



Hangar Soaring

May, 2005

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

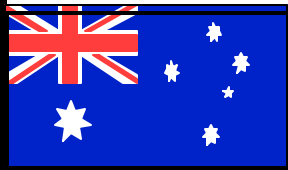
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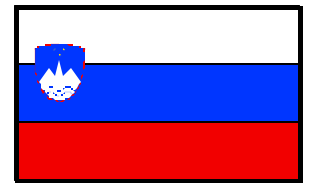


2005 Seminar
 July 11-15, 2005 at Air Sailing Gliderport Reno, NV
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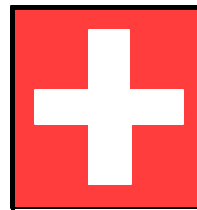
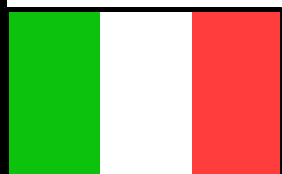
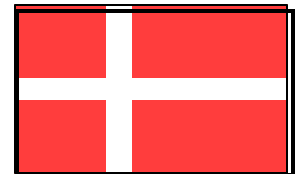
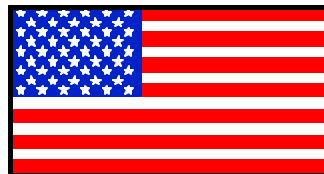
APPLICATION ON PAGE 11



These were the flags displayed at the convention.
Can you name the countries?



Once HS is posted on www.womensoaring.org the flags will be displayed in color



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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National Records

Sylvia Szafarczyk: Feminine Out&Return Distance 337.18 km,
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Valeria Paget: Feminine-World Class 100km triangle 62.55 km/h

State Records

Indiana:
Cheryl Beckage. Feminine World Class and 15m Class absolute altitude 5640ft msl, altitude gain 3480ft

For Sale

"See ya' at the Airport". By Charlie Spratt \$16.00 While at the Seniors in Florida, to save the \$7 shipping costs, I bought a box full of Charlie Spratt's book. Within the US I can mail them for \$1.90. I have 5 copies left.

To order drop me a note at f_elber@yahoo.com or by snail mail

Frauke Elber, 213 Anne Burras La., Newport News, VA 23606-3637

NEED A GOOD LAUGH? REED THIS BOOK

President's Notes – Spring, 2005



Plans for this summer's seminar at Air Sailing near Reno sound exciting! Desert soaring conditions are AWESOME, and there will be opportunities to develop your skills through guided local and cross-country flights. The seminar will have plenty to offer people of all skill levels. Several of our European members will be making the trip, so we'll have a very interesting and diverse group of pilots. For more information, see the article on page __ - or check out the WSPA website at www.womensoaring.org. If you're thinking about coming, Terry Duncan (tduncan11@comcast.net) would like to hear from you. I'm planning to be there, and I would like to find someone to share a trailer with. If you would be interested in sharing a trailer with me, let me know.

We're also looking for a host for next year's seminar. If you're thinking you would like to have the seminar somewhere near you, here is your chance to meet fantastic women who fly! Bring the WSPA annual seminar to your club in 2006. The seminar typically runs 5 days (Monday through Friday) and takes place sometime between late-June and mid-August. The host club provides resources for flying and arranges programs of interest to participants. Participants pay all costs of flying and other activities. Since this year's seminar will be at Nevada Air Sailing, we especially encourage clubs in the central or eastern part of the country to bid, but all proposals will be welcomed. For further information, contact me, Lucy Anne McKosky (Lmckosky@gemair.com) or Frauke Elber (FandW@cavtel.net).

(see President's note on page 8)



From the Editor

A PLEA TO OUR MEMBERS
In the February issue of Hangar Soaring I asked the WSPA members for their opinion on going electronic with the newsletter to save the high production and shipping costs or increase the yearly dues. Disappointingly only four members took the time to voice their opinion and all four are in favor of going electronic.. WE NEED YOUR INPUT.

CORRECTIONS

For many years it has been assumed that the last time US women participated in international competition (beside Liz Schwenkler flying in the Junior World Championship in Holland several years ago) was in 1976. Karol Hines sent me a note that she flew as a guest in the 1989 European Women Championship in Russia stating "The SSA had to provide "permission" for me to attend, and the WSPA gave me a small stipend to support my expenses (\$225 I think)"

They have been mistakes in the last Hangar Soaring issue. Here are the corrections:

In the February 2005 issue were the following mistakes. Ruth Petry's silver badge number is 130 (not 300).

Natalia's (Natalie) official name is Zherebtsova, and the caption under Anastasia's picture should read "and her instructor Ludmilla Arzamasceva.

Also Natalie's biography was missing in the last issue. Somehow it had gotten lost in cyber space -there were initially
From the Editor on page 8)

Editors Note: The idea of transferring a glider and a tow ship from Germany to Namibia by aero-tow instead of crating both airplanes and shipping them was probably the result of a few beers too many.

It was in November 2004 that some of my German friends alerted me to a home page that featured a day to day account of this incredible undertaking which began at the airport in Northern Germany where more than 40 years ago I was introduced to soaring.



