



Hangar Soaring

November, 2003

THE OFFICIAL PUBLICATION OF THE WOMEN SOARING PILOTS ASSOC.

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New members

Important

The 2004 WSPA Seminar will be held at Harris Hill, Elmira NY during the middle of June (exact date not available at publishing date). For more details as they become available watch for e-mails and check the WSPA home page www.womensoaring.org



Photo: Frauke Elber

Gran'ma goes soaring

Kathy Williams and her crew getting ready for her first flight in the RTKH rally

Kathy's Crew(from front to back): Jacob Larsen (5yrs), Andrew Larsen (8yrs) and Glea Norris, their stepmother and Kathy's daughter in law

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

ANNUAL DUES (JULY-JUNE) **ARE \$10. SEND TO GLORIA DALTON, 4826 WESTRIDGE DR. CHARLOTTE, NC 28208.**

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Badge Lady – Arleen Coleson

DIAMOND BADGE LEGS

GOAL: 300 KILOMETER GOAL FLIGHT (186.4 SM)
*Kathy Fosha; Pegasus; Moriarty, NM

GOLD BADGE LEGS

DISTANCE: 300 KILOMETER CROSS-COUNTRY (186.4 SM)
*Kathy Fosha (See Diamond Goal)

SILVER BADGES

6424. *Kathy Fosha

SILVER BADGE LEGS

ALTITUDE: 1000 METER GAIN (3,281 FEET)
Maria J.C. Faber; Russia; AirSailing, NV
SSA B BADGES

*Mary Kuhlke; G-103; Hobbs, NM

SILVER BADGE LEGS

ALTITUDE: 1000 METER GAIN (3,281 FEET)
Anne Chalmers; SGS 1-26; Ephrata, WA
Amy Pence; SGS 1-26; Hobbs, NM

DURATION: 5 HOURS (Fulfills Gold Duration Requirement)

*Kathy Fosha; Pegasus; Moriarty, NM

SSA BRONZE BADGES

1582. Maria J.C. Faber; North Plains, OR
1591. Virginia Farnsworth; Williams, CA

SSA A BADGES

*Ashlee N. Klemperer
Mary Ann Zimmerman
*Elise Chong

SSA B BADGES

*Ashlee N. Klemperer

SSA STATE RECORDS APPROVED

Utah; Open/15-Meter Feminine; Free Three Turnpoint Distance;
338.1 mi.; Christine Schmelzer; ASW-27B; June 16, 2003; Parowan.



Has scholarships
available

Apply for:

Briegleb or Flying Montaque Scholarship: \$500 for use at the Women Soaring Seminar for female student pilots of any age

Sky Ghost Scholarship: \$500 for use at any Glider School (or Club) for female student pilots under the age of 25.

\$500 towards entrance fee for a woman pilots entering sanctioned contest.

Deadline for the scholarships is **May 1, 2004**. For applications and details contact Phyllis Wells, 1938 15th Street, Penrose, CO 81240, phone 719-372-0410, e-mail pwells1634@aol.com or visit the WSPA home page at www.womensoaring.org

Note from the Prez—

Hello Everyone!

It is hard to believe that the soaring season is almost over and cold weather is coming to those of us who live in the north and mid-west. I hope that you have all had the chance to add some memorable flights to your logbook this year. As an organization we have had a great year. New members joined, a fantastic seminar was held, and the use of a Pegasus was donated to us.

As we close out this year, we are already making plans for 2004. The first event that WSPA will participate in is the SSA Convention in Atlanta. We have signed up for a booth—so plan on joining us! Our WSPA Breakfast is scheduled for February 6 at dawn. (Actually 7:30 a.m., but it will seem like dawn.)

Our seminar next summer will be held at Harris Hill in Elmira, New York. This is an exciting soaring facility. There will be more details on this later, but be sure to add the WSPA seminar to your summer plans. This is an event that you don't want to miss.

Last year a few of us participated in the Women in Aviation conference by having a joint WSPA and Caesar Creek Soaring Club booth. It was a great way to promote soaring and WSPA, and an opportunity to see what exciting things are happening for women in the commercial areas of aviation. Next year's conference will be held in Reno, Nevada on March 11-13, 2004. If anyone's club or commercial operation would be interested in participating, please let me know. This is an excellent way to let other women learn about our sport and how they can enjoy it.

