



August, 2003

Hangar Soaring

THE OFFICIAL PUBLICATION OF THE WOMEN SOARING PILOTS ASSOC.

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Membership renewal form

The Most Admired Paper Glider

By

Yvonne Loader, New Zealand

(see it in color at www.glidingmagazine.com)



Yvonne explains:

The sea green colour is very much a "Pacific" colour - often used to example the beauty of Pacific Ocean with its 'Island paradise image' in which New Zealand is located.

The pilot is our National 'Kiwi' bird after which New Zealanders are knick-named 'Kiwis'. Ironically they are a flightless nocturnal bird! But of course you will realise 'Kiwis do Fly!!' I am a perfect example!

The wing tip 'fern' is our National Emblem. (Worn by NZ teams/National Representatives stylised in a silver colour). Found aplenty in the rain forests. Great shape of course to swing the wing! I thought it gave the Glider a very happy look - the way I feel when I am soaring over the mountains.

Maori emblems.

1. Tail - The face of a tattooed Maori in full 'War challenge' cry—meant to be threatening until they accept their visitor comes in peace and put down a frond in welcome. You have probably seen examples of the Haka performed.

2. Right wing - A Maori God carving - always prevalent in Maoricarvings eg Maraes (Maori meeting houses), poles, entrances - everywhere where there is a strong Maori influence. Intention is to scare the evil forces away.

(Continued on page 3)

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.

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WEBMASTER
801 Elsbeth
Dallas, TX 75208
Webmaster@womensoaring.org

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

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

FRAUKE ELBER, EDITOR,
213 ANNE BURRAS LA.,
NEWPORT NEWS VA 23606-3637

From the Badge Lady Arleen Colson

GOLD BADGES

2412. Linda B. Chism

DIAMOND BADGE LEGS

GOAL: 300 KILOMETER GOAL FLIGHT (186.4 SM)
Linda B. Chism; PIK-20B; Ephrata, WA

GOLD BADGE LEGS

ALTITUDE: 3,000 METER GAIN (9,842 FEET)
Daniela Kosok; G-102; Alamogordo, NM
(Certified to Germany)

DISTANCE: 300 KILOMETER CROSS-COUNTRY (186.4 SM)
Linda B. Chism (See Diamond Goal)

SSA STATE RECORDS

Florida; Open/15-Meter Feminine; Free Three Turnpoint Distance; 187.9 mi.; Christine Schmelzer; ASW-27B; May 25, 2002; Live Oak.

A Note from the Prez--

Hello Everyone!

WSPA has had a wonderful summer—a great seminar and the use of a Pegasus for a year was donated to us. A big “Thank You” goes to the two people who made these things possible, Kathy Taylor and David Bradley.

Kathy Taylor put on a great seminar at Moriarty, New Mexico. There was plenty of fun and flying for everyone. You can read all about it in this issue of Hangar Soaring and at our web site, www.womensoaring.com where Linda Mathias’ seminar article and Frauke Elber’s photo-collages are posted.

David Bradley is the pilot who donated the use of his Pegasus to WSPA. Dave is a CFI-G from Pennsylvania. Due to business and family obligations, he was not going to be able to fly himself this year. He wanted a deserving woman pilot to be able to use the Pegasus this year. What a generous offer!

Dave wanted the Board to chose a pilot who would fly a lot and use it for competition or badge work. The Board chose Kathy Fosha—who has exceeded all of Dave’s requirements. With help from fellow pilots Bill Daniels and Marty Hudson, the Pegasus was picked up in Elmira and brought to the Women’s Soaring Seminar in New Mexico. Kathy flew it for the first time there. She did some cross-country and badge work while at the Seminar, and she has flown it in at least two contests since that time. Way to go, Kathy!!!



Kathy Fosha

Plans are being developed for next year’s seminar location. We will be coming East next year, although the exact location is still a surprise. Watch the web site listed above. As more information becomes available, it will be posted there.

I hope everyone has a great flying summer.

Janet

Youth Column

I was alone

Susan Steinmann
(This story was first published in the January/ February 2003 1-26 newsletter)

I was alone, but it was the most wonderful solitude I've ever experienced. Being fourteen is a pretty busy time in a kid's life and I had soaring to thank for keeping my eye on the ball. It had snowed the previous night and six inches still remained when my family and I arrived at the airport that Saturday. I kept thinking, "I'm fourteen, this is the day and I'm totally ready". That was the year I got the best birthday present ever. I soloed the sailplane I'd been training in for what seemed like forever. I don't think I noticed then, but that one flight in the 2-33 changed me and it keeps me motivated and focused now and will into my future. Soaring is what keeps me going, and it gives me many reasons to give my all in everything I do from school, to sports, to personal goals.

Flying has been part of my life since I was born and has a huge influence on my attitude and focuses. I've spent almost every weekend at the gliderport and weeks during the summer crewing at contests all over the country. Growing up has been an extra wonderful experience for me because I spent so much time at the airport. The sport of soaring has opened many doors for me from meeting smart and interesting people to self-discipline and goal setting. Without pushing yourself and striving to reach your goals you cannot achieve your dreams, and soaring is what makes me push myself to attain success.

