



November, 2002

Hangar Soaring

THE OFFICIAL PUBLICATION OF THE WOMEN SOARING PILOTS ASSOC.

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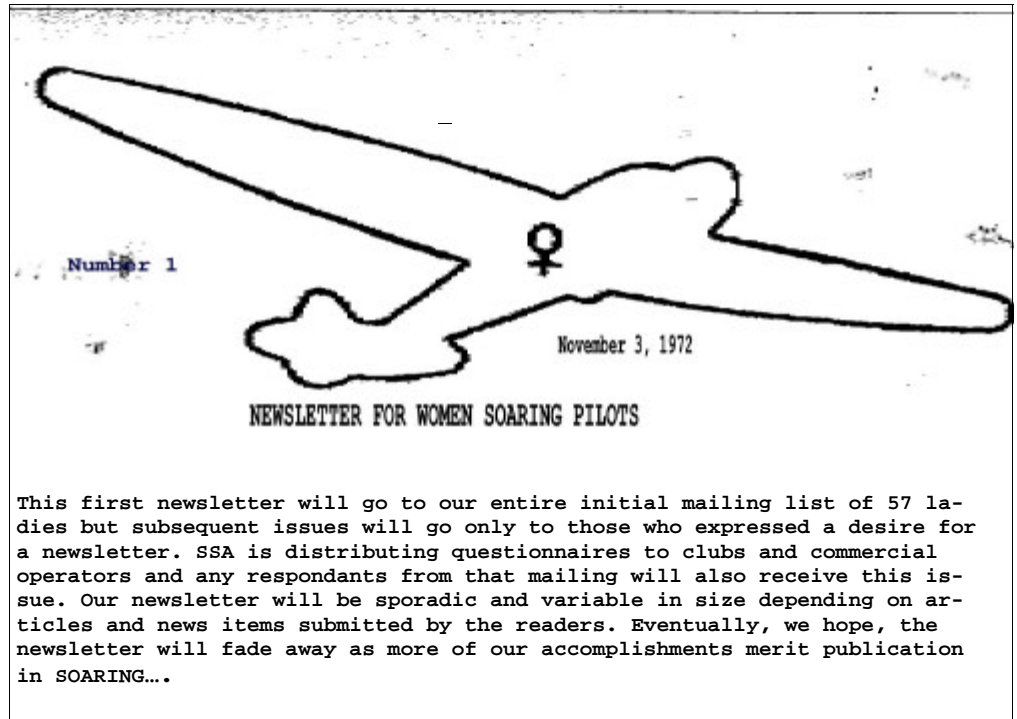
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30 years ago this month, this first newsletter addressing the women in the SSA was authored by Bertha Ryan. From this meager beginning WSPA and HANGAR SOARING evolved many years later. Several of us were there at the beginning and still are active in the women cause. Our sincere thanks go to Bertha Ryan who took the initiative.

THANK YOU, BERTHA

Frauke Elber
Editor, Hangar Soaring

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

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VISIT OUR WEBSITE AT
www://womensoaring.org

From the Bage Lady

Arleene Colson

INTERNATIONAL F.A.I. BADGES FOR SOARING
Earned or recorded in the United States through August 2002

SILVER BADGE LEGS
ALTITUDE: 1,000 METER
GAIN (3,281 FEET)
Mary G. Gere; ASK-13; Fairfield, PA

ALTITUDE AND DISTANCE:
Mary W. Hoddinott; SGS 1-34; Falcon, CO
*Kathryn M. Fosha; SGS 1-34; Owl Canyon, CO

SSA C BADGES
17,573. *Catherine Cluett;
17,587. Nancy E. Sliwa;

SSA B BADGES
*Catherine Cluett;

*Jessica Mann;
Kathy Ondros;
Nancy E. Sliwa;
Heidi DeBlock
*Ashlee N. Klemperer

SSA A BADGES
*Tanya S. Brink
*Amber L. Buckle
*Catherine Cluett
Noelle C. Mayes
*Mary N. Miller-Keas
*Pilot 21 or younger

SSA STATE RECORDS APPROVED
New Mexico; 15-Meter; Feminine; Free Straight Distance; 247.74 mi.; Joann B. Shaw; SGS 1-26; August 5, 2002; Hobbs.

KOLSTAD CENTURY AWARDS
CENTURY I: 100 KM CROSS-COUNTRY FLIGHT
*Kathryn M. Fosha; 132.90 km (82.58 sm); SGS 1-34; Owl Canyon, CO.

Voices from Overseas: fees for records

Sweden
No fees at all for processing Swedish or world records or FAI badges. Diplomas etc included. (If you want a Gold C badge you have to pay for that though.)
The yearly memberships fees are approx.. USD 40 for the Soaring Federation and USD 4 for the NAC. That covers records registration handling. Not bad, is it?

Austria
In Austria we do not have fees for national records.
A world record costs the fee for the FAI (Federation Aeronautique International) that is CHF 100 (swiss francs).

Finland
National records are confirmed free of charge in Finland.

Czech Republic
Czech National Gliding Record homologation process is free for members of Aero Cub of Czech Republic. In case of World Record CHF 100,- must be paid to FAI.

Great Britain
Although the BGA charges £8.50 to process badge claims we make no

charge to BGA members for processing national and international records.

Poland
...In Poland there is no additional cost beside glider renting and towing....

Denmark
No charge for records, just a small fee for the certificate

New Zealand
...most often there is no charge processing these...

Italy
" don't have to pay anything to process a national record.

