



Hangar Soaring

AUGUST, 2004

THE OFFICIAL PUBLICATION OF THE WOMEN SOARING PILOTS ASSOC.

IN THIS ISSUE

PAGE 2

From the Badge Lady
By Judy Lincoln

From the Editor
By Frauke Elber

PAGE 3

26 th Annual WSPA Seminar
By Frauke Elber

PAGE 5

I Love Gliders
By Meagan Easton

PAGE 6

Letter to Hangar Soaring
By Sharron Stemler

PAGE 7

Welcome new members
Thank you to the donors
In Memoriam

PAGE 8

How the Scholarship Programs
are administered
By Phyllis Wells

PAGE 9

WSPA Mail

PAGE 10

To my Children and Grandchildren
By Paddy Welles

PAGE 11

Hear Say (Summer 04)

Eileen Collins Scholarship winner

A woman's Place is on the Top

Strange Encounter



Meagan (8 years) and Douglas Easton

Picture courtesy of Doug Easton

See Meagan's story "I Love Gliders" on page 5



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

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From the Badge Lady Judy Ruprecht

Badges and Records
Recorded through July 15, 2004

Diamond Badge
Karen Geisinger US# 945

Diamond Altitude
Karen Geisinger
Cole Frantz

Gold Distance
Kathleen Winters

Gold Altitude
Marsha Hawk

Silver Altitude
Sylvia Szafarzyk

Silver Duration
Katharine Haessler

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A Badge
Heather Goebel
Renee Swetz
Bianca Schulz
Holly Georgell
Linda Bell
Margot Taylor
Grace Higgins

Diana Bishey
Victoria Carpenter

STATE RECORDS APPROVED

Nevada: Deborah Kutch, Pilot; Allan Martini, Flight Crew; Multiplace Motor-glider, General; 500 Km Triangle Speed; 109.44 kph (68 mph); July 23, 2003; Stemme S10VT; Ely, NV



Please renew your membership or this will be your last Hangar Soaring

From the Editor



On June 18, Phyllis Wells wrote: I have already heard from two people who were at the seminar. They said it was great and that you worked your tail off making it so"

Let me clear up a myth: the credit for success goes to Elizabeth Brock who did all the organizing and greasing the engine to make it run well. My main contribution to the seminar was that I did most of the overseas correspondence and helped with the logistics involved.

What made this seminar so outstanding, at a time when the US are the international bad guys, we as a small group proved otherwise. Our Slovenian visitors summarized it by writing in a book they gave me:

*Life is not measured by the numbers of breaths,
but by the number of moments that take your breath away.*

That has definitely happened to us at Harris Hill.

*Thank you very much
Hana, Vesna, Nataša*

As reported in the May HS, it all began with the anonymous donation of \$750 and the stipulation to invite a woman sailplane pilot from the former East Block countries. The chosen recipient was 24 year old Hana Hollan, a medical student. Her two friends, Nataša and Vesna found funding in Slovenia. By the time the seminar began, the \$750 fund had grown to \$1150 thanks to donations from WSPA members and Williamette Valley Soaring. The WSPA board decided to pay Hana's registration fee and somebody else chipped in to pay the banquet costs for all three. But the generosity didn't stop there. One of Elizabeth's friends, Dino Rulli, not a glider pilot, who lives in New Jersey picked the three up at JFK and drove them to Elmira, a 5 hr drive. Anna and Martina from Germany had come by bus from NY City earlier the same day. Anna stayed with us in the motor home, Martina stayed with Elizabeth, and Hana, Vesna and Nataša were hosted by Roy and Sue McMaster. Elizabeth basically turned her home into a dormitory and I'm not certain how many stayed at her home. 4 of our 5 overseas guests had an appointment Monday morning 8:00 AM at the FAA field office in Rochester, a 2 ½ hour drive, to get their American licenses (Anna had gotten her's last year in Moriarty). Elizabeth's friend Stephen drove the group to Rochester at 5:30 AM and they were back in the afternoon to get some flights.

Cathy Williams went out of her way to pick up Margot Taylor who was the winner of the Brieleb Scholarship.

(Continued on page 9)

The 26th WSPA Seminar-, Harris Hill NY June 7-11, 2004

Frauke Elber

Just 3 weeks before the seminar, word reached me that Tanja Pristavec from Slovenia was unable to come. They quickly found a replacement and I received the following letter:

"my name is Vesna Stergar and I am coming instead of Tanja Pristavec to 2004 Seminar at Harris Hill. Nataša and Hana forwarded me many emails with lots of information from you. I am very excited how much effort you put into this organization. Thank you very much

Let me shortly present myself. I am 32 years old and have been soaring for 13 years so far. Since I was working (doing research for my Ph.D. of chemistry) abroad (Australia, South Africa, England, Germany, Egypt, China, Mexico) from time to time, my gliding career experienced some lag phases or some little flying in foreign countries. However, I have now around 400 hours of solo soaring and I am very keen of doing long distance flights.

I started flying at Aeroclub Velenje which is a small club in the middle of Slovenia, very close to my parents house. When I moved to the capital of Slovenia for my study I started flying at Aeroclub Lesce-Bled, which is only 50 km away. Now I live and work in Ljubljana and fly mostly at Aeroclub Lesce-Bled. I go often home to visit my mother and also my friends at Aeroclub Velenje and if the weather is good I fly there. Slovenia has so many varieties of landscape in such a small place. In a few hours you can fly from high Alps in the west, crossing the hills in the middle towards completely flat area in the east. My country is the crossing where the high mountains (Alps) meets the sea (Mediterranean sea) and the flat area, which extends towards Hungary.

I am very pleased to get the opportunity to join the Seminar at Harris Hill. Thank you very much again.

All best wishes!

