



# Hangar Soaring

AUGUST 2002, 2002

THE OFFICIAL PUBLICATION OF THE WOMEN SOARING PILOTS ASSOC.

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And pictures



## Charlie Spratt on Women

The women, oh the women, women windblown, women without make-up and without fashion. True women, intelligent women who have shown me all facet of the opposite sex. Women who have been real friends and have shared their feelings with me. I have seen them enjoy the fact that their mates' joy is soaring and have supported that endeavor without understanding the joy themselves. I have spent time with many and touched a precious few. I have flirted and romanced with soaring as the wine. Holding hands on long walks down darkened runways or embracing under a wing, the passion all the stronger because of soaring. Although none of these encounters have led to a permanent bond I continue to seek that one that will love me and give me the freedom to chase my dreams in soaring

from his Hall of Fame induction speech 1991

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

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

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

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### From the Badge Lady

Arleen Coleson

DIAMOND BADGE LEGS  
ALTITUDE: 5,000 METER GAIN  
(16,404 FEET)  
Linda J. Monahan; G-102

GOLD BADGES  
2371. Christine Schmelzer

GOLD BADGE LEGS  
ALTITUDE: 3,000 METER GAIN  
(9,842 FEET)  
Christine Schmelzer; ASW-27B;  
Marfa, TX

DISTANCE: 300 KILOMETER  
CROSS-COUNTRY (186.4 SM)  
Christine Schmelzer; ASW-27B;  
Live Oak, FL

SILVER BADGES  
6308. Linda Monahan

SSA BRONZE BADGES  
1482. Daniela Kosok; Alamogordo,  
NM  
1483. Linda J. Monahan; Minden,  
NV

SSA A BADGES  
Sharon Chan  
\*Fantasia Espinoza  
\*Megan E. Jackson  
\*Mary Kuhlke  
Oona Aldrich  
\*Emily Matthews  
\*Amanda Powell

SSA B BADGES  
Marcia A. Steffey; Middletown,  
CA  
\*Mary Kuhlke; Hobbs, NM  
\*Cynthia Ketchum; Phoenix, AZ  
(Turf  
\*Emily Matthews; Pine Mountain,  
GA  
SSA C Badge  
. Daniela Kosok; Alamogordo, NM  
\*Mary Kuhlke; Hobbs, NM  
\*Sylvia Szafarczyk

SSA STATE RECORDS AP-  
PROVED  
Christine Schmelzer  
Florida; Feminine Open/15-Meter;  
Free Three Turnpoint Distance;  
127.1 sm; Christine Schmelzer;  
ASW-27; May 10, 2001; Kitty  
Hawk, FL.  
Florida; Feminine Open/15-Meter;  
Distance Around a Triangular  
Course/Speed Over a 200 Km Tri-  
angle; 127.2 sm/49.7 mph; Chris-  
tine Schmelzer; ASW-27; May 14,  
2001; Kitty Hawk, FL.  
Florida; Sports/Feminine Open/15-  
Meter; Speed Over a 100 Km Tri-  
angular Course; 53.15 hmp/60.4  
mph; Christine Schmelzer; ASW-  
27; May 16, 2001; Kitty Hawk, FL.

Florida; Feminine Open/15-  
Meter; Free Three Turnpoint  
Distance; 146.5 sm; Christine  
Schmelzer; ASW-27; October 4,  
2001; Kitty Hawk, FL.  
Florida; Motorglider Multiplace;  
Speed Over a 100 Km Triangular  
Course; 66.03 mph; Thomas  
Knauff, pilot/Doris Grove, copi-  
lot; Duo Discus T; February 1,  
2002; Clermont.  
Florida; Motorglider Multiplace;  
Speed Over a 200 Km Triangular  
Course; 55.3 mph; Thomas  
Knauff, pilot/Doris Grove, copi-  
lot; Duo Discus T; February 15,  
2002; Clermont  
Texas; 15-Meter Feminine; Dis-  
tance Around a Triangular  
Course/Speed Over a Triangular  
Course of 100 km; 62.14 mi./64.6  
mph; Christine Schmelzer;  
ASW-27B; June 23, 2002;  
Marfa.  
Texas; Open/15-Meter Feminine;  
Free Three Turnpoint Distance;  
75.4 mi.; Christine Schmelzer;  
ASW-27B; June 23, 2002;  
Marfa.

JUST FOR FUN LONG  
FLIGHTS (OVER 250 MILES)  
Joann Shaw; August 5; 263 miles  
from Hobbs, MM to 15 Mi. north  
of Dalhart, TX landing at Dal-  
hart; SGS 1-26; 7:06 hrs.

ASK THE BADGE LADY  
Q. Does the FAI Sporting Code,  
Section 3, Chapter 4, Paragraph  
4.5.4 really mean that I have to  
be on the ground at sunset for my  
badge or record flight to be vali-  
dated?

A. In a word, yes – unless the  
glider is equipped with and using  
position lights. Paragraph 4.5.4  
talks about “night flight”. It  
states that, “A flight that contin-  
ues beyond the hours of legal  
daylight in the country concerned  
shall not be validated, except  
where the glider and pilot com-  
ply with the laws of that country  
for night flight.”