Germany
No charge for national records, 125 Swiss Franks to FAI for World record

Australia
"I have checked with GFA and cost per record flight (any number of claims per flight is A\$ 45 (about \$US 24)"

2002 Scholarships

by Phyllis Wells,
scholarship chair

WSPA set a record this year with a total of \$2,500 awarded as scholarships.

Sylvia Szafarczyk, a high school student from Houston TX, **Lauren Reitz**, an aeronautical engineering student at Pen State University and **Mary Jett**, an engineer at Proctor & Gamble in Cincinnati, OH each received \$500 to enable them to attend the Women's Seminar held at Caesar Creek Soaring Club in Ohio in July.

WSPA also administers the Sky Ghost Scholarship, which is awarded to a female student pilot. It can be used for training flights at any soaring facility. **Kathy Fosha** a mechanical engineering student at Colorado State University received \$500. A second place scholarship of \$200 went to **Brittany McAllister-Abraham**, a 14 year old from Tehachapi, CA.

WSPA gave a \$300 scholarship to 12 year-old **Lindsay Thompson** so that she could attend the Eileen Collins Aviation Camp in July at the National Soaring Museum in Elmira, N.Y. For young Miss Thompson, the highlight of the camp was meeting her idol, astronaut Eileen Collins. The first female commander of the Space Shuttle, Ms. Collins is an Elmira native and the inspiration for the camp, now in it's seventh year.

See page 9

S u m m e r o f 2 0 0 2

By
Frauke Elber

I spent 4 weeks in Germany this summer. Following an invitation from Irmgard Morgener (who had supplied me with the information about the Russian pilot Olga Klepikova), I spent two days at Stendal Airport, a huge former Russian airbase 70 km west of Berlin. This former airbase was built before WWII by the Germans. Its old, original, very unique airplane hangars are now designated "Historic Buildings" These hangars were filled with an array of sailplanes. This year Stendal was the site of a German regional contest.

The sky was overcast when I arrived in the afternoon and no contest flights were set. Heavy rains in days before had turned the campground, (formerly splinter shelters for military planes), into a quagmire with trenches dug around various tents to drain the water.

I immediately noticed one difference from a US regional contest: the many young people participating and particularly the number of women pilots (15) of all ages. Irmgard (age 66), who team-flew with her husband, also acted as mentor and coach of the less experienced women pilots. Due to the inclement weather no tasks were called during my stay, which gave me the opportunity for long talks with the Morgeners, who were the main reason for my visit.

Few US glider pilots ever heard about soaring behind the Iron Curtain. Irmgard, having been the top East German female pilot and longtime member of the GDR National Team, has first hand knowledge and provided me with material for a future article. One of Irmgard's teammates kept a scrapbook. This book is a real historic document that should be donated to the German Soaring Museum at the Wasserkuppe. I got an opportunity to talk to the women about women soaring in the US. The local newspaper published an article on my visit.

My next soaring-related stop was the small town of Mittweida where I met one of the young members of the German soaring chat www.segelflug.de/chat. (See my article in the Nov. 2000 Hangar Soaring " Soaring and the WWW.) We had talked to each other for 3 years, but now –after the invitation from his parents– met for the first time in person. It was a joyful visit.


Then I was on to the Club-Class (Sports-class) World Championship in Musbach in the Black Forest. I spent the last week of my Germany stay at the Worlds helping team USA and Team Pakistan, the latter one being the one-person team of Adnan Mirza, who makes his flying home in New Castle, VA and resides in the US. But my main aim was to make contact with the many other teams, especially the ones from the Eastern countries. I also wanted to talk to the pilots who had loaned their planes and cars to our team and Adnan at no cost to them to find out the possibilities should we ever send any women to compete in Europe. I was assured that acquiring the planes would be absolutely no problem, at least planes of the older generation, and that they would help to find more up-to-date planes for our women should they come and compete in these classes. No women competed in these Worlds, although the Russians had registered one in early registrations. She was replaced by a male pilot. I was unable to find out why. (One female team captain sarcastically commented, "because she doesn't have a penis").

On a rainy afternoon a group of us went to the gliderport named Klippeneck, one of Germany's more famous soaring sites, 50 km south of Musbach. The Open Class and 18m German championships were held there. They were in the clouds that day and only hangar soaring took place. Again, I was impressed by how many women flew in that contest. "Why don't the Americans ever fly in international events?" was the question I heard over and over again. They too offered their help.

The Worlds in Musbach were fun. Compared with the FAI Class contests, this was the poor man's contest. The set-up and organization were simple, but effective. The sailplanes flown were first and second-generation fiberglass sailplanes from the 60's and 70's. The trailers were a story in itself. Most of the participants camped in tents at the airport, no motor homes there, only a few camping trailers.

For the opening ceremony a whole group from the above mentioned chat room met and had dinner together. One of the Australian pilots and his wife had the honor of coming from the farthest away. We have become a closely-knit group of international friends and it was through this group that team USA, Pakistan and Australia got their sailplanes and team Australia its much appreciated camping trailer.

Regrettably, I had to fly back to the US after the first week of competition. It was my third World Championship and it always has been fun.



**The 2003 Women Soaring Seminar will
be held June 23-27, 2003
at Moriarity Airport, NM**

GETTING BACK IN THE COCKPIT WAS A PRIVILEGE AFTER 9/11

By
Peter Bacqué

ORBIT,VA - This weekend I'll get up in the dark to welcome the Dawn Boy, then drive in the frosty morning through dew-twinkling fields past foggy, magic swamps, down country roads to our little grass-covered airstrip in Isle of Wight County.

