



November, 2006

Hangar Soaring

THE OFFICIAL PUBLICATION OF THE WOMEN SOARING PILOTS ASSOC.
www.womensoaring.org

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LOOK!

The 2007 WSPA seminar will be held June 18-22, 2007

at Central California Soaring Club at Avenal CA.

For Information contact Ruth Cook at

higgiruthh@hotmail.com

Phone 831 214 0345

IN MEMORIAM

Angelika Machinek

On October 12, 2006 Angelika Machinek and a co-pilot died in an Ultra-Light accident in Germany.



Angelika, 49, was one of the most successful glider pilots in the world. She was a multiple German champion, won Silver (2001) and Bronze (2005) in the Women's World Championships and had flown 10 World records. At the time of her death she was still holding the 1000 km triangle speed world record. Angelika was a long time member of the German National Women Team and was its speaker. For a time she represented the interests of the German gliderpilots at the

International Gliding Commission.

The FAI awarded her the highest honor for a woman glider pilot the "Pelagia Majewska Gliding Medal".

Angelika held instructor ratings for power planes, ultra lights, gliders and balloons. She also was a member of the German section of the "99", co-owner of the Monte Baldo soaring operation in Italy and a self-employed real estate trader.

Women Soaring lost a great ambassador.

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

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Badges Recorded through Sept. 15, 2006

Silver Badge
Laura Hession
Hiromi Nakatssuka

Silver Altitude
Laura Hession

Silver Distance
Laura Hession

C Badge
Sarah Lowry
Laurie Harden

B Badge
Barbara Eckstein
Sonja M. Flesberg
Andrea Luethi
Linda J. Pate
Ashley Sprandel
Dorothy Gerhart

A Badge
Barbara Eckstein
Alyssa N. Engeseth
Sonja M. Flesberg
Ashley Sprandel
Dorothy Gerhart

Lennie Pins
(one-lennie pin for attaining an altitude of 25,000 to 35,000 feet)
Sylvia Szafarczyk #1832
Grace N. Higgins
Karen Geisinger

SSA DISTANCE AWARDS
Jo Shaw, 1-26B, 313.16 sm
Jo Shaw, 1-26 516.71 sm

STATE RECORDS APPROVED
New Mexico: Kathleen Taylor,
ASW-27, April 9, 2006

The 2006 OLC season closed on October 8 (all later flights will be listed in the 2007 listings). During the last season I tried to keep a statistic about flights claimed by women. I listed only non-handicapped, actual kilometers flown. Also I listed the flights that were claimed but not accepted by OLC. I don't claim that this list is 100% correct. I just did my best

Kathy Taylor, ASW27,
8145.15 km
Knauff/Grob, DUO,
3902.96 km*
Kathy Fosha Is4, Discus
3521.16 km
Linda Chism, 304CZ
2374.04 km

General Category; 15 m-class, free triangle distance 209.5 sm
Feminine Category; 15 m-class, free triangle distance 209.5 sm
Sports Class; free triangle distance 209.5 sm

New Mexico: Kathleen Taylor,
ASW- 27, May 20, 2006

General Category; 15m-class free triangle distance 316.2 sm

Feminine Category; 15 m-class free triangle distance 316.2 sm

Sports Class: free triangle distance 316.2 sm

New Mexico: Jo Shaw, SGS 1-26,
July 19, 2006

Sports Class, Straight Distance to a Goal 516.7 handicapped sm

Feminine; 15m Class, free Distance 344.4 sm

Utah: WSPA member Rolf Peterson, ASW 20, June 19, 2006

General Category: Open Class Single Place, Free Triangle Distance 229.5 sm

General Category: 15m Class, Free Triangle Distance 229.5 sm

Sports Class: Free Triangle Distance: 207.2 handicapped sm

1-26 Association Regional Records

Region 9; Jo Shaw 1-26, July 19, 2006

Feminine Class; Straight Distance 343.27 sm

Jo Shaw, 1-26
2184.55 km
Rita Edris, PIK20D
1646.78 km
Cindy Brickner G103, ASW27
1553.24 km
Sarah McPherson, Ls1f
738.58 km

(*OLC on page 7*)



FROM THE EDITOR

Looking Back

In 1972, Bertha Ryan, sent a letter out to the women in the SSA. From this evolved **Hangar Soaring**, with Bertha being its first editor. Now, in 2006, Bertha, who probably has the most complete collection of Hangar Soaring issues indexed its contents. From this I extracted a list of editors who published Hangar Soaring. Obviously there were times when the newsletter was published only sporadically. Since even Bertha doesn't have the full collection, there is missing information. Maybe some of our "oldtimers" can fill in the gaps. Here is a list of the editors:

Bertha Ryan
1972-75
Conny Linke
June 75
Aimai Krypstra
1978-80
Nancy Lee Evans
1980-88
Elaine Cutry
1988-89
Nancy LaRiviere Aaland
1990-96
Chris Schnier
1997-2000
Frauke Elber
2001-

Only Bertha and myself are still WSPA members.

In the May 2006 issue I asked the question when amongst the US women pilots the equivalent of a slam dunk, that was done for the first time during the 2006 Women Basketball Championships, would happen in soaring. Well, it happened sooner than anybody had anticipated with Liz Schwenkler winning the Open Class Nationals. Liz is now aiming to be part of the National team for the 2008 Worlds. Hope-

fully, this will encourage other women to move up in the competition ranks.

To all who had a successful and fulfilling season:

CONGRATULATIONS.

Set your goals for 2007

Franke

NEW BOOK

Anne Morrow Lindbergh: First Lady of the Air, written by WSPA member Kathleen Winters, is a biography focusing on Anne's flying career. A licensed pilot and radio operator, Anne pioneered commercial air routes with her husband on global survey flights during the 1930s. She was one of the defining figures in American aviation and came to be beloved by the American public. The book, critically acclaimed, also describes the kidnapping and murder of her firstborn, Charles's political involvement, and later events in Anne's life. It is available at bookstores and amazon.com. See www.kathleenwinters.com for more information.