FAR 91.209 says that  
you have to have position lights  
and they must be operating after  
official sunset. Although there is  
a period of time after official  
sunset during which you cannot  
begin logging night flight time,  
you must have lights at sunset in  
order to comply with FAR  
91.209.  
Plan your long flights accord-  
ingly.

### Youth Column

Susan Steinmann

"Meet Ashlee Klemperer"

When you ask most kids about their early childhood memories most re-sponses are about backyard barbecues, trips to the beach, or going to their first baseball game. But if you ask me about my early childhood memories, all you will hear about is my time at the glider port.

I am Ashlee Klemperer. I am fifteen years old and live in the wonderful city of Portland, Oregon. Yes my start in soaring was a bit early than most but that is one thing I love the most about growing up. My mother was taking lessons at the North Plains glider port near Pumpkin Ridge in Northern Oregon. She was about seven months pregnant with me while learning and she decided to quit when it took six people to pull her out of the old 2-33.

Now I don't have a great story about how I "discovered" this sport. Instead it was just a part of my life since I was born. My father is a CFIG and has been giving instruction at a few local air-ports. My dad was known as an El Mi-rage brat and was taught how to fly by Gus Briegleb. My father found this amazing sport because of his father, Wolfgang B. Klemperer, or better known as Klempe.

My grandfather was a soaring pioneer and he started out in Germany flying gliders that were of his design. His famous flight was off of the Wasserk-uppe in Germany and he flew his glider the "Blue Mouse". This flight accom-plished two things: he broke the Wright brothers distance record and he earning the very first "C" badge ever issued to anyone. My grandfather also designed the very first way to mechanically launch a glider, the Shock Cord launch-ing system. With all of his amazing ac-complishments he was also issued the very first glider license ever issued in the entire world. So with the guidance of his dad, my dad fell in love with soaring at the age of fifteen as well and he soloed at sixteen. My dad has great stories about his adventures in El Mi-rage while he was hanging out with Ross and Kenny Briegleb as well as the amaz-ing Anna Hutchinon. When he tells them  
(Continued on page 9)

## Women Soaring Pilots at the Sierra Wave Project Landmark Dedication

By  
Bertha Ryan

June 15 in Bishop, CA, was a truly great event in the history of soaring in the United States. Fifty years ago a group of talented and dedicated pilots convinced the Navy and Air Force that they should be funded to explore the mountain lee wave in the Owens Valley of California. They flew out of Bishop and the wave was called the Sierra Wave.

The National Soaring Museum recognized this project as a program that contributed greatly to the understanding and safety of soaring in this country. So they honored the project by designating it as the Twelfth Landmark of Soaring. The plaque, dedication ceremonies, exhibits, discussions, dinner speaker and panel took place in Bishop on June 15 in a day that was enjoyed by soaring people from past and present.

You can read the details of the event in SOARING magazine but, let us tell you about the many remarkable women who were there. The accompanying pictures features about half of them.

In the back on the left is Betty Loufek, the second American woman to earn a Silver badge. She learned wave flying from Bob Symons and Harland Ross in the late '40's in the Bishop area. She also set some records for the time.

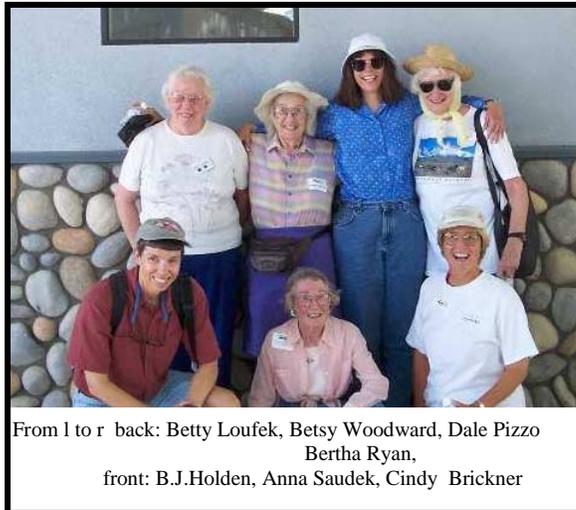
Second from the left is Betsy Woodward-Sierra Wave Project. Betsy participated in several soaring records, Silver badge and the first to claim the commemorating the event using a

Beside Betsy is one of our newest special treat to see her in Bishop besides from Minden.

Farthest on the right is, yours truly,

In front on the left is BJ Holden who CA, a Diamond pilot, flight instructor, state soaring records.

In the middle in front is Anna Saudek records with Betsy Woodward. At the married to Victor Saudek (deceased) husband Harold Hutchinson is also a



From l to r back: Betty Loufek, Betsy Woodward, Dale Pizzo  
Bertha Ryan,  
front: B.J.Holden, Anna Saudek, Cindy Brickner

ward, project assistant and pilot for the participated in many National competitions, the third American woman to earn the Silver-Gold badge. Betsy christened the plaque bottle of Mojave Red micro beer.

