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## The Other Libelles



Photo: Frank Dieter Lemke

### Lom 58/1 Libelle Standard

In the mid 50ies, when soaring in the German Democratic Republic ( East Germany) had begun again with primary gliders SG 38, Grunau Babies and Meisen, it was decided to design and build a higher performance, competitive sailplane. The result was the Lom58/1 Libelle Standard (named after the small town of Lommatzsch near Dresden/ Germany) of which 80 were built and the higher performance Lom 58/11 Libelle Laminar which had a highly improved wing surface.

The Libelle Standard was a 15m ship with a L/D of 28.5 at 78.5 Km/h  
The Libelle Laminar had a L/D of 36 at 88 Km/h.

Like the Schweizers, the builders of these graceful planes did not make the conversion to fiberglass. Presently there are none of the Lom 58/1 or 58/11 flying but several are under restoration.

Thanks to Frank-Dieter Lemke who presently in partnership with a friend is restoring the Lom Libelle shown above, for telling me the history of "the other Libelles" and provided HS with pictures and a magazine article (in German)

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

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

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

editor@womensoaring.org

## Badges

(reported through May 2015)

**Silver Altitude**  
Sarah Sill, NM

**Silver Distance**  
Sarah Sill, NM

**C Badge**  
Katherine Smith, CO

**B Badge**  
Katherine Smith, CO

## A Badge

Brittany Adams, GA  
Kimberly Kramer, OH  
Allison Stoner OH  
Katherine Smith, CO

## California State Record

Feminine, Open Class, Multi-Place  
Neita Montague/ Gail Schipper  
Distance up to three turnpoints  
136.30 sm



## President's Note

Welcome Spring! The temperature has warmed up here in Michigan, tulips have started to bloom, robins are singing, and a few gliders have been rumored aloft. It's been hit or miss with the winds and ceilings, but some local clubs have been soaring already this year. How about you?

Our Main Event, the annual soaring seminar in Minden NV, is coming up quickly, June 15 - 19. I hope you have made your reservations for this exceptional event by registering online. If you haven't flown in the mountains before, take this chance to familiarize yourself with the big rocks since flying in the Italian Alps is in store for us at next year's seminar. I am so excited about both these events that I can hardly sit still!

Our scholarship funds can always use an infusion. If you have something to donate that can be sold during the seminar, or have a cash donation, please contact Phyllis Wells by e-mail at [scholarships@womensoaring.org](mailto:scholarships@womensoaring.org). Many of us have won scholarships to further our soaring abilities and know how valuable this can be. Please think about contributing and helping out another female glider pilot. And remember that you, too, can apply for these scholarships. Check out Hangar Soaring online, and see what you qualify for.

Dues are due soon, in June, and are still only \$20 per year, or \$300 for a lifetime membership. Members under 18 years of age pay only \$10/year. They are payable either through PayPal or by check to our treasurer, Mary Rust. Please get them in on time and make Mary's life easy.

I am still in such awe of the ladies who have been flying gliders for years, have flown long cross-countries, set records, and even landed out. I am still studying and working on my add-on rating, but haven't made much progress due to the weather. Our seminars are where I've done much of my soaring, learning a bit more each time. My poor patient instructors!

Being a power pilot, I had the misconception that adding a glider rating would be a quick deal, but it's so much more than releasing the tow rope and turning right. I panicked the first time I had to release the tow rope: There goes my engine! But after it got quiet we stayed aloft, the pattern was familiar, and the landing was smooth. Let's do it again! Learning to fly glid-

(Continued on page 3)



## From the Editor

Since the last newsletter, several things have happened that shook me up thoroughly. Mondays, Tuesdays and Wednesday I go to an indoor pool to do an hour of water exercise. Doing so, I often get to talk to the people next to me in the swimming lanes. One was (in my eyes) a young man, a tri-athlete, lean, trained through and through. He swam like a rocket going through the water. We had a few things in common: we lived in the same neighborhood, we both had interest in WWII history (his mom gave him my book as a Christmas gift) and I have known his mother for more than 40 years. Coming to the pool one Monday morning, a woman who is always there at the same time, asked me: "Have you heard what happened to Bill?" I had talked to him a few days earlier, just normal chit chat across the swimming lanes. No, I had not heard anything unusual. He was on a 22mile bike ride with his biker buddies that morning and had a stroke while riding. He never regained consciousness and died a few days later. The day after his funeral he would have turned 64 years old. I just could not grasp that this man, a poster perfect picture of health and athleticism wasn't there anymore.