Have a great Thanksgiving and Holiday Season. I hope Santa brings everyone the glider of her dreams!

Happy Soaring!

Janet

DECISIONS, DECISIONS, DECISIONS: a low-timer's first landout

by Alexis Glynn Latner

This flight started at the Soaring Club of Houston's home field, Houston Gliderport. It ended somewhere else!

Flying the club's Grob 103 in late July 2003, I had a passenger, Eileen, who happens to be an instrumented-rated formation pilot. In other words she's no stranger to adventure and weather's quirks. The National Weather Service gave the day a 40% chance of rain, and the recorded flight weather number said scattered thunderstorms in the afternoon. So we both knew things could get interesting.

Right off tow, I found decent lift to 4000'. A small rain shower was approaching the Gliderport from the south. We discussed the alternatives of either cutting the flight short or attempting to wait out the shower, maybe having to land through rain if I ran out of lift. Eileen was more than willing to stay up. (With a greenhorn passenger there would have been NO ethical alternative but to cut it short and bolt for home.) I was prepared to make the go-home-now decision with altitude to spare: it would be stupid to waffle around until there was no choice but to skate in too low through rain.

West of Houston Gliderport, I found good lift up to a cloud base where the lift seemed *quite* strong. We shot out from under the eaves of the cloud at almost 6000'. We were in a sizeable clear area. A.k.a. "sucker hole." But a really big one. To the south, the grass runways at Hempstead were clearly visible in bright sunlight. Hempstead is an ultralight base and the favorite bolt-hole for Soaring Club of Houston pilots who can't make it back home.

The little shower approaching the Gliderport morphed into a big area of rain and clouds. The base of that whole cloud mass was well below the Grob's altitude. Eileen found it most reassuring that we had an alternate airport in sight. I could hear her happily humming. It sounded like the "hi-ho, hi-ho, it's off to work we go" song from the Disney movie *Snow White*. I was definitely hard at work, trying to find best lift, watching to make sure Hempstead remained in the clear, peering around the edges of the cloud mass that seemed to extend from Prairie View to Camp Allen, and wondering when the rain would move along so we'd have a clear path back to the field.

Then we both saw four bolts of lightning in quick succession between our whereabouts and the Gliderport. Instantly we decided not to remain on the fringe of what had clearly become a THUNDERSTORM. I worked toward Hempstead. There wasn't much good lift and the Grob slowly lost altitude. To the east the storm debris refused to clear out.

On my handheld radio, I heard the tow pilot in Pawnee Two towing a private glider, V2, back from Brenham, where V2 had landed out. We saw them in the distance – P2 like a little orange and white toy trailing a thread with V2 on the other end of it like an even smaller white toy. They disappeared. I heard them radio back and forth about looking for the Gliderport, having it in sight, and landing safely.

Finally I decided I was too low, for my personal limits, for a return to Houston Gliderport. It was an easy decision to trade murky visibility, indeterminate but possibly strong sink, and no sight of the field for a clear, visible, and accessible alternative. Eileen approved. Power pilots have no issues landing at different airports – they do it all the time! I radioed in to notify the Gliderport that I intended to land at Hempstead. It turned out they'd been trying to reach the Grob, but at the height of the rain, the clubhouse antenna couldn't punch through to my handheld radio.

Instead of scuttling back in rain and sink without being sure where the Gliderport was, I had abundant altitude from which to contemplate Hempstead's parallel grass runways en route to an IP at the car dealership on Highway 290. With acres of asphalt and new cars, I hoped the dealership might be generating strong lift, but no such luck. I opted for a left-hand pattern since left is the standard at most places and I didn't want to take the local ultralights and hang gliders by surprise. The grass at Hempstead looked freshly mowed and the only obstacle was a semi-disassembled hang-glider lying near one of the runways.

Given altitude for a good looksee and full pattern, it wasn't a big jolt to my system (or Eileen's) to land someplace new to me. It helped that I've soared in several places besides Houston. I did a decent landing and the Grob stopped halfway down the runway, in a great position for us to pull the ship into a taxiway between the runways. Two women can move a Grob 103 if they have to! With storms in the area, another aircraft might have dropped out of the sky and needed to have the runway clear.