Diamond pilots, Dale Pizzo. It was a special because she is from the East although she

Bertha Ryan.

is an owner of Sierra Soaring at Inyokern, tow pilot and holder of several California

Hutchinson who is co-holder of some re-time of the Sierra Wave Project, Anna was who was Project Supervisor. Her current glider pilot.

On the right in front is Cindy Brickner, owner of Caracole Soaring at California City, one of the best glider FBO's around, Diamond pilot, record holder, instructor, tow pilot and all around good gal. She is taking more time for herself this year: "After twelve years, screw it!"

But there were other great women there too who just didn't happen to be around for the photo. The whole thing was organized almost single-handedly by Sylvia Colton who was at one time a 1-26 owner. She attended and reported on a couple of world competitions and a couple of National competitions in the late '60's.

Linda Mae Draper was down from Minden also. We often see her at aviation events.

Simine Short, who shares a K-2A with her husband, was the person with overall responsibility for the Landmark Program for the National Soaring Museum.

Helen Dick was there enjoying seeing old friends. Helen holds many U.S. soaring records and was the first U.S. woman to earn a Diamond Badge – in addition to all her many efforts on behalf of SSA for which she was awarded SSA's highest award – the Eaton Trophy.

We only wish Ginny Schweizer, the first American woman to earn a Silver badge could have been there too but she was at home in Elmira celebrating her birthday at the National Soaring Museum.

One of the most important ladies present was Ashlee Klemperer. Her grandfather is Dr. Wolfgang Klemperer, the first person in the world to earn the C soaring badge – in 1921. Her father Walter is a soaring pilot and she will soon solo. We say she is the most important person there because she represents the future.

We wish you all could have been there. It was truly a great event – a special treat to be able to spend a day mingling with, meeting and chatting with so many legends of soaring.



Away from the flight school, adventure beckoned when Hange co-piloted Cobb's Aerocommander in the Amazon on 4 separate occasions, each a month's duration. In 1981, Cobb was nominated for the Nobel Peace Prize for her missionary flying work in South America.

Reminiscing about flying, Hange said: "I was born too early. I'd like to have been a military pilot doing navy carrier landings. But," she shrugged, "we've had a good life...wouldn't change it. Now it's time to retire and we're putting the operation up for sale. The physical work is hard and I'd like to travel more and catch up on life."

Leaving for home, I stoop to pick overripe grapefruit scattered across the gravel walkway as citrus scent lingers in the air. Soaring in Florida, Jim and I decide, was unique...especially at Lenox. Call 863-735-1132 to contact Lenox Flight School for an appointment.

### A Salute to the Senior Crews

*The US Soaring season opens with the Senior National Championships at Seminole Lake Gliderport, Florida in early March. This contest has an officially built-in crew day, so that the Senior Crews also have a day to enjoy themselves in sunny Florida. Talking to some of the crews these amazing facts came to light:*

**Crew XX: Suzanne Moffat** (a Gold C glider pilot herself gave up her soaring career); 50 years of crewing (mostly for husband George) in 5 World Championships, 2 Smirnoff Transcontinental Races, numerous national and regional contests.

**Crew KI: Helga Gersten;** 49 years crewing for husband Kai in national and regional contests

**Crew K2: Helga Krueger** (Canada) 42 years crewing for husband Wilfried in 3 World Championships, US and Canadian national and uncountable regional contests.

**Crew DB: Sarah Butler** (also gave up her soaring career but still has a power plane); 34 years of crewing for husband Dick in 4 World Championships, many national and regional championships.

### From the Mailbox

**Fred Weinholtz** (Germany) referring to Alexis' Latner's article in *Gliding&Motorgliding* (translation)

Alexis Glynn Latner's article is great. I hope it will result in some movement amongst the soaring women.

I remember well that during the late 60ies I was interviewed by a female reporter from the widely read women magazine 'Brigitte' (BURDA publisher). She printed my opinion that soaring basically is a sport for women, since they possess most of the attributes expected in the sport: sensibility, diligence, fantasy, endurance, the ability of experiencing and others. After the appearance of this article we had a big increase in women participation and their numbers reached 10% in the mid 70ies with 4000 female soaring pilots. That gave Ingrid Blecher the chance to ask for more support for women in

### Rosie Matz, Australia

Ed. Note: Rosie is our first member from Australia. She flies at an airport called Bacchus Marsh, about 20 miles west of Melbourne. This field is used by three different clubs and a flight school. I visited that field last year and flew the Puchacz VH-OWL owned by the Geelong club. I exchanged several e-mails with Rosie (I did not meet her during my visit) and the following are excerpts of her responses.