Kimberly Marx (towpilot)
Helmut Heinz (gliderpilot)

The tow plane, a 1971 Polish built, 260 HP, 9 cylinder radial-engine Wilga, and the 1970 vintage double-seater glider, a Bocian, also a Polish design, were the airplanes to be transferred. The pilots were: 50 year old Helmut Heinz, the originator of the idea, with co-pilot Jacque Bernhard, 54 and Wilga pilot and commander Kimberly Jane Marx a commercial, but not a glider pilot, also 54, who in Germany is known as the "Black Baroness"

accompanied to Cyprus by Marco Creutz, the webmaster but non-pilot who had some vacation days to spare.

The record tow started November 9th and the time estimated to reach the destination was 18 days.

The first leg ended in Valence in the Rhone Valley of Southern France. Inclement weather kept the tow from proceeding to Rieti/ Italy and kept the crew for 3 days near Cannes to giving them sufficient exposure to French gastronomy. Finally, when the weather cleared it was a long stretch over open water to the west coast of Italy where the glider, because of a misunderstanding released and landed on a very small airstrip causing some logistic problems getting planes and crew out again.

The next stop was a refueling stop on the island of Elba. With no fuel at the airfield, a young, Italian family agreed to drive their pocket-sized car to the nearest gas station to get a can of gasoline. Fortunately, the Wilga would digest anything that smelled like gasoline.

The next day brought the crew across the boot of Italy to the East Coast. Following the coast further down to the town of Bari from where they started their long across-water flight to the island of Corfu, where at approach to the airport they were advised " the glider should follow the follow-me car", making it very obvious that a glider had never visited the island before. From there the tow followed the Greek coastline, passing the city of Athens and the islands of Syros, and Kros with destination of Cyprus. That leg ended with a difficult landing at Pafos.

It was there that the Wilga "co-pilot's" vacation ended and his return to Germany on a commercial airliner left Kimberly alone in the Wilga.

The following 5 hour leg to El Arish at the northern Sinai was the longest leg over open water and caused the tow pilot some second thoughts about the undertaking. It was on this leg that they lost radio contact with Cairo Control and were only able with the help of a high-flying airliner as relay station to reestablish contact. The final IFR approach into Cairo caused the glider crew some excitement. The next stop in Egypt was Hurghada from where the tow was suppose to continue through Saudi Arabia to bypass the trou-

ble spot Sudan. But because of a foul-up in permission to enter Saudi airspace, the tow was turned back over the Red Sea and landed back in Hurghada from where it proceeded to Assuan to await permit to fly into Sudan not knowing that they would be grounded for 2 ½ weeks during which the three adventures became Egypt tourists.

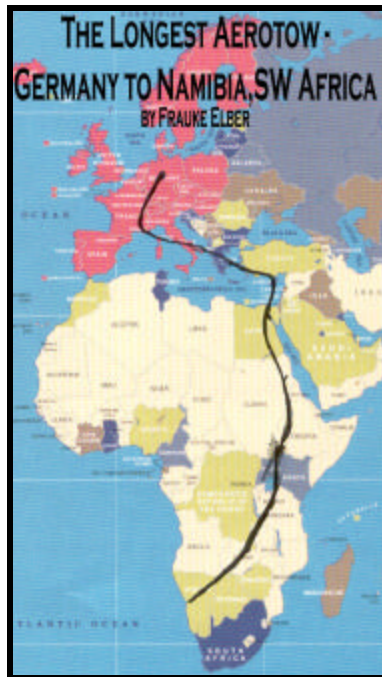
Getting impatient with the slow grinding gears of bureaucracy, the Black Baroness decided to fly over Sudan without permission and land in Eritrea. Knowing that this flight would exceed the maximum reach of the Wilga, she devised an in-air refueling system, a first ever for a towplane. The system consisted of some heavy-duty jerry cans and a hand pump both acquired in Aswan. It necessitated the glider co-pilot to move into the Wilga, becoming the official aerial refueler by hand-pumping fuel from the cans into the tank. Finally permission was granted to fly into Sudan and land in Kartum, but they still relied on an in-air refueling. Again, they got stuck, this time in Kartum awaiting permission to enter Ethiopia. (all this was supposed to be taken care of by an agency in Germany).

Finally on December 23 an eight hour direct flight over uninhabited, hostile terrain from Kartum to Addis Abeba, the capital of Ethiopia began. 5 hours into the flight and just after an aerial refueling, the Wilga crew noticed erratic flying of the glider behind them. Radio contact with the glider pilot could not be established and it hit the tow plane crew by surprise when half an hour later the glider released and landed near a native village far away from any access road. The Wilga landed nearby to find the glider pilot quite incoherent and obviously suffering from dehydration.

Kimberly decided to fly the glider pilot to Bahir Dar, a landing site 90 km away, leaving Jacque behind with the natives and the glider. Arriving at Bahir Dar they were taken into custody assumed to be spies that had dropped into the country. After the misunderstandings were cleared up Kimberly finally got permission to fly to Addis Abeba to get

help for the glider pilot. He in turn then proceeded by commercial airliner to Namibia and his destination. Kimberly flew back to the landing site of the glider, picked up her co-pilot to proceed over impenetrable rain forest, uninhabited swamps and other inhospitable landscapes across the countries of Kenya, Nairobi, Tanzania, Zambia to her destination in Namibia where after 47 days she landed sound and safe after an incredible aviation adventure of 13,000 km, not quite the way she had anticipated but safe for all participants.

