through my mind as I thought, "I can always go around." That moment passed by in a microsecond, though, as Mark quickly demonstrated a steep slip to get us on the runway!

On the fourth day, I soloed. At this time, Mark began to stress the importance of precise landings. No longer could I be pleased with myself for performing a smooth landing—now he wanted me to stop the glider in a predetermined spot! If successful, I would be lined up with the end of the pavement, in place for the next tow on another runway. After several embarrassing landings, after which I would have to wait for someone in the cart (starting as a cloud of dust in the far, far distance) to retrieve me, I managed to nail that wingtip (by inches) with the end of Runway 3!

The next day I transitioned to the single seat 1-26. What a thrill, to be alone in the sky searching for thermals to keep my little glider aloft, with a view of Lake Pyramid and the 8000' brown peaks of the Sierras just below me!

The sign-off from Mark in my logbook to solo records one of my proudest aviation achievements. Neita planned well—I'm hooked on gliding, and can't wait to return to the desert and refine my soaring skills!



plane in Reno and caught the scent of knew I was far from home! In the next its unique beauty.

work of pushing and pulling gliders in the ning breezes. I grew to love the surround-the dark storms passing through with a dusty trailer at the airport, I shared lots. And with Mark as my patient and lence to learn to fly gliders.

take-off and tow procedures, rope breaks

## THE DAY I FINALLY DID IT !!!!.....

By  
Ariane Decloux, England

**Ed. Note:** Ariane participated in our paper glider project. She is French born but living in England. Most of her flying is done in the French Alps but she flew her Diamond distance in the Eastern part of England (see map) an outstanding feat. Ariane and her husband have a nice house in the Provence (Southern France) which they rent out to glider pilots who want to experience soaring over the Alps. I have Ariane's e-mail address.

Sometimes everything works together, being in the right place at the right time with just enough preparation. On the 13<sup>th</sup> of July after seeing Jack Harrison's weather forecast I was finally convinced that I should try and declare another 500 km attempt. Having been constantly nagged by other pilots for years, perhaps it was about time I did it.

Anyway, without too much concaster - Grafham Water – Newmost other pilots declared east/ had a feeling that North would be

I started at 11.25 AM and hesitating for some time before leaving the site. The first leg was long and slow and I really did not feel confident that I had made the right decision. I turned at myself that before I had taken off, I had to remind John (245) that I had assured me not to worry if the first leg took a long time. The second leg to Grafham Water was great, with a 3-4 knots average and a tail wind making good progress. But... the cloud base, regular of 12 kph. At least I was making good progress. But... the mental battle started at Grafham Water; should I abandon the task and land back at Gransden (after all I had just completed a 300 km O/R...) or should I go on? The moral for the next near home...

Following a radio call with John and a few words of reassurance, I was off to the north again. It was 15.12 PM and I was feeling positive once more that I could go on. But do not underestimate how difficult it is to turn your back on the airfield once again. The run to Newark went well with consistent climbs, a few blue gaps but still enough day left. With 20 km or so to run to the turn point and with good clouds ahead, I started to feel that maybe this was going to be the day for me. I turned Newark at 16.34 PM, calling 245 to say that I was now on my final leg. Thoughts came rushing through my head, what if I really did it, what if my barograph had not worked, what if I got low? ...it's amazing what goes through your mind at that time. I was determined that I would take every climb to get me home - Mike Young said to me years ago that ½ knot is better than a road retrieve. But as mother luck happens sometimes, a great line of convergence took me back onto final glide.

After the flight had ended I was so happy but unsure if I should believe that it actually had happened. (I waited until the next morning for my barograph trace to be downloaded...celebrations got in the way.)

I now wonder what had made that day so different from all the others. I had flown many cross countries in the past and failed, but those flights taught me to deal with difficult weather and to feel more comfortable about leaving the site. Now, I was more prepared for it and believed that I could do it. If, like me, you are still looking for that special flight don't give up, keep trying time and time again - you might just be surprised when it happens.

By the way - for all of you Pundits out there, I know that it was not a real 500 km as it was not a triangle...but watch this space - you never know. And please don't keep asking me when will I do my 750 km; after all it took me 1800 hrs and 15 years of gliding to get to my 3 Diamonds.