I had my first glider flight last year at the Australian Scout Jamboree and loved it so much I just had to do it again! I went out to Bacchus to have a flight with the Geelong Club and was kidnapped by some cheeky guy from another Club to have a flight with them! The day was perfect for soaring and we were up for just over an hour (about the limit for a busy Club). When I got back there was a girl Club member there who asked me what I thought of it and I raved on how fantastic it was. Next minute I had a whole stack of membership papers shoved in my hands and was getting the low down on joining the Club! All I could say was...can I take them home to read them first? She was a pretty good salesperson. I joined and a month later started my lessons. It's taking me a while taking me a while to get there. I am trying to perfect the landings now...and hope I am not too far away from first solo. I think

which I was able to support her. That finally led to the FAI recognizing women championships, which next year will take place for the second time as a world championship (hopefully with the participation of the USA). The Czecians (my good friend Jaroslav Vach) will make sure that the championships in Jihlava (the formerly German Iglau) will be a great success although the German pilots would rather have seen Klix near Dresden (Germany) as the locale for this Championship. By the way, even here in Germany the machos amongst the glider pilots haven't died out. Typical amongst the young people is the saying "Had god wanted women to soar, he wouldn't have mad the heaven blue but pink."

**Yvonne Loader,** Altitude Gain world record holder, New Zealand comments on Alexis' Latner's article

Really loved the 'How will more

women soar?' article. I haven't had time to read it thoroughly but thought I would put it in our Gliding Club rooms as I am sure it will be of interest to our Club members

**Denise Barche,** Germany

Hi there!

My name is Denise, I live in Germany and turned 21 in March. My favorite hobby is soaring. I enjoy the freedom of the sky and that there are no chains, which are holding me. In 1998, the year I began my flight training, I met Frauke in the web chat at [www.segelflug.de](http://www.segelflug.de), the German soaring server. She told me about the "Woman Soaring Pilots Association" and "Hangar Soaring". Because I would like contacts with glider pilots all over the world, I use this platform to find some more people to mail or write letters with.

It would be great to hear from you!

Regards, Denise



[denise1981@gmx.de](mailto:denise1981@gmx.de)

Website:

[www.segelflug.de/segelflieger/denise.barche](http://www.segelflug.de/segelflieger/denise.barche)

**From May Hangar Soaring:** Who was the woman glider pilot who had a standing wave named after her?

**Answer:** Betty Rowell Beatty from South Africa

Read more about Betty in a future *Hangar Soaring*

GAZETA POZNANSKA, Friday 19.05.2000

### Adela Dankowska Beats World Record

Well-known Leszno sailplane pilot Adela Dankowska attempted on Tuesday to beat the World Class speed record in a PW-5 sailplane. This first attempt of the year was successful. Dankowska is the only woman in the world to achieve speed of 87.75 km/h in 100 km distance. She announced that she will try to beat the brand new record herself this season. She is also preparing to make the very difficult 1000 km flight in a PW5.

Dagmara Derwich-Sobkowiak

### Who is Adela (Ada) Dankowska?

Adela, known to her friends as Ada, has long been a major force among women aiming for the 1000-kilometer flight, along with Olga Klepikova in the then Soviet Union (see Hangar Soaring Nov. 2001) and Hanna Reitsch in Germany (Hangar Soaring, Feb. 2002) and Doris Grove, USA, who attained the elusive Soaring).

Born in 1935, Ada Dankowska became reality during her studies in Leszno in 1959, she began a period of intensive flight training. Between 1959 and 1961 she earned her Diamond badge and began aiming for more-challenging tasks.

She set her first national record of 84.3 km/h. A year later she tried for a World Record Speed over a 300km triangle together with two champion pilots, Pela Majewska and Maxi Class Fokas. They all exceeded the standing record but Adela's speed of 82.79 km/h was the fastest and gave her the following Nationals, Ada had a mid-air collision and bailed out of her tail-less Foka to finish the contest having missed only one day



Picture: Wojciech Gorgolewski

had a lifelong interest in flying. Her dreams began at the University of Warsaw. Moving to the period of intensive flight training. Between Diamond badge and began aiming for more-

in 1962 with a speed over 100km triangle of tried for a World Record Speed over a 300km champion pilots, Pela Majewska and Maxi Class Fokas. They all exceeded the standing record but Adela's speed of 82.79 km/h was the fastest and gave her the following Nationals, Ada had a mid-air collision and bailed out of her tail-less Foka. She flew again the next day in a borrowed

During a 1978 attempt to fly a 500km triangle World Speed Record she nearly lost her canopy when her co-pilot accidentally released it. She gingerly flew the "Halny" back to Leszno and landed safely. After the canopy and the glider had been carefully checked out, a new flight declaration was filled out, the cameras loaded with new film and she took off again shortly before 1 PM. She finished the flight with a speed of 93.63 km/h, a new World Record. Her next World record was an Out and Return flight of 591km again flown in a Foka.

Ada's next attempt was to break a 38-year-old distance record set by Olga Klepikova from Russia and also be the first woman to fly a 1000km distance. (At the time eleven 1000 km flights had been recorded but all flown by men). The day came on April 18, 1977, when strong cold front crossing Europe offered a good opportunity. Ada's husband prepared all the paper work while she was getting herself and the plane ready. In order to cover the planned distance the flight had to originate at the westernmost border of Poland adjacent to East Germany. To get to her starting point she took a 150km aerotow, launching shortly after 8 AM.