The Black Baroness and the Wilga landed in Namibia at 19°33'0" South, 15°45'0" East. Pictures and detailed reports of the adventure can be found at <http://nambian-soaring.de> or www.nauanaua.de/nn_english.



In Namibia at last

Photos by permission of Kimberly Marx

A letter from Russia

By Anastasia Batraeva

Dear Elizabeth (Brock) and Frauke!

I caught the moment to write to you. Some thing strange happens to weather in Europe and here in southern Ural is as cold as usual. I feel very well because the sun is becoming higher and the spring will come soon.

You asked me to write to you about Russia. I doubt a little since I've never been abroad and don't know the differences. I believe you should visit a country to understand it. I mean welcome to Russia!!!! I'll show you our mountain-ski center (if you come till the middle of April). The Ural mountain chain is 50 km to the west from Magnitogorsk and it is there very beautiful in each season.

Recently I made a trip to a winter forest with a group of girls taking a course of close fighting, which follows Russian tradition of self-defense. For 3 days we learned how to survive in a winter forest of Russia. We lived in a wooden house and cooked at a fire place near the house. Our instructor told us about national traditions and customs of the Russian people. (Since I began to write you the letter 4 snowy cyclones went through South Ural).

I continue.

Russians differ from Asian and Western people by our conception of the world and nature. We have peculiar way to get out of difficulties and our humor is sometimes strange to foreigners. The instructor said that Russians value first of all kindness, friendship, unselfishness and keenness of wit and laugh at lazy and greedy people (but I believe it is the same for all mankind). Russians have bad features too: such as we love to give advise to everybody (it is the most traditional).

So I spent the time very well (Only all of my muscles were sore for about a week because of riding a horse and trainings). Concerning aviation, there are sport clubs in Russia. Most of them were established during Soviet Union period. Originally they were free of charge and sponsored by the Military Department. Many famous Russian pilots began to fly in such a clubs. Not all of air clubs could survive in condition of low government support. The strongest are developing and adjusting to new conditions. I can't tell you much about soaring in Russia. Our soaring centers are Orel and Kazan, they are located in western part of Russia. Every year there are competitions amongst glider pilots. I hope one time we take part in the competitions.

This year we have about 10 new members in our aero club. All of them are students. Four of them are boys. That means that we have someone to bring our quite heavy parachutes to gliders and help girls to push gliders to airfield.

I am looking forward to hear from you soon.

Anastasia

P.S.: It is interesting to me: do you fly gliders in America all through the year or have a "dead" season too?

mailto:Stormyseaaye@mail.ru



Join the great WSPA Raffle

This bracelet by Kathy Compton will be raffled off at the seminar (see it in color at www.womensoaring.org). A page of raffle tickets is also posted on the web site. When you want to buy some tickets by mail, print that page out and fill out as many tickets as you want to buy. Price/ticket is \$2.00. Send your ticket/ tickets and your money to

Frauke Elber
213 Anne Burras La.
Newport News, VA 23606-3637

I will send the filled-out tickets and the bracelet to the seminar. The drawing will be at the banquet

JUNE IS WSPA MEMBERSHIP RENEWAL MONTH

Please save us time and money by paying promptly.
Renewal form on page 12

WELCOME NEW MEMBERS

Neva Cole, Bend OR

Ruth H. Cook, Llano CA

Sandra Goetze, Gardnerville NV

Michael Graves, Plainview TX

Sarah Kelly, Benton, TN

Lee Ann Luten, Spirit Lake ID

Harriet "Misti" Roland, Las Vegas NV

All the above joined at the convention.

Welcome to you all. We hope you will become active participants in WSPA.

HEAR SAY (Spring '05)

On Saturday June 19th 2004, **Laura Hohanshelt**, 45, of South Minneapolis flew her Ka6E on a 5.5 hour soaring flight from Stanton Minnesota to Olivia Minnesota and back to Stanton, setting a new State record. The total flight distance was over 200 miles. Laura's flight set a distance record in a number of categories, and it was the longest distance flight ever flown by Laura in her 25 years of flying gliders.

Laura's Dad was an avid glider pilot in Arizona for many years, and this is where Laura got exposed to Soaring. She began hanging out at the gliderport with her Dad as early as age 8, and worked many of her teen years helping launch gliders. She soloed a glider at age 19, and passed her glider test at age 24. She has been active in the Minnesota Soaring Club for nearly 15 years and is one of several very proficient female glider pilots in the area.

Sylvia Szafarczyk and **Valerie**

Paget were featured in the Houston Chronicle.

Kelly Naber, 14 was Science Fair Grand Price Winner with a wind tunnel project

Congratulations to **Krys Stave** on completing her Private Pilot Glider check ride.

(Krys stopped by at the Senior Championship in Florida to have a first time look at glider competition)

Jay McDaniel, husband of Robin McDaniel took his 87 year old Mom up in the Grob for her first glider flight and she loved it.