Garner Field sits among soybean and cotton fields, cattle and poultry farms. A bit to the west, miles of commercial forest stretch their sweet-smelling pines to the skies.

Riders walk their horses down the side of the taxiway, hunting dogs wagging twitching tails through the fields, and passing bicyclists and bikers stop to gawk and marvel at our soaring club's elegantly elongated gliders.

Our farmer neighbors solemnly regard us, shake their heads, look up again.

On summer evenings, as the light grows dim, swifts turn, blur and chase their invisible meals knee-high above the runway. In the fall, rowdy geese use our airport for their own landing strip as they cross-country south.

The Sept. 11 attacks dramatically grounded U.S. airlines for three days, while the grounding of general aviation - all the rest of flying not done by the military or the airlines - lingered on for weeks for most operations. In critical areas, like Washington, it's still restricted.

Three weeks passed before I flew again, not that I much wanted to during that time. I was in mourning for lost lives and time turned bygone.

Behind the overwhelming horror of the graceful airliners slamming, flaming into the tall, slim towers and the realization of how many people died, how many families were broken and left in sorrow, pilots felt their own sense of violation.

Flying has always seemed to me somehow ennobling, somehow clean, free from the ugliest aspects of life.

Aviation is a well-ordered world of airways and traffic patterns, controlled airspace and controlled motions. And pilots are rule-obeyers: The laws of aerodynamics, the Federal Aviation Regulations, the Instrument Flight Rules, the law of gravity.

Then the terrorists came, breaching the heady trust people place in those who navigate the sky. They broke the bond that exists among pilots: I'll teach you the mysteries of flight, grunt and sweat with you while you learn and, with effort and practice and failure and eventual triumph, you will take your place - honorably - in the society of aviators.

Of course, people have used aircraft for hideous purposes since shortly after the Wright Brothers figured out how to make a plane stay airborne and go where they wanted. And even the simplest, most peaceful flight can—however rarely - end in twisted metal and tragedy.

Still, the world looks like a better, more orderly, more lovely place from the air.

Flight offers pilots vistas so stunning, so beautiful, experiences so

transportive in their power and depth that even straight-ahead aviators grope for words, shake their heads and stammer trying to tell groundlings about what they have heard and seen in that high and foreign sky.

On Sept. 30 I was scheduled as the duty tow pilot, tugging long-winged, sleek-bodied gliders into the sky.

That day I was flying our main tow plane, a tough ex-crop-duster called a Pawnee, robust, powerful and honest in flight.

I put Sept. 11 out of my mind and turned attention to the untimed rituals of flight, the preflight inspection, the cockpit checks, the takeoff - there's no such thing as a routine flight - and climbed, roaring into the fall morning sky.

Wheeling and soaring above the Virginia Tidewater, I made friends again with the plane, feeling the stick's heft in my hand, sensing the engine's rumble through the rudder pedals, checking the flight conditions for the day's operation.

Hampton Roads - all naval might and happy resort - lies over to the southeast, pearly under the thin autumn light, and porky Smithfield to the northeast, the James River wide and curving back toward Richmond's fall line, lost in distant haze.

Over to the northwest, the Blue Ridge vaguely shouldering their gentle, welcoming peaks above the horizon.

How simply breathtaking it was to fly, to fly up toward natural beauty and disciplined freedom, after the impossibly wretched experience of the attacks on America.

How astounding it was to be trusted again, to be able, in the bureaucratic words of the regulations, to exercise the privileges of my pilot's certificates and ratings.

Thanks, America.

Let's fly high again.

Peter Bacqué is a member, instructor and tow pilot of the Tidewater Soaring Society. He is a writer for the Richmond Times Dispatch where this story was first printed and is here reprinted with permission

A.Scott Crossfield, first test pilot of the x-15 received an award from the Southern California Soaring Soc. For setting the record: the shortest time from 38 000 ft to the ground in a glider (3min58 sec at Mach 0.79). The trophy consisted of a streamlined brick on a plaque.



From: The airplane that flew into space by Mark Wolverton , Invention and Technology, Summer 2001

Jo Shaw from the Open Class Nationals

I had the rare pleasure of watching the current premier lady U.S. soaring competition pilot in action - and Liz Schwenkler is awesome! Liz achieved a spectacular fourth-place final finish with 94+% of the winner, Ron Tabery's score. She placed second one day; never lower than 6th!, flying the only Nimbus 3 of which she owns part.

She is a delightful contrast to some of the better-known hot-shot soaring competitors. She is quiet, unassuming, highly professional, knowledgeable, and a FAA A&P mechanic, to boot. She has recently been to Germany (Schemp-Hirth) to gain greater knowledge of composites and composite-repair.

Here is a young lady of whom we can all be extremely proud. We've always said that soaring women can compete on equal footing - Liz is the first in recent memory to prove it in the USA. My hat is off to her.

Jo Shaw

To Gloria Dalton

I would like to thank you and the members of your staff personally for the scholarship that was made available for a young woman to attend the Eileen Collins aviation camp. I am very grateful for the opportunity. I think that camp will help me in achieving my goals for the future. I also thank you for the free membership to WSPA and the subscription to "Hangar Soaring". These too are greatly appreciated.

Sincerely

Lindsay Thompson

Adela Dankowska, Poland

Thank you very much for your assistance in obtaining the 9/1976 issue of *Luftsport*, that I received through Fred Weinholtz from the Soaring Museum at the Wasserkuppe. This issue is very precious to me because of the article about the International Women's Soaring Championship in Dinslake, that I remember fondly.