<http://www.palgrave-usa.com/catalog/product.aspx?>

**ANNE MORROW
LINDBERGH**



**FIRST LADY
OF THE AIR**

KATHLEEN C. WINTERS

Important Notice Regarding FAI Sporting Licenses

The responsibility for issuing FAI Sporting Licenses in the United States rests with the National Aeronautics Association (NAA). Under an arrangement with NAA, SSA has been distributing Sporting Licenses for Soaring to SSA members as one of our member benefits. At the time of the arrangement, NAA required applicants for FAI badges to hold Sporting Licenses. Recently, NAA has dropped this requirement. Under a new arrangement, NAA and SSA have agreed that a Sporting License is required for participation in international events, world records, and US national records only. Please note that YOU MUST HAVE a Sporting License BEFORE you take off on a record attempt. A Sporting License is not required for badges, diplomas, US contests, state records, US trophies, Lennie pins, nor the Hilton Cup.

In 2005, fewer than 25 members participated in the events listed above requiring Sporting Licenses, and for this reason, SSA has decided to stop paying NAA a per-member fee for Sporting Licenses and to stop issuing licenses to members. SSA members who need to renew their Sporting Licenses should contact NAA directly (www.naa.aero, 800-644-9777). The effective date of this change is January 1, 2007, and SSA will stop issuing Sporting Licenses on that date. We are continuing our discussions with NAA, and we will strive to reduce the cost of Sporting Licenses (currently \$45 per year) for our members. For further information, contact the Hobbs office (info@ssa.org).

WELCOME NEW MEMBERS

Liz McManus and Heather Goeble, Ohio
Both from Caesar Creek Soaring and sponsored by Lucy Anne McKosky

Kandace Rawling, Wisconsin

She wrote;

I received my PPL in 1980 in airplanes. I've always had a fascination with gliders but it wasn't until 1991 that I obtained my Glider add-on, my longest flight was 1.5 hrs in a 1-26, after that I stopped flying for a long time, for the usual reasons money, time, etc. I did a bit of power flying over the last couple of years, (just a few hours), and just this summer joined the Wisconsin Soaring Society. I missed the feeling of really FLYING and that as we glider pilots know can only be obtained in a sail-plane.

Irena Gornik, Slovenia
For more on Irena see page 10

THE CONFESSION OF AN ADDICT

By Michael Grave

(Editor's note: Michael's first action in soaring was becoming a WSPA member at the Ontario, CA convention two years ago. Although an experienced power pilot he came to the convention with absolutely no soaring experience, and left three days later proud owner of a fiberglass airplane)

Hello, my name is Michael and I have an addiction. Arriving in the mail today was a gold badge with two diamonds below. This badge, for me, is the needle-tract proof worn by lesser addicts. I sit in my medical office with ten new patients coming in this afternoon, multiple procedures, eight operations tomorrow, piling up paperwork ready to fall over on my desk. What am I doing? Looking at Dr. Jack's blipmap unviewer. Could have launched at noon, landed in Nebraska today. No sweat.

The words of an addict can deceive even the addict himself. No neatly-drawn maps of adequate altitude to make this next aerodrome, the addict just goes. The glider may come to nest in a plowed field or a paved road without powerlines or mailboxes, but the addict just goes.

The addict will see his ten new patients today, alright. No soaring today. Just giving rides on Sunday, trying to make the pain less by giving it away free to potential new addicts. They will see. They will take lessons, join the club, climb thousands of feet unassisted in the club plane. That's when the addiction is completed. This first big climb off tow. Some will even by motorless aircraft. All will suffer bruised relationships, aspirations to the impossible.

It's not really possible to fly a cross country to a declared airport two states and 377 miles away. But the addict will try, and when he gets there, if he gets there, he wants only further, higher, faster.

Sex? Alcohol? Fun but just too ordinary.

Warn your friends to stay away, before it is too late

What started with a simple question in early summer 2005 turned into a highly successful SSA presentation of soaring and sailplanes at the EAA Oshkosh AirVenture® 2006. Having spent a couple of hours "spelling" the folks in the 2004 indoor booth, I contacted SSA leadership to volunteer my time for the July 2005 exhibit. I was amazed when told that we would have no presence in 2005. With further research into what had been done in past years versus what we knew could be done, I and Ian Cant of Tehachapi CA launched an all-out campaign in September 2005 to organize an SSA outdoor sailplane exhibit for Oshkosh 2006.

From September 2005 until the SSA convention in February 2006 we worked up a business plan, sought volunteer workers, and raised sponsorship. With a formal go-ahead from SSA at the Convention, we rounded up private owners willing to exhibit their ships for eight consecutive days, finalized the site layout, gathered a national collection of literature, and with my car loaded to the roof, headed to Oshkosh. Throughout the process, my husband Gene (Franklin) who is great at transferring ideas into reality, supplied many hours of both mental and manual labor. I also got immeasurable support and assistance from my fellow WSPA member, club-mate, editor and dear friend, Charlotte Taylor.

And then: Showtime! From July 24-31 we hosted SSA's very first outdoor exhibit of soaring, sailplanes, and motorgliders at Oshkosh! From the enthusiasm of the volunteers, through the oohs and aahs of pilots and non-pilots looking over the exhibited ships to the overwhelming interested response of the AirVenture® attendees, this was clearly a good presentation of our sport. We had a Sparrowhawk, a Ximango, and a self-launching G103 for display, and a tent full of literature hand-

were "Where to Fly" bro-sample issues of *SOARING*, grams. Tracking the tangible memberships for SSA, WSPA, or increased sales for the easy task. But the pleasure of enthusiasts to the joy of soar-scale, with a tape, or on a

The responses from existing ing as those from folks who week! We were thanked by so learn about many aspects of through what was new in soaring back into their lives. by such well-known person-Hickey, Paul McCready, Kath-And if that "don't beat all", one hardest working volunteers so modestly didn't tell us, is pilot: four-time space shuttle sending NASA at AirVenture®, daughter Ariel.