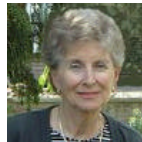
The President of the Nevada Soaring Association and his wife - owners of beautifully kept Libelles - are amongst others who are taking sponsorship and mentoring as part of their day to day lives. **Neita and Mark Montague** have determined that the way to get folks involved is to lead and mentor them. They sponsor two scholarships a year to the WSPA and also contribute to the Billy Goat Hays Scholarship. Neita mentors two women pilots right now, one in CT and one in Minden. One is a transition to gliders and the other a brand new glider student. Neita also does Young Eagles rides for EAA and is organizing a rally in May getting the Reno High Sierra 99s and the Truckee EAA together at Stead.

Linda Mae Draper was named Professional Woman Pilot of the Year 2004 by the Southwestern Section of the "99". Beside being a professional pilot Linda also holds a glider rating and a CFI-G. To learn more about Linda's achievements in aviation see the SOUTHWESTERLY, October-December 2007 page 7.

On April 16, **Linda Mathias** introduced a group of the Tidewater Chapter of the "99's" and

their husbands/ friends to the joy of soaring.

Gill Van den Broeck, Belgium received the German Aero Club's "Golden Witch" Award. Since its introduction in 1997, this award, which honors persons to outstanding contributions to women soaring has been awarded 5 times, 4 times to women, once to a man. Gill is the first non-German being honored with this prestigious award.



At their recent meeting in Lausanne, Switzerland, the International Gliding Commission (IGC) announced that **Gillian Bryce-Smith**, Great Britain has been awarded the Pirat Gehringer Diploma. This diploma was created by the FAI in memory of Pirat Gehringer, the first President of the IGC. In September Gillian, due to illness, resigned as editor of the on-line, international gliding magazine. The IGC's citation reads in part:

"Gillian Bryce-Smith's contribution to the world of soaring has been immense, spanning more than 30 years of interesting, educative and expert gliding journalism. A consummate professional, she retired recently from running the first international English-language online gliding magazine, www.glidingmagazine.com having previously edited the joint British-American venture, Motor Gliding International, and served for a quarter of a century as editor of Sailplane & Gliding.

In Gillian's hands, Sailplane & Gliding became an international benchmark for gliding association journals, providing the highest standards of essential sporting, technical and safety advice to many thousands of soaring pilots in the English-speaking world - and beyond."



Ginny Farnsworth (after the e-mail kept bouncing back)

Thanks for taking the time and effort to send the snail mail list. I changed servers last month, and it seems the notifications I sent out got caught in the spam catchers. I appreciate you being diligent at contacting me! Hope you are well. Thanks for your ongoing work in getting the WSPA newsletter out to all of us, and for your political activism.

Jack Curtis, WWII fighter pilot, who does the newsletter of the 367th fighter group

Wow Frauke, that was some newsletter! Noted that you are now the translator at the Women World Gliding Championships. Nice article about GeoGeo too. Do you do the whole thing? If so, when do you find time to eat? I work my tail off on just 8 pages but I have about 400 to mail, which is the big part of the job. My spell checker is a lifesaver, Betty (his wife, Ed) also checks it out.

Kevin Brooker

My name is Kevin Brooker. I am a sailplane pilot and own a company called ReliefWear that makes clothing for pilots. One product, Peetot Pants, is specially designed to help the pilot relief themselves during the flight.

One question I'm often asked is: "How will this help women?" My answer is often "I don't really know. What Peetot Pants do, is grant easier access and not so much in the plumbing department." I'd like to have a better answer and is there an experienced someone I can talk to that might add some insight? Take a

(letters on page 8)

Sylvia

By Valareria Padget



Sylvia Szafarczyk, 19, was presented the US National Record Certificate on February 11 at the Soaring Society of America's annual convention in Ontario, California. This record was homologated by the Federation Aeronautique International, the governing authority which recognizes all international aviation records. Sylvia flew for nearly 7 hours alone over 210 miles to complete a flight which gave her two national and 8 New Mexico state records. She set records in the following categories: 15 meter feminine free out and return distance and 15 meter feminine out and return distance.

This year, Sylvia also competed in sailplane races against experienced pilots from all over the nation. She and her teammate, Mike Westbrook, also 19, won the third day in a regional contest in Hobbs, NM. They had to pilot a motorless aircraft with almost 58 feet of wingspan across rugged terrain to complete a 211 mile course. Many pilots did not finish the task that day.

Sylvia was just 13 years old when she learned to fly at The Soaring Club of Houston. From the beginning, her instructors recognized her talent and her enthusiasm for the sport. Quickly she became a respected pilot and a model for other girls and boys who took up soaring after her.

As a pilot, she has acquired many impressive credentials. She recently completed her FAI gold badge, and she also holds a diamond goal leg and a single Lennie pin. Recently Sylvia won the prestigious Soaring Society of America's Kolstad Scholarship. The young pilot received the Spirit of Soaring Award on January 29th at the Soaring Club of Houston's banquet.