*Sincerely,
Vesna Stergar*

We arrived at Harris Hill Friday evening after a 10 hour drive with our motor home and car in tow from SE Virginia. We got "plugged in" and settled on the Hill. Elizabeth Brock, the seminar organizer briefly stopped by so we could discuss the arrangements.

Wolf got his club check-out on Saturday, to be ready to fly as a back seat pilot when needed. After that we tried to find our bearings in Elmira since we were the pick-up crew for Anna and Martina who were arriving that evening from New York City by bus. Incredibly, the bus arrived on time and our two German seminar participants, Anna Dobrin Schippers and Martina Beukert, were on it. After dinner at the motor home, Elizabeth took Martina home where she stayed for the remainder of the seminar. Anna moved in with us. Hana, Nataša and Vesna from Slovenia arrived late at night and took up residence at the McMaster's house, in walking distance of the runway.

Sunday, "the saints were coming in", and check-out flights continued. Also, Charles and Kris Yeates arrived from Nova Scotia with their PW-6 double-seater. The weather was glorious. In the evening, Harris Hill Soaring Club had organized a picnic and the club members had a chance to meet most of the seminar participants.

Monday Morning at 5:30 AM, Stephen Garner, Elizabeth's friend, picked up four of our five overseas participants to drive them to Rochester for an 8:00 AM FAA appointment to get their US licenses. They were back in time to begin their check-outs. In the meantime back on the Hill, Elizabeth welcomed everybody. 18 had registered, 2 had announced that they would come for a short visit. Colleen Koenig from Texas brought her two children and Cathy Williams who was able to come for two days, came with her two grandsons and her glider. (Maybe in the future we should make provisions for a babysitter, that moms and grandmas can fly.) Roy arrived at Harris Hill. (That airport is the only one in the area.) The aircraft standing: three ASK-21, two 233s, a Karl Striedieck arrived in the afternoon.

Monday evening, we organized our thanks to a close-by SAMS club and plentiful. During the dinner, Elizabeth presented the money that had been donated by several WSPA members. Since Hana presented her with an envelope containing Ginny Schweizer joined the group and to the time when she became Mrs. we had gathered in the new Schweizer surrounded by Schweizer airplanes had such a tremendous influence on Schweizer. A special visitor joined us for Ginny's presentation: Dale Pizzo, the 2002 winner of the Anne Lindbergh Trophy, husband Albert and her babes Albert Jr. and Alexander. Dale and family spent most of the day with us. At the end of the program, the lucky winners for the DUO flights with Karl and Roy were drawn. Anna Dobrin Schippers won the flight with Karl and Elaine Carlson the flight with Roy but she passed it on to young Margot Taylor, this year's winner of the Briegleb Scholarship.

For anybody interested, a guided tour through the Soaring Museum was arranged. The museum was open during the whole seminar to all participants at no extra charge. The weather again cooperated and the 8 sailplanes, included the two Duos and the PW-6 were kept busy. We followed Roy and Sue

#1 Limerick by Cheryl Beckage

**A gaggle of ladies headed out the door
Cooking and cleaning they found a bore
When clouds are popping
The ladies start hopping
And in the sky they soar**

McMaster gave the briefing on the peculiarities of Harris Hill's aircraft park is out-closest most of us will ever come to take. Harris Hill's aircraft park is out-own cook-out and potluck dinner and grocery store, food, wine and beer were introduced Hana Hollan as the lucky recipient of the \$1150 in cash. Tuesday morning, talked about her flights in early 1940 up Paul Schweizer in the 60's. Appropriately, Gallery of the National Soaring Museum and pictures of the three brothers who American soaring: Paul, Bill and Ernest

own cook-out and potluck dinner and grocery store, food, wine and beer were introduced Hana Hollan as the lucky recipient of the \$1150 in cash. Tuesday morning, talked about her flights in early 1940 up Paul Schweizer in the 60's. Appropriately, Gallery of the National Soaring Museum and pictures of the three brothers who American soaring: Paul, Bill and Ernest

McMaster's invitation to a party cosponsored by "See You" at their unusual round house, Tuesday evening. Flags of the countries participating in the seminar greeted the party goers. Hana, Nataša and Vesna presented a slideshow about their country, Slovenia and the soaring there in particular. This slide show was appreciated by all and it put the country we know so little about on the map.

Wednesday morning, Karl Striedieck presented a slide show on falconry. He then flew one more cross country flight with Martina, before he had to drive back home. Again the planes were kept very busy, also the towplane and the instructors. Hana was the first one experiencing an off field landing at Harris Hill, which translates to landing in a pasture down in the valley. The field is designated as an auxiliary landing field and is big enough for the towship to go in and fetch the glider. Dinner that evening featured marinated grilled shrimps as hors d'oeuvres and the spruced-up leftovers from the party the night before.

Thursday turned into a no-flying day, with low lying clouds and light rain on and off.

Wolf Elber presented his talk on basic instrument maintenance. Also during the whole seminar he introduced anybody interested to navigating with GPS. A small group went to M&S to see the tedious work that is necessary to repair a sailplane. We saw Liz Schwenkler in action, since she is one of the main workers at the facility. In the evening we all gathered together with members of the Harris Hill Club for the banquet.

Elizabeth announced the scholarship winners. *The Flying Montagues*: **Peggy Loeffler** and **Jeannie Dismukes** (more about this in Phyllis Well's article on page 8), *The Briegleb Scholarship*: **Margot Taylor**, *The Sky Ghost Scholarship*: **Aileen Lennon**, *The Competitive Award*: **Cathy Williams**. *Anne Lindbergh Trophy*: **Kathy Fosha**. As it has been tradition for several years, we again had a Limerick contest and the winners were: **Cheryl Beckage**, **Marty Hudson** and **Sharron Stemler**. Colleen Koenig's 7 year old son Kesie drew the winning raffle ticket for the beautiful 1-23 model. The winner was **Frauke Elber**, who donated the model back to WSPA. On behalf of WSPA, I presented Elizabeth Brock and Roy McMaster ceramic plates with the WSPA emblem as a Thank You for an outstanding seminar.