I would eventual like to join the United States Air Force as an officer and this requires striving for perfection, responsibility, leadership and the ability to push yourself as hard as you can to attain goals. So many kids don't have

(Continued on page 7)

(Continued from page 1)

3. Left wing - Tiki - the most famous of Maori emblems - usually carved from greenstone worn as jewellery but always incorporated in Maori Carvings.

Aotearoa - Maori name for New Zealand translated means 'Land of the long white cloud' named after the great lenticular wave cloud which creates a huge archway across the sky. A very appropriate name for a glider!

Sheep (farming), yachting, skiing just a sample of the outdoor activities we are famous for.

NZ's bird life and flora. The white flower is the 'Mt Cook Lilly' found on Mt Cook - another well-known NZ emblem. The birds are a rare White Heron and native pigeon.

The 'scene' on the elevator is Lake Tekapo with coloured Lupins in the foreground. Lake Tekapo is backed by the Southern Alps which includes MtCook close by. I fly often over Lake Tekapo and Mt Cook - my favourite places.

Mountain Background. - NZ's highest mountain - Mt Cook - where I loveflying the most (it is close to Omarama).

(see Alexis Lartner's excellent article on the Paper Glider Project, which, because of its success, we will continue). www.glidermagazine.com (in the archived articles)

For details: contact Frauke Elber f_elber@yahoo.com



25 years of Women Soaring Seminars and the clubs who sponsored them:

- 1979: Tehachapi, CA
- 1980: Ridge Soaring, PA
- 1981: Wave Flights, Black Forest Gliderport, CO
- 1982: Texas Soaring Association, TX
- 1983: Seattle Glider Council, WA
- 1984: Texas Soaring Association, TX
- 1985: Air Sailing, NV and Ridge Soaring, PA
- 1986: Tucson Soaring Club, AZ
- 1987: Ridge Soaring, PA
- 1988: Texas Soaring Association, TX
- 1989: Skylark North, Fantasy Haven Glider-

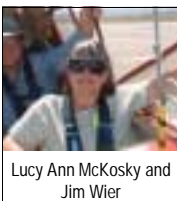


Prior to the 25th WSPA seminar, Kathy Taylor called for a t-shirt design-contest. The winner of this contest was Colleen Koenig from Texas who donated the value of her free flight to WSPA.

The 2003 WSPA Seminar

By
Linda Mathias

If the Wright brothers had lived closer to New Mexico, Moriarty would certainly have been their choice of a windy site for their aviation experiments. The first three days of the Women's Soaring Seminar saw winds averaging 35 knots directly across the runway. In spite of that, several hardy souls got an early start each day to get in a few flights before the strengthening wind shut down operations. Thirty-three attendees enjoyed the weeklong seminar hosted by Kathy Taylor, the Albuquerque Soaring Club, and Sundance Aviation. When the winds shut down the flying, attendees toured Santa Fe, Old Town Albuquerque, and nearby Indian ruins. Anna Dobrin-Schippers traveled from Switzerland to join us and managed to fly almost every ship available. By the end of the week, several notable accomplishments were on the books: Lauren Reitz soloed the 1-26 for her first single-place ship, Connie Buenafe made the first flight in her Salto, Susan Johnson took her first glider lesson, Charlotte Taylor flew her first flight in wave, Patrick McKnight soloed the 2-33, and Kathy Fosha flew the Pegasus for the first time following up with a silver endurance flight on Wednesday and a 500 km flight led by Chip Garner on Friday. Monique Weil fell in love with the Libelle on her first flight and went steady with it throughout the week; Karen Aiken completed a flight review after a four-year hiatus from flying.



Lucy Ann McKosky, winner of the Briegleb scholarship, also won the limerick contest which has become an annual tradition. Phyllis Wells conducted a comprehensive bronze badge clinic which allowed five attendees to pass the written test with flying colors at course end. All five are well on their way to completing the badge requirements. Five student pilots at the seminar kept instructors Jim Weir, Kathy Taylor, Jason Stephens, Rick Kohler, and Al Santilli quite busy. Harriette Einolf was the hardest working pilot at the seminar and took the honors for most flights during the week with fifteen.

On the educational side, Billy Hill offered words of wisdom on soaring meteorology and Chip Garner spoke to the group twice offering tips on cross-country flying and safety. Wolf Elber and Phyllis Wells organized a ground rally to demonstrate the use of GPS in retrieving pilots who have landed out. Evening meals and meetings were held at the Southwest Soaring Museum. The last day of the seminar provided excellent soaring conditions and much calmer winds to leave everyone with a memorable flying day. The last farewells were said over an impromptu gathering for dinner and drinks at a local restaurant on Friday evening; it was a fun evening to cap off another outstanding women's seminar. Many thanks to the team at Albuquerque Soaring Club and Sundance Aviation for all their help, hard work, and great hospitality!