Sincerely yours

Ada

(Ed.note) Last November SOARING Magazine and Hangar Soaring published the story of Olga Klepikova's record flight in 1938.

The record wasn't broken as a general record until 1951 and as a women's record until 1978. The following letters were received recently

Valentina Toporova, Ukraine

Thank you very much for your letter and the magazine. Now, having visited Olga Klepikova, I am writing the reply. On October 10, Olga had her Birthday. She turned 87. Olga had guests at her birthday party, and was rather cheerful and happy. I conveyed her your greetings from the USA, where she's still known and remembered. Among the guests, her daughter and grandson, friends and glider pilots were present.

Olga's 85th birthday was celebrated at our airdrome. She was flying the towing airplane, and there was a news release about her on the Ukrainian TV afterwards. It's a pity you were not able to translate the article about her, since it contains a lot of interesting information. We use to invite her to different events at our airdrome, such as competition opening ceremonies, etc. During the War, she had been working as a test-pilot at a plant first in Kazan, and later on in Rostov-na-Donu. After the War she had been testing planes till 1953.

We've got a large soaring club and airdrome close to Kiev. There we organize Gliding Championships of Ukraine. The longest task we had at our equal to 760 km. The soaring season middle of closed in the tember. Our participate also tional competitor, there are glider pilots sons are different hope, how-level on our improve, and will be able to ing. The issue w o m e n ' s c o m p l e x .

There had been many women record-holders in all the years. Those records must have been not as prominent as Olga's, but still they were broken. In the Soviet Union, gliders had been built until the 60th, and the only plant which was building sailplanes afterwards was in Lithuania. This plant is still operating, and its gliders, say LAK-17 (15-meter and 18-meter class) are gaining more popularity in the world. Nowadays, practically no work on new records is done in the ex-USSR states. I guess the reasons are obvious.

We've got some literature on the history of gliding. However, I never saw any special books about the women's soaring.

Best regards

Valentina Toporova

Dick Johnson, who broke Olga's record in 1951 responded to Valentina's letter:

I am the soaring pilot who was finally able to exceed Olga's magnificent soaring World Distance Record - during 1951, in my RJ-5 glider. She was my inspiration to set a new distance record back then, and I thank her.

Best Regards,

Richard H. Johnson - USA

Thanks to past World Champion George Lee, now living in Australia, for inviting young USA pilots to fly with him. SSA nominated some of our more experienced Juniors to join British and Australian counterparts. Liz Schwenkler is in Oz right now, and Mike Robison, Garret Willat, and Dillon Krapes follow to end March. Some details at www.ssa.org/UsTeam/ust_news.htm

John H. Campbell

From the SSA home page

Margherita Acquaderni, Italy

Last gliding season was not a good one first of all because we had a lot of accidents. 7 pilots died flying last spring and among them two were close friends and one was an extremely experienced pilot who had won 15 times the Italian nationals and went to several world championships. His name is Bob Monti. This was a very big shock for all the pilots, as you can imagine. All the accidents were in the mountains. The second reason why it was a bad season was the weather that had been particularly bad.

We went flying in France during the summer and there we had a lot of fun.

Now I'm thinking to the next world championship in the Czech Republic. Is there anyone of you coming over? It would be great!!

Love Margot (this is my nickname!!)

Betty M.Loufek

I have just joined the WSPA and have enjoyed reading back issues of *Hangar Soaring* sent to me by Dale Pizzo and Gloria Dalton.

I flew sailplanes from 1947 to 1956. I think there were about 5 of us soaring in 1947-50 that I knew about. It would have been great fun to have had a WSPA then.

I wrote a book, "This Flying Life" and Chapter 5 is devoted to my soaring efforts.

I enjoyed reading Pat Valdata's novel "Crosswind" and am awaiting her next one. Her book is on The Ninety Nines Book Corner website.

I look forward to your next issue

Betty

The First Five
by
Gary Fogel

Soaring in the United States blossomed in 1929 and 1930 with a variety of accomplishments in duration, altitude, and distance. These were substantial advances over the basic hang glider designs of the 1900s. This same period was a difficult time for many due to the economics of the Great Depression. Gliding was perhaps the least expensive and most convenient approach to aviation for both men and women.

Historically, three glider license categories were offered by the Federation Aeronautique Internationale. In order of ease of requirements these were Third Class, Second Class, and First Class glider licenses. To attain a Third Class glider license, a pilot had to make a flight of 30 seconds typically after takeoff from a hill and gliding to the bottom. Requirements for a Second Class glider license were more difficult... a duration of 1 minute, two "S" turns in flight and a normal landing. For the First Class glider license, the pilot was required to takeoff and fly for 5 minutes at an altitude greater than that of the spot of takeoff. Try to remember these next time you are thermalling.

When taking a license test, prior arrangements would be made so that a flight qualified the pilot for a higher license than the one he/she was taking tests to obtain, the pilot could apply for both licenses at once, basing the applications on the results of one flight. One should recall that between 1911 and 1929, the United States soaring endurance record stood at 9 minutes, 11 seconds as set by Orville Wright at Kitty Hawk, North Carolina. Flights without a motor for over 5 minutes were considered exceptional even in 1929.

According to records from Edwin Way Teale's "The Book of Gliders" (Ó 1930), Miss Maxine Dunlap of Burlingame, California was the first woman in the United States to receive a glider license (#3 in the United States). It is suspected that she used a Ferguson primary glider for this requirement, although details of her flight are not well known. This would have likely been in late 1929 or January 1930.