Friday was flyable but not a good soaring day. Only a skeleton crew left, mostly our five oversea visitors and Margot Taylor, instructors and planes got another good workout. Roy McMaster and Dave Welles gave off-field landing instructions in an area behind the runway designated as emergency landing site.

From there we were able to pull the gliders with a van right back to the runway. One of these planned off-field exercises turned into a not so planned, real off-field landing down in the valley. But again, no harm done. The Pawnee went down to fetch Roy and Nataša out of the auxiliary field in which the grass had been cut just a few days earlier. The day ended with a dinner party at the Weissenbuehler sen.'s house

During the week, WSPA member and SSA Region 2 director Dianne Black Nixon, stopped by for a few hours. Harris Hill and WSPA member Paddy Welles was flight log keeper for one day.

On Saturday, even this small group disbanded. Anna, Martina Wolf and I went to the Niagara Falls. Martina flew home from Rochester on Monday. Anna went home with us and flew back to Germany on Thursday.

Hana, Nataša and Vesna rented a car and headed out to Niagara too. They arrived at our house on Tuesday after an adventurous drive through several states and a pee-stop at a military base!!! Together with Anna, we toured the local historic sites on Wednesday before she flew home on Thursday while the three others headed out to Kitty Hawk. Everybody has now reported "safely home".

My sincere thanks for an outstanding organization go to Elizabeth Brock and her "go-for" Stephen Garner. Elizabeth was unable to take a full week of leave and several times went to work at 6 in the morning to be back on the Hill for the morning programs, making also sure that there was enough breakfast and lunch food at the club house to feed the hungry crowd before returning to work for a few hours in the afternoon while everybody else was flying.

A big Thank You to all the Harris Hill members who made this seminar possible and so enjoyable. The Harris Hill treasurer, Mary Lou Beyer reported that 83 flights were made with a total of 50 hours, 42 minutes flown.

No bid has been received yet for the 2005 seminar. ☹

#2 Limerick by Marty Hudson

**Hana thought two hours would yield
So into the air she reeled
On the ridge they flew
But it just wouldn't do
So she landed in the auxiliary field**



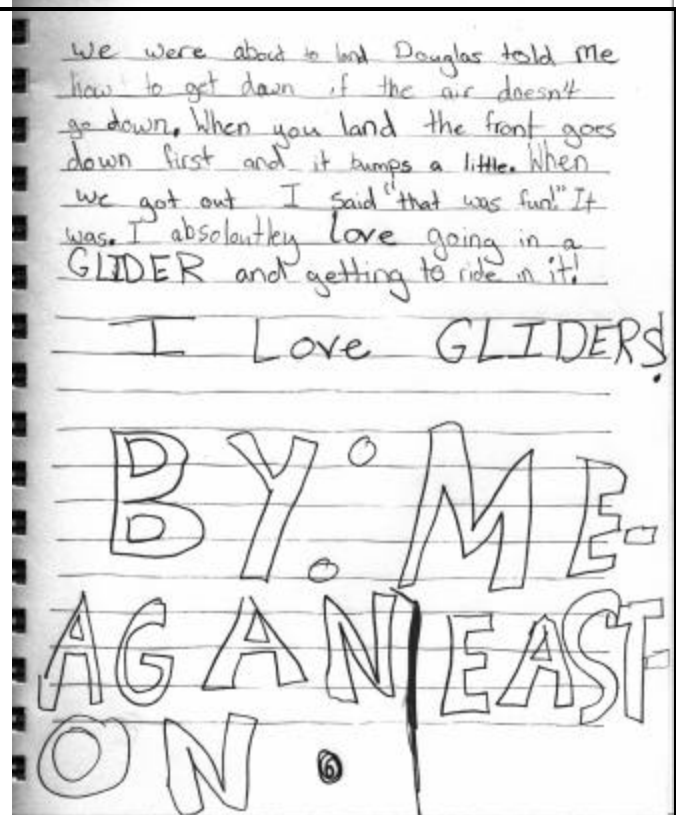
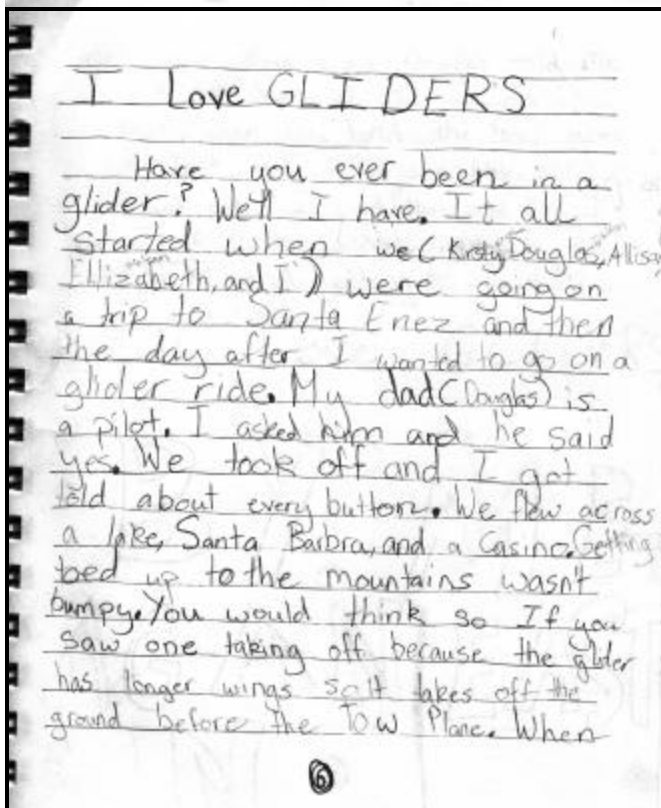
Photo: Colleen Koenig