The owner of the ultralight operation and a couple of his regulars were highly interested to have a G-103 come calling. Two ultralight pilots asked Eileen take their picture in front of the Grob while I borrowed a phone to call SCOH. Pawnee Two flew over from Houston Gliderport to give us a tow back into the sky. The ultralight owner helped get the Grob into position for takeoff with an interested audience. Then it was just a short hop back to the Gliderport. Surely two of the most wonderful sights in soaring are the tow plane coming to get you from a landout, and your own home field in sight ahead! By then, the storm was over and done with, and the air was damp but full of light.

This was a great learning experience about making decisions. I made several additional decisions in retrospect:

- Weather is the wildest wild card of all. Any little summer shower that I can't see OVER will be suspected of being a young thunderstorm.
- I am absolutely a VFR pilot. If I can't see where I'm flying to because of clouds and murk in the way, I won't fly there.
- There are landouts and landouts. A grass airport with friendly people, where the tow plane can come get you, is the best kind of first landout to have.
- Use all of your resources – including your passengers when they are able. I had a dead watch battery and asked Eileen to keep track of my times, which she did much more exactly than I would have done under the exciting circumstances.
- Having the right soaring companion makes the adventure twice as good!

Irmgard Morgner by Frauke Elber

Ed. Note: This past August, Irmgard Morgner the premier women glider pilot of the former German Democratic Republic (East Germany) observed her 50th soaring anniversary. In 2002 I visited with Irmgard and her husband Winfried in Germany during a regional contest in which Irmgard was coaching the participating women. It was also through Irmgard that I found information about the Russian Pilot of the late 30ies, Olga Klepikova The following is a short biography of this outstanding German glider pilot.



Olga Klepikova and Irmgard 1974

Irmgard was born in 1936 in Breslau (now the Polish Wrodaw), the youngest of four girls. The family fled in front of the Russian troops first to Czech Republic to finally settle in what was going to become East Germany (German Democratic Republic). Her father died shortly after the war, which left the mother to support her daughters as a railroad laborer. At age 16 Irmgard became a member of the GST (Society for Sport and Technology), the government run sport authority to which all flying clubs belonged.

Having built model airplanes at a young age, Irmgard began her glider training in the Primary Glider SG38 and earned her license in 1954. Studying aircraft instrument engineering at the well known Aeronautical Institute in Moscow, her soaring career was interrupted for several years. As a foreigner she was not allowed to soar in the UDSSR. By the time Irmgard returned to Germany, the aircraft industry, including the sailplane industry which had reached a high niveau in the early days of the GDR, had collapsed.

In 1960, Irmgard married a fellow glider pilot: Winfried Morgener. She found work as an export engineer in a large instrumentation company.

Winning the 1965 GDR-Championship, Irmgard became a member of the GDR National Soaring Team and as such represented her country for 19 years in national and international contests. Throughout her soaring career, she flew seven GDR records and participated in three European Women Championships. She was awarded the a trophy from the Russian flying magazine "Krylja Rodiny" for flying a second place in the East German general Championship, 3rd place in the Russian and first in the Polish women championships.

After the collapse of the communist system and the reunification of Germany, Irmgard lost her job due to factory closure Her husband too was laid off from his teaching job at the Technical University of Magdeburg when the university abolished his department. Fortunately, although this meant living away from home during the week and a long commute home, Winfried found work in West Germany. It was during that time that Irmgard and Winfried became the owner of their first privately owned glider, a used Cirrus. Later they upgraded to a LS4 which they still fly.



Photo: Winfried Morgner
Frauke Elber (l) and Irmgard (r) in
2002

In 2001 Irmgard organized the first women regional contest for the state of Saxon-Anhalt and consequently won the contest. She is serving as the women representative for that state.

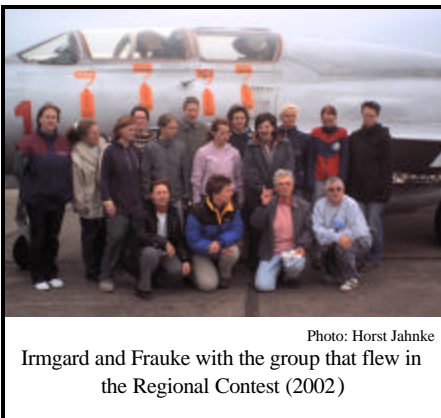


Photo: Horst Jahnke
Irmgard and Frauke with the group that flew in
the Regional Contest (2002)

Both Irmgard and her husband are glider instructors, Winfried for 47 and Irmgard 39 years. In the summer of 2002 Irmgard had logged 78 000 km and 3000 hrs in gliders. She completed her Diamond badge in 1999. In 1985 she gave up competitive flying and now puts her energy and experience into fostering women in soaring and especially helping women glider pilots in the former socialist countries to continue flying.