The same day, her 14-year-old son, who at age 13 had already completed his Silver C, declared a 320 km goal flight, a leg for his Gold C. Hours into her flight she learned that he had reached his goal, which encouraged her to press on. By 1:40PM she had covered 500 km at an average speed of 138km/h. After 700 km she crossed the Russian border worrying that the Russians might send up fighters to force her down. At 6:00PM Ada ran out of lift and landed near the Russian town of Zylomierz, short of her 1000km goal but attaining the World Distance Record of 837 km. She was enthusiastically greeted by members of the local flying club and wine and dined until her crew arrived

Over the years she flew 39 National Records and 15 International Records. In 1975 she was honored with the Lilienthal Medal for her record flights and winning the 1975 International Women's Competition. Lately Adela has made the news again by setting World Records in the newly established World Class and in the 15m Class: Distance with Multiple Turnpoints.



## World Class News Jul 2002

One of our big efforts this year has been our Youth Program to attract more young pilots to the Sport through the World Class. Many donations were graciously offered, which will allow us to support several young pilots at the Nationals in Uvalde. Thanks to all of you who have contributed. We need a few more, but have a very strong base at this point. If you know of young pilots who would be interested and would qualify, please encourage them to contact me.

A particularly notable event in this Youth Program area is the item below, which you probably noticed on page 6 of the latest issue of Soaring Magazine: "GOOD NEWS FOR YOUTH AND WCSA. Again this year, WCSA has several sponsorships available to support participation by Junior pilots in the US World Class National Championship. These sponsorships are made available through generous donations of World Class pilots and enthusiasts, and cover registration fees and up to ten tows. Junior pilots must qualify for entry in FAI Class Nationals. Very noteworthy is that one of these sponsorships will be offered this year, and on a perpetual basis thereafter, through a very gracious donation from legendary Dr. Paul MacCready. This perpetual sponsorship has been named the "Paul MacCready's World Class Youth Sponsorship." Yes, that is THE MacCready of MacCready setting, MacCready ring, Gossamer Albatros, Gossamer Condor, etc... fame. I could not imagine a better endorsement and support of the World Class cause...

Our first World Class Regional contest has occurred!! And **Jayne Reid** is our 2002 World Class Eastern US Regional Champion. With enough PW-5 registered to make it a separate class, the very first SSA-sanctioned US World Class Regional contest took place in early June 2002 as part of the Region 5 South Regionals in Cordele, GA. The typical east coast weather was a challenge every day, but the competitors flew well enough to make it an official contest, although devalued as per the new rules. Frank Reid won a day, Jayne Reid won a day, and **Valeria Paget** won the last race, which unfortunately ended up a no-contest day because of the minimum distance rule. Congratulations to all the contestants, and to Jayne for her first place overall. As Charlie Spratt commented, the way she is getting to race, it would not be surprising to see Jayne on the US Feminine Team in a few years. Watch her out in Uvalde..

And to finish this brief news: As to my counts and latest lists, and expected arrival of new ships this summer, we should reach 90 PW-5s in North America by the end of the year..

Wishing you a great soaring season, and many happy flights,  
Francois

### Excerpt from the Mifflin "Learn to Race" race Spratt report

It is amazing to see so many new faces around the registration office and out in the tie-downs. Right now we have some 50 expected to be on the grid for the drop of the flag.

Kai Gertsen is here and will be the leader of the morning classes on competition soaring. With Kai will be a host of ridge runners including Seymour, Good, Striedieck, Nixon, and Kellerman. "The racing school" will start every morning at 8 AM and everyone is required to attend. The way pilots got into this competition was by reverse seeding order. If you had no seeding but complied with the requirements of the SSA for entry then your name was at the top of the list. The school will go for an hour and a half each morning with the pilots meeting to follow. There will be no mentoring on course but there will be a period for debriefing after each contest day. As a special instructor George Moffat will be here Friday and will be in the air with the fleet for the week-end.

## Latest update on the Witches Cup 2003

The competition will be from 1st August to 9th August 2003. The first task will be flown directly after the opening ceremony. Therefore you should be in Klix on 31st of July or a few days earlier for some practice flying. Despite - or rather because of - your feedback we aren't quite sure about how to define the classes. So once again we suggest the following:

- Club Class, handicap factor 96 to 102
- Standard Class, by DAeC Index List
- 106-Class, Standard and Club Class handicap factor 104 and 106
- FAI-15-m-Class
- Two-Seat-Class, handicap factor 104 to 114
- 18-m-Class
- Open Class

Beside that, we will introduce a "Beginner's Class". As the name says, this will be for pilots with no or long-lost experience in competition flying who don't wish to compete with the more experienced pilots. The "Beginner's Class" will fly easier tasks with better chances of returning to the home field. Any glider can be registered. Scoring will be done by the handicap factor. Should this Witch Cup become a frequent event a participant is only once allowed to fly in the "Beginner's Class".

Of course we won't set up all above mentioned classes. It would be useful to consolidate them into four groups. This is why we need your help. Please tell us again which class you prefer to participate in and in which glider. To do this you may use the questionnaire at <http://www.aeroteam.de>.