She has accomplished all this while a student in the rigorous pre-med program at Rice University. In addition to the academic courses, Sylvia works as an Emergency Medical Technician at the Rice campus and in the community, with hopes of someday becoming an ER doctor. Clearly, she is a focused person, who is able to build a highly successful academic career at the same time she has attained enormous success as a glider pilot.

Ed. Note Sylvia also received the Briegleb Scholarship at the seminar in 2002.

First Women's International Gliding Contest --- 1973

Sunny Vegso (our fund raiser) raised \$1670 for the team
Pilots were Hetty Freese and Britt Floden.
Both had Gold badges and contest experience.
Hetty had 2000 hours in gliders
Britt held Swedish and U.S. national records.
Leszno, Poland 21 pilots; all flew Pirat sailplanes
Majewska of Poland won with 8580 points
Martin of Australia was second with 8261 points
Freese of USA was in 13th place with 7187 points
Floden of USA was in 20th place with 4296 points
(References: Hangar Soaring, Number 7, August 22, 1973, page 7; SOARING, October 1973, page 11)

Women's World Contests in the '70's

Compiled by Bertha Ryan

Second Women's International Gliding Contest --- 1975

Betsy Howell (our fund raiser) raised \$4500 for the team
Pilots were Erica Scurr and Britt Floden
Both had Gold badges and contest experience
Irene Kramer crewed for Erica; Bjorn Floden crewed for Britt
Leszno, Poland 21 pilots; all flew Cobra 15 sailplanes
Dankowska of Poland won with 4066 points
Majewska of Poland was second with 4042 points
Scurr of USA was 19th with 1948 points
Floden of USA was 21st with 1641 points
(References: Communication from Erica Scurr dated March 12, 2005; SOARING September 1975, page 21)

Third Women's International Gliding Contest --- 1977

Pilots were Alberta Sterling flying an Astir Jeans and Judy Silverman flying an LS-1d
Oerlinghausen Flugplatz, West Germany
Majewska of Poland won
Sterling was 17th
Silverman was 15th
(Reference: SOARING, November 1977, page 8)

Plans for future women's international contests:

Women's 4th International Glider Competition in Hungary, 1979
Women's 5th International Glider Competition in France,

(Editor's note: after the 1979 International Women's International Contest the contest was renamed into "European Women Championship" in which non-

Europeans could fly as guests. Karol Hines participated as guest in 1989 (see **from the editor** on page 2).

In 2001 the first FAI sanctioned Women World Championship was held in Lithuania, the second in Poland. This year the third Women World Championship will be held from July 30– Aug 13 in Klux / Germany. The German organizers tried very hard to convince Liz Schwenkler to take part, but time finances and an already busy contest schedule are making it impossible)



Sue Martin-a potted history



This picture of Sue was taken by Britt Floden in the 70ies

Born in England in 1945, migrated as a child with parents and big brother to Australia 6 years later.

My dad and I started gliding at Gawler near Adelaide when I was 16. Took part in my first Nationals in December 1964 (flew a K7 in Open Class with my Dad, and didn't do badly). In 1966 I left my office job and Bob Martin and I started the summer gliding courses at Waikerie (the first commercial gliding operation in Australia) Married Bob in 1967, and we continued to fly competitions, apart from a couple of years off for me when daughter Julie came along in 1968. Won the Nationals in Standard Class in 1970-71, flying an Open Libelle with flaps fixed --beat Ingo Renner and Helmut Reichmann, who was currently World Champion!

I started record flying about then, and eventually broke 6 world records – goal and return, 100km triangle, 300 km, and 500 km (a couple of them twice).

I flew in the International Competitions in Poland twice in the 70's (the first time I finished 2nd overall). The Poles were very strong on single type comps, so I flew a borrowed Pirat the first time, and a Cobra on the 2nd trip. In many ways the idea has merit; no-one has a performance advantage, and saves in transport costs. On the other hand, I had no experience in either sailplane prior to the comps, putting me rather behind the eight-ball.

I flew in Hungary in 1979 in a borrowed ASW20, a patchy performance. As I write this memories of flights in those three comps come flooding back, but I'll save them for another time (if wanted by you).

During the mid-70's to mid 80's, Maurie Bradney, Bob and I formed the full-time staff of the Waikerie Gliding Club. Between us we instructed, towed, ran the office, did maintenance and repairs (Bob's domain), and manned the club bar at night.

Bob and I sold up in 1985 and moved to Mount Barker, where we purchased a news agency. So we have been out of gliding for 17 years. Ask me if I miss it and the answer is – yes, it's like a constant tooth-ache. I'm still hoping to get back some day soon.

Ed. Note: Susan was well known in Germany when I started soaring in 1962 (so was Erica Scurr who at that time still lived in the UK). I met Sue briefly during the 1974 Worlds in Waikerie / Australia where she was very busy manning the Start and Finish gate.

A (NOT-SO) TYPICAL FLIGHT Or, A Shocking Experience -Sue Martin

This flight occurred during the Benalla National Championships in about 1980. I've mislaid my log-book (how can *any* pilot do that?), so some of the surrounding detail is hazy.

I was flying my Dad's LS-3, while Bob flew the Ventus a. I found the Ventus to be a great machine for cross-country work, record attempts, etc., but with my long legs pushing my torso to the very back of the cockpit, I found the visibility too restricted for competition work. The LS-3, with its long sweeping canopy, and relaxed lazyboy type seating, was far better attuned to my needs.