Notably, 8 of the 25 volunteers were **women soaring pilots!** and well beyond our representation. Along with Charlotte and me (& my husband Gene), Kathy (& George) Taylor, Heather (& Jim) Butcher, Blandine (& Bob) Washington, Elizabeth (& Steve) Wheeler, Nan Jackson, and Nora (& John) Teipen zealously explained soaring to the hundreds of visitors each day. Andy (& John) Simpkins stopped by to lend support as well, and Diana Dade came over when she could from the Ninety-Nines exhibit and provided excellent ideas to consider for next year. Diana is also active promoting the SSA Freedom's Wings Division.

Since we competently accomplished our goal "on-time and within budget", Ian and I recommended in our final report to the SSA Directors that they approve and help finance next year's effort at their September 2006 meeting. I hope by the time you read this that "all things are go" for SSA at Oshkosh 2007. Stay tuned to the SSA e-news and website to see how things progress.

A note from Charlotte Taylor to Anne Mongiovi after the Scott AFB Air Fest where Charlotte had her glider on display:

Thank YOU and GENE both for all your great work on this! Which includes unsung hours of organization and prep work as well as your entire weekend, from 5 AM Saturday through Sunday night. You two hauled everything we could possibly desire along for us part-timers, and you both did a great job with booth organization, helping get passes, etc. to everyone, and especially with talking to the (literally) many hundreds of really interested people.

We got more positive and knowledgeable attention than I expected, and way better questions and more careful looking over than last time. At least part of the change from previous years seems to me to be due to increased engineering/technology coverage on popularly available TV these days. In particular I heard a number of parents explain to their kids all about gliders -- without having to ask me anything -- and then remind them "you saw this on the Discovery Channel, remember?"

Charlotte

WSPA Members Are Part of First SSA Sailplane Exhibit at Oshkosh AirVenture® 2006 By Anne Mongiovi



Dave Nuss

Anne proudly wears her WSPA T-shirt while she and husband Gene Franklin chat with a visitor at Oshkosh AirVenture 2006

outs. The fastest moving items chures, Regional Soaring Sites, and information on youth pro- results of this in terms of new and any of the clubs represented, business sponsors will not be an introducing so many aviation ing can't be measured on a bottom line.

glider pilots were just as reward- saw their first sailplane that many for providing a venue to soaring, from where to fly, terms of sailplanes, to how to get We were visited and encouraged ages as Gunter Voltz, Jim leen Winters, and Diana Dade. of our most enthusiastic and was Sy (Seymour) Horowitz, who the father of a big-time glider pilot Scott Horowitz! Scott, repre- visited our exhibit with his young

who volunteered in the exhibit This is an excellent contribution, tation in the general glider com-

Kathy Taylor's Diamond flight

I don't know that my diamond distance is worth writing about - there are so many days every year when you can do this with an ASW27 out of Moriarty - but my husband said I had to do it this year. I can't imagine such a flight with a 1-26, but with an ASW27 it's a snap. The cloud streets tend to line up north and south along the Estancia Valley, so the local "milk run" 500k is south to Claunch, north to Lamy Junction, south to Lincoln Station, and back to Moriarty. The farthest point from home is ~60 sm. My flight was nowhere near the longest or fastest out of Moriarty that day (May 7), but because I had declared this task, I had to fly away from the area of strongest lift to go south to the first turnpoint. I never got low, but flew slowly at the beginning through sparse clouds. I started to retreat at one point where there was only sink that seemed to be wave downwash, but this is what the 27 is good at - flying fast through the sink. By the time I'd recouped my lost altitude, the clouds ahead had improved and I was able to make the first turn and get out safely. The rest of the flight was uneventful. The area around the first leg grew stronger later in the day, but I had to fly the legs in the order declared.

Preparing for and filing flights using GPS is a dream compared to the old system with cameras, declarations, and analog barographs. With GPS you just enter the turnpoints from a database, declare the flight before launching, be sure you don't release above 1,000 meters (to avoid the penalty), then download the flight to a computer using appropriate software (freeware is available). There is no paper declaration, no photos to develop, no getting the tow pilot signature - you can even email the file to SSA. Of course, there is the expense of the GPS but Garmin has some models that you can get for ~\$200.

Here is a link to the flight:

http://www2.onlinecontest.org/olcphp/2006/ausw_fluginfo.php?ref3=19778&web=N&olc=olcusa&spr=en&dclp=17433e8dbe718b15a63d1a7d48810a24

If the link won't work, go to <http://www2.onlinecontest.org/>, click on Soaring, click on US, click on Statistics: Club, click on Albuquerque Soaring, scroll down to line 312 (my May 7 flight), and click on Info.

We have to be grateful for these Spring memories since NM has had widespread, heavy rains almost every day for a month, with flooding all over the state. I've never seen NM so green.

Incredible Argentina

By Kathrin Woetzel translated from German by Frauke Elber
First published in SEGELFLIEGEN Aug. 2006

Weeks after returning from a two weeks flying vacation in Argentina I still can't believe our good luck and the incredible weather.

We returned home still dreaming about screaming varios, deep blue and crystal clear skies and a panorama of the South American Andes one otherwise gets to see only from an airliner. Three monumental flights within two weeks, two over 2000 km in which I was allowed to participate as co-pilot, pictures and pictures of lennies over a bizarre landscape.

Actually, during the first week the weather was deemed non-flyable. But thanks to Klaus Ohlmann's, our Andes "tour-guide's" flexibility and ability to quickly change plans, these spectacular flights became possible..