A pilot named Lucy took a slider
She wasn't looking beside her
She was such a dope
She got caught in the rope
And almost went flying sans glider.
LucyAnn McKoswki (1st place)

Poor Kathy has to run
While everybody's having fun
Poor George, her slave
Is very brave
Working hard all day in the sun
Frauke Elber (2nd place)

Lucy on the runway,
Lucy on the tow
Lucy took a nosedive
Look at Lucy go.
It's Lucy in the sky
Susan Johnson (3rd place)

- port, CA
- 1990: Bermuda High Soaring, SC
- 1991: Turf Soaring, AZ
- 1992: Caesar Creek Soaring Club, OH
- 1993: BFSS, SSB, High Flights, DSC, CSA, CO
- 1994: National Soaring Foundation, NM
- 1995: Sugarbush Soaring Association, VT
- 1996: Sailplane Enterprises, CA
- 1997: Caesar Creek Soaring Club, OH
- 1998: Texas Soaring Association, TX
- 1999: Tidewater Soaring Society, VA
- 2000: Air Sailing, NV
- 2001: Sugar Bush Soaring Association, VT
- 2002: Caesar Creek Soaring Club, OH

SCHOLARSHIP COMMITTEE REPORT

By Phyllis Wells, Chairman

The Scholarship Committee has been busy for several months sending out applications, reviewing those that were submitted and then making the difficult decisions on who would be the winners. The committee members are: Margaret Roy, Kathy Taylor, and Susan Von Hellens.

WSPA offers several scholarships. **The Sky Ghost Scholarship** is intended for a person under the age of 25 who is a student pilot. This scholarship is for \$500 and can be used at any glider port. This year we had three applications for the Sky Ghost Scholarship. The winners are two sisters who are students at Skylark North at Mountain Valley Airport, Tehachapi, CA. Lynne, who has soloed, and Lauren Abraham-McAllister are very supportive of each other. They didn't want to be in competition so they applied together for one scholarship which they plan to share. They both work at the glider club to help pay for their lessons.

In the very early days of the Women Soaring Seminars, Gus Briegleb offered a scholarship for a woman student pilot to attend a seminar. This Scholarship has continued in memory of Anne Briegleb. The recipient this year was Lucy Anne McKosky, from Caesar Creek Soaring. Lucy Anne used the time at the seminar to prepare for her check ride which she plans to do before the end of summer.

Three years ago Neita and Mark Montague offered to start another scholarship for the seminar. They felt it was beneficial to have more than one student pilot attending the seminar with a scholarship. Every year since, they have made a donation to keep the scholarship going. WSPA is expected to make matching donations to the fund. Last year we actually had three scholarship winners attending the seminar at Caesar Creek. This year we did not have any applications for the Montague scholarship.

The Briegleb and the Flying Montague scholarships are both for \$500.

WSPA also gives a \$300.00 scholarship to a young girl to attend the Eileen Collins Aviation Camp at the National Soaring Museum. The NSM staff selects the recipient. We don't know yet who that will be for 2003.

This year for the first time, WSPA offered a \$500 sponsorship to a member who was planning to fly in competition. The recipient was Valeria Paget who flew her PW5 in the World Class Nationals at Elmira NY. This sponsorship will be offered again next year and can be used for any regional or national SSA sanctioned contest.

Except for the Sky Ghost Scholarship which is funded totally by the Frank Gross family, WSPA needs to be continually adding to our scholarship funds. We have items for sale and raffles which bring in some monies. Several members have made generous donations, but we need to remind our fellow glider pilots and our clubs that WSPA does have a well organized scholarship program and all donations are tax deductible. Donations should be sent to Gloria Dalton, WSPA Treasurer, 4826 Westridge Drive, Charlotte NC 28208. Please specify which scholarship your donation is for.

Return to Kitty Hawk

by Frauke Elber

We left Moriarty for the long drive East shortly after flying on Friday evening and drove to Amarillo, following Colleen Koenig and her trailer home. This time Anna was traveling with us and we were trying to catch up with the Kitty Hawk fliers which we finally succeeded to do, after 2 days of long hours driving. We joined the group at Caesar Creek Glider Port in Ohio.

There we watched the take-off for the flight to Gallio Airport near the Ohio/ West Virginia border and got there just in time to see several gliders landing. Due to inhospitable terrain, the next leg of the rally to New Castle, VA was trailered and teams arrived until the wee hours of the night. In New Castle, the rains of tropical storm Bill caught up with us and it rained and rained and rained necessitating the cancellation of the legs to Dinwiddie County and Edenton Airport. But comes rain or shine, BRSS's legendary social life did not suffer and we had a chance to meet pilots and crews. I counted 8 nations present. During the AM hours a long caravan of motor homes, cars and trailers headed east to Manteo airport. Wolf and I stopped at Dinwiddie Airport where Wolf's partner met us to take Anna home for an overnight stay to assure her timely arrival in Washington for her flight home to Switzerland. We too headed to Manteo early the next morning.