During the Cup you may pitch your tent on our campsite, of course. We will provide everything needed to make you feel comfortable, from bathrooms to a bakery cart. A lot of Bed and Breakfast places and private rooms are available which you may book as well. It is also possible to rent a motor home or camper from a dealer not far away.

A local innkeeper will take care of your well-being by offering hot meals and cold drinks 'till late in the evening right beside the campsite. For the rest of the night our bar 'Zur Winde' is waiting for you.

Mothers amongst you will be pleased to learn that during Witch Cup we offer daycare almost around the clock. So you can concentrate on flying, knowing that even off-field landings won't be a problem. This will be billed separately and individually on an on-demand-base. Anyway, your kids will be in the hands of professionals

One thing we will not accept is mixed two-seats, flown by you and your (or any other :-)) man. But of course your partner may accompany you as 'ground crew'. Don't feel shy; men are welcome too. We will organize an exciting program for your crew. The organizers have the experience of 10 years 'Pokal der alten Langohren' (Trophy of the Old Long-ears, a highly popular event in Europe in which any sailplane can participate) There is always something interesting to see even while not flying - we will give you tips and advise. We will make any effort to find a ground crew for anybody who doesn't have one, although it is hoped that this will be not a common occurrence and we have to know in advance.

If you wish to participate in the Witch Cup 2003, just visit us at [www.aeroteam.de](http://www.aeroteam.de) and fill out the questionnaire. We need that for planning the classes and to get an idea how much daycare will be needed. You will find the official announcement for Witch Cup by the end of August 2002, applications will be accepted by the end of this year.

By the way, about one month ago the 'Pokal der alten Langohren' was finished successfully. For results, impressions and photos visit our homepage.

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am a bit nervous about the thought of doing it myself so I told the instructors I don't care if I take longer than others, I want to be confident in my own abilities when I do go solo. The people out at the airfield are great (even the guys from the other Clubs have helped me with advice!).

I used to be a Cub Scout Leader until last year, I have now joined another youth organization called the Australian Air League. 9 Ed. The equivalent of our Civil Air Patrol). Our Squadron here in Doncaster is just 9 months old...I am one of three Trainee Officers and we have an Officer Commanding who leads the show. We have both boys and girls but need to work harder to encourage girls to join...I think they see it as being a real boy thing.

I went gliding last Sunday June 29. It's mid winter in Down Under) cold but still a sunny day with a light breeze. I hadn't been for a month and a half but surprisingly I felt I achieved heaps on the day. My instructor is a great guy who gives you a thorough pre brief and de brief each flight which helps so much. He really put me through my paces so I feel I am not too far away from Solo.



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his face lights up and you can really see his undying love for soaring pour through.

My stories aren't quite as exciting as my Dad's are. There isn't much a 5 year old can do at a glider port. My first flight was when I was four years old and from that moment on I would never mind waiting the whole day out there knowing that I might be able to go up if Dad didn't have a student for a while. We flew at first in 2-33's but later we mostly flew in a Lark. But after the landing gear was crunched we ended up getting together with this great guy who owned a Super Blanik and he said that he needed someone to put some hours on it because he couldn't do it. So dad jumped right in and we began flying the Super Blanik. One thing I remember about flying in the Lark was how Dad and I used to take toilet paper rolls up with us and then when we were about ready to come down and we needed to kill some altitude we would throw the toilet paper rolls (unraveled) out the window and see how many times we could cut the stream with the wing tips. That was my favorite thing and we must have done it at least half a dozen times. I made the great commitment of learning how to fly this summer and I hope to solo by the middle of August. I am a member of Civil Air Patrol, Oregon Wing, and we are slowly but surely putting together a glider flight. We have a Super Blanik L-23 that we use and I also fly with a great club in Bend, Oregon. Which has a L-13 which is also great glider. I am at an early stage in the learning process but my previous experience with gliders has really given me a great advantage. I am comfortable in the air and nothing scares me. I hope to follow in my grandfather's footsteps and become a great aeronautical engineer some day and maybe attend Embry Riddle for college. Most things in my life are still up in the air but I know for sure that soaring will always be a huge part of what I do.

#### Minutes

#### Annual WSPA Board Meeting

Caesar Creek Soaring Society, Waynesville, Ohio

July 10, 2002

The meeting was called to order at 10:30 a.m. by President Sharon Smith. Board Members present were Frauke Elber, Janet Sorrell, Phyllis Wells and acting member Pat Valdata filling in as acting secretary.

No treasurer's report was available and there were no minutes from last year because there was no quorum in 2001, hence no formal meeting.

#### OLD BUSINESS

None.

#### NEW BUSINESS

**Nominations:** Nominations for the board will be solicited in the next issue of Hangar Soaring.

**Seminars:** The Board discussed last year's seminar at Sugarbush. Phyllis noted that fewer than 10 women attended and it rained daily, although flights were accomplished. Frauke reported that it was difficult for some people, in particular Garner club members, to get checked out. This was the second time WSPA had experienced this problem at that location. Also, Frauke felt that the commercial operator put their needs ahead of the needs of participants. Positive points were the guest speakers and the on-field restaurant, which offered discounts to participants, but Sugarbush would probably not be considered for future seminars.