At the same time, the horrible news about the German plane that was intentionally crashed into the mountains in Southern France became world news. I know that area very well. We have friends who live nearby. From their bathroom

one can see the mountain where the plane crashed. Wolf and I, both have flown over that area in a glider, a landscape absolutely stunning but scary from the air at the same time. It is just beyond comprehension that anybody would do a thing like this. And he was a GLIDERPILOT.

Isn't there a saying that bad things come in three? And so it was, when I got the stunning news, that one of our long time TSS members, instructor and towpilot had suddenly and unexpectedly passed away. He had fallen during the snow and broke an arm but was due back to work the day of his death. He was a newspaper reporter. When he didn't show up for work, somebody went to his home to check on him and discovered the sad truth. He died in bed with a book in his hands at age 67.

All of this happened within one week!

And to top it all: my eyesight started failing. I couldn't see the letters on my keyboard anymore. Off under the knife I went and thanks to the medical advancements my world has become crystal clear again. Now I am looking forward to attend the seminar. My flights are booked and I am ready to go.  
See you in Minden

**Frauke**



Visiting with a friend in DC last year, we were talking about the

Grunau Baby restoration project that is taking place at the Military Aviation Museum in VA Beach, she told me:

"I am the original Grunau Baby. I was conceived under the wing of one"

*(Continued from page 2)*

ers has also increased my confidence in powered flight, since some people think my little Supercub is just a glider with an engine due to its long wings and tandem/taildragger configuration. I've learned a lot, but there's so much more to learn, too. Ah, the joys of flight in all its various arrangements!

So here's your assignment: 1. Register for the Minden seminar. 2. Check out the scholarships. 3. Pay your dues. 4. Thank the volunteers who make WSPA a wonderful place to belong. 5. Go soaring!

See you in Minden!

*Anne*

## Welcome New Members

### Brittany Fager, FL

16 years old, student license, CAP

### Karin Kalishek

### Kristina Waymire, MD

### Ed Lord, NV (rejoined)

### Pilar Munoz-Lopez, Spain (our first member from Spain)

Pilar writes:

I have flown in the Schwäbischen Alb, (Germany) in Bartholomae (Ed.: that's near where Ulrike Franz flies). I studied at the University of Stuttgart and there I got in contact with the Akaflieg. I got my license in that club and flew relatively much in club planes until I became part of a LS7 partnership.

In 2006 I returned to Spain after spending 13 years in Germany and since soaring was already part of my life, I continued with it here. I am still relatively active and fly my DiscusT, cross country when possible. I fly in most of the contests here in Spain, ( which are few since there are not many glider pilots).

I found WSPA in the Internet and I thought to form a bit of networking outside of Spain, since there are so few

women pilots in Spain and I also want to support (your) initiative with my membership.

Greetings from Europe where the (soaring) season is beginning soon. (like overseas?)

Pili



That was kind of you to put the photo of the Sunseeker Duo in HS.

Thank you so much!

Irena Raymond

Excellent! Thanks.  
Ralph Kolstad

Outstanding edition, Frauke!!  
Thank you very much!  
LAM

it is always fun to read such a well edited publication.

Barbara Harding

So enjoyed the latest Hangar Soaring! And of course I loved the Limericks! One note of clarification - Eric was

the guiding force behind it from the start!

In 1992 Eric and I were in Hawaii visiting his parents. We went to their local swap meet where everything from fresh produce to crafts from locals can be found. There was a booth with a whole bevy of what appeared to us to be "Flying Goddesses". On a whim Eric bought one and we carefully carried it home to Colorado. On the flight home Eric said he thought it would be a great trophy for the upcoming WSPA seminar in Black Forest. Somewhere in that long flight home he came up with the idea of the Limerick contest. The planning committee for the seminar thought it was a great idea and we are so delighted that it caught the interest of the seminar participants that year and has continued to do so!

As you know Frauke, Eric has long been an enthusiastic supporter of women in aviation and especially soaring. And I am blessed to have been married to him for over 30 years!

Thanks for your continued excellence with Hangar Soaring!