The second woman to qualify for a Third Class glider license was Peaches Wallace of San Diego, California. Launched by an 8-man shock cord team on January 26, 1930, the 20-year old aviatrix made a 36 second flight in a Bowlus sailplane at Morena, a community of San Diego. Her flight followed three hours of instruction at the nearby Bowlus Gliding School at Lindbergh Field. Peaches earned Third Class glider license #42 issued in the United States. It is interesting to note that her gliding instructor Forrest Hieatt received his third class glider license (#47) shortly after Peaches. The student learned quickly!

Anne and Charles Lindbergh visited the San Diego area in early 1930 to learn the art of soaring from Hawley Bowlus. Bowlus had previously served as Superintendent of Construction on the *Spirit of St. Louis*, and he and Charles Lindbergh were already familiar with each other. However, during their stay, Anne Lindbergh completed a short course in gliding instruction at the Bowlus Glider School and later (that same afternoon!) on January 29, 1930 Anne became the first woman in the United States to qualify for a First Class glider license (#10). Her qualifying flight of six minutes was made from the top of Mount Soledad (800 feet ASL) to a landing at the north end of La Jolla Shores near the Scripps Institution of Oceanography (20 feet ASL). This flight was covered extensively in the newspapers across the country and brought increased awareness to women's aviation. Her flight simultaneously satisfied the requirements for Second Class (#14) and Third Class (#43) glider licenses.

Women in San Diego were so enthusiastic about Anne's accomplishment that Peaches Wallace helped form the "Anne Lindbergh Gliders Club" with Anne serving as "Honorary President." Three women with private pilot's licenses were inducted as Charter Members: Ruth Alexander, Peaches Wallace, and Guinivere Kotter. The Anne Lindbergh Gliders Club was the 37th glider club in the United States under the auspices of the National Glider Association. This glider club was one of the first all-woman glider clubs in the country. The club glider, a Bowlus sailplane, was named *The Good Ship Anne* and Charles Lindbergh served as the first test pilot.

Ruth Alexander also held a private pilot's license and set several altitude records for women in powered aircraft. After taking gliding lessons at the Bowlus Glider School in San Diego, she attained a third class glider license (#46) and on February 16, 1930, she attained her second class glider license (#18). Peaches Wallace soon followed Ruth by also attaining her second class glider license (#19). Sadly, both Peaches and Ruth died by the end of 1930, Peaches as the result of appendicitis and Ruth in a motorized aircraft accident.

Another member of the Anne Lindbergh Gliders Club, Ellen Guinivere "Gwen" Kotter, learned to fly powered aircraft at Lindbergh Field in San Diego in 1929 and was the first woman from Utah to receive both private and commercial pilot's licenses. In the afternoon of February 17, 1930, Mrs. Kotter qualified for her third class glider license (#53) with a flight of 58 seconds at La Jolla, California. She followed this with a flight to qualify for a second class glider license (#23) although conditions weren't right that day for soaring and an attempt at a first class glider license. Gwen Kotter taught education for more than 40 years at San Diego State University and retired in 1969 as an associate professor.

Aside from the fact that all five of these women attained their licenses in California, a common theme for these five gliding pioneers was that they all had time in powered aircraft before transitioning to gliders. Their inspiration helped many other women aviators enter the sport of gliding in years to come and demonstrated that soaring was not just a man's sport.



For more on the early soaring history see Gary Fogel's book "*Wind & Wings*", the History of Soaring in San Diego, Rock Reef Publishing house, ISBN 0-9670339-5-0

The article "The First Five" was especially written for Hangar Soaring.
Thank you Gary

Stocking Stuffers

“Cloud Base” CD by Ed Kilbourne \$ 13.00* +shipping

“L/D” CD by Ed Kilbourne 13.00* +shipping

“A Journal of Flight and Food”

a cook book of BRSS’s favorite picnic meals and stories of great flights \$15.00*+shipping

*the sale of these items benefits the WSPA scholarship funds. Please order these directly from Frauke Elber elber@cavtel.net or 213 Anne Burras La., Newport News, VA 23606

“Staying in Love” by Paddy Welles \$20* +shipping
this book deals with human relations after having fallen in love and how to solve conflicts.
Paddy has donated 20 of these books to WSPA

WSPA T-shirts \$10.00* +shipping

Order from Gloria Dalton gdalton@juno.com or 4826 Westridge Drive, Charlotte NC 28208

“Crosswind” by Patricia Valdata –a novel \$ 12.95* +shipping
order directly from Pat pvaldata@zoominternet.net or 36 Gina Ct., Elkton, MD 21921

Good reading (books in Frauke’s Library)

Claire L. Walters, Betty Mc Millen Loufek: *This Flying Life* ISBN 0 96 706 56-0-7

Order from: Air Woman Press, PO Box 721, Camarillo, CA 93011-07 \$ 19.95

This book follows the flying careers of twin sisters Claire and Betty. One Chapter tells about Betty’s soaring in the early 50ies and her record flights.

Betty Rowell Beatty: *Just for the Love of Flying* the story of famous South African aviatrix Betty Rowell who also was at her time South Africa’s top woman sailplane pilot.

ISBN 1 89 1118-00-5 \$ 16.95

Wind Canyon Publishing, Inc PO Box 1445, Niceville, FL 32588-1445

Beryl Markham: *West with the Night*, the story of Beryl Markham growing up in Africa in the early part of the 20th century and eventually becoming a pilot and the first female flying the Atlantic from East to West.