Ginny Schweizer and the 2004 WSPA seminar
(2 participants are not pictured)



Photo: Frauke Elber

The European participants
Anna, Natasa, Vesna, Hana, Martina



I Love GLIDERS

By Meagan Easton (Thanks to her dad, Douglas Easton)

Have you ever been in a glider? Well, I have. It all started when we (Kirsty, Douglas, Allison, Elizabeth and I) were going on a trip to Santa Enez and then the day after I wanted to go on a glider ride. My dad (Douglas) is a pilot. I asked him and he said yes. We took off and I was told about every button. We flew across a lake, Santa Babra and a Casino. Getting toed up to the mountains wasn't bumpy. You would think so if you saw one taking off. Because the glider has longer wings it takes off the ground before the Tow Plane. When we were about to land Douglas told me how to go down when the air doesn't go down. When you land the front goes down first and it bumps a little. When we got out I said "that was fun". It was. I absolutely love going in a GLIDER and getting to ride in it.

I Love GLIDERS

(Continued from page 2)

Margot doesn't have a car.

Charles and Kris Yeates stopped at Harris Hill for the length of the seminar on their way from Nova Scotia to Ionia with their PW-6 in tow. Many participants got a chance to fly the PW-6 with Charles. But not only did he make the sailplane available, he shared the tow costs and footed the costs of the PW-6 flights for the Slovenian pilots.

Karl Striedieck came with his DUO for two days and three lucky pilots had the chance to fly cross-country with Karl. The first one was determined by a draw from all the seminar participants. (Wolf, Elizabeth and I had taken our names out of contention) The winner was Anna Dobrin Schippers from Switzerland. The other lucky ones were Marty Hudson and Martina Beukert (the latter one also from Germany). Karl footed the bill for the flights. Also a draw was conducted for flights in the Harris Hill DUO with Roy McMaster as expert pilot. Elaine Carlson won that draw but forfeited it to Margot Taylor reasoning that a younger person should have the thrill.

Cathy Williams, being informed that she was the chosen recipient of the \$500 competition award and learning that the only other applicant was Sylvia Szarfaczyk, a young medical student, spontaneously decided to share the money with Sylvia. Sylvia (together with an other young Texas pilot) was able to compete in the Region 9 contest in Hobbs NM flying a Grob 103 and did extremely well. Sylvia was one of the WSPA scholarship recipients 2 years ago). Cathy is going to fly in the Region 3 contest

in Danville N.Y.

Roy and Sue McMaster together with "SEE YOU" hosted a big BBQ party at their beautiful round-house. And on Friday evening, after many had left already, Elsbeth (Oma) and Heinz (Opa) Weissenbuehler invited the remaining troops to their house for a Spaghetti dinner. 16 filled the places around the long dinner table. Heinz Weissenbuehler Jr. (the "H" in M&H Sailplane repair) donated two beautiful, high quality, bright orange, sweat-shirts. Too bad that Heinz had to fly for American Airline that week and was unable to demonstrate his flying skills to a group of awed women.

Not to forget the Harris Hill club members who donated their time working as tow pilots and instructors and in many other capacities.

Sunday, after the seminar, friends of ours from Rochester picked up Martina to have her stay at their house until she had to leave for JFK again a day later. Anna drove home with us to Virginia and Hana, Vesna and Nataša also arrived here at our home a day later in a rent-a-car to get for one day a good dose of American history.

A few days later, it was Dino again who made sure our three Slovenian friends got safely and on time to JFK for their flight home but not before he had shown them NY City and had them sample some NY night life.

Even had the weather not cooperated, this seminar was outstanding because the generosity of so many people.

THANK YOU TO ALL.

Frauke

LETTER TO HANGAR SOARING

By Sharron Stemler

Dear Editor,



I was inspired by your last newsletter and the history of the women pilots' seminar, and decided it was time to organize my thoughts for your paper in order to share my flying experiences.

In 1972 I lived 12 miles from Fremont Skysailing and had been listening to hangar flying stories for years from my husband. After reading an article in *Soaring* magazine by George Moffat, I took three soaring lessons in secret. That was the beginning of the adventure of my flying and travels.

Not one to do things by half measures, I finagled an airline pass to Yugoslavia for the World Championships in Vrsec in July of 1972.

There I met the bigwigs of American soaring including George Moffat and Paul Bickle who at that time held the world high altitude in a glider.

The chief mechanic for Citabria, who was liaison to the Yugoslavian government concerning his company's tow planes, introduced me to the head of the local FAA equivalent. They decided to let me test hop the acrobatic tow plane for a 100 mile circuit of the green and anonymous Transylvanian countryside.

That same peaceful country has been turned into a battle zone now known as Serbia.

I have fond memories of the local white wine grown in Novi Sad, served with hot green peppers that would make a Latino cry.

By the time I had earned glider and power ratings in 1974, we had purchased an 18 meter Swiss built Diamant, joined a soaring club in Anaheim, and discovered Larry Barrett's soaring operation in Elsinore.

Dan Pierson wanted to borrow this plane for the Smirnoff Derby, but my too cautious husband balked at the deal. Something mundane about lack of insurance on an experimental plane.

I had to settle for standing on the sidelines and not being involved in the race beyond the pre-start dinner at the El Mirage hangar.

Being pregnant with the fourth baby set me back two years in the flying department, but finally the great White Diamant and I were ready to soar in Elsinore.

I was known for always taking high tows, but needed the altitude while I taught myself about retractable gear, rudder lock in steep turns, and a non-existent wheel brake.

That Thanksgiving saw both me and the Diamant on the trek to Bishop where I got to fly on the face of the White Mountains, enjoy the hot springs by moonlight, and explore a bristle cone pine tree.

A memorable experience, but the trouble with an 18 meter Diamant is that it takes six men and a boy about three hours to assemble, and a single lady with no job soon runs out of helpers.