The results were a lot to brag about: during these days, which began with a flight operation relocation to the 350km further north airport of Chos Malal. Our team, consisting of Klaus Klaus Ohlmann as pilot and Kathrin

Woetzel as co-pilot in the first Nimbus 4DM and the second team of the Italians Thomas Gostner and Stefano Ghiorzo in the second Nimbus (both self-launchers. Ed) flew 4 world records one of which was a team world record. In addition many German and Italian records were broken.



Photo: from Kathrin's web page

Also in the group were two French women pilots, both wave experts, Ghislaine Facon and Sidonie Ohlmann, Klaus' wife, who flew 6 women world records within 5 days in their Stemme. But that's not all. Back in San Martin, our original base of operation, Stefano and I were able to fly a speed world

record for an out and return distance over 1000 km of 200.2 km/h average speed and this flight was the highlight of our 2 week soaring vacation. After finishing that flight, our 2nd 1000 km flight that day, was without stress and we landed extremely happy after 5 hours and 1 min. After an initially difficult flight in high humidity and turbulence beautifully lined up lennies formed which made it possible to fly hundreds of kilometers without circling.

What a day, what weather, unbelievable Argentina.

(Ed. Note: the above is only a very condensed form of Kathrin's travel diary. To learn more about these 2 weeks of soaring vacations go to http://www.segelfliegen-magazin.de/seite02_argentinien01.html#Anchor-49575. Although the text is in German you can view the beautiful photos. Maybe you can even run the German text through a computer translator - which usually nets a hilarious translation- and just get the feeling what it means to fly these flights, like getting up at three in the morning to be start ready at official sunrise, flying most of the time in about 27 000ft high above the Andes etc. Kathrin is a member of the German National Women's Team).

Mara's and Marilyn's flight to the 2006 Seminar in a Super Cub



Mara Morgenstern and Marilyn Meline planned to leave Stanton, MN on Saturday prior to the WSPA Seminar in Tennessee. Mara was about to graduate from Carleton College in Northfield, MN and Marilyn had a Super Cub and wanted company for the flight. Mara is a rated power pilot with commercial and instrument ratings and was a solo glider pilot who needed solo flights to complete her glider license requirements--The perfect couple for an adventure.

The adventure started on Saturday morning when Mara arrived with too much luggage (29 pounds and the baggage limit in the SuperCub for her, me and the airplane stuff is 50 pounds). She was happy to leave her textbooks behind! We had a great send off at Stanton because it was a normal soaring day and there were lots of friends on hand to wish us well. We ate our brown-bag lunch in Clinton, IA about three hours later. Our destination for the first day was Lawrenceville, IL, home of the Wabash Valley Soaring Club. Dave Shurr and others were there to greet us when we landed about 4 p.m. The glider pilots took us off to dinner, and Betty Shurr lent us her car after dropping us off at the motel for the evening.

(Great Flights on page 8)

Gill Van den Broeck-Gebhard is one of the most well known and influential women in the European and international gliding community, especially in European and World Female Gliding Championships. Not only has she been a team member and team leader for Belgium but also, and perhaps more importantly organizer and judge. Gill joined WSPA during the 21005 Women's World Championships in Germany

Belgian Records flights:

Feminine Single:

Duration: May 9, 1964, 7h29
Mucha Std

Altitude Gain: December 31, 1965
4050 m, Ka-6b

Absolute Altitude: December 31, 1965
4850 m, Ka-6b

Feminine, double seater as pilot,

Altitude gain, Dec. 31, 1965

with Mrs. G. Defosse as passenger: 3080 m
Bijave

Absolute Altitude: December 31, 1965
4080 m
Bijave

All categories Dual Seater as passenger of Baudouin Litt:
Speed on 300 Km FAI Triangle: June 26, 1976
68.2 Km/h, Ka7

Feminine Double Seater as passenger of Georgette Litt:
Duration: June 14, 1969
5h14, Ka-7
Distance on Out & Return: June 15, 1969
132 Km, Ka-7
Speed on 100 Km FAI Triangle: April 22, 1982
43.9 Km/h, Ka-7
Speed on 100 Km FAI Triangle: June 28, 1984
76.06 Km/h
Twin Astir
Speed on 300 Km FAI Triangle: June 29, 1984
49.1 Km/h
Twin Astir
Speed on 100 Km FAI Triangle: July 2, 1984
78.37 Km/h
Twin Astir
Speed on 100 Km FAI Triangle: July 3, 1984
103.54 Km/h)
Twin Astir
Speed on 300 Km Out & Return: July 5, 1984
74.65 Km/h
Twin Astir
Free Distance: January 20, 1993
279.39 Km, Janus C
Free Distance: July 17, 1994
509.11 Km, Janus B

Safe For Aerobatics 16/6/65 Lasham (GB) on Blanik – Instr. Roy Smith

International Activities:

Management:

- 1970: Deputy Team Manager Belgian Soaring Team at the World Soaring Championships in Marfa Texas (US)
- 1989: Co-editor with Ann Welch of the Journal "On the Grid" during the World Soaring Championships in Wiener Neustadt (Austria)
- 1992: Official Steward at the European Soaring Championships in Bekescsaba (Hu)
- 1997: Assistant Chief Scorer at the World Soaring Championships in Saint Auban (Fr)

For which she received the French Soaring Federation recognition diploma

Representative:

Of the Belgian Soaring Federation at the annual meetings of the CIVV (Commission Internationale de Vol à Voile) and IGC (International Gliding Commission): 1987 at Frankfurt (D), 1988 at Vienne (Austria), 1989 at Paris, 1990 at Paris, 1991 at Queenstown (NZ) and at Berlin-Schönhagen (D)

Feminine European Soaring Championships (1979 till 1999) and Feminine World Soaring Championships (2001 and up):