Sharon noted that we need a good site in the northeast for seminars. Harris Hill was suggested. Sharon noted that a local contact is really needed for any potential seminar location.

WSPA received a bid for the 2003 seminar from Kathy Taylor, representing Moriarty, New Mexico. As no other formal bids were received, that will be the location. Kathy prefers to hold the seminar in June to take advantage of local conditions; a firm date has not been set.

Frauke offered to ask the Garner club to host the 2004 seminar.

The Board is disappointed that coverage in *Soaring* magazine has not been strong for the seminar and we need to address this. Sharon and Pat noted that with the exception of Arleen Coleson, the SSA has not been very supportive of the WSPA's activities. Frauke noted that we have strong support overseas, especially in the UK and Germany [thanks, no doubt, to Frauke's excellent contacts there—PV].

**Scholarships:** Phyllis reported that she received 24 inquiries and 8 applications for scholarships, including 2 from Australia and 1 from Canada. Because international members are not typically SSA members, but membership is required for WSPA scholarships, she suggested that applicants belong to the equivalent organization in their country. This was approved. Phyllis said that most applicants saw our ads, which ran three times (seminar ads ran twice.) in *Soaring* magazine. It cost only \$90 to have the ad designed. We received an anonymous donation of \$200 for the scholarship funds and were able to offer 5 scholarships this year, two Sky Ghost and three Briegleb.

**Competition:** Phyllis suggested that the Board form a committee to see about raising scholarship

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## Women Pilots Soar into Caesar Creek

By Janet R. Sorrell

Twenty-four members of the Women Soaring Pilot Association (WSPA) came to their annual seminar that was held at CCSC in July. Texas and Ohio had the most pilots attending, followed by Pennsylvania, Virginia, Indiana, Maryland, New Jersey and Missouri. Nine pilots were first-time seminar attendees. Joining me from CCSC were Mary Jett, Lucy Anne McKosky, Kat Menchen, Tammy Spillane, and Charlie Witte, a young man who joined both CCSC and WSPA in the same week. Welcome, Charlie!

The week kicked off with a cook-out on Sunday night sponsored by Mike Karraker and the First Sunday Crew. The seminar officially started on Monday morning with a Welcome Breakfast prepared by Chef Kent Sorrell. Gordon Penner presented a seminar on Stall/Spin & Emergency Training, and he also provided spin and other advanced instruction in his Decathlon for a few of the pilots.

Despite a cloudy start on Tuesday, we were able to fly every day of the seminar. The 2-33s were in constant use for training, and the K-21 was very popular. Many of us were able to experience the high performance of a Duo Discus. Sharon Smith, WSPA President, was kind and let some of us fly sixty flights by non-CCSC members, and

But the numbers only tell part of the story. The real success is in the advancement that the women made in their flying. Two weeks after the seminar, Lucy Ann McKosky wrote, "On July 24, I soloed! It was great! My WSPA T-shirt is now minus its tail. I really enjoyed the week with you all. You inspired me and gave me the confidence I need to be a pilot." Sylvia Szafarczyk, a high school student from Houston, Texas, before and after flying. As soon as she scored a 95. She completed her check-ride and is now a licensed glider pilot. Another way that WSPA encourages and promotes women in soaring is by giving scholarships to student pilots. Mary Jett, Sylvia Szafarczyk and Lauren Reitz received \$500 each from the Briegleb scholarship to cover the costs of the seminar

When we weren't flying, we had seminars on aviation history and safety. Betty Stagg Turner, a WASP during World War II, brought her uniform, photographs and other memorabilia to share with us. Bob Peterson, a Park Ranger with the Dayton Aviation Heritage National Historical Park presented a slide show on the Wright Brothers and Dayton in 1903. This was especially interesting since earlier in the week we had enjoyed a Wine & Cheese party at Wright Brothers Airport and toured the Wright 'B' Flyer Museum. To keep us current with the latest regulations, Martha Lunken from the FAA taught Airspace and discussed flying post-9/11. On Friday, Wolf Elber taught glider instrumentation and how to maintain and inspect the instruments.

After flying we did a lot of celebrating and socializing with steak fry's, cook-outs, S'mores around the campfire, and a banquet at Houston's!

Obviously a seminar of this magnitude can't happen without people who are willing to donate their time and talents. Thank you so much to all!

We all agreed that it was a great seminar—a fun week of great flying and good times. Next year the seminar goes to Moriarty. Some of us are already making plans to attend.