The German Federal Government awarded Irmgard -the first glider pilot ever- the "Bundesverdienstkreuz(similar to the Presidential Citizens Medal in this country).

Irmgard and Winfried are parents of a son and a daughter who have not inherited their parents enthusiasm for soaring.



Meghan Prunier, recipient of the Eileen Collin's Aviation Camp Scholarship writes:

"...I would like to thank everyone for choosing me to receive your scholarship to attend the Eileen Collin's Aviation Camp (at the National Soaring Museum, ed). It was greatly appreciated by my family and me. She (Eileen) is a huge inspiration to me and I am looking forward to meet her in the future and to achieve, what she has achieved.

...My favorite part in the camp was the sailplane ride, because I have never been on one and had always wanted to go since I was seven years old. Next year I hope to get a job at the aviation camp and at the Nationals Soaring Museum giving tours or working in the gift shop. I hope to receive my license as a glider and a power pilot and hope to join your association when I am older and become a pilot."

Hear Say

Linda Mathias and **Colleen Koenig** took soaring and especially women soaring to schools and civic groups. **Colleen** also displayed her Cirrus at the English Field Air Museum amongst B-29s



and B-24s (WWII bombers). **Anne Mongiovi** and **Charlotte Taylor** displayed Charlotte's ASW19 at the Scott AFB Air Fest. Anne reports: "Charlotte and I spoke to hundreds of visitors during the event. We both believe that having a woman-owned sailplane, "presented" by women pilots, made a huge impression on the young girls--in a venue usually dominated by macho males. On a humorous note, several folks who saw Charlotte's trailer, which we left open so they could see



how the sailplane fits in it for transport, wanted to know how it could fly--they thought it was also some sort of flying machine ! We've decided to make a journal of all the funny quotes we heard over the two days !

Monique Weil was cited for her 2002 accomplishments during NCSA's annual banquet. Monique flew 171 hrs (including 103 hrs in 287 instructional flights)

Bertha Ryan, Janet Sorrell, Kathleen Winters, Paddy Welles, Frauke Elber and **Alexis Lartner** had featured articles published in the SOARING Magazine, **Valerie Paget** and **Alexis Latner** in the on-line magazine www.glidermagazin.com.

Janet Sorrell took WSPA to the Women in Aviation Conference.

Yvonne Loader, New Zealand showed the paper glider project CD at the New Zealand Women in Aviation conference. **Irmgard Morgner** took a copy of the same CD on the road in Germany.

Frauke Elber was interviewed about WSPA by the Czech crew which filmed the Return to Kitty Hawk race (Hopefully it will not fall victim to the editing process).

Amerikanerin Frauke Elber will Bericht schreiben

Stendaler Segelflieger in US-Fachzeitschrift

Hangar Soaring editor Frauke Elber made it into a German Newspaper during her visit with Winfried and Irmgard Morgner in Germany, in summer 2002

Doris Grove and husband **Tom Knauff** setting three mutiplace USA national records with a flight in their Duo Discus T which amounted to a total distance, including trips to and from the start/finish points near Lock

Haven, of 1194km (741 miles). They flew a 750km out and return at 151km/h; out and return distance of 780km and a three turning point free distance of 1056km

Moments of a WSPA Pilot...

At the age of three your children can name all the local airports.

During a power lesson, the instructor pulls back the throttle to simulate engine failure and you not only feel calm, but relief!

At a birthday party your son shouts, in an absolutely shocked voice, 'Your mother does not fly sailplanes?!'

Giggling when, during a power lesson, your instructor covers 'touch and go's'.

The neighbor shows you pictures of their family farm during the dust bowl, and you comment 'Oh! MY! Look at those CU's!'.

Your daughters first word is 'Airport' (pronounced ar-pairt)

Driving two and a half hours to the airport and absolutely thrilled with the half hour flight before it rained.

