



November, 2014

# Hangar Soaring

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

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line  
January 31, 2015



Photo: Harvey Brink

Valerie Deschamp, from the Central Alberta Glider  
Club in her 1-26

Photo provided by Valerie Deschamp

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

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

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## Badges/ OLC 2014 Recorded through Nov. 2014

Gold Badge  
Marianne Guerin

Gold Distance  
Marianne Guerin

Silver Altitude  
Rachel Conklin, NY

Silver Distance  
Rachel Conklin, NY

1-26 Association Records  
Feminine Class; Region 11  
Anne Chalmers: Gain of Height  
9905ft  
Anne Chalmers: absolute Height;  
17412ft

C Badge  
Christine Patton, PA

B Badge  
Christine Patton, PA

A Badge  
Rebecca Kramer, KY  
Elli Renshaw, VA  
Christine Patton, PA

STATE RECORDS APPROVED  
Nevada State Record, ASK 21  
Neita Montague / Gail Schipper  
Open/ Multiplace  
Free distance 107.1 sm  
Free Distance up to Three Turnpoints  
118.9sm

OLC 2014  
Kathy Taylor, (31) , 6812.85 km  
Neita Montague, (28) , 3856.35 km  
Elke Fuglsang-Petersen\* (13)  
3655.56 km  
Susan Simmons \*\* (7) 3236.16 km  
Ginny Farnsworth (18) 3179.57 km  
Kathy Fosha \*\*\* (11) 2528.52 km  
Maryanne Guerin (16) 2504.00 km  
Sarah Sills\*\*\* (11) 1759.53 km  
Val Paget (8) 1664.94 km  
Jayne Read \*\*\* (7) 1249.93 km  
Conny Buenafe (10) 1235.15 km  
Maja Djurisc (7) 649.9 km

Total km flown 32,532.46 km

\*flown in Germany

\*\* flown as co-pilot with husband AI

\*\*\* non WSPA members



## From the Editor

Thanks to Christina Peddle and Maja Djurisc WSPA now can be found on Facebook  
<https://www.facebook.com/womensoaring?ref=ts&fref=ts>

Maja Djurisc established a mail group for members, making instant communication amongst WSPA members possible

[@WomenSoaring @googlegroups.com](https://www.google.com/groups?group=WomenSoaring)

Mary Rust keeps this group with the ever changing membership roster updated.

Colleen Koenig manages the web page and keeps it updated.

[www.womensoaring.org](http://www.womensoaring.org)

On this site is also a forum where your stories and opinions can be posted.

**And there is....Hangar Soaring,** the quarterly newsletter published these days mainly as an e-version in color. Very few black and white hard copies are still mailed out. That poses the question, whether in the age of instant, electronic communication is still a place for a traditional, old fashioned newsletter or whether this way of communication is doomed like the Dinosaurs.

While with help of the electronic media important issues can be discussed instantaneously and quickly decided, the posting of stories and personal narratives are not encouraged and most of the time frowned on because of an electronic overload.

On the other hand, a newsletter, whether in electronic, printable format or in form of a mailed hard copy can provide the leisure of curling up in an armchair and be **read at one's own pace, put aside,** picked up and read again. This is not what we do with electronically transmitted information which is very useful for dated material. My own club, TSS, in south east

## NEITA'S LAST MESSAGE as President, NOVEMBER 2014



It is warm and sunny here in Las Vegas where I came to spend some days being a tourist and visiting each evening with your Nominating Chair, Gail Schipper, after her days in labs at IT training sessions. We've enjoyed talking about the WSPA in person since we've mostly chatted email and by phone over these last months as she and her committee energetically contacted so many of you to serve. What is remarkable about this year's

Nominating Committee results is that, not only do we have a full slate, but we also have more than a dozen women who have volunteered to serve on committees and others who wish to be considered for board positions in future years. Gail presents you the 2015-2016 slate for board members of the WSPA elsewhere in this issue. You and I, as full members of the WSPA, will be able to vote next month, in December. The results will go out on [www.womensoaring@googlegroups.com](mailto:www.womensoaring@googlegroups.com) and the new board will begin studying their board manuals so they can begin work January 1.

It has been a great six years as your president and I thank you for the honor of allowing me to serve.