- 1979 at Dunaujvaros (Hu) as Team Chief of the Belgian Team
- 1981 at Cherence (FR) as Team Chief of the Belgian Team
- 1983 at St-Hubert (Be) as Competition Director and Organizer
For which she received FAI Diploma
- 1985 at Subotica (Yu) as Team Chief of the Belgian Team and elected President of the Jury
- 1987 at Sumen (Bu) as Team Chief of the Belgian Team
- 1989 at Orel (URSS) as Team Chief of the Belgian Team
- 1991 at Husbands-Bosworth (UK) as steward
- 1993 at Ceske-Budojevice (Cz) as steward
- 1995 at Marpingen (Ge) as steward
- 1997 at Prievidza (Slovakia) as steward
- 1999 at Leszno (Pol) as jury member

Women's World Championships

- 2001 at Pocunai Kaunas (Lith) as steward
- 2003 at Jihlava (Cz) as chief steward
- 2005 at Klix (De) member of the Jury

Awards:

International award (FAI):

- 1985 Paul Tissandier Diploma
- 2005 Golden Witch Award of the German Aero Club

National awards, Belgian Kingdom:

- State Secretary Flemish Culture: Bronze Medal Sport Department
- March 2, 1966.

French Speaking Community: Gold Medal Physical Education & Sport November 14, 1996.

Belgian Royal Aero Club: Performance Certificate April 22, 1984
Diploma of Honor March 29, 1984
"Soaring" Price from the Belgian Sport Press Association 1965

National Activities:

Organizer and Contest Manager of the 30 "International Competition of the Ardennes" until 1997.
At numerous occasions this competition also constituted the Belgian National Championship.
Organization, with Mrs. G. Litt, of several Soaring Meetings at Louvain La Neuve University Campus to encourage young Belgian feminine pilots.



Gill and GeoGeo Litt, two outstanding Belgium pilots in 2005

Remarks:

General Secretary of the Aero Club of the Ardennes from 1965 until 2001
Numerous Soaring articles in different aeronautical magazines and in general public Belgian journals such as "La Libre Belgique", "Nieuwsblad", "Gazet van Antwerpen" and "Libelle".

Gill is by trade an interpreter and journalist

Wispering palm-trees...by Gill Van den Broeck

High, higher, highest in Bitterwasser – Namibia

Beeeeep-beeep-beep-bip – the sound of the audio-variometer in our glider rises regularly and slowly reaches the extreme limit of the round instrument at 5 meter/second to move no more. When we decide to bring some variation in the regular thermal circling of our Nimbus 3DM, the glider, apparently without any effort turns the spiraling into a nice straight dolphin-flight over the red Kalahari desert and its wild beauty. Its red carpet displays the ever changing shadows of the cumulus clouds which are slowly getting smaller and smaller. And look at that Hardapdam below...he must have been quite whimsical, the artist who imagined these bizarre outlines of the dam!

The fantastic visibility allows a clear view of a narrow grey wall quite far in the distance: a heavy shower no doubt more than welcomed by the grateful Namibian farmers -unfortunately the rare rain these last months has not succeeded in releasing enough of this life-bringing heavenly water, gift of heaven on the dried out Elephant river, wriggling its way through the landscape like a nervous eel.

Somewhere more to the south...shouldn't we find some traces of the old meteorite shower pouring down on earth thousands and thousands of years ago? More than 20 tons of ferrous space rock and stone blocks must have created quite a crater in these surroundings. Or has this rock shower crashed on earth too long ago? Or maybe we have been climbing too high? Altimeter 4000 m – time for oxygen, no, we no longer use the old fashioned oxygen mask but the bi-tubed cannula in both nostrils. When I take out the cannula because I have to blow my nose –(air conditioning inside and tropical heat outside!) a short alarm signal immediately passes the warning and so does the pilot: OXYGEN!

The variometer has stopped its beep-beep song, probably it was too dull or too monotonous. But do I really see what I see? Can this be right? The altimeter has by far exceeded its limits .. This cannot be real, this is really not possible: the clouds are being pulled together, getting darker and darker...and then they disappear. Suddenly only stars lighten the sky. Look there, I discover the Southern Cross. Its upper star on the right even winks at me. And now the moon joins in, turning on its round back so to be able to directly look up into space. But what is really happening, climbing cannot possibly go on forever?

AND THEN I woke up...

Was this really a dream? Without making noise on tiptoe I slip out of the Bitterwasser number 25 bungalow. Quietly strolling along the palm-tree walk with its fleet of gliders, carefully covered by their protecting "pyjamas", I am scrutinizing the dark blue starry sky. Yes, the Southern Cross is still there; but it does not wink at me any more.

A dream, this time real, for registration in the flight book reads: 1 / 01 / 2004 – Nimbus 3 DM-VS-GAK- Departure time 14.09.07 – Temp 40°C – Altitude 5200 m -Landing 17.26.39 – temp 39° C - Pilot Hansjoerg Schweizer (with many heartfelt thanks from your co-pilot Gill Van den Broeck-Gebhard)

What a way to celebrate New Year

OLC from page 2)

Christine Schmelzer, ASW27
705.08 km
Grace Higgins, Grob 102
361,12 km
Sarah Kelly, Ka7
213.37 km
Valeria Paget, PW5
208.08 km
Cathy Williams, Discus
199.25 km
Holland/ Ossario, DG505
143.44 km*
*flown dual

Last Minute News

Hangar Soaring learned that Kathy Fosha was named to the US Junior Team. Doug Jacobs (DJ) wrote: "She will join Mike Westbrook, and possibly Chris Saunders (depends on how he does at the 18's in Albert Lea next spring) to represent the United State at the Junior Worlds in Italy next summer. Billy Hill has agreed to captain/coach the Team. Let your members know they can read all about it on the US Team web site at http://www.ssa.org/UsTeam/usc_junior.htm once John Seaborn finishes updating it with Kathy and Billy's information.

Fundraising is always very, very welcome. Note that funds should be raised in the name of the Junior Team, not in the name of any individual – we have a policy of equal funding for all team members at a particular venue (I'm sure you can appreciate why). Let me know if I or any of the Committee members can help with that."