Trying to convince your family eating beans everyday is really good for them!

'Just think how happy mommy would be with an ASW-24!'

From the editor: anybody who can add to this list is welcome to submit it to Hangar Soaring

During the last year, Hangar Soaring advertised the upcoming Witched Cup in several issues hoping that someone would be interested to participate, especially since this editor was assured that planes could be provided. Inga Wiesner from Hamburg/Germany participated and sent following report (translated from German by Frauke)

International Witches' Cup - Klix, Germany

It was a women-only contest for experienced pilots as for beginners. 42 women had registered. They were divided into 4 classes Mixed Class (Standard and 15m), Club Class (our Sportsclass) for experienced pilots and Beginners Mixed and Beginners Club Class.

It became already clear at the opening ceremony that the participants were in for a treat. Each woman received a rose. Day care for the children was offered which was enthusiastically accepted. The children like their moms were treated to something new and exiting every day. Also special programs for the accompanying males were offered which often fell by the wayside when the men had to head out to retrieve the outlanders. After 5 days of flying a rest-day was called which was gladly accepted by all the women pilots who gathered strength for the remaining contest which were to be flown in 95-100 degree F, unusual for Germany. That day, only male voices could be heard over the radios.

The summery of this Witches Cup: 8 days were flown out of 9, 5035 km (about the distance from the East to the West Coast) were accumulated and 94 off-field landings were registered. For the organizers, this contest was a dress-rehearsal for next years German Women Championship and for the Women World Championships in 2005. All participants agreed that this contest was a great beginning and needs very little improvement in the future.



Ariane Decloux from Great Britain writes:

Just a few lines to let you know that we finally had the best few days of the year in England. On Thursday 12 500kms were flown from our club and by chance I managed 510kms at 87.9 kph, the following day I flew from Cambridge in the South to York O/R 400kms at 92 kph, and to top it all on the Saturday

310 kms at 99.2 kph.....what an excellent 3 days. Over 1200 kms flown in such a short time.

I am now waiting patiently for the next lot of good weather to arrive. As from the 23rd August I am competing with a friend in a duo discus for the Gransden Regional. Lets hope some good task are done



Tabea Cornel, Germany (see Aug 03 HS " The world Wide Web and Soaring) writes:

I soloed on September 2, exactly 4 months and one day after starting instructions. It was fantastic. I soloed during the last week of a vacation soaring camp.....

Now I am flying a Ka8 which means I am finally accepted by the others. It's a great feeling to fly alone in a single seater. But I think I also will enjoy to fly double seaters especially with someone I like....

The new school year just began and I already feel stressed out. Just not enough time. The only place where I can forget about time and just enjoy is at the airport. Once I am in the air I lose all feeling for time. I don't check my watch as others do once I am in the airplane. It's just too beautiful. The sky gives me freedom.

She finished her letter in English with a quote by Leonardo da Vinci:

When you have tasted flight,
You will forever walk the earth
With your eyes skyward,
For there you have been
And there you will always long to return



From Cheryl Beckage: Making Connections through WSPA

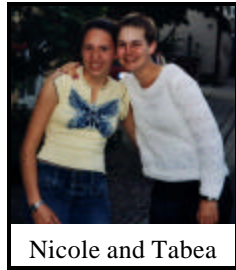
I joined our local soaring club in 1998. Marty Hudson, the only other woman in our club was quick to take me under her wing and encourage me to stick with soaring. Thanks to Marty, I also joined the WSPA in 2001. Little did I know at that time what a big impact WSPA would have on my life!

This summer, my sixteen year old daughter Nicole and I decided to backpack across Europe. I had just finished up my glider rating and really wanted to fly while I was there. Marty suggested that I call Frauke and ask her for advice. Not only was Frauke filled with great suggestions, but she recommended that we contact a German glider student named Tabea Cornel, a girl who was my daughter's age who, like me, also loves to fly. (Tabea was featured in the article that Frauke wrote in the August 03 HS.)

Nicole and I contacted Tabea through the internet. We decided to meet her at her flying club and spend the weekend in her village in Germany. What a wonderful experience! It was the highlight of our time there – not only was her family wonderful, but her flying club was amazing. It was so wonderful to see so many young people interested in soaring.