The task on this particular day was a 340 km triangle Benalla-Jerilderie-Deniliquin-Benalla. Weather forecast was for thermals, starting blue, with cumulus forming later, and the possibility of a cu-nim in the mid-afternoon. I breathed a sigh of relief at the task, as the previous week had been fraught with tasks into the mountain ranges to the east of Benalla. It seemed that the poorer the conditions, the deeper (!) into the hills we went. The locals relished it, but the flat-earthers among us had spent hours with sweaty palms, knocking knees, and screaming nerves grovelling in valleys. If we caught a rough, broken thermal we had a tendency to stick with it too long – anything to get us a little higher over the trees and rocky outcrops.

You'll gather from all the above that I was a pilot of delicate sensibilities – in short, a coward. You'd be correct.

Anyway the day started like all the rest – jockeying for position around the start area, waiting for conditions to strengthen, leaving when a few early birds had obligingly marked the first couple of thermals, and I was on track to Jerilderie, a bit over 130 km to the north. Crossing the Murray River that year was always a nuisance, as there seemed to be a much larger area of flood plain under water than usual. North of the river, thermals improved, and I was making good speed. Judging by the radio chatter, and the occasional glimpse of a familiar sailplane, I was keeping up with the top boys.

As we flew further north the cumulus dried up and we were flying in blue conditions. Sitting over Jerilderie, however, and stretching roughly east-west as far as we could see was a wall of cumulus, starting to tower in parts. In to the turn-point, take

President's notes from page 2)

The seminar is the one time all year when we have enough members together to have a business meeting. One topic on the agenda will be changes to the bylaws. They haven't been revised in some time, and several changes have been suggested. At the time of the board elections, the suggestion was made that having three regions instead of six might make it easier to recruit board members, since our membership isn't evenly divided among the current six regions. Northern and southern regions for each area could be combined to give Eastern, Central, and Western regions. If each region elects two representatives, we would still have a six-member board. Having a board representative for our international members has also been proposed.

Another proposed change would separate the positions of secretary and treasurer. Although the bylaws call for a combined secretary/treasurer position, the board has had separate members fill these roles for several years. This has worked well, and the bylaws should be updated to reflect present practice.

After the discussion at our annual meeting, the board will draft proposed changes to the bylaws. These will be published in the fall issue of *Hangar Soaring* and will also be distributed via e-mail, giving all members an opportunity to participate in discussion of the proposed changes. A ballot will be included in the winter *Hangar Soaring*, and a two-thirds majority of the votes cast will be required to adopt the changes.

I hope I'll see you in Reno!

Lucy Anne

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scholarships.
Your donations are
tax-deductible.**

(From the Editor from page 2)

some problems in establishing e-mail contact with our three Russian members-. Here is how Natalie introduced herself:

When I was a first year student at the Technical University in 1999 I began my training to become a glider pilot in Magnitogorsk flying club. I soloed the following summer. Since that time I can't imagine my life without being at the airfield. Though I am not a student anymore and my work takes a lot of my time I decided to continue flying gliders.

Our airdrome is not up-to-date. We fly "Blanic" L-13 and "Yantar-standard". The airfield is located in a hilly area near the Ural Mountains. To climb we use thermals and wave lift, which are not strong and very changeable. The only good lift is over our Iron and Steel Work. I am very glad that our city government restored the soaring section of Magnitogorsk's aero club and gave young people a chance to feel the sky. I wish to learn more about gliders and soaring techniques to fly long distances without landing and to visit Orel and Kazan (Russian soaring centers).

I'll be happy to correspond.

NOTICE

I will be in Europe all of July and August being on the staff of the upcoming Women World Championship in Germany (I will take a little US flag with me) and also visit Natasa, Vesna and Hana, our Slovenian members, at their glider club in Slovenia.

Therefore the August Hangar Soaring will be a month delayed. I will try to put as much of the newsletter together before I am leaving so that only last minute news and time sensitive material has to be added after I come back. Please send your stories and news by the middle of June.

I hope to get a bit of private computer time while at the world championship (and hopefully an English language spell check) to send reports from the Championship to wspa@womensoaring.org. Subscribe to the mail group and learn what is happening in Germany. Margot Acquaderni, one of our members from Italy, will be flying in the championship.

Frauke

Letters from page 5

Look at the web site www.reliefwear.com since a picture is worth thousand words

Krys Stave

In spite of very high crosswinds, I passed my checkride and graduated into the ranks of I-censed pilots. It is still a little hard to believe. When I started the oral part of the exam the winds were 90 degrees to the runway blowing at 15-18 kts, gusting to 24. It didn't look like the flying was going to happen that day. By the end of the oral, the wind had changed to 30 degrees cross at 7-10 kts, gusting to 15 so we started the flights. By the third flight the wind was back up to 15 kts or so and back to a 90 degree cross. It was pretty intense flying, but I managed to get through it. At one point my wing runner had his whole body swinging from the strut as he tried to get the upwind wing down. He had to put his foot on the wing so it didn't blow back up while he signalled the tow pilot to take up slack. By the time it was over the wind was blowing so hard it took 4 people to put the 2-33 away!