Arleen Coleson

What a nice job again on the Hangar Soaring!!!! I really enjoyed reading it.

Mary Rust

If anyone in the group happens to be in Florida, I could use some additional glider pilots for some tests in my simulator. I'm about a 40 minute drive from the Seminole-Lake gliderport. Info on the research is online at <http://research.moonbase.net>.

Looking forward to meeting other WSPA members if I do make it out to the seminar in June!  
Shannon Moon



Dear WSPA members and friends,

It is my pleasure to announce that the registration for the 2015 Annual WSPA Seminar is open. As you know, the Seminar is going to be hosted by SoaringNV in Minden from June 15-19, 2015. It is not necessary to describe this famous soaring site to our community, as most of you already know quite a lot about it. WSPA is very fortunate that one of our most esteemed members, Laurie Harden, has offered to host the Seminar through her soaring business, which is located at Minden Airport. This seminar is going to be one of the best WSPA Seminars ever!!! Please, read the announcement of the Seminar on our website for an in depth description of this site: <http://www.womensoaring.org/?p=seminar>

At the bottom of the webpage you will find the link to register online for the Seminar. If you prefer to print and mail your registration, you can download the pdf of the form, fill it out, and mail it in. There are two options for payments: a check or a payment via PayPal. The registration fee includes the usual items: Seminar Materials package, T-shirt, donation to the Briegleb Scholarship Fund for a young person to attend the Seminar the following year, and the food. This year the entire meal package, all three meals for five days, is provided and paid for through the registration. Do-it-yourself breakfast and lunch will be provided on the field every day. Two dinners will be also on the field in the Taildragger Café. One evening there will be a picnic which has been organized in a lovely neighboring town of Genoa, thanks to Phyllis Wells. On Friday night our Annual WSPA Banquet with Awards will be held at the JT's Basque family restaurant, where the food is delicious and plentiful, and we know you will have an excellent time!

Early in the week, there will be a special night and a special announcement made that will make soaring history! WSPA is honored that the hosts have chosen to make that announcement during our seminar week. It is still a surprise, so stay tuned!



Lodging information will be available online in the next few days: lists of local hotels and motels and RV parks will be provided where we have already booked blocks of rooms. If you are bringing a glider, please follow all the instruction in the registration form, as well as on [www.soaringnv.com](http://www.soaringnv.com) on what is needed. As a courtesy, the Douglas County Airport will waive tie-down fees for us that week.

International WSPA members who are interested in participating, please let us know of your intentions as soon as possible, and whether you have applied for a USA pilot's license before. Mark Montague has spoken with the local FSDO office in Reno to facilitate the issuance of USA licenses, if needed. Mary Rust, WSPA Treasurer, has further details regarding the temporary US licensing also: [maryflies@roadrunner.com](mailto:maryflies@roadrunner.com).

The glider and tow-plane fleet is already fantastic and still growing. Soaring NV already has an outstanding fleet, but neighboring clubs and private owners are gathering their own gliders to add to the fun during the WSPA Seminar. So far we have: LS4, Duo Discus, Duo Discus X, two ASK 21's, 2-32, Discus B, Grob 103 Twin III, Grob 103 Twin II, and SGS 1-26. We are working hard to increase the list of available gliders, both dual- and single- seaters. The list of gliders and tow-planes will be posted online shortly, along with prices. Stay tuned!

Finally, if you know an eligible female pilot or you are one yourself, please consider applying for one of the WSPA Scholarships that are awarded during the Seminar. All the relevant information is on the WSPA website: <http://www.womensoaring.org>.

Join us for some epic fun this summer!

On behalf of the entire WSPA Board,  
Maja, WSPA Vice President/Seminar Coordinator

## THE WOMEN SOARING SEMINARS

Women soaring pilots have been gathering annually since 1979 for non-contest get-togethers, a week of comradeship, enlightenment, training and soaring. The seminars provide a platform for the relatively few and far spread women to meet, get to know each other, learn and form

friendships. The first seminar took place in Tehachapi and was co-sponsored by the gliderport and by the Soaring Society in America (SSA). When the SSA no longer held the seminars, the women took over their sponsorship. The Women Soaring Pilots Association (WSPA) was conceived in a dusty trailer at the 1985 Reno Women Soaring Seminar (Air

Sailing) and became a 501(c) 3 organization at the next seminar in Tucson, Arizona. Thirty years later this organization is vibrant and active and continues to encourage and to support women to soar. .