**There once was a pilot mild and meek  
Who was determined to reach her peak  
She dove and she spun  
Until it became fun  
She let lose at Caesars Creek.  
Donna Morrison**

**There was once a pilot from Philly  
Whose take-offs were all willy-nilly,  
But that's in the past—  
Her last was a blast  
She had eaten a bowl of skyline chilli**

**Pat Valdata**



**There was a glider pilot named Shirley  
Whose relationship with a tow pilot ended early  
Though they tried many flights  
He couldn't get her to heights  
(Seems he always released prematurely)**



**A pilot from CCSC  
Went up in a 2-33.  
The lift was outstanding  
So she put off her landing  
'til she had to come down to pee.**

**Lucy Anne McKosky**

(Continued from page 9)

funds for women who want to compete on a regional or national level. She also suggested that \$500 for a regional or \$1000 for a national would be appropriate amounts. Committee members should be solicited from contest-knowledgeable people, such as Arleen Coleson, Karol Hines, or Kathy Taylor. Sharon suggested that we start by supporting either the 1-26 nationals or the world-class and begin by funding one person. She thought these competitions required a silver badge and at least gold distance; there was some discussion about this requirement and whether it is enforced, which the committee would have to confirm. Phyllis noted that the current committee could not take on fund raising for this new award and Janet Sorrell said she would investigate possibilities.

**Records:** Frauke reported that the US has the highest costs for submitting national records and wondered whether we could help women who apply for these records. The SSA charges only \$50 per record flight, no matter how many records are claimed for the flight, but the NAA charges \$125 per record claimed and the FAI charges \$60 per record claimed. Janet suggested that we solicit help from Larry Sanderson and Pat noted that Bertha Ryan was also interested in a reduction in the fees. Sharon suggested we might allocate \$250 for this, but no firm decisions were made on this topic.

**Membership:** Sharon noted that we have a problem sustaining the WSPA. Board members have been involved for many years and we need volunteers from the membership to handle the action items discussed. Alexis will write about the seminar for *Soaring* and *Hangar Soaring* and she is also coordinating the convention with Ohio member Tammy Spillane. Pat Valdata has agreed to field all queries that come in from the web site. Otherwise, Sharon's call for volunteers received little response. What we need: active members to do the work involved, more seminar attendees, volunteers to welcome new members. Suggestions from absent Board members would be appreciated.

**Donations:** Janet asked that WSPA purchase a copy of *Crosswind* to be given to guest speaker Betty Stagg Turner. This was approved. She also suggested we make a donation the Wright Museum in thanks for their generous party and tour. \$100 was approved for this. Frauke noted that \$5 was being donated to WSPA for every copy of the New Castle cookbook she was selling. Sharon reminded Janet that any profit over the costs of the seminar should come back to the WSPA in addition to the \$10 per person from registration, \$2 of which goes toward the scholarships.

**Other:** Pat thanked Sharon for taking over as president last September.

Meeting adjourned at 11:30 a.m.

Respectfully submitted,

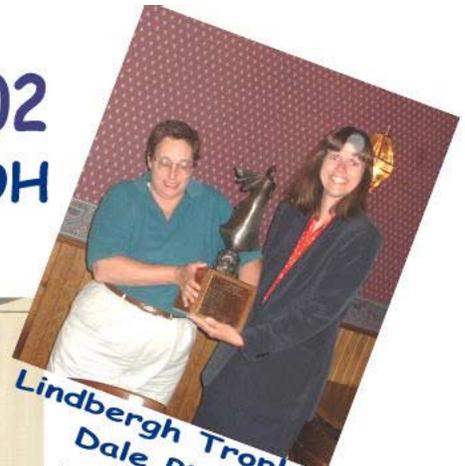
/s/Patricia Valdata

Patricia Valdata  
Acting Secretary



Briegleb winners:  
Sylvia, Mary, Lauren

## Seminar 2002 Waynesville, OH



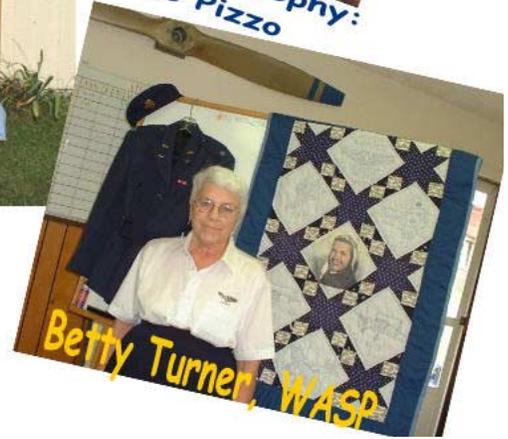
Lindbergh Trophy:  
Dale Pizzo



Thank you  
CCSC



best Limerick:  
Donna Morrison



Betty Turner, WASP

# The Lost Limericks

The Girls did invade Caesar  
Creek  
And spectacular skies they did  
seek  
Lots of flying was done  
No one missed out on the fun  
So I too hail the hosts for the  
week  
Whisky Echo

(Phyllis-Mary), (Sylvia-Alexis)  
and Dale  
(Donna\_Pat), (Tammy-Janet)  
and Gale  
(Lucy-Kathryn) and Lauren  
(Charlotte\_Marita) and Sharen  
Frauke and I'll remember y'all  
well.  
Whisky Echo

A pilot from CCSC  
Went up in a 2-33.  
The lift was outstanding  
So she put off her landing  
'til she had to come down to  
pee.  
Lucy Anne McKosky

**Hangar Soaring**  
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