It was nice to hang out with you down in Florida at the Championships. I hope the rest of the

week went smoothly for you. Thanks for your encouragement about my flying and for sharing the fun stories of your own adventures in flying. You inspire the rest of us!

Neva Cole (after she joined WSPA at the convention)

It was a pleasure to meet all of you. I learned so much from the Convention just by talking to women pilots. I am looking forward to a great season of soaring. We do not start here in Bend until about April. Besides our club tow plane is out of annual! It is my goal to get to my solo and be able to bring a SparrowHawk to Reno for the 2005 Seminar. Greg seemed to think that this would be a viable option, yeah!

I am interested in applying for a scholarship (for the over 21 group) to continue my training and to attend the Seminar.

Windward Performance is still a very young company and I quit my job in November to marry Greg . . . so cash flow is an issue.

Lizabeth Boyce

Best luck with your WSPA endeavor. It's a big job and must keep you hopping. The whole scene is much better managed, far more interesting and fun to read.

Keep it up.

Gill Van Den Broeck (Belgium)

Dear lady, my very good friend Geogeo Litt has told me she met you and you would like to meet me. That is of course also my wish. When? Where?

Of course I saw your (little) article on Geogeo in *Hangar Soaring*, unfortunately she only speaks French, and I have so many times acted as her interpreter, secretary etc (even "whistling" audiovario when hers did not work)

When do we meet and where? (Ed: Gill will be director of the Jury at the Worlds. We will meet there)

Nataly Zhrebtsova (Russia)

Good day!
Frauke, I got *Hangar Soaring*!!! Thank you a lot! I started reading it (if to be correct I started from pictures). I think it'll make long winter evenings shorter, because until May reading is the only chance here to feel the thrill of soaring.

An Introduction to Soaring

Neva Cole

As a high school science teacher and advocate of learning throughout a lifetime my introduction to soaring was just another new challenge. Having grown up in Alaska with a flying-club-power-pilot father and a grandfather who got his power license at age 62, the idea of learning to fly was a very quick decision. I had been blessed as a child by flying over islands, ocean, majestic mountains, and blue glacier rivers in small airplanes.

I must confess another motivation as well. When I meet my future husband, who is a sail plane designer and builder, I was determined that I would not get left behind on the ground. I do not mind working the line or moving gliders around as long as I also get to fly and enjoy the freedom from gravity as well. Besides, what better way to get to know my new boyfriend than to learn about his passion?

Learning a new sport is always a challenge. I learned to ski in my early 20's and progressed to becoming a PSAI Certified level two ski instructor. The next challenge in my 30's was (and still is) windsurfing in the Columbia River gorge. I believe it is good for one to experience the frustration of confusion and then the joy of mastering something new. So I began lessons in the spring of 2003 with our glider club, High Desert Soaring in Bend, Oregon. I had opportunity to fly with three different instructors who all added to my knowledge base. Progress is slower than I would like as continuity of flying every week was not possible. My home and job was 160 miles away, and driving to Bend every weekend was not always an option.

Learning the fundamentals of flight has been a challenge. At first towing was frustrating as I had not learned to anticipate and react quickly. That also translated into an uncooperative yaw string and uncoordinated flight. One early mistake was not putting my heels on the floor and flying with my legs tense on the rudder pedals. This was caused by my practice of preparing for take off. The only way I could fully cycle the rudder pedals was to lift my feet to avoid catching them in the loose floor covering and risking my toes to sliding off the pedals. After about 10 tows and a discussion with my instructor this problem was rectified. With more relaxed legs on the rudder pedals I am able to follow the tow plane, box the wake, and fly mostly coordinated turns.

I do not recommend flying when there is three-week-old actively burning forest fire close by . . . flying in a dome with the horizon obscured was extremely frustrating as I could not keep the wings level. A lesson learned about flying only in conditions that match my current skill level. After that tearful experience I got back in the seat and flew the glider back to our home airport behind the tow plane. When the tow pilot radioed and asked IF his wings were level I felt much better!

Thermaling up to cloud base and gaining almost as much altitude as the other pilots has added to my confidence. I still want to learn to fly by the seat of my pants and not be so dependent on the vario. I have even experienced some acrobatics courtesy of my instructor after a few particularly good thermals as we had to return the plane for the next reservation. Good communication on the radio is also a skill I am in the process of learning. There always seems to be so much to do during the pattern!

Take off and landings are still a scary proposition. Flying in the Blanik L-13 has challenged me with its tail dragger characteristics. However, I am determined to master these skills as my goal is to fly the SparrowHawk, which is also tail dragger. (I have been told the SparrowHawk however is an easy tail dragger, I will report back at a later date!)

Just before the SSA Convention in Ontario, California I had the opportunity to fly at Great Western Soaring with Fred Robinson. My first flight in 6 months and I got to fly the Grob 103. What fun! I really liked the glass plane, and landing and take offs seemed easier. This made much more sense later when my husband pointed out it had a nose wheel. I was also surprised with myself as my skills in coordinated flight seemed to not be rusty! A jump ahead on the earning curve is always encouraging.