To continue the seminars, the organization depends upon clubs or commercial operations across the country being willing to host our week

-long event. Here is our list of past seminars:



This whirly will be raffled off during the seminar

- 1979 Tehachapi, California
- 1980 Ridge Soaring, Julian, Pennsylvania
- 1981 Wave Flights Inc./Black Forest Gliderport, Colorado Springs, Colorado
- 1982 Texas Soaring Association, Midlothian, Texas
- 1983 Seattle Glider Council, Ephrata, Washington
- 1984 Texas Soaring Association, Midlothian, Texas
- 1985 Air Sailing Gliderport, Reno, Nevada and Ridge Soaring, Julian, Pennsylvania
- 1986 Tucson Soaring Club, El Tiro Gliderport, Tucson, Arizona (first WSPA meeting)
- 1987 Ridge Soaring, Julian, Pennsylvania
- 1988 Texas Soaring Association, Midlothian, Texas
- 1989 Skylark North, Tehachapi, California
- 1990 Bermuda High Soaring, Chester, South Carolina
- 1991 Turf Soaring, Phoenix, Arizona
- 1992 Caesar Creek Soaring Club, Waynesville, Ohio
- 1993 BFSS, SSB, High Flights, DSC, Black Forest Glider Park, Elbert, Colorado
- 1994 National Soaring Foundation, Hobbs Industrial Park, Hobbs, New Mexico
- 1995 Sugarbush Soaring Association, Warren-Sugarbush Airport, Vermont
- 1996 Sailplane Enterprises, Hemet-Ryan Airport, Hemet, California
- 1997 Caesar Creek Soaring Club, Waynesville, Ohio
- 1998 Texas Soaring Association, Midlothian, Texas
- 1999 Tidewater Soaring Society, Garner Gliderport, Orbit, Virginia
- 2000 Air Sailing Gliderport, Reno, Nevada
- 2001 Sugarbush Soaring Association, Warren-Sugarbush Airport, Vermont
- 2002 Caesar Creek Soaring Club, Waynesville, Ohio
- 2003 Albuquerque Soaring Club, Moriarity, New Mexico
- 2004 Harris Hill Soaring Club, Harris Hill Gliderport, New York
- 2005 Air Sailing Gliderport, Reno, Nevada
- 2006 Chilhowee Gliderport, Benton, Tennessee
- 2007 Central California Soaring Society, Avenal, California
- 2008 Central Indiana Soaring Club, Knotts Field, Alexandria, Indiana
- 2009 **ALC, Lesce-Bled, Slovenia**
- 2010 Air Sailing Gliderport, Reno, Nevada
- 2011 Tucson Soaring Club, El Tiro Gliderport, Tucson, Arizona
- 2012 Chilhowee Gliderport, Benton, Tennessee
- 2013 Albuquerque Soaring Club, Moriarity, New Mexico
- 2014 **York Soaring Association, Ontario, Canada**
- 2015 SoaringNV , Minden, Nevada
- 2016 **Varese, Italy (prospective)**  
(bold text: seminars outside the US)

**This and That**

On Jan 6 at 1 am, **Kevin Hayes** and **Eva Dillon** became proud parents of a boy named Brandon . Eva writes "It was clear the night he was born but -20C followed by a huge snow storm. The temperature stayed below zero for over two months after he was born and we are just now starting to get out of the house for nice walks. We are very happy



(Eva was part of the team that hosted last year's seminar)

Soaring legend and Hall of Fame member **George Applebay** passed away April 6th. George would have turned 90 years old on June 12th.

George was the driving force behind the South West Soaring Museum in Moriarty, NM and its founder.

On February 20th, the New Mexico State Legislature named the Applebay Zuni the Official State Glider.