Statistics: the flight took 6.05 hrs with the 1<sup>st</sup> leg at 68 km/h, the 2<sup>nd</sup> at 100.8 kph, the 3<sup>rd</sup> at 69.9 km/h and the last at 118.7 km/h. Overall speed was 83.9 km/h for 510 km.



viction, I declared Donark, for 510 Km. On the day, west tasks but somehow I better.

tated for some time before long and slow and I really did the right decision. I turned that stage I had to remind John (245) had assured me long time. The second leg to 4500 ft cloud base, regular of 12 kph. At least I was mental battle started at Graf-task and land back at Gransa 300 km O/R...) or should I task: Do not pick a turn point

and a few words of reassur- It was 15.12 PM and I was could go on. But do not un-

## WELCOME

Diane Chamberlain, Post Mills, VT

Brigitta Wendland, Novi, MI

(Diane and Brigitta were accidentally left out from the welcome greetings in The Feb 03 issue of Hangar Soaring)

Janaki Lennie, Houston, TX Has A,B,C, Bronze badges, and 160 glider flights

Valeria Paget, Houston, TX Silver badge, commercial glider rating.

Cristina Cvitanich, Hemet, CA, US Student license, Denmark pilot license, Also Single engine land, 500 glider flights

Donna Hayes, Reno, NV.

Lauren Abraham-Mcallister, Tehachapi, CA, sister of member Brittany, Student pilot

Nancy Paul, Mercer, PA, Student pilot

(please, send a short bio and a picture to Frauke Elber, editor, 213 Anne Burras La. Newport News VA 23606-3637 or elber@cavtel.net)

**Deadline for next Hangar Soaring: Jul 31, 2003**

**Have you seen the T-shirt design contest yet?**

**Go to**

**[Www.womensoaring.org](http://www.womensoaring.org)**

### Only Funny Afterwards!

This story comes from Tom Knauff's newsletter. An ASW-20 pilot had a tow release failure. He called on the radio and gave signals to no avail. The tow pilot had no idea what the signals were so the tow continued. Someone on the ground suggested gaining a little slack and jerking the rope with the release handle pulled. It worked. The tow height was 8800ft! Tom adds "Probably most tow pilots don't know the signals. Oh, and in case you were wondering, the release failed due to home-made tow rings

## Will You Crew For Me?

By  
Wolf Elber

(this article was first published in "FLYPAPER, newsletter of the Tidewater Soaring Society)

*I want to write a few things about crewing for cross-country retrieves, that we all should know. The subject question is almost as important as another question (will you marry me?).*

In accepted retrieve-ethics, the person who says "yes", commits himself or herself to a possibly huge uncertainty. The commitment basically says that the crew-person will be totally committed to the retrieve until pilot and trailer are together and are OK, and the person manning the phone at home base has been notified. I know of situations where that good person sat there till 4 AM. Much of that was in the old days (AC), ante-cellular.

No need to harp on the past, cell phones have made life so much easier. But we all have to put a lot of thought into it. South- Eastern Virginia has a bunch of holes in the cell phone coverage, and you can only trust it based on your own experience; that's no help when you have to drive to some point 16 miles south-east of Emporia, where both you and your cell-phone company have never been. The agreed-on communications plan has to have a land-line back-up, a person that is at home and would answer that phone come hell or high water. That person becomes the communications anchor where the stranded pilot and the moving crew can call in in turn. I remember crewing for Dave Powell, a former club member when he flew his Ka6 on a straight gold-distance into South Carolina. Frauke was the anchor, and was to stay at Garner Gliderport until 5 PM, and would re-sume anchor from at home at 6 PM. I was to start heading south, when Dave called in "On course, 10 miles out". I stopped to call Frauke every hour, and kept going south, until she told me that Dave was down and gave me intercept directions which Dave had given his wife Barbara, who also was manning the phone at her home. We called in "Pilot and crew together" at 1:30 in the morning, and found a motel room by 3 AM, with a totally muddy and wet Ka6 in the trailer.

Of course, communications is only one thing. It does not help if the pilot leaves with his car keys in your pocket right next to his wallet. The crew needs a credit card for gas, needs the keys to the retrieve car, and should not have to scramble to get your trailer ready.

The whole process is worth spending some hanger-talk on. Been there, done that.

Wolf

Ed. Note: Wolf will conduct a workshop "Crewing with GPS" during the upcoming seminar for anybody interested