[Kathy will be the first US woman representing the United States at an international event since 1999 when Liz Schwenkler was a member of the Junior Team. On the Senior level Carol Hines was the last one to compete in an international contest in Oriel/ Russia in 1989 in the Women's European Championship.](#)

Hangar Soaring will keep WSPA members updated as new information comes in.

(Great Flights page 5)

So, we had a great send off at Stanton and a "homecoming" arrival in Lawrenceville. What could be better?

Sunday departure was delayed because of fog and low ceilings along the way, so we were able to socialize again with the Lawrenceville glider guys. Dave arranged a ride for Mara in a Harmon Rocket F1, a fully acrobatic airplane. Mid afternoon we were able to depart and soon ran into lower and lower clouds over higher and higher ground. It became apparent we needed to divert from course, so we went to Bowling Green, KY for the night. Our arrival in Chilhowee would have to wait.

On Monday we waited for fog to lift, but about noon we took off for Upper Cumberland Regional Airport in Tennessee. We stopped there to have plenty of fuel to arrive and depart from Chilhowee. After flying under low clouds, we broke out into the sunshine and arrived at Chilhowee in time for dinner.

The return flight was equally challenging, with a low pressure sitting over Minnesota and Illinois. We flew west to go north, had a challenging landing for a fuel stop in Tullahoma, TN. That airport presented us with a turf runway 27 aligned into a 15 knot wind from 230 degrees, or we might not be able to write this report. The next stop was selected in order to find a runway aligned into the wind with rental car available in case we had to drive home. Cape Girardeau, MO was perfect, with runway 29 available for a wind from 290 at 18 knots gusting to 24. The wine with dinner was most welcome!

We did get home the next day. As we bypassed St. Louis, there was a low ceiling but good visibility. The wind was too strong for us to reach the planned fuel stop in Keokuk, IA, but Quincy, IL gave us the right runway and a restaurant for lunch besides. We were the only pilots in the restaurant that day! We dodged rain showers in Iowa, checked runways and winds, and found a safe haven in Webster City, IA about 4 p.m. (wind from 330, 14kts G24, runway 32). Fueled up, dodged more rain showers, and arrived safe and sound at Stanton just before the sun went down. It was the only good weather they had had for several days.

The best part of the trip was that Mara and I were able to make decisions together, consider the options and enjoy every minute of the flight and the challenges. Francois Pin's lecture on always having Plan A, Plan B and Plan C was our method of communicating and planning, so we were always in agreement about which plan was A at the moment. Thank you, Francois! And of course, the scenery from a Super Cub at low altitudes was spectacular all the way.

Mara added to the story:



When Marilyn Meline asked me two weeks ahead of time if I could skip a week of classes to accompany her in her Super Cub to the Chilhowee WSPA meeting, she didn't have to ask twice. I was only too thrilled to get the chance to embark on such a cross-country adventure and making up the week of classes and work could not stop me. While I have been flying power since I was sixteen, I have never had the

opportunity to take such a long cross country, let alone in a yellow Super Cub. During my years at Carleton College, I was introduced to gliding, though rarely got to fly for financial reasons. However, I was determined to earn my glider rating before I graduated so the week at Chilhowee was the best thing that could have happened. I got to learn from some of the

best glider pilots while meeting the wonderful members of WSPA. The encouragement I received from everyone involved could not have been better. All of a sudden gliding became a reality. In June, I went for my commercial glider add-on check-ride and passed. It would not have been possible without Marilyn and her yellow Cub. I want to thank people like Marilyn Meline who encourage young pilots to fly and give them such fantastic opportunities as the one Marilyn gave me to come to Chilhowee. I only hope I can do the same sometime in the future!

WSPA Members at the Bayreuth Soaring Camp

By Martina Beukert, translated by Frauke Elber

Sadly, we couldn't come to this year's WSPA soaring seminar. School schedules got in the way. Therefore we decided to participate in the two week Bayreuth soaring camp. We, Martina Beukert, Sylvia Osterberg, Sylvia Sella-Geusen, Anna-Laura Geusen, Sylvia's daughter, all from the same soaring club at the Hegenscheid in northern Germany (and WSPA members) and also Anna Dobrin Schippers (formerly also from the Hegenscheid Club) and her husband Joachim from Switzerland together with several other members of our club, 4 club gliders, a towplane and 2 privately owned glider made the move. Our families came along also.

Bayreuth airport is a regional airport able to accommodate smaller commuter airplanes on a 1200m paved runway. 3 parallel located glider runways (grass) guarantee a quick and uninterrupted soaring operation.

Every morning after the briefing we assembled our gliders. The weather during the first week was outstanding. Similar to Air Sailing which is close to the Sierra Nevada, the Bayreuth airport makes the connection to the mountains in the north, south and east possible. Cloudbase on good days was at 3000m MSL and the thermals reached 4-5m/sec average. We were able to fly cross country every day and could claim flights between 250km and 500km on OLC.

Funny were the evening dinners. We purposely put our men in charge of the food preparation and the over all food management. It was fun to see them chopping, seasoning and tasting the food.

But there was also time for cultural excursions. Once all planes were in the air the remaining troops headed out to explore the historic castles that dot the landscape. Anna, Joachim and Stefan used the opportunity for an extended bicycle tour to discover this mountainous region from a different perspective.



Sylvia Sella_Geusen (Center) and her glider

:**Steve Fosset** and **Einar Enevoldson** reached 50,669 feet altitude in the Southern Andes, a new World altitude record. This record was flown during the ongoing high altitude "Perlan" project. (see webpage)

Three great American women glider pilots, **Bertha Ryan**, **Ginny Schweizer** and **Doris Grove**, all Hall of Fame members, met for an informal get-together at the Soaring History Symposium at the National Soaring Museum in Elmira to reminiscence about their soaring careers.