ISBN 0-86547-118-5 \$ 13.00

North Point Press, 19 Union Sq. West, New York, NY 10003

Anne Noggle: *A Dance with death*, the story of the Russian WWII women combat pilots.

The 1st part of the book tells about the women’s exploit and hardships, the 2nd what had become of them after the war with pictures of the women at the time the book was written.



This ceramic plate was donated to WSPA by Jennifer Mulligan of the Blue Ridge Soaring Soc. It will be raffled off during the 2003 Convention and the WSPA seminar. Raffle tickets are available for: single ticket \$ 1.00, 5 tickets \$4.00 and 10 tickets \$ 8.00. Anybody who wants to buy tickets outside the above mentioned events contact Frauke Elber elber@cavtel.net. Or call

757-595-7963

In Memoriam—Lori Brand

Lori Ann Brand died Aug. 12, 2002, at age 44.

Lori was a longtime WSPA member and Representative for the NW Region.

In November 2001 she sent the following bio to Hangar Soaring:

I started flying powered aircraft in 1977 while attending college in California. I started flying gliders in 1978 at the old Fremont Skysailing gliderport. I was also working on my instrument rating. Since my goal was to have a career as a professional pilot, I gave up the glider flying in order to focus on the rest of my powered aircraft ratings.

I came back to flying gliders while living in Arizona. I worked as a check airman at Embry Riddle’s Prescott campus. I began flying at Turf Soaring north of Phoenix in 1989. I received a job offer for an Aviation Safety Inspector position from the FAA in 1990 and moved to Portland, Oregon. I joined the Willamette Valley Soaring Club and finished my Commercial glider rating in the Spring of 1991. I’ve flown gliders in Washington, Oregon, California, Nevada, Arizona, Colorado, Texas, Oklahoma, and New York.

In 1992 I earned my CFI-glider at the Eagle’s Nest in Odessa, Texas. I currently hold an ATP with a multiengine land rating, a Commercial glider and single engine land ratings and, a private seaplane rating. I also hold a CFI with airplane single and multiengine, instrument airplane and glider ratings. I have approximately 5,000 hours TT, 2500 hours as a CFI and about 350 hours in gliders.

I own a Let L-33 sailplane with my Significant Other Jay Sumpter. We’ve owned Q3 for almost 8 years and fly frequently out of Air Sailing, Nevada. I have a Silver Badge and a Gold Altitude leg. My goal is to earn my Gold Badge next Summer.

WSPA gathering (kind of).

During the recent completed Region4South contest the following WSPA members were present : **Dianne Nixon** with husband Hank, **Iris Striedieck** with husband Karl, **Elke Kleber** with husband Ray, **Anna Schippers** and husband Joachim visiting from Switzerland and crewing for Dirk Elber, **Kate Porter**, **Frauke Elber** and ex-member **Terry Morgan**.

Briegleb Scholarship

Sylvia Szafarczyk (17 years)



Photo: F. Elber
Lt to rt Sylvia Szafarczyk, Mary Jett, Lauren Reitz

I began flying when I was 13 after my dad took me out to the gliderport for the first time; I think I was hooked even before my first flight! I fell in love with the challenges of flying and everything else that came with it. I quickly became attached to the wonderful people in the soaring community and knew that this sport was something altogether different. This summer I got my PPL-G and am working towards commercial and instructor ratings. Apart from flying, I'm a high school senior, volunteer firefighter, and soon to be EMT in training. I hope to keep flying a hobby and want to go into the medical field. And in the meantime, I will definitely be attending future WSPA seminars!

Mary Jett (adult)

I joined Caesar Creek Soaring Club in March 2002. A friend of mine who's a member there asked me to go for a glider ride last fall and after a few discussions I finally agreed to go for just one ride. It was October of 2001. I went for my first ride in the ASK21 which the club had just purchased. WOW, was I hooked instantly. When I got to pull the release I was just stunned how peaceful and quiet and exciting it all was. I went for several more rides that fall and winter, never thinking that I would learn how to fly myself. But after getting to know all the extremely nice and encouraging people, I decided to join. My 8 year old son, Nathan, sometimes goes with me and likes watching take-offs and landings. He's also been on several flights. I'm on my 30th lesson and having a blast. I don't get out there as often as I'd like, but I'm in no hurry. This is just soooooo much fun.

Lauren Reitz (19 years)

I'm a junior in Aerospace Engineering at Penn State. On the morning of September 11th I was asked to take part in the university's HUB Involvement Fair. Students representing almost every club on campus gathered to recruit new members. I was there with my pamphlets on the Equestrian Team. Just down the row I spotted a booth with pictures of planes. I spoke with the VP of the Penn State Soaring Club and learned that they operated 2 Blanik L-13's and a Schweizer 1-36. How exciting! I could learn to fly.

Needless to say, I didn't get to fly for a few weeks after that day. As you all know, the FAA grounded all General Aviation for a time after September 11th. When I finally did take my introduction flight I was speechless. The freedom I felt in the sky was intoxicating. I started taking lessons.

I traveled with some fellow club members to the Air Sports Expo in California. In early March I spent Spring Break at Winter Haven and Seminole Lake in Florida. I've spent a couple weekends at Harris Hill. I found that more than just the sport itself, I fell in love with the people who are a part of it. Everywhere I went everyone welcomed me with open arms and invitations. Part of what makes Soaring so appealing to me is the camaraderie you can find at just about any gliderport.

Although those of you who met me during this summer's seminar know I had hoped to solo and earn my private pilot's certificate this fall, I've been sidetracked by the pursuit of another dream. At the end of September I purchased my first horse.