We were one of the last ones arriving and most of the trailers were already neatly lined up at the edge of the airport. No trace of pilots and crews who obviously enjoyed themselves at the beach. With Adnan Mirza (Team Pakistan) and his new Dutch wife arriving for the last hop from Manteo to Kitty Hawk, the nation count reached 10. Cole Frantz from BRSS joined the group in New Castle and became the first woman ever landing on the site where the Wright brothers achieved their first controlled flights. Nathalie Luebben, Germany, who flew the whole rally won the motor glider class and was 2nd in the open class. WSPA member Cathy Williams joined the rally at Caesar Creek. An intensive briefing took place early in the evening. The park rangers from Kitty Hawk were very nervous and concerned about the 40 sailplanes flying in and landing in the field the Wright Brothers first used. It has never been done before. Also a first was that all teams with trailers and motor homes were allowed to camp inside the boundaries of the park on the back side of the Monument.

The sailplanes were towed in 15 minute intervals at Manteo and arrived in Kitty Hawk between 9:15 AM and 3 PM. Air and ground operation went very smoothly and the park rangers were impressed and relieved. The RTKH group made such a good impression that the park superintendent was overheard saying "we have to bring them back for our Dec. 17 celebration"



We arrived back home on July 5 after 4400 miles on the road. It was a great trip.

Photo
Hyunsoo Leo
Kim/ The
Virginian Pilot

**WSPA 2003 ANNUAL MEETING, MORIARTY, NM Friday
June 27th, 2003**

Phyllis Wells reported on the status of the Scholarships:

The Scholarships include:

- the Sky Ghost Scholarship from the Gross family. A student under age 25 is eligible for this scholarship. Two sisters, Lynne and Lauren McAllister flying in Tehachapi are this year's recipients, sharing the money.
- The Briegleb Scholarship. A \$10 fee from each Seminar participant is transferred to this Scholarship. This year's winner is Lucy Ann Mc Kosky from Ohio.
- The Neita and Mark Montague Scholarship includes an annual donation of \$250.
- In addition to the above there is a new Contest Scholarship, funded from WSPA general funds. This year Valerie Padgett has received funding from this scholarship.
- \$300/year is donated to the Elmira Youth Camp for Girls.
- More publicity is needed to seek more funding for these scholarships

Phyllis reported on the successful Bronze Badge ground school which she taught here.

Of the participants, 5 took the Bronze Badge exam and all 5 passed.

Frauke Elber reported on the raffle of the decorated plate. About \$240 was raised.

The Limerick contest was judged by acclamation. The winner was Lucy Ann McKosky.

Future events discussed were:

A WSPA booth at the SSA Convention in Atlanta (?)

The Women in Aviation Convention will be in Reno (?). We need to plan participation of WSPA, perhaps sharing a booth with Air Sailing or Nevada Soaring Association.

The decision regarding location of next year's seminar has not yet been made.

Frauke is interested in the Seminar being held at Tidewater Soaring. Their decision depends on the Tidewater Board Meeting, to be held July 24th.

Several other options are being considered, including Blue Ridge Soaring, Harris Hill and the Philadelphia club.

Janet sent Sharon an email received today reporting on her extensive talks with Harris Hill rep Elizabeth Srivastava (web site: ww.harrishillsoaring.org) One problem with them is that they would host the seminar in mid June, earlier than usual for WSPA.

The decision will be posted on the WSPA Web Site and will be reported in the next Hangar Soaring issue.

The featured speaker at the Annual Meeting was Chip Garner, SSA Director.

Respectfully submitted,
Monique Weil

PS from the editor: it was learned in a recent discussion with a BRSS member that this club's set-up makes temporary membership impossible. Therefore their club planes could not be flown by the seminar pilots. Regrettably, BRSS in New Castle, Virginia is not suitable for hosting the seminar.



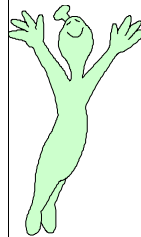
A big Thank You

The following persons donated a total of \$2710 to WSPA



C. Diane. Black-Nixon
Brigit Dubois
Frauke Elber
Wolf Elber
Betty Loufek
Patricia and "Judge" McWhorter
Neita & Mark Montague
Ohio State Soaring Club
Lisa Sergent
Jo Shaw
Elizabeth Srivastava
Kathy & George Taylor
Dale Thompson
Paddy Welles
Catherine Williams

More Limericks

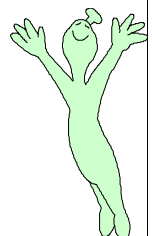


Thanks to the glider chat in Germany
I met Frauke and WSPA eagerly.
I came to the West
To soar with the best
And I'll back with you all frequently.
Anna Dobrin Schipper