During the years 1975-1979 I won a divorce, sold the plane and discovered the Antelope Valley.

Working at soaring airports and living in a small trailer provided a runway view of life- everything is up from there.

During that time I met the luminaries of the soaring movement such as Bertha Ryan, the Brieglebs, and Nancy Evans. I was on hand when the Disney studios used Crystalair runway for the opening sequences of the *Flight of Noah's Ark*, and later took photos of the set of *The Aviator* with Chris Reeves.

By 1979 I had squeezed in trips to Ponape, the East Caroline Islands, and Oerlinhausen, West Germany.

Both locations proved to be rainy, and the Women's Soaring Contest at Oerlinhausen was cut short and over by the time I got there. I had donated \$2,000 to the team and thereby enabled two women from America to compete.

1979 was also the year that I talked my way into a good travel deal to Israel posing as an Aviation/Space free lance writer.

It was prohibitive in more ways than economic to do any flying there, due to a few bombs in Caesarea, so my new buddy Dan Poynter and I had to settle for a Mercedes taxi ride around the old quarter of Jerusalem.

In 1980 I had tired of the heat of the desert and started to drive my Volvo station wagon fully loaded with child and hang glider to Wisconsin. Mistake. By the time I got to Phoenix the car was ready to burn, so I popped it into storage and caught a Greyhound out of town.

Wisconsin was cooler and green, but by 1981 I was homesick for the large and lonely views of the desert, so after attending the Soaring Convention in Phoenix I arranged to have my car towed to Turf Soaring School.

There I found employment at their open air office, and at Ruby's Wild Horse Bar.

I took lessons to upgrade my license to commercial, but even though I passed the written exam, could not afford the airport life any longer.

I gave away the hang glider, and found employment in Globe, AZ. as a live-in housekeeper.

By 1983 I had moved back to California, spent some time in Oakley with family, and then migrated back south to the Antelope Valley.

A friend provided a short stint as a travel office manager, but that soon folded so it was job hunting again. This time I got real lucky and found Virginia and Don Jackman at Flabob airport near Riverside. We built Stearman wings, Pitt's fuselages, and ultra light kit and practiced acrobatic flight after work.

By winter time once again the money ran out and it was heigh-ho over the hills we go to Apple Valley, to store my junk at my daughter Pam's house. I then retreated to the mountain camping sites with my kid, my Volvo and sleeping bags.

I have a very intimate understanding of the homeless life, but being down and out in places like Valyermo, Red Rock Canyon, Tehachapi,

Lancaster, and California City is not the same as living on city mean streets.

For glider pilots who think that silence is preferable to the rat race, and do not mind cooking three meals a day on a wood fire, it was a welcome break.

By May of 1984 we decided that Richard needed to stay in a school for more than 4 months, so we settled into a one room apartment next to the California City airport. I got a part time job pumping gas into all kinds of aircraft, ranging from fiberglass VeriEze's to John Travolta's DC-3. I ran the wing for Bob Harris who set the new high altitude record in a sailplane, washed and waxed planes, cleaned houses, painted houses, and delivered advertising papers door to door using a Mo-Ped. This little scooter did not always work right, but there is a lot of fun to be had in putting around empty desert roads.

The whole point of living at soaring airports was that I could keep in touch with flying, raise Richard without interference and enjoy the great outdoors.

We used to see the vultures perching in the high cottonwoods resting up for their trip to Mexico, a snowy owl would hoot at me at night, and a blue heron left his calling card on our front sidewalk. He was just passing through to the pond in the local park.

We also enjoyed seeing monstrous fat Green Mojave rattlesnakes sunning on the road in the early spring.

By 1986 Richard had need of the Big Time and Bright Lights to become a computer hacker, so off we went to San Diego for the magnet school in math and computer studies.

Residing and working in California City was just the thing to focus our minds on what kind of people we planned on being, and what kind of career we both should strive for.

Richard had practice in journalism by writing a weekly column about his Commodore Computer, and I had practice in living at the minimal level.

I am always ready with battery operated radio, candles and camp stove, and even though I have lived in the Big Apple for a number of years, am looking forward to life at the side of the next runway.

3rd place limerick
Sharron Stemler

**The airport high on a hill
Gave Sharron such a thrill
That she bought a house
Without a spouse
And now is footing the bill.**

Sharron rejoined WSPA at the 2004 Seminar. Being a librarian by trade, she is planning to work as a volunteer at the National Soaring Museum at Harris Hill.

Welcome new WSPA members

(joined since the May issue of Hangar Soaring)

- Liz Andrea Beltran
- Helen D’Couto
- Elizabeth Deener (rejoined)
- Erika Novelli
- Peggy Loeffler
- Aileen Lennon
- Margot Taylor

The following joined at the seminar:

- Hana Hollan, Slovenia
- Nataša Marzidovšek, Slovenia
- Vesa Stergar, Slovenia
- Martie Shrader
- Sharron Stemler (rejoined)



Thank You to the following donors



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In Memoriam

From Pat Valdata:
Some of you may remember Cathie Cookson, who attended one of the great Women's Seminars in Texas in 1984. She developed breast cancer three years ago, and after metastasis, and then a most hopeful remission this past January, was hit by even more cancer in April, and passed away on June 16 at age 51.

For more on Cathie see <http://www.vwc.edu/academics/csrf/index.php?m=homily>

News of the Weird (from a German Newspaper)

Bath tub hacked to pieces

Soaring brought them together and separated them again. Because his 26 years younger girlfriend sold their sailplane, a 57 year old man demolished her condominium. The damage is in the range of 75.000 EUR. The man was convicted and sentenced to probation

HOW THE WSPA SCHOLARSHIP PROGRAM IS ADMINISTERED

Phyllis Wells, Scholarship Chair person

All WSPA scholarships are for \$500 and are available only to female members of WSPA. U.S. applicants are asked to be members of SSA. Foreign applicants are asked to be members of an equivalent organization in their country, if they have one. The scholarships are:

FLYING MONTEGUES: To be used at the Women's Soaring Seminar. Applicant may be an initial glider student or may be a licensed pilot working on an add-on glider rating. There is no age restriction.