This winter I hope to spend some time in Florida at Quest Air to complete my Hang II training, and do a bit of soaring at Seminole Lake. Maybe I'll run into some familiar faces!

Sky Ghost Scholarship

Kathy Fosha (20years)

Being a student pilot, I have a list of goals for my flying career. First and foremost, I would like to develop more confidence in my ability as a pilot. To achieve this goal, I simply need more time in the cockpit. Secondly I would like to obtain my private license. To achieve this goal, I need to polish my in air maneuvers, solidify emergency procedures and familiarize myself with the FAA regulations. Additionally I would like to learn how to successfully fly cross country. In the long term, I would like to obtain a CFG license to help promote soaring among women and youth. As a full time student at CSU studying Mechanical Engineering I do not have an income. The funds provided by the Sky Ghost Award will allow me to fly more frequently.

Brittany Abraham McAllister (14 years)

I am a 10th grade Honor Student with a 4.0 grade point average. I am involved in the Aerospace and Rocketry Club. I have competed at the Regional and State level in the Science Olympiad program and the "The Wright Stuff" competition with ultra-light rubber-powered airplanes.

For my 13th birthday my mom and step-dad bought me my first lesson in a glider. I had been looking forward to this since I first learned about gliders, when I was 12. I was so excited I wanted to learn as much as I could before I took my lesson, so I began studying the ground schoolbook. When I was ready, I finally signed up for my first lesson.



Photo: K. McAllister

Brittany McAllister-Abraham

I am currently volunteering at a local glider port on weekends so I can learn more about gliders and get hands-on experience with all that's involved. By working there, I am able to earn credits towards

tows and glider rentals for my lessons. My family cannot afford the lessons, and I am happy to have the opportunity to work at the glider port and earn my lessons as I am able. Winning the Sky Ghost Scholarship will help me immensely in my quest.

Winning the Sky Ghost Scholarship will help me immensely in my quest.

Eileen Collins Aviation Camp

Lindsay Thompson (12Years)

My grandpa really helped get me interested in aviation. He has taken me in his plane many times. Aviation, I hope,



Photo: Norm Smith

Eileen Collins congratulates Lindsay Thompson

will someday become more than just a hobby. My dream is to go to college to become a teacher and to do some internships at a local hospital to perhaps become a RN. Then I would work to receive my pilot's license so that I could deliver much needed food, medicine, clothing, and my medical and teaching abilities to third world and remote countries. I want to help make a difference in people's lives and I think this would be a good way to do it. The Eileen Collins Aviation Camp will bring me a step closer

to fulfilling my dreams.

**Support the WSPA scholarship funds with
your tax deductible donation**

A letter from Down Under

I did my first two SOLO flights today!!!! Oh my God..... totally fantastic. I have been going out to Bacchus almost every weekend and I also did a block of 10 lessons on our training camp and I was feeling so much more in control and confident. It was still a shock to be sent off today....I thought probably a few more weeks to iron out some of the not so perfect stuff...but after a few emergency procedures and landings off I went! I loved it....it was so strange not being told what to do but just doing it for myself and making my own decisions. There was only a few of us out there so I didn't have the added burden of worrying about too many other gliders so it was the perfect day for it. Everything just seemed to fall into place and I dealt with everything that happened.

Oh wow! I guess I can really call myself a **pilot** now hey?

Anyway more later....
I'm telling anyone who'll listen (the whole of Melbourne probably knows by now!)

Rosie

Ed. Note: Rosie was introduced to the HS readers in the May issue

Welcome new members

(since May 2002)

Betty Loufek
Commercial glider rating,
Silver C # 91 (2nd flown by
an US woman), Gold alti-
tude

Ginny Farnsworth
Student pilot

Kathryn Fosha
Student pilot

Jeanne Smissaert
Student pilot

Elizabeth Kondor
Simons Award

Lauren Reitz
Student pilot

Dianne Black-Nixon
Dianne is a 1-26 pilot. She
has been team captain for
the Club Class world team
in Gawler / Australia and
Musbach/Germany

Jennifer Schober
A,B,C, Silver altitude

Brittany Abraham-
McAllister
Student pilot

Terry Duncan

Diane Clark

Christie Rowe (Australia)
16 year old student pilot
Who flies at Lake Keepit
NSW

Charlie Witt
Student pilot

Ballot for 2003-2005 WSPA Representa- tives

Please vote for one listed candidate or a write-in for each region; mail completed ballots to **Patricia Valdata, 36 Gina Court, Elkton, MD 21921** postmarked no later than December 7, 2002. Your vote is important!

Northwest

Diane Stanford-Clark

North Central

Marty Hudson

Janet Sorrell

Northeast

Linda Mathias

Jennifer Player

Southeast

Gloria Dalton

South Central

Marsha Hawk

Sharon Smith

Southwest

Monique Weil

Elections for WSPA Regional Representatives 2003-2005

A short biography is included for each nominee for regional representative; the elected representatives will elect the officers for the coming term.

NORTHWEST

Diane Stanford-Clark: Diane has been flying since 1982 and has accumulated 400 hours in gliders and 120 single-engine land; she and husband John own a Grob 103, Grob 102, and Cessna 150. She belongs to the Willamette Valley Soaring Club in Oregon and is currently serving as Activities Coordinator. Diane holds silver/gold duration and altitude legs; she has made several attempts at gold distance only to land short but says she isn't giving up! Her flying adventures include flying through severe rotor wishing she were a golfer, auto tows off the Alvord Desert in southeast Oregon, and some wave flying. Her goal is to still be flying cross-country with her grandchildren when she is 70.