I came to Moriarty to soar
To learn how to land and more
It's been a great find
Meeting gals of like kind
Listening to hangar tales galore.
Hariette Einolf

A fanatical pilot named Taylor
Tours the West with glider and trailer.
When the thermals are poppin'
You won't find her droppin'
'cause that Taylor she really can sail'er
Roy Gerean (husband and crew of "the Taylor")

There was a girl I will not name
Who decided to play a silly game
She took a spill
Now pays the bill
Her knee is not the same
Frauke Elber



Yvonne Loader, New Zealand

Holder of the World Altitude Gain Record

Omarama – a very small country town in the lower half of the South Island of New Zealand became better known to glider pilots outside New Zealand when it hosted the 1995 World Gliding Championships. It is one of my favourite places to fly being close to spectacular scenery towered over by Mt Cook (NZ's highest mountain) and where I flew my Nimbus to over 37,000 ft to achieve a World Gain of Height (Feminine) record of 33,506 ft in 1988.

But to start from the beginning I started to learn to fly a Cherokee 140 in 1972. At first it was the novelty of accompanying an instructor friend on ferry flights which quickly developed into a fully fledged love affair with aviation.

During my student pilot period I went out one day to watch the Aero Club flying competitions. Everyone seemed to be a real expert and I was left wondering how the on, or close to, the spot in the middle of anticipated being really pressured into nally agreed and went over to the aircraft to get it over with as quickly as possible. the Junior Landing competition and that petition flying.



Pilots managed to get the aircraft to land the landing grid. Guess I should have participating. After several refusals fi-thinking this was ridiculous and wanting It was a real surprise to come second in was the start of a decade of serious com-

In those years women pilots were still petitors were nearly always male. Oh pilot so the competition intensified and peted in every sort of flying competition sion circuits, instrument flying, non in-combined several flying disciplines and my favourite event - forced landings winning many trophies and a number of National Championships.

very much a small minority so my com-how they hated to be beaten by a woman we all became better pilots for it. I com-with the exception of aerobatics - preci-strument circuits, navigation, those which

My Husband, Bruce, was coerced into being a Tow Pilot for the Canterbury Gliding Club in 1975 with the consequence I found myself somewhat bored watching everyone else having fun. Nothing for it but to join him and get my rating on the Pawnee 250 (ex top dresser) single seat tow plane and obtain my tow rating.

I well remember my first flight in a glider releasing from tow at around 2,500 ft and getting sucked up under a big CB to 7,000 ft without knowing a thing about air currents. Soaring was definitely for me!

Following three months crewing at the Rieiti World Gliding Championships in Italy in the eighties I decided to end my competition flying and concentrate on soaring. It had become painful looking at a terrific soaring sky while participating in the power flying competitions. It was a real challenge to do everything in one day. An early start to fly 50 miles, participate in three or four competitions, fly back to the gliding field hoping to get there in time to have a soaring flight before heading back to the original airfield often having flown up to six different types of aircraft during the day. My name was on most of the trophies – some several times over. It was time to move on.

Being a woman in a predominantly man's world has its advantages. My name became well known with the result of being asked to do a wide variety of flying that wouldn't have come my way otherwise. Positioning aircraft, retrieving privately owned aircraft stranded through bad weather, dual towing gliders all around NZ for delivery, demonstration or getting them back to home base following record breaking long distance flights, air show participation, participating in flying films and lots more. A real highlight was being the only female Tow Pilot at the 1994 Pre Worlds and 1995 World Gliding Championships. Having a World aviation event in your own country has to be the ultimate experience and to be a Tow Pilot for the Worlds a fantastic experience. Add years of glider towing and you can see why I have an exceptionally high number of flying hours for a Private Pilot.

I will be forever grateful for my competition experience that stood me in good stead through several engine failures and the precise flying required to aero-tow gliders from a variety of challenging land out sites!

My favourite soaring is soaring in wave. For those who have never experienced wave flying, let me take a moment here to describe what is it like. In NZ we can experience 'blue' wave – there but unmarked by the usual lenticular clouds or North West arch. Some local knowledge and appreciating the wind direction and knowing what will be causing the wave to form,

helps on days like this but mostly it is clearly sign posted - a path way in the sky. Sometimes the wave is working from 1,000 ft above the ground making it easy to get into. Sometimes it proves to be frustratingly difficult to make contact with the wave. Mostly though, one needs to work the rotor that forms underneath the wave which can sometimes be unpleasantly rough riding but oh the joy of entering the silky smooth wave which lifts the glider higher and higher. Like all wave formations the strength can vary - normally in a range of 5 - 15 knots but 2,000 to 3,000 ft a minute is not has a downside somewhere so care needs to be taken when crossing waves that the inevitable 'plummet' is carefully calculated.



Steve Fosset and Yvonne Loader 2002

There is just so much potential still to explore in the future. Pilots constantly plan higher altitude, speed and new record tance flights but that is the challenge of gliding and what brings an ever increasing number of overseas soaring pilots to enjoy the ultimate soaring experience NZ offers - a num- ber addicted to the point of returning year after year.