At the IGC meeting in Lausanne late in February, **Ritz de Luy** (Netherlands) was awarded the 2014 Majewska Medal



Ritz de Luy and Sarah Arnold

**Anne Chalmer** passed the commercial

(Continued on page 7)



Congratulations to Laurie Harden for operating SoaringNV, LLC for seven years (from Linkin)

## Ann Burns

(Editor's note: In honor of the Women's History month in March the NSM Spring 2015 newsletter featured an article on famous British pilot Anne Burns. I first asked the editor of the newsletter permission to use the article for this Hangar Soaring. But remembering that I wrote an article about Anne after her death, I went back in my Hangar Soaring archives to look for the article. I found it in the in the August 2001 issue and since it is more extensive than the above mentioned article I am reprinting it here)



Ann was born in Yorkshire/England in 1915, studied engineering at Oxford University from which she graduated in 1939. She spent her professional life at the Royal Aeronautical Laboratories in Farnborough where she investigated structural, in-flight loads on airplanes. She investigated turbulence in high level thunderstorms, in the jet stream and in hair-raising low altitude flights over the North African desert. Her research was essential in pinpointing the mysterious accident causes of the first jet transport, the sleek De Havilland COMET.

Ann together with her husband Denis who also worked at Farnborough, came to soaring late in life with Anne having already more than 1000 hours in power planes. Ann and Denis began their glider training in 1954 in Lasham with the legendary Derek Piggot as instructor.

Three years after her first soaring flight Ann became the first women crossing the English Channel in a sailplane with a 273 km flight from Lasham to Merville / France.

In 1959 she participated for the first time in the National Championships. On the first contest day she established a new National Female Free Distance record with a flight of 282 km and broke – just to make the day complete- the Women Altitude and Altitude Gain Record with a climb of over 5000m in a thunderstorm cloud.

In 1961 while on vacation in South Africa with her husband, she flew in a span of one week in a borrowed "Skylark3" (this was before the fiberglass days) a series of sensational flights: Jan 8: Speed over 300km Triangle 66.7 km/h; Jan 9: Out and Return 436 km (a world record). On Jan. 10: Denis broke that record with a flight of 565 km. Jan. 11: Anne's turn again: Speed over 200km Triangle 79.01 km/h; Jan. 13: Altitude Gain 9119 m. In addition she claimed UK-records for Free Distance: 525 km and 10543m Altitude (almost 35 000 ft). The record books for 1961 show Ann as holder of 4 Women World Records (out of 8), 9 British records (out of 11).

In 1963 she flew a Women World Speed Record over a 500km Triangle with a speed of 103.33 km/h in a "Standard Austria" Anne won the British Gliding Championships. Despite that victory and to her big disappointment the Board of the British Gliding Association did not include her on the International Team.

In 1967 Ann together with J.W.Oetsch flew a new Female Two Place Altitude Record with an Altitude of 9519m in a Schweitzer 2-32 in the Pikes Peak, Colorado wave.

In 1976 at age 61, Ann ended her flying career after a freak accident that caused her to bail out of a Nimbus 2. She never got at the controls again and spent her remaining years fishing and playing competition level pool.

She died at age 85 in 2001

### AWARDS

1939 she graduated from Oxford University with a first class honors degree in Engineering Science. She had a long career in the Structures Department of the Royal Aircraft Establishment Farnborough:

She was awarded twice (1955 and 1963) the "Queen's Commendation for Valuable Services in the Air".

In 1958 the Royal Aeronautical Society awarded her the "R. P. Alston Medal for Practical Contributions to Aircraft Safety".

1961The Royal British Aero Club awarded the "Britannia Trophy to Mr. and Mrs. Burns for their Most Notable Contribution to British Aviation".

The British Women Pilot Association awarded the "Brabazon Cup" to Anne and repeated this award in 1963.

1966 she was awarded the "O.P. Jones Cup" by the British Women Pilot Association. The Royal Aero Club named her their Silver Medal Winner for "Outstanding Achievement in the Field of Gliding Flight."

She was awarded the Lilienthal Medal "in Recognition of her Competition Victories and her Record Flights."

In 1967 she received the "Whitney Straight Award", which was established to recognize the achievements and status of women in aviation and the "Air League Founders Medal" for her gliding success.

(Continued from page 5)  
written exam. She was the recipient of one of the scholarships last year, Anne thanks WSPA for the support along her journey.

### **Important Message from Neita**

#### **For Europeans whose Licenses Have Changed**

Some countries make changes to their aviation license numbers and this requires, for those who also have a U.S. pilot's license, to have the FAA issue a new license. Contact Mark Montague, FAA Designated Pilot Examiner, at markli-

belle@aol.com for specific help.