What we have achieved together over these past six years? While soaring worldwide is facing declining membership numbers, WSPA is currently the only soaring organization that I know of that is still growing, proof both that WSPA is meeting the needs of its membership and that there is still an un-served demand for the member benefits that only WSPA can and seems to provide. One of those benefits is our yearly Women Soaring Seminar and its excellent concentrated training.

We have a growing number of international members. We have a higher visibility within the SSA on Soaringcafé and in the European publications. We have Gail's online videos with an incredible number of hits and

Virginia has gone totally electronic in 2004 via a Wiki page. This page contains all important **information in a club's life**, like member roster and contact addresses, duty roster that can be updated by members when they need to make a change, airplane specifications and manuals, Board and membership reports, weekly flight reports from the field and pictures. This site has become a very useful tool in our **club's life**.

On the other hand, our two soaring museums, some commercial operations and my own club get a hard copy for display. These paper copies are not wasted. I have seen them being picked up by soaring pilots and non-pilots, leafed through and read. They bring attention to an organization that otherwise would go unnoticed.

But I am wondering if there will be a future place for a traditional, printed newsletter in a world of smart phones, tablets and other modern gadgets or if story telling should be left to publishers of

## Our US Soaring Museums:

National Soaring Museum (NSM) located in Elmira, NY, the birthplace of US soaring is the repository for the history and evolution of our sport.

Southwest Soaring Museum, located in Moriarty, NM has a vast collection of sailplanes and

- Preserves and presents the history and legacy of soaring
- Promotes an increased understanding of mathematics and physical sciences through educational exhibits and programs
- Sponsors aeronautical research programs relating to solar-powered flights

Both museums have played an active roll in past WSPA seminars.

If soaring is an important part of your life, please show your support by becoming a member.

mentions including one recently by the SSA e-newsletter.

There are a greatly increased number of state and national feminine records—many held by WSPA members. There is a growing number of clubs vying for selection as sites for seminar hosts, a growing size and number of scholarships awarded. And, in spite of our embezzlement, we as an organization have successfully bounced back quickly and in a way that many organizations would have been unable to match.

**This is my last President's Message to you. I will miss the communications about the WSPA between so many women who have become special friends.** I also know our friendships will last well beyond this last term and I hope to continue to hear from any and all WSPA members in the coming years since women who soar maintain a special bond that transcends busy lives. I hope to continue to hear of your training, your flying, and your achievements. I treasure each and every friend I have made through soaring.

This week I read of a piece of metal found on a Pacific Island purporting **to be one identified as a special patch from Amelia Earhart's plane.** I think of her legacy of courage that shines still for many women who enter aviation. I think of the courage it takes for many of us to carve out time to fulfill our own personal dreams of flying.

I also think of two of my themes over the years in this column that have talked of striving to fly often and to fly far. Another theme has been to encourage you to head fly/chair fly during the off season. We are entering one such period, though here in the west and in some parts of the east there is the opportunity to fly wave. Go find an instructor who will fly wave with you. You will witness some glorious sights and you will learn so much about the incredible atmosphere. Your confidence will be enhanced and you will **land with an enhanced appreciation of this incredible sport called "soaring".**

You also might land cold! So here are a few ideas for keeping warm: since gliders are drafty, besides the usual warm long underwear, layers of turtlenecks, pants and then fleece top layers, I wear, from boot laces to **knees footless leggings. I also borrow a pair of my husband's socks and slip them OVER my shoes.** My head sports an inexpensive fleece helmet (think Siberian), one that I bought in Gallup, New Mexico in a flea market, that covers forehead, ears and snaps under my chin. My hands have a thin layer of silk gloves under a fingerless pair of fleece gloves. I keep packets of hand warmers tucked where I can reach them and use them from time to time. I also slip one close to my chest after a couple of hours of flight. My feet are booted with a pair of boots one size larger than I normally wear with larger than usual socks so as to accommodate layers of SmartWool or **Wigwam wool long hiking socks so that I can wiggle my toes. I'd love to hear of your own tricks for keeping warm or keeping cool.**

Yes, it does take time, and energy and planning for each of us to fly in **our own special region. But I'm hoping, too, that you'll make the effort to visit various gliderports to try different "air" and terrain features. Isn't this a good excuse to come to the next seminar?**

**As I say "Good-bye" to you here, I hope for each of you flights where you land and open the canopy and raise your arms in the air and yell because the experience was so wonderful!** I hope for you, when the weather is not soarable, to sit back to read and then to imagine your next flights, for to imagine is to be, to do, to achieve. Chair fly!