I guess you can tell from this brief overview there are many stories to tell, most experiences I enjoyed - a few where I would have preferred to be miles away but will always be ever so thankful for all the tremendous fun and friends aviation has given me.

IMPORTANT MESSAGE

Tidewater Soaring Society in SE Virginia and Harris Hill Soaring, Elmira, NY are interested in hosting the 2004 seminar. Members can cast their vote on the WSPA home page: www.womensoaring.org. Detailed information about the seminar will be on the home page and in a future Hangar Soaring

(Continued from page 2)

anything but school and the Internet in their lives and I'm extremely lucky to have the opportunity to participate in this wonderful sport. I'm also fortunate to have a passion at such a young age, it will help in my future because I know my goals and I have the opportunity to start reaching for them now. Each time I fly I am thankful for what soaring has given me and how much richer my life is because of it.

As we drove up the Northeast extension I was continuously looking out the windows to the sky and I knew in my mind that I could do it, I could solo. This was the next step, my challenge, my goal, and I was ready. Growing up at the airport gave me friendships that will last forever, and so many of them came to the airport that cold, windy day. The support I receive from the "airport gang" and the soaring community, as a whole is priceless.. All through my training they helped me by giving tips, offering advice and flying with me any time I wanted to learn something new. It wasn't a great soaring day, and it was bitter cold, but my friends came to support me and were extremely proud that I had made it to my first goal in soaring. Most people at the gliderport have a passion for soaring and when they see that I have that same passion they are happy to know that the sport is continuing into younger generations. I truly love soaring and I am so happy that I can be a part of such a wonderful group of people. Each time I arrive at the airport I love to be greeted by long-time friends and I am thankful for each flight I am able to take.

I got comfortable in the cockpit and my friend Chris taxied down the snow-covered runway in the powerful Maule tow plane. We got hooked-up. I gave the thumbs-up sign. I was ready. The wing was lifted and I kicked the rudder back and forth after a quick look around. The Maule's engine began to whine and we started to roll through the field of white. I eased the stick back and the old 2-33 lifted off the ground and I followed the Maule up to three thousand feet. As soon as I released I made a tight right

bank and breathed in the clear, cold air. It was so peaceful, and I was truly alone this time. My work had paid off and I couldn't have been more comfortable flying the big, red 2-33 alone. I had never been so at peace with the air, the sailplane and myself. I could feel every move the air made and I wanted it to last forever. I had no idea that flying could bring so much completeness to my life until the day I soloed. I had always loved soaring, but when you are alone it is your love and your decisions that make the flight extraordinary. For the entire flight I was grinning from ear to ear, and I didn't stop all day. I'd never been happier.

It all seemed so easy that day, and it was more wonderful just for that reason. Finally my dreams could come true, I had done it! I felt as though a door was opened wide in front of me and anything was now achievable. Now each flight I take provides more challenges and pushes me harder to achieve certain goals. I cannot fully describe what soaring has given to my life, but it is phenomenal. When other kids are asked to answer the question "What do you want to be when you grow up?" most of them can't answer it. I'm relieved and pleased to say that I know what I want to do with my future, and I can push myself towards the right direction. My future is something I look forward to and a moment never passes when I'm not grateful how marvelously vivid soaring has made my life.

I am flying the 1-26 #176 now, which I got for my 15th birthday and I'll soon be a licensed glider pilot. I met many of you at the convention and I hope to be able to compete in the nationals this year and even meet more of you. The 1-26 is a great airplane, which I enjoy flying very much. I want to thank you all for all of your support, and I wish you happy thermals.

Note from the editor: Due to the severe winter we had in the North East, Susan was unable to reach her next goal to get her license on her 16th birthday. The wet and soggy spring delayed her goal further. She and her father rebuilt old 176 during the winter.



2nd Women World Championship
 Jihlava, Czech Republic May 7-31, 2003

42 pilots from 13 countries participated in this year's World Championship. As expected Germany and the Czech Republic fielded the biggest team with 9 pilots each, three in each class. Poland sent 5 pilots, Great Britain 6, Russia three Lithuania 2, Hungary 2. Countries represented by one pilot were: Ukraine, Italy, Norway, Switzerland, Japan and Argentina. Pilots flew in the 15m class, Standard and Club class. The top three in each of these classes were

15m class

- 1) Alena Netasilova (CZ)
- 2) Katrin Senne (D)
- 3) Angelica Machinek (D)

Club Class

- Christine Grote (D)
 Kathrin Wötzel (D)
 Hana Vonkrinkova (CZ)

Standard Class

- Cornelia Schaich (D)
 Sue Kussbach (D)
 Alejandra Repicky (AR)

World Team Cup

- Argentina
 Germany
 Czech Republic

To find out more about this World Champion go to <http://www.aeroklub.ji.cz/wwgc2003/news03/news.html>