#### **From SoaringCafe**

Unfortunately, Bill and I have been unable to realize enough \$ from [SoaringCafe.com](http://www.timesfreepress.com/news/local/story/2015/apr/28/watch-lift-documentary---wctis-exploration-pan-american-gliding-championships/301249/) to continue maintaining it, so we will be shutting it down unless we hear from someone else who would like to take it over.  
Rand Baldwin

**Sarah Arnold** and Chilhowee Soaring Association hosted the first ever Pan American Gliding Championship. Since the Chilhowee runway wasn't usable yet, the flying took

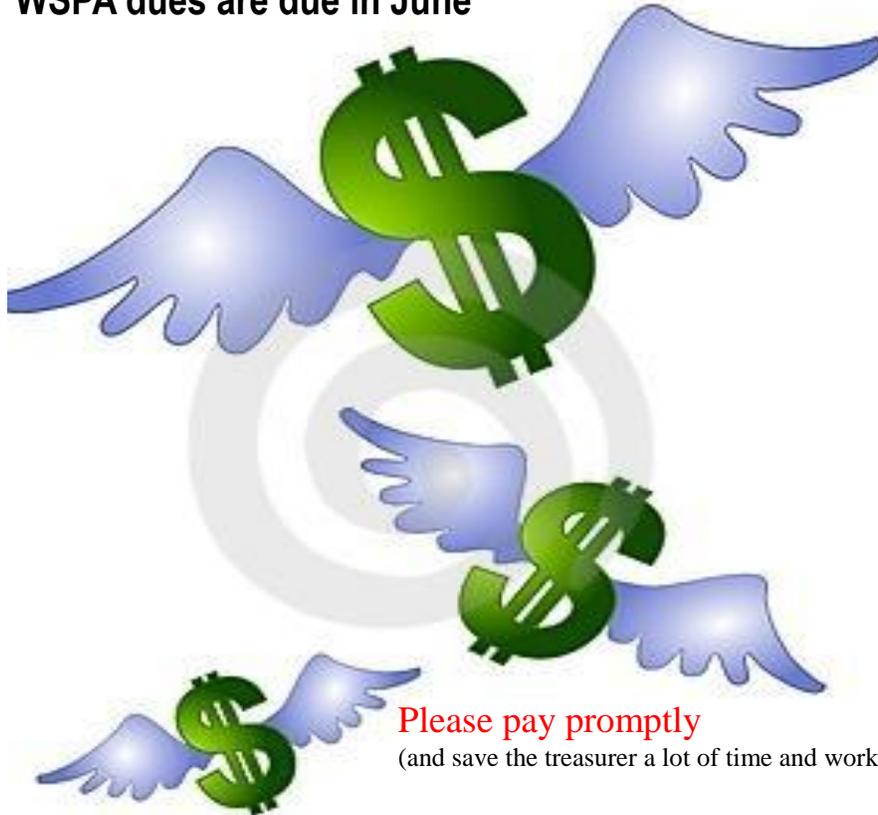
place from the airport in neighboring Athens, TN. Pilots from Argentina, Canada and the US participated in the contest.

<http://www.timesfreepress.com/news/local/story/2015/apr/28/watch-lift-documentary---wctis-exploration-pan-american-gliding-championships/301249/>

Last time HS reported on **Ellie Renshaw**, she had received her grandfather's pilot wings at an impromptu presentation at Burner Field, VA. Her father, Reynolds

Renshaw sent the following: "Ellie repaid Alan April 18-19. To celebrate his 81st birthday, Ellie and father, Reynolds, pulled off a surprise barnstorming venture with the help of John Carradi of Blue Ridge Biplane Rides at Culpeper Regional Airport (VA). Ellie and Alan took to the skies in a Waco YMF5 for 30-minute tour around the piedmont. The flight included some "yankin' and bankin'" in the form of wing-overs and aileron rolls, a little formation flying with friendlies, and an unplanned high-speed game of hawk-dodging. Landing was smooth but sad as both co-pilots wanted to continue."

## **WSPA dues are due in June**



**Next Hangar Soaring deadline: July 31, 2015**



Vesna, Natasa & Hana  
in Kitty Hawk

Our first Slovenian Seminar participants: Vesna Stergar, Natasha Marzidovsek, Hana Hollan visiting Kitty Hawk and the Wright Brother Memorial after the 2004 seminar in Elmira, NY

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