Tabea arranged for both Nicole and me to get a glider had the experience, it is so exhilarating. I finally understand level out, and be on your own in the beautiful countryside – Later that evening, we were able to go to a local festival our family. Her family took us to the Black Forest and even such incredible kindness!

Tabea has since soloed! She continues to fly and would like come and stay with us so that she can fly with me here in family has grown because of Marty, Frauke, WSPA and the



Nicole and Tabea



The Japanese Connection, Anna Dobrin-Schippers / Switzerland

Editor's note: On Sep 13, a new soaring magazine "SEGELFLIEGEN" (Soaring) was born in Germany, the first magazine ever in Germany dedicated solely to the sport of soaring. Anna just had gotten the first copy and was reading it on a train from Davos to Zurich on her way to a soaring weekend near Lake Constance where she and her husband are flying. Here is her story:

"Many foreigners who were obviously coming from an international conference were riding on the train with me. I was reading the brand new soaring magazine "SEGELFLIEGEN" when I noticed that I was watched by a Japanese passenger. When I looked up he asked "Are you a glider pilot?" It turned out he was a glider pilot also.

We had three hours to strike up a conversation. He showed me pictures and his pilot license. It turned out that he is on the Board of the Japanese Soaring Federation. He was on business in Europe, but had never flown there. I invited him to our Gliderport but he wasn't sure if he had the time.

But then he called the next morning and So we went and picked him up at the in the club-owned G109 motorglider over and over the spectacular Swiss Alps. On clared the flight the most beautiful in his Later in the day I had a chance to fly with brought our guest back to the railway beautiful day."



Anna and Koichi Suzuki

Aftermath: Ever since this year's Women Japanese participant, Akeni Hirotsune ers. A few days after Anna's chance Koichi Suzuki (Anna had sent informa- "Thank you so much for your contact have visited foreign countries. One of them was my student here at the Tokyo University of Science. Her name is Akeni Hirotsune. Gliderpilots crazy all over the world. It just happened to me to make friend with Anna during my visit to Europe. It was a splendid experience. I will write you and Anna again"

A few days later:

"The wanted woman you are looking for is just standing around me. Miss Hirotsune.

Mrs. Reiko Morinaka is a Board member of the Japanese Soaring Foundation. She is a pretty and beautiful young lady, probably early age of 30 but strongly aggressive for records and competition flights. Also she is one of the leading pilots for aerobatics in Japan. I would like to introduce Mrs. Morinaka to you with great pleasure..

Transporting to Zurich by train, I saw beautiful, young "Frau", reading a German soaring magazine. "Excuse me, are you a glider pilot?" That question to Anna was just the beginning of friendship activity for female soaring pilots between Japan and WSPA"

flight – our first winch launch! For those of you that have never how quiet it can be in the glider. Then, to feel the rope fall away, it was breath-taking.

where we ate "onion pie". It has quickly become a regular meal in hosted a traditional dinner. We felt so welcome and so at home –

to make a career of flying. Nicole and I are hoping that she will Indiana. We continue to stay in touch with her and feel that our great adventures and experiences that soaring provides!

announced that he would be able to visit for 6 hours. railway station. My husband, Joachim, flew with him Lake Constance, Voralberg, Lichtenstein and Davos his return our visitor had tears in his eyes and de- life.

him in the club's ASK21. After a brief picnic we station. He invited us to a visit in Japan. What a

World Championships, I was trying to contact the but was unable to get her address from the organiz- meeting, I received the following email from Mr. tion about WSP to her new found contact):

with me. Recently, some Japanese female pilots

WSPA welcomes the following new members

Johanna Morrison
Houston, TX

Andrea Simpkins
Avondale, AZ

Shiela Beahm
Kailula, HI

Andrea (Andy) writes:



My name is Andrea Simpkins, better known as Andy. I soloed in August at Turf Soaring in Phoenix; my instructor was Bruce Waddell. I teach psychology at Estrella Mountain Community College here in Arizona. I had purchased some glider lessons for my husband John for his birthday this past spring. My husband then surprised me with an aerobatic ride and a glider lesson. Need I say more? I am now hooked and even flew a DG1000 in Tahoe on my vacation

(owned by Charlie Hayes; Lee Edling was my instructor) . Arizona is great for thermalling so come on out for a visit.