Hangar Soaring is proud to report that one WSPA member, although not from the USA, flew in this contest: Margot Acquaderni from Italy. The picture shows Margot and her team captain Roberto Vanoni



The pilots of the 2nd Women World Championship
 2 seem to be missing in the picture

Presently the USA has only one qualifying woman pilot: Liz Schwenkler

Liz Schwenkler



Liz Schwenkler

Liz is well respected by the soaring community for good reason. She has earned Commercial and CFI glider licenses in her over 850 soaring hours. Along the way she has achieved an FAI Silver badge and one Diamond. Not short on awards Liz won the SSA Bultman award and the SSA Kolstad award in 1995. She holds 13 New York State soaring records and has been Junior National Champion 1996 and 1998. An experienced international pilot, Liz has competed at European Junior Glider Championship in 1997 (Club) and again in the World Junior Glider Championships in 1999.

(Standard). She is ranked 30th out of 533 on SSA competitor list and is the top ranked Junior pilot for 2002 and is the current Woman National Champion. Liz won the Region 3 Sports Class contest outright in 1996, beating seniors as well as juniors, a landmark event among young pilots. Since

then, she has flown several more Regionals and the Nationals for Sports, Standard, 15 Meter, and Open classes placing in the top five at least once in each class. Liz works for M&H Soaring Services and has apprenticed at the Schempp-Hirth factory. She has been President of the Harris Hill Junior Organization and has many fans at the nation's "soaring capital". The highest ranked Junior and Feminine pilot for 2002, Liz qualified for both the Junior and Feminine Championships, but after a good deal of consideration, Liz has elected to forgo international competition this season to focus on her career.

http://www.ssa.org/UsTeam/usc_feminine.htm

Latest News: Liz recently placed 5th during the 15m National Championships in Hobbs and finished #1 during one contest day. CONGRATULATION LIZ

Humor

Junior, 9 years old, visited a friend in a catholic boarding school spending a weekend there. The nun in charge asked him: 'Tell me son, are you catholic or protestant'? Junior hesitated for a second and blurted out: 'I AM A GLIDER PILOT', whereof the nun replied: "SON, THEN YOU ARE CLOSER TO GOD THAN I AM"

Welcome new members

Maria Homberg,

Maria flies in Houston, TX

Elizabeth Alba,

She is a student pilot, flies at Warner Springs, CA and her goal is to solo when she turns 14.

Allison Barton

A student pilot, member of the CAP, she flies at Boulder Glider Port.

Lisa A. Beamster

A note on her membership application states: I have not been soaring for many years, but I hope to begin again. My former field is now a shopping center!" Lisa lives in Seattle, WA

New Members who joined at the seminar

Hariette Einolf

Susan Johnson

Pat McKnight

Michael McKowski

Jason Stephens

Please send your e-mail address to f_elber@yahoo.com



Nathalie Luebben, Germany, winner of the RTKH motor glider class. Nathalie flew the biggest glider in the race and had the honor of making the last, spectacular landing in Kitty Hawk

CONGRATULATIONS to **Bobbie Gribble**, winner of the 2003 raffle. Bobbie's husband and daughter are flying at the Tidewater Soaring Society and she bought some raffle tickets at the TSS Annual meeting

Anna Dobrin-Schippers from Switzerland reported that she flew her 5 hours 2 weeks after the seminar.

CONGRATULATIONS ANNA

Cellular Phones by -Dave Weaver

(from *Skylines*, the monthly newsletter of the Skyline Soaring Club)

Mary Ann Stout, of Ormond Beach, Fla., got an unusual phone call one morning from her husband, Larry, who was out flying his Experimental biplane, a Marquart MA-5 Charger. He was all right, he told her, but the airplane had crashed into a tree and he was stuck. Mary Ann called 9-1-1 and guided rescuers to the downed airplane, in a wooded area near the Volusia County line, the Orlando Sentinel reported. Larry was taken to the hospital shortly afterward, with minor injuries, but injury to the Charger, according to the FAA's preliminary report, was substantial.-AVflash



Effective December 12, 1991, the Federal Communication Commission (FCC) prohibited the use of cellular phones while an aircraft is airborne. "Airborne" is defined as the time an aircraft is not touching the ground. FCC Regulation 22.925 requires all cellular telephones to be turned off when an aircraft leaves the ground.

If a cellular phone is installed in an aircraft, the following notice must be posted on or near each cellular phone:

“ The use of cellular telephones while this aircraft is airborne is prohibited by FCC rules, and the violation of this rule could result in suspension of service and/or fine. The use of cellular telephones while this aircraft is on the ground is subject to FAA regulations.

If the aircraft is not airborne, the use of a cellular telephone is permitted unless the aircraft's operator or pilot-in-command determines its use will interfere with the aircraft's communication or navigational equipment. Cellular phones and your aircraft communication equipment are somewhat alike. Both use frequencies that are "line-of-sight" and could travel great distances. Additionally, both can access multiple antennas (much like UNICOM). At altitude, using a cellular phone can severely disrupt cellular service.