On Sept.2, 2004 **Kelly Naber** from BRSS celebrated her 14th birthday by soloing in a glider . On Sep 2, 2006, her 16th birthday, Kelly received her PPL_G in the morning and then was flown by friends to North Carolina where she soloed in a power plane. Returning to New Castle early in the evening a big crowd greeted her with a huge birthday cake and a dunking in the creek. A special birthday present for her was the promise of a flight with Karl Striedieck in his DUO during the Region 4 South contest. The day after becoming a full fledged pilot she flew her first passenger: her mom who had never flown in a sailplane. Her dad Gary towed mother and daughter.

CONGRATULATIONS Kelly.

PS, as this issue goes to the printer Kelly had her flight with Karl and according to Karl she flew 70% of the flight and did very well. On the Columbus Day weekend Kelly took her Grandfather up for a ride. Again, her dad was the tow pilot.

Sarah McPherson competed in the Region 4 contest in Fairfield, PA.

Gill van den Broeck (Belgium) made a presentation at the second AWE (the European arm of WAI) in Italy about the history of women soaring competitions.

Gill also attended Angelica Machinek's funeral in Frankfurt / Germany and reported:

"...there must have been 250-300 people attending (also people representing 99) - first religious (catholic) ceremony - the hall was not big enough, the rest of the people had to stand outside, luckily the weather was sunny and warm
In church and further on one could still try to keep tears from flowing. At the cemetery when a plane flew over at very low altitude, towing three gliders - an emotion loaded moment- that was no longer possible..."

Donna Panzl became **Donna Match**; **Colleen Koenig** became **Colleen Thompson**

Third Diamond for **Dale Pizzo**:

"Our daughter Katherine Angelina Pizzo was born on October 12, 2006 at 3:44 AM. Her weight at birth was nearly 7 pounds (3165 grams) and she was 19 1/2 inches long. She was born at the New York-Presbyterian Hospital/ Columbia University Medical Center.
Katherine is our third "Diamond."

A note from **Susan McAllister**:

I'm running for an open seat on the US Team Committee, and I'd appreciate your vote. All SSA members are eligible to participate in the election, which runs from Nov 1-30. Just follow this link and mark **Susan McAllister** as your first choice (should you be so moved).

Please cast your vote here... <http://adamsfive.com/survey/surveys.php>

The US Team Committee is announcing cross country and racing school run by experts to be held in the week preceding the Region 5 North competition at Perry - read more about past camps here:

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

We work to help you achieve improved cross country and competition skills through an intensive six day course in a relaxed atmosphere of learning, feedback, and guidance. Even if competing is not your objective, learning to fly efficiently utilizing racing techniques will improve your cross country abilities.

If interested, visit the US Team web site, download the documents, fill out the application and email it to Doug Jacobs at soa...@cox.net See you next spring!

DJ



Do you remember where the Flying Goddess came from? Were you at the Women Seminar in Colorado Springs?

My husband Eric and I had been to Hawaii to visit his parents just before the seminar. We were very involved in the seminar planning and implementation and as we walked through the stalls at the

Mauie flea market, we saw the Goddess hanging from her strings in a stall full of all manner of Goddesses.

Eric said - "We have to get her". And so we did. As you now know, she packs easily so we were able to bring her home from Hawaii in our suitcase. On the long flight home we talked about how we might use her in the seminar. His idea was that a limerick contest could be a lot of

fun. The Goddess could pass along from year to year to the winner.

And that is how she came to be. It was such fun buying her and bringing her to the Colorado seminar and it is such a joy to us to see how much fun we all have had over the years as she makes her way around the world!

Arleen & Eric Coleson

Helen D'Cousto writes

I was thrilled to find out that I won the National Soaring Foundation Scholarship. Thank you so much for providing me with so many amazing soaring opportunities. This summer has been great and I have been able to gain invaluable flying experience. The scholarship is helping me to continue my training in hopes that I can get my

(see Mail on page 11)

The following members have volunteered to serve on the next Board

Eastern

Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Delaware, Maryland, Virginia, West Virginia, Kentucky, North Carolina, South Carolina, Tennessee, Georgia, Alabama, Florida, Mississippi

Jessica Stearns (incumbent), **Donna Morrison**

Central

Michigan, Ohio, Indiana, Illinois, Wisconsin, Minnesota, Iowa, Missouri, Arkansas, Louisiana, Texas, Oklahoma, Kansas, Nebraska, North Dakota, South Dakota, Colorado, New Mexico

Arleen Coleson (treasurer incumbent), **Lucy Anne McKosky** (president, incumbent), **Cheryl Beckage**

Western

Washington, Oregon, California, Idaho, Montana, Wyoming, Nevada, Utah, Arizona, Alaska, Hawaii

Neita Montague, Kathleen Morse (incumbent)

International (a first time position)

Irena Gornik, Slovenia

MEET THE NEW CANDIDATES.

Donna Morrison, Maryland

I began my lessons in 1993 after showing up for demo flights several weekends in a row. The instructor at that time said why don't you learn to fly yourself and so I did. My first flight was with Pat Valdata, a founding member of WSPA and she got me hooked -soaring with the hawks. My husband and I share a Schweizer 1-23 and fly out of Harford County Airpark in Churchville, MD. I've been lucky enough to make several of the seminars of the east coast and in Texas.

Cheryl Beckage, Indiana

Cheryl came to soaring later in life and has progressed to the Bronze Badge. She was this year's recipient of the Maria Faber Scholarship, which is awarded to an older pilot to advance in the sport. Cheryl has been very supportive of young people in the past.