BRIEGLEB: To be used at the Women's Soaring Seminar. Applicant may be of any age, but must be an initial glider student.

SKY GHOST: The applicant must be under the age of 25 and an initial glider student. This scholarship can be used at any glider port.

COMPETITION AWARD: To be used for expenses of participating in a sanctioned glider competition. Applicant must be a licensed glider pilot and meet all the requirements of the competition they are planning to fly in.

The Scholarship Committee is made up of Phyllis Wells, Chairman, Kathy Taylor, Margaret Roy, and Susan Von Hellens. The scholarships are advertised on the WSPA web page, in Hangar Soaring, and in the SSA Magazine. Applications are screened by Phyllis Wells for completeness and assigned a code number. The essays are typed, marked with the code number and sent to the three committee members. They independently select the best essay and report to the Chairman. If there is a tie, a Board of Directors member is asked to vote. The winners are notified and Gloria Dalton, Treasurer, mails their checks to them.

There is a great deal of flexibility in the program. For example, if no one applies one year for a particular scholarship, we may award two of those scholarships the next year.

FUNDING: The Sky Ghost Scholarship is funded by the Dr. Frank Gross family. The Flying Montagues Scholarship is funded partly by Neita and Mark Montague. All other scholarship money comes from WSPA fund raising activities and donations from WSPA members and others who are interested in supporting women in the sport of soaring.

WSPA also gives \$300 each year to the National Soaring Museum, Elmira NY, to be used for a scholarship for a young woman to attend their week long summer EILEEN COLLINS AVIATION CAMP. The Soaring Museum administers this scholarship.

WSPA SCHOLARSHIP RECIPIENTS FOR 2004

FLYING MONTAGUES: We had two very qualified applicants for this scholarship. Both are licensed airplane pilots, but are working to earn a glider rating. Since we did not have any applicants for this scholarship last year, the Board of Directors agreed we could award both women a scholarship. The winners are PEGGY LOEFFLER and JEANNIE DISMUKES.

Peggy lives in Winsted, Connecticut. She is working on her Instructor rating in airplanes. Two years ago she decided to try gliding. After a week at Air Sailing in Reno, she was hooked. She was able to solo during that week and flew in a Schweizer 2-33 and 1-26. Her goal at the Women's Soaring Seminar is to earn her Private Glider Rating.

Jeannie worked her way up through the school of "hard knocks", one rating at a time until she finally made Captain at American Eagle Airlines. Now she wants to do some flying just for fun - and for her that means flying gliders. She still doesn't make much money, so the

WSPA scholarship seemed like a dream come true for her. She dreams of getting her glider rating at the Seminar.



Jeannie Dismukes, Peggy Loeffler, Margot Taylor

BRIEGLEB: We had three applicants for this scholarship. The winner is MARGOT TAYLOR.

Margot attends Penn State, studying Astro-Physics and is a member of the college soaring club which does its flying at Ridge Soaring. She has the summer available to work on her glider lessons, and can use the financial assistance. The club owns two Blanik L-13s. Club members sell merchandise at the football games to help pay for their glider expenses. Margot is secretary for her club. She has been inspired and encouraged by Lauren Reitz, a former scholarship winner and also student at Penn State.

SKY GHOST: We had six applicants for this scholarship which is very popular be-

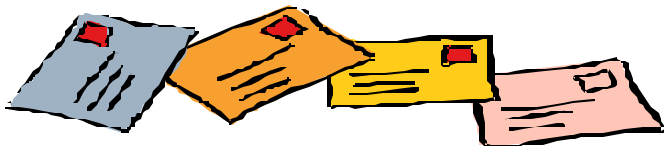
cause it can be used at any glider port in the world. We had one application from Germany. The winner is AILEEN LENNON.

Aileen is 17 years old and attends Curtis High School in Staten Island NY. She is an excellent student in the school's college prep program. She is a member of ROTC, plays in the school band, is on the swim team, and is a member of the National Honor Society. She wants to attend the US Naval Academy and hopes to one day be an astronaut. She belongs to the Nutmeg Soaring Club and is doing well in her lessons. Her mother, a single parent, is very encouraging, but finances are limited.

COMPETITION AWARD: We had two applicants for this award. The winner is CATHY WILLIAMS.

Cathy is an experienced competition pilot. She began soaring in 1964 and quickly set several records, flying in such ships as a 1-26 and an Austria SH-1. During the 1990s she flew a variety of high performance gliders. She won the Region 4 Sports Class in 1994. She holds a Diamond badge and is a glider instructor.

Remember to document your long flights, you might qualify for the Lindbergh Trophy or the Kolstad Scholarship



Mid Kolstadt, CO

I learned gliding and soaring in 1941 about the same time as Ginny Schweizer also at Wurtsboro, N.Y. with the Airhoppers Gliding Club. We started with auto tows five feet off the ground. Later 15 feet, then 75 feet. Aerotows were not available then, just auto and auto-pulley tows.

Kolstad Youth Soaring Award: note that 5 of 46 awarded were won by women. The annual award is a college scholarship grant. The winners were:

1974 Betsy Shannon Darlington

1980 Alice Goodlette Palmer

1986 Jan Hulsbeck Moye

1998 Liz Schwenkler

2002 Kathy Fosha

(Ed. Note: for more information see the youth page at www.ssa.org)

Bertha Ryan, CA

Interesting that Mid Kolstad started at Wurtsboro. I did not know that. I did some soaring there too -- beautiful location -- especially in the fall.

First met Ginny when she and others came up to Massachusetts from New York for a contest. I was towing -- first time I had seen low tow. But all that was post WWII. Of course, saw Ginny at Wurtsboro also -- but aero tow by then.