Stay in touch! I want to hear of your soaring, your studies, your plans. **You can find your board's email addresses (and mine) are on the inside cover of this issue.** Au revoir.

Neita

## Lifetime Members as of Nov. 2014

Anna Gunn-Golkin	Misti Roland
Laurie Harden	Mary Rust
Marty Hudson	Chuck Schroll
Alexis Lartner	Sharon Smith
Neita Montague	
Mark Montague	Lifetime membership
Heather Pinski	is \$300
Jeannie Batto	
Conny Buenafe	
Lisa Corsetti	
Elke Fuglsang-Petersen	
Marianne Guerin	

## From the Nomination Committee Chair

Some of you may know that there is a BIG election this fall--and it has nothing to do with who controls the Senate. The WSPA will be electing a new board to take office January 1, 2015 to serve for the next two years. We want to make sure that all of our full members know that they can participate. Here's how:

Your vote counts! The candidates for this fall's election will be presented in the November "Hangar Soaring" and voting will be on line or by paper ballot no later than December 15th.

Committees: If you wish to make a smaller commitment to keeping the WSPA strong, volunteer for a committee. The time commitment for a Committee can be as little as an hour or so per moth or just a few hours once per year. Committee participation is a great way to get to know more about the WSPA while being social and learning about finance, budgeting, investing, putting on events, setting records, etc.

Your participation is eagerly sought and we know you can make the WSPA even more dynamic with your ideas and help. Let us know you are available by contacting [gail.schipper@gmail.com](mailto:gail.schipper@gmail.com)

Gail



## A Letter to the HS Editor in 1997

As I move on into another phase of soaring I'd like to have you read about our "Hangar Soaring" Editor who wrote this in 1997 when I had just begun soaring. Her thoughts echo my first flying experiences in power. Thank you for writing this, Frauke.

Neita

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**TO THE EDITOR**

*Dear Chris, I just finished reading "Crosswind" and realized that there are Ellens in many of us. That gave me the idea to encourage our readers of Hangar Soaring to write their how and why they got into soaring and what effect it had on their lives. To provide a little encouragement here is my story.*

**IT ALL BEGAN WITH READING HANNA REITSCH'S "FLYING MY LIFE"** in the mid-fifties when I first got fascinated by motorless flight. About the same time on a beautiful, clear summer day, I spotted two airplanes high in the air flying perfect tandem formation, keeping constant distance from each other. I did not know where they came from nor where they were flying to.

Years later (I was in college by then and in constant need of supplemental money), I found a weekend job selling beer at an air show. It was there that I saw my first sailplane which had just finished an aerobatics demonstration. Graduating with a major in food chemistry, I set out in Germany's major industrial area to find a job. I answered an ad for a technical assistant in an aeronautical research lab not having the slightest clue what kind of work was going to be expected of me. To my surprise I was invited to an interview and -- even more surprisingly -- got the job.

At the time I was, much like our heroine, Ellen, a shy, insecure 20-year-old just setting out to explore the world. Although my job was going to be in Experimental Mechanics, we also had a Flight Test Center with an array of airplanes including Ka-7 glider...available on weekends for fun flying. I still had no desire to fly, all I wanted was to see a sailplane from close by and watch it fly. It took all my courage to ask the engineer in charge if I could come out one weekend and watch the operation. There was no launch possibility, either winch or aero tow, at the airport where our laboratories were located. So, the group of weekend flyers led a gypsy life moving from airport to airport often many hours driving time from home base.

On April 12, 1962, I was part of such a caravan driving at an ungodly early hour to a gliderport four hours away -- a gliderport with access to a ridge. Nobody wanted me to spend a long weekend just watching the planes launching and landing. Instead, I was going to be part of the operation and consequently was assigned to a pilot whose reputation was that he could fly anything but straight. I was more than scared. The steep, catapult-like winch launch was white knuckle country and I never opened my eyes until release when everything turned quiet around us. We gained enough altitude in a thermal to connect to the ridge, flying back and forth on its slope, scaring some unsuspecting Sunday visitors on an overlook. The flight lasted more than an hour with the result that a weekend later I was a bona fide student. My instructor: the pilot who had given me my first ride...the best instructor I ever would have.