Andy Simkins, Arizona

Andy Simkins became active in the flying world in April 2003 when she had purchased some soaring lessons for her husband John. John then surprised Andy with an acrobatic flight and she was hooked. By the following Christmas, Andy had her license. Andy flies 2-33s and Grobs in Arizona, Moriarty, New Mexico and Nevada. Andy also belongs to EAA, SSA and AOPA and she is interesting in both sailplane design and the history of women in flight. Andy teaches psychology for Maricopa Community Colleges in the Greater Phoenix area and has a background in family therapy. Andy enjoys helping women reach their potential and break new barriers both on and off the ground!

Neita Montague, Nevada

I was driving by the airport at New Haven, CT in 1984 when I thought, "Why not take an airplane ride?" I did and was scared silly! But I got out of the plane, walked to the counter and put down \$500 of block time for flight lessons. At the time I was living in New York City so I commuted to my flying lessons by car and sometimes by free space available on the airline owned by the FBO. On the day I passed the check-ride I commuted up by plane from La Guardia, then back to Queens, drove to

Brooklyn and then went on to win a tennis doubles tournament as I was so high from getting my license!

On my 41st birthday I bought a Beech Musketeer in Long Beach, CA and flew it, with my father, to Connecticut. Since then I have flown coast to coast three times solo and twice with my husband, Mark. At the time, living on the East Coast, I would fly solo to Oshkosh and to Sun 'N Fun along with my flying club. I traded up to a Grumman Tiger, took a partner for a year, sold it and bought another Tiger, N311TA.

I was introduced to soaring by Mark at Estrella Gliderport. We now live in Reno and own twin Libelles and are partners in an ASK-21. Earning my A, B, C and Bronze Badges was a thrill. I have Silver Altitude and Silver Distance and Gold Altitude. I've attended the SSA Conventions in Albuquerque, NM, Memphis, TN and Ontario, CA.

When the WSPA came to Reno in 2000 I met some remarkable women and helped run the Reno 2005 WSPA Seminar, attended the 2006 Seminar in Chilhowee, TN. I look forward to bringing my ASK-21 and the Libelle to Avenal, CA and helping out as much as is needed for the 2007 Seminar.

We enjoy long distance soaring in Nevada/California. I've used my soaring skills to take the Tiger up to 17,950' in wave in the Tiger on a trip from Orange Co, CA back to Reno. What a hoot!

I look forward to being of service to the WSPA throughout the coming years. !

Irena Gornik, Slovenia

I was born close to the airfield Lesce Bled, which is on the foothills of the Alps. As a child I kept watching planes in the sky. They were many, and saw myself dreaming about flying. When I was 15, nothing could turn me away from the airfield and at age 16 I completed my glider pilot license. As a teenager I was very enthusiastic about flying and spent many hours in the sky. After gathering enough gliding experiences around the airfield I became interested in long distance flying and

achieved a 300 km flight very soon. I have been flying for more than 20 years, logged around 500 solo gliding hours and had the opportunities to fly the following gliders: DG 101, DG 300, DG 500, Blanik L-13, Blanik L-23, Weihe, Discus, LS-8.

The wish to experience the sky from different perspective lead me into solo parachuting many years ago. In the future I am planning to start flying motor planes.

Besides flying I have been very active member of Slovenian woman pilot organization for many years. Last year I became president of that organization and also a board member of Federation of European Woman Pilots (FEWP).

I am pleased that WSPA has offered a place for an international representative and

I will try to take this position with full responsibility. I am looking forward for good cooperation between European and American woman pilots and lots of new ideas how to promote women in soaring.

Since female pilots are still in minority it is important to have connecting organization to encourage woman to fly, join together, share knowledge and experiences and establish good network of woman pilots that can be helpful in everyday life. Suddenly we realize how small the world is and how easy is to explore the sky all around the world having those kind of connections.

Thank you WSPA! I will recommend to the board of FEWP to make a position for the international representative in the board of Federation of European Woman Pilots.

BALLOT

EAST

Jessica Stearns (incumbent)

Donna Morrison

Write-in.....

CENTRAL

Lucy Anne McKosky (incumbent)

Arleen Coleson (incumbent)

Cheryl Beckage

Write-in.....

WEST

Kathleen Morse (incumbent)

Neita Montague

Andy Simkins

Write-in.....

INTERNATIONAL

Irena Gornik

Write-in.....

Please return this ballot by December 1, 2006 to

Frauke Elber
213 Anne Burras Lane
Newport News, VA 23606-3637

(Mail from page 9)
 private license as soon as I can when I turn 16.

The WSPA scholarships provide many females with flight opportunities they may never have had and I really appreciate this. The efforts WSPA puts into enabling women to discover the sport of soaring are truly very important.

Marilyn Meline

A personal thanks from me for all the work you do for WSPA and specifically for the successful seminar in

Chilhowee. Mara and I thoroughly enjoyed every minute of the trip and the week of flying.

Margot Taylor

I am in Hawaii right now at my Mother's. I am done with school and right now I am job searching for positions as an actuary. I am interviewing with some places in the Continental US soon (Connecticut and Ohio) so I am not sure where I will end up yet. I did get a chance to take a lesson in a trike recently in Hawaii, which

was fun, but there are no gliderports on this island (Kauai). Hopefully, in the near future once I am more settled, I will be able to attend another WSPA seminar.

Pat Valdata

Frauke, thank you for putting together such a good issue of Hangar Soaring. It was full of human interest stories, and it is so much fun to read the accomplishments of so many talented women. It was also a kick to see the photo from Tucson--I am sorry I can't remember who

took that photo, but maybe Elaine Cutri would remember.

Tucson was a blast for me. I remember one day it got up to 115 degrees, and one evening we saw a brown pelican perched on the pergola. That bird was sure lost! I won a really fun acrobatic ride and got to fly in a two-place Janus, both great flights. I am delighted to see we have a location for next year's seminar.



This ceramic plate by Jennifer Mulligan from the Blue Ridge Soaring Society will be the 2007 raffle. Raffle tickets will be for sale at the convention and afterwards will be on the WSPA website available for download. Ticket price will be \$2.00 each

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