This coming season will be the year to solo and earn my ticket. Having married the sailplane designer-builder-visionary my motivation is even stronger to join him soaring in the sky. I hope to soon be keeping up in the thermals with the other SparrowHawk pilots in our club, starting cross country trips, maybe even set a few Oregon state records. With plans in the works for SparrowHawk one design competitions I hope to learn about the strategy of completing tasks and competing. Perhaps I will even progress to the point where I can instruct others in the joy of soaring? A dream is to have my own SparrowHawk, or even the 15 meter DuckHawk with a pearlized fuchsia paint job. That way others will know who they are chasing across the sky into the next thermal!

(Neva married Greg Cole in December of 2004. Greg is the owner of Windward Performance LLC in Bend, Oregon. He designed and builds the SparrowHawk, a high tech carbon fiber glider.)

François Pin writes:

Hello everybody,

Swidnick is trying to confirm the address of Swidnick PW5 owners to send the bulletins on the change of altitude limit. See below. If you own S/N .11.012, please contact them at pw-glider@pzl.swidnik.pl to give them your mailing address.

Also, if you purchased your PW5 in the last year or so, I doubt that the change of owner's address has percolated to them through FAA, registry, etc. So I would recommend you also contact send them your address and S/N of your glider.

Happy flights to all.

François

In a message dated 5/4/2005 7:20:48 AM, pw-glider@pzl.swidnik.pl writes:

Dear Sirs,

We are looking for the owner/operator and his address in USA of PW-5 glider s/n 17.11.012. Perhaps it is Mr. Steven Garin from USA. Please send this information ASAP as we need this information to issue the bulletin to remove the height limitation.

Nikhil Gupta

(Sue Martin from page 7)

the photo, turn west, all at high speed. The air was one massive updraft, and any attempt to slow down would have found me in cloud very quickly.

Deniliquin sits west-south-west of Jerilderie, and it soon became apparent that the cloud was moving slowly south. This meant that just by staying under the leading edge in just the right amount of lift to fly at "max. rough" and not get into the white stuff, I was being taken directly to the second turn – look Mum, no hands!!

It was a delight to hear the radio messages. The less experienced pilots were almost screaming with excitement; while the pundits were trying to shut them up. Every transmission was accompanied by the squeals, whistles and beeps of assorted varios. To the north, occasional lightning showed under the cloud.

About 20 km short of the second turn, I became aware of a change in the atmosphere. My skin was prickling, and it seemed almost as if the air was "singing", I can only describe it as a soft but high-pitched resonant sound all around. Something on my left caught the corner of my eye, and I turned to see a golden, glowing ball on my left wing-tip. As I watched, it started to roll along the top of the leading edge towards me. Task forgotten, I sat, awestruck, as it approached. When it reached the wing junction the ball, about 8 inches in diameter, rolled across the front of the canopy, inches from my nose, onto the right wing, and continued its steady progress to the right wing tip and disappeared from my view.

That was it. I mean, that was absolutely it for me, that day. I tried to gather my wits, discovered that I had to head north under the cloud to the turn point – by now, that area was looking very dark and forbidding, and I realised that I was no longer in contact with any lift. Gathering what little remained of my tattered courage and still fewer ideas, I flew in heavy sink to the turn among occasional lightning flashes, took my photo and flew south, hoping to find lift once again at the leading edge.

There was none; perhaps I was now too low to make contact – however, I was not sorry to be once more out in clear air. By this time, I could see groups of sailplanes overhead, starting on final glide to Benalla. I found a few more desultory bits of lift, but my heart wasn't in it anymore, and eventually I outlanded about 10km short of the finish line. I think I was third last for the day. Reaction had set in and my limbs felt like rubber when I crawled out of the cockpit.

When I returned to base I sought out Wally Wallington, the met man, and described my golden ball. His response was that I should consider myself extremely privileged, as he believed it to be St. Elmo's Fire, or ball lightning. He said that very few people had ever enjoyed such a close encounter, and lived to tell the tale.

Certainly, although that flight took me out of any contention in the Comps, I remember it much better than any of my wins. A memory of sheer terror, combined with wonder at seeing pure elemental beauty in close-up. What was the last line of that poem? "Reached out my hand and touched the face of God". I guess that's as good a description as any.

Womens Soaring Seminar 2005

Name _____

Address _____ Phone -- day _____

_____ Phone – eve- ning _____

SSA Membership # _____ Email _____

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 ___

Housing preference

Rent a Trailer at Air Sailing _____ Stay at a local motel _____
 Camp (tent) _____ Will share a trailer/motel room I will share with _____

I want to fly:

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

Cost

Registration \$100 for WSPA members, \$110 for nonmembers (includes Tshirt and 1 year membership in Air Sailing)

Tshirt size desired (add'l shirts available for purchase, price is tbd)
 Small Med Large X-Large

Arrival

Arriving in Reno by Commercial Air Flight# _____ Date _____
 Please pick me up at Reno Airport

Questions: Contact Terry Duncan 408-446-0847 tduncan11@comcast.net

Make check payable to Air Sailing Inc.

Mail to: Terry Duncan, 10540 Mira Vista Road, Cupertino, CA 95014

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