The penalty for violating this FCC regulation can reach up to \$10,000.

Some cellular phones are authorized for airborne use; however, they are not your typical \$29 special. One manufacturer is AirCell (214-239-5464).-Dick Otis”

References: FCC Regulation 22.925 Prohibition on airborne operation of cellular telephones. FCC "Report and Order". CC Docket No. 88-411.

I'm not too concerned about the FCC Regulations but nobody should be trying to fly an aircraft while talking on a cell phone. People can't even drive cars while they're talking on cell phones. If the phone rings at an in opportune moment it can also be very distracting. On the other hand, If you own a cell phone, its always a good idea to bring it with you. You never know where you may land. I consider it a piece of survival equipment.

Glider mail



From Ariane Decloux, GB

I have not written for a while but we have been quite busy. We spent 3 weeks flying in the French Alps and we have kept a small web site on a daily basis of our exploits!!!! have a look at www.aircross.co.uk/sisteron if you want to enjoy some great gliding photos and funny stories. My husband was updating it everyday.

We went with our two gliders 245 and 122 and managed over 90 hours flying for me and 120 for John. What a holiday. I must say that I needed a rest on my return.

Since then the weather in England has been average but I still managed two 400 km flights and five 300 km flights. I am now keeping my fingers crossed that the weather after the 23rd is good as I am competing in the Gransden Regional.

Looking forward to hearing from you in the near future
Happy flying
Ariane

THE WORLD WIDE WEB and SOARING
(a continuation of an article from HS November 2000)
Frauke Elber

On February 9, 2003, the following entry was posted in TSS's on-line guest book

Comment: Dear George Sciss,

"I'm a fifteen-year-old girl from Germany and I'm interested in military flying. My mother went to Sheppard in 1982 to visit Erich Siegmann who was/is a friend of her. There she met somebody called George Sciss who was shocked as Erich didn't want to give a farewell-party for her. And now my question to you: WAS IT YOU???"

I would be very glad to hear from you!

Great flights and best greetings from Germany!"

George Sciss had been a TSS member and instructor years ago and the club lost track of him.

Not knowing, if Tabea was of German or American parentage, I responded in English and from this ensued an e-mail correspondence. I was able to find George's present whereabouts and sent her his address.

Since Tabea is German and living near the city of Stuttgart, we quickly switched languages. She told me in consequent e-mails, that she would like to become a jet pilot. I told her about soaring and was astonished that she had never heard about it, especially since she lives in a region that is saturated with glider ports. I told her how useful glider training could be on the way to her dream. I also got her in contact with a young American female glider pilot, WSPA member Susan Steinmann and the German glider chat room www.segelflug.de/chat in which she now is an active participant. Meeting some same aged people from her region in this chat, she was encouraged to visit one of the glider ports near her home.

Shortly there after she wrote to Susan Steinmann:

"Writing mails and talking in the chat, the wish of learning soaring grew! One of the guys in the chat asked me whether I wanted to visit his club on the Farrenberg. Well, I agreed and so I had my first flight six weeks and six days after searching for a jet pilot I've never met, George Sciss! I blame him for tempting me to start soaring! However, Frauke played an important part in this, too!!!"

Our correspondence continued. She told me about her first guest ride, how exhilarating her first winch tow in an ASK 21 was, but also that her stomach started to revolt in tight circles. I gave her some hints how to combat that problem. Consequently she joined a club although not the above mentioned

On May 5, Tabea reports:

"Had three starts yesterday, one with thermals when we stayed up for about half an hour (Tabea trains on a winch which gives her a release altitude of about 1200 ft) I didn't feel sick at all. The trick is not to look down and to keep busy in the cockpit. Today I had six flights, not a single thermal flight, so the flights lasted between 5 and 10 minutes. Yesterday I had a great instructor, he didn't talk much and let me do a lot by myself. I did most of the take-offs and landings. I just have to apply more rudder and I still keep the nose (of the glider) to high after release. All together I got 11 flights in three days and I don't understand why it should be so difficult to solo within one season, especially since we will have a two week soaring camp in the club later this summer."

By July 1, Tabea reported that she had 68 flights. Since she is on vacation right now, I haven't heard the latest news but WSPA member Cheryl Beckage and her 15 year old daughter got to meet Tabea on a recent European trip and I am curious to learn more about this young lady.

And so a simple entry into TSS's guest book and the World Wide Web led to a young lady a continent away who now is on the way of becoming a glider pilot and maybe down the road a jet pilot.

For anybody who would like to write her, let me know. I have her e-mail address.

WSPA MEMBERSHIP RENEWAL FORM

DATE _____ AMT. ENCLOSED _____

NAME _____

ADDRESS _____ CITY _____ STATE _____

ZIPCODE _____ E-MAIL _____

PHONE (HOME/WORK) _____

SSA MEMBER – YES---NO, MEMBERSHIP # _____

RATING(S) _____

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