NORTHCENTRAL

Marty Hudson: A glider pilot for twelve years, Marty is part-owner of an ASW-15. She has served as secretary, newsletter editor, and president of the Central Indiana Soaring Society and chaired the 2001 SSA Convention in Indianapolis. Marty is a junior high school media specialist in Carmel, IN daily encountering over 1500 bodies full of raging hormones. She has attended several Women's Soaring Seminars since the first one as a student pilot in 1993. She often crews for her son Mitch who lives in New Mexico and she is very much looking forward to next year's seminar at Moriarty.

Janet Sorrell: Janet began flying in 1991 at Caesar Creek Soaring Club in Waynesville, OH. She is part-owner of an LS-1 and an active CFI at Caesar Creek; she also holds a private pilot certificate for airplane single-engine land. Besides organizing and hosting two seminars at Caesar Creek, Janet has attended Women's Soaring Seminars in Texas, Vermont, and Virginia. Janet wants to "encourage and promote women pilots by continuing our seminars and increasing our visibility within SSA."

NORTHEAST

Linda Mathias: Flying airplanes since 1971, Linda has logged about 4000 hours; she transitioned to gliders in 1997, earning commercial and flight instructor certificates the same year. She is an active flight instructor at the Tidewater Soaring Society in Windsor, VA where she is also the Scholarship Coordinator for the Tidewater Soaring Foundation's annual scholarship program. A Designated Pilot Examiner since 1988, Linda conducts tests in both airplanes and gliders. She and husband, Joe, own a newly restored Laister-Kauffman LK-10A; Linda attended Women's Soaring Seminars at her home club in 1999 and Reno, NV in 2000. She is looking forward to next year's seminar in Moriarty, NM to meet more WSPA members and continue working on badge requirements.

Jennifer Player: Jennifer earned her private glider certificate in May, 2000 and is a member of the Board of Directors for Tidewater Soaring Society in Windsor, VA. She currently owns an ASW-19B and says she is slowly working towards her silver badge. She attended her first Women's Seminar in 2001 at Sugarbush, VT. Jenn considers the annual seminar the core event for WSPA because it allows a diverse group to get acquainted, to share their love for the sport of soaring, and to learn new skills in a supportive environment. She is an aerospace engineer for Bihrl Applied Research under contract to NASA Langley. As WSPA representative, she hopes to contribute by encouraging women in area clubs to attend the seminar.

SOUTHEAST

Gloria Dalton: A WSPA member since 1986, Gloria has served as treasurer since 1997. She was motivated to fly gliders by winning 3 glider rides donated by Caesar Creek Soaring Club in 1980. After a year of "intro rides" once a month, she joined the club and earned her pilot certificate. A highlight of her soaring experience is a cross-country flight of 100 miles and five hours in a Schweizer 2-22 with another club pilot to pick up their inter-club trophy. Now living in Charlotte, North Carolina she doesn't get to fly as often as she would like, but Gloria spends much of her free time volunteering at the Air Museum in Charlotte and traveling to air shows with their DC-3.

SOUTHCENTRAL

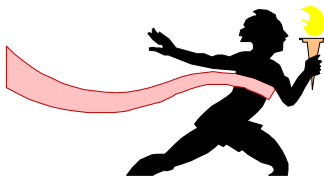
Marsha Hawk: After living all over the United States and Europe with her Air Force officer husband, Marsha has now settled down in Colorado Springs, CO where she belongs to High Flights Soaring based at Meadow Lake Airport near Colorado Springs. She has been flying gliders since 1999 and enjoys flying her club's Schweizer 1-26. She also enjoys hiking, fly fishing, and skiing; she recently climbed Mt Whitney in California. Marsha says "The WSPA is a great organization and the summer seminars that I've been fortunate enough to attend have been wonderful experiences."

Sharon Smith: A founding member of WSPA, Sharon previously served as President for 10 years and is currently serving as both Acting President and Webmaster. She has been flying since 1977 and has logged over 2000 hours in gliders and 500 in airplanes. Sharon holds a gold badge and has earned one diamond leg (goal); she holds several Texas state records. Sharon owns a Duo Discus which she towed to the 2002 seminar in Ohio to share rides with other attendees. She is a member of Texas Soaring Association and holds a glider flight instructor certificate.

SOUTHWEST

Monique Weil: Flying has been an important part of her life for nearly half of it; Monique earned her private glider certificate in 1966 at Skysailing in Fremont, CA. An active instructor in both gliders and airplanes, she has given over 3500 hours of instruction; she has logged over 6000 hours in airplanes and 1500 hours in gliders. She serves as a club instructor at Northern California Soaring Association and also at Byron, CA in the summer. She was thrilled to fly in the Minden wave window above 18,000 ft. and does a lot of cross-country soaring. She has attended several women's seminars and achieved gold altitude and silver distance at seminars in Nevada and Texas, respectively. Monique traveled to Australia in 2000 to experience gliding among the kangaroos for two weeks! Her wish is to share in transmitting the joy of soaring flight to more women.

Carry the Torch



VOTE

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
MAIL WITH FORM TO: WSPA C/O GLORIA DALTON, TREASURER
4826 WESTRIDGE DRIVE
CHARLOTTE, NC 28208-1754

When your name is highlighted on the mailing label, please use this form and submit your remittants

**Hangar Soaring
213 Anne Burras La.
Newport News VA 23606-3637**



F i r s t C l a s s M a i l