Our club started with winch tows, then auto and auto-pulley -- nice way to get up. Eventually someone donated a tow plane to us (the original Heliplane -- remind me to tell you stories about that sometime).

Mary Cowie, MO

Have to tell you how much I am enjoying this latest issue of Hangar Soaring. Each article just wets my appetite for more soaring adventures. On the whole our soaring weather, & my personal chances for soaring, this spring have been very slim so the desire to have some time in the air is growing with each passing day. Do wish I was retired & could make plans to be at the Harris Hill Seminar. Thanks for the great job you do putting it all together for us.

P.L. "Judge" McWhorter, WV

I just want to tell you what a good job you do with "Hangar Soaring". It's more interesting than "Soaring"!

Hana Hollan, Slovenia

I loved the newsletter! A lot of interesting reading, it is really great to read from women about their experiences and stories about women who loved flying.

I've just come back to Ljubljana from a visit to my mom's house.

I have brought them a print of the Hangar Soaring.

Everyone liked it, and my mom was especially happy and she brought it with her to work to show her colleagues.

I am looking forward to the next issue!

Rosi Matz, Australia

Sorry I haven't communicated with you so long. I have changed jobs, moved in with my boyfriend who proposed to me and now is my fiancé ("wow"). We are busily planning our wedding in February next year.

My flying has suffered a bit unfortunately but I have started to get back into it. David is also a glider pilot so he is very keen for me to progress. I have become a little afraid to go solo so I plan to have lots of check flights with instructors and ease back in to it. So far I have had 20 solo flights.

David also wants me to write up my experiences at the Vintage Glider Rally, as it was such an exceptional gliding experience. My aim, once our wedding is finished, is to save money and come over to attend a WSPA event and bring David along.

Keep up the great work with Hangar Soaring as we both love to read it.

Andie Simkins, AZ

Just returned from visiting my family in the Catskill, Mountains in NY. I had a wonderful time at Harris Hill and was thrilled to fly a PW6-I may be a PW5 pilot at some point. I really liked the light touch. It was lovely meeting everyone. Thank you to Wolf for showing me how to use a GPS. My son and his girlfriend are dutifully impressed and I can't wait to get one. I visited Nutmeg Soaring in the Catskill Mountain's: my brother lives next door and I signed him up for a student membership. Beautiful gliders but I do not get the impression that the club wants to deal with student pilots. Oh well!!!

Martie Shrader visited friends near Buffalo and flew a 2-22 at Lockport, NY. She was thrilled, especially with the grassy runways.

It was wonderful to meet Karl and, especially, Ginny Schweizer. Thank

you for all of the hard work and planning a wonderful event. Harris Hill members did an extraordinary job .

Martina Beukert, Germany

..my husband is very happy that I returned full of enthusiasm and that everything was so "super". But I am the happiest one. I always will remember this time (at Harris Hill). Thanks again for the great organization, cooperation and all your help. Btw. I'm writing a small report for our home page.

Elaine Carlson, MA

I enjoyed the seminar very much. Thanks to Wolf for the GPS demo. Think that was great. Best of all were the people. I would enjoy seeing anyone that I met at the seminar again anytime

Margot Taylor, PA

I had a great time at the seminar. Thanks for this great opportunity. Hopefully I can convince other female PSU (Penn State University) student pilots to go next year. I had a lot of fun.

Nataša Marzidovsek, Slovenia

We really spent a wonderful time in USA. I was really surprised of the people's openness and willingness to support in the positive way. And of course the nature in your country is really wonderful (I thought before, that America is fully industrialized).

Peggy Loeffler, CT

although I am at work or back to everyday routine, my mind returns to the wonderful time I had at the seminar. I enjoyed meeting all of you, and appreciated the generous hospitality of the Harris Hill club members.

Sue McMaster, NY

We very much enjoyed being involved with this WSPA event! Roy did more flying in the week that you were here then when we were at the 15M Nationals! It just goes to show what nice weather can do for a soaring event. I think that this really does prove that the wx God is actually a GOD-DESS after all!

Valerie Paget, TX

I was hoping to go to the World Class regional, but the work I am having done on my ship is STILL not finished. If I don't make it there, I will go to Hobbs in July. I have also accepted Bob Semen's invitation to go to Minden to go after some records the first of July. That really sounds like fun!!! My daughter is expecting her first child in August. I hope to have fulfilled all my summer goals before the baby arrives.

Sylvia Szafarczyk, TX

Hobbs was fun... on the third day we placed first for the day and came in first cumulatively. Unfortunately, the weather didn't cooperate for the remaining 3 days and the G103 similarly did not cooperate. We dropped down to tenth by the sixth day, but we were satisfied with our overall performance. I learned a lot and had a great time! Moriarty was excellent as well! This past Thursday, I had my best flight yet. I did an out & return 210 mile flight over some incredible mountains over northeast NM. I finished up my silver, and got my gold distance and diamond goal legs. I got a few state records along the way too.

And a few days later:

Thanks for the advice... I had completely forgotten about the Lindbergh Trophy! I'll definitely apply for scholarships again next year. I'm glad the WSPA offers so many scholarships (more so than the SSA, even). If you need help with fundraising, let me know... I have some ideas and am willing to help support the cause.

Paddy Welles

To my children (and grandchildren)

Yesterday was Peter Masak's funeral. He was probably the most respected and admired world class glider pilot we've known as a close friend. He was also one of the kindest and most intelligent men I've ever known. He loved his children above all else, but he was also "a bird" in his soul. He spent his childhood making model airplanes and began flying them when he was 14 years old. He was a Canadian, represented Canada several times in the World's and after moving to the US, he quickly made the US World Champion team. Tim and I met him at our first National's out in Livingston, MT years ago, where we assembled planes side by side for 2 intense weeks. He and Adrienne, his wife and crew, essentially taught us what a National Championship contest was all about. They had recently had their first child, Matthew, who was only 4 months old. While they assembled their ship, I was in charge of Matthew, a beautiful, happy baby. Matthew is now 11 years old and yesterday, at the conclusion of his father's funeral, he carried the urn, containing his father's ashes down the aisle and out of the church. There was not a dry eye in the congregation---only Matthew's eyes were dry, as if he had a sense of his mission to carry on where his dad had left off. I've never witnessed anything that drove home so powerfully the fragility of life, the fact that we raise our children to carry on where we will leave off, and the fact that we will "leave off." I've not been a "perfect parent"---and don't expect any of you to be "perfect" children---but I hope you know that I've done the best I knew how to do under the circumstances of any given situation that we've experienced together. I love you well, but perhaps not always wisely. There will always be painful decisions that have to be made, difficult lessons to be learned, and each of us will be tested and tried to our limits. As I approach my 67th birthday, I'm no longer as sure about right and wrong as I once thought. I'm a bit more open-minded, less opinionated in some areas--and more so in others! I've learned that balance is probably the key to health--and to happiness, that things will not "always" remain horrible---or wonderful, as life is filled with surprises, and that being as kind and honest as possible pays off. I'm intensely proud of each of you and my deepest desire is that you will enjoy your lives, give back to the world as much as you take, and above all else, carry on. I love you, Mom/Gramma

Hear Say (Summer 04)

Sarah Macpherson from the Mid-Atlantic Soaring Association (M-ASA) passed her first CFG written exam with a score of 99% and the second exam on Fundamentals of Instruction with 100%.

Anybody who stopped by the WSPA booth in Dayton and watched the FAI Promotional film "Soaring our Sport in the New Millennium" a film taking a young girl in New Zealand through glider training from the first flight to first solo. The young girl's name was **Lucy Wills**. She was about 16 when the film which's full length version is called "Wind born" was made. Lucy Wills recently died of breast cancer at age 28.

Jayne Reid finished 5th in the World Class Regionals at Bermuda High Gliderport in SC

Liz Schwenkler finished 3rd in the 15m Nationals (behind Striedieck and Nixon)

Cathy Williams finished 12th in the Region 5 Sportsclass contest

Susan Murdock became Susan Lawton in May

Marita Rea and hubby CB Umphlette flew in the Vintage meet at Kutztown PA

Jeannie Dismukes is officially a commercial glider pilot! She passed her check ride three days after the seminar at Williams gliderport in California She finished just in time. She now is in CRJ Captain training with American Eagle and she will be spending the summer in Dallas.

Anna Dobrin Schippers became owner of a Standard Astir 2 glider. Now, she and her husband have his and her sailplane, his being an ASH 26e.

Monique Weil flexed her wings at the French Soaring School at St. Auban on the foot of the French Alps.

Elizabeth Brock went with a group of "99's" to Russia to meet

some Russian counterparts there

Pat Valdada and husband Bob celebrated their 30th wedding anniversary with a Rhine River cruise. She also presented a slide show about WSPA at the "99" meeting in New Jersey

Sharon Smith was bitten by the travel bug: she visited Scandinavia, Russia and Germany. See Sharon's photo report at <http://srs.photosite.com>

Colleen Koenig (after attending the seminar) teamed up with **Charlotte Taylor**, Charlotte's "Excellent Crew" and their sailplanes for a week of soaring in Marfa. In July, she took her Cirrus to the Youth Air and Space camp to present a lesson in silent flight

WSPA member **Margot Acquaderni** from Italy, is flying in the German Women National contest which also doubles as the pre-world contest for next year's Women World Championship

British pilot **Pam Kurstjens** and her Dutch husband Gerrit participated in the 2000 km Euroglide. Pam and Gerrit now live in Australia

Lucy Anne McKlosky, last year's Briegleb Scholarship and Limerick winner, got her glider PPL-G.

Ruthann Povinelli is the new SSA Governor for Utah.

Mary Cowie flew her 5 hours in her Ka 18 during the Midwest Vintage/Classic Sailplane meet at Lawrence County Airport, Ill. Also **Mary**, her husband Lee and Dave and Betty Schuur won second place award, Ladies' Choice, over Memorial Day weekend at Kutztown PA Eastern Vintage/ Classic Regatta with Olympia IIb.

Lillian Galloway, longtime, dedicated PAPA ONE crew celebrated her 75th birthday by jumping out of a perfectly good airplane (tandem).

Frauke Elber had two articles published in the July edition of the German soaring magazine SEGELFLIEGEN

At print time, 64 members have NOT paid their dues. This translates to \$640 or more than the value of a scholarship. Please keep WSPA financially healthy. All 04's will be taken off the roster.



Victoria Wilcox, winner of the Eileen Collins Scholarship

A woman's place is on the top—at least on the score sheet

Jayne Reid and husband Frank competed in the World Class Nationals in Hobbs, NM. Here is how they faired (Frank's placing in parenthesis)

Day 1 4th (7th)
Day 2 3rd (12th)
Day 3 1st -2nd overall
(9th -8 overall)
Day 4 8th -3rd overall

(4th -8th overall)
Day 5 9th -3rd overall
(6th -8th overall)

Congratulations Jayne

Strange Encounter

Marty Hudson's son Mitch flying in the Standard Class Nationals in Hobbs, NM made a perfect off-field landing only to collide with a Gazelle during roll-out. Pilot, plane and Gazelle did not get hurt

WSPA MEMBERSHIP RENEWAL FORM

DATE _____ AMT. ENCLOSED _____

NAME _____

ADDRESS _____ CITY _____ STATE _____

ZIPCODE _____ E-MAIL _____

PHONE (HOME/WORK) _____

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

RATING(S) _____

SAILPLANE OWNED? _____

DUES \$10 //YR. PLEASE MAKE YOUR CHECK PAYABLE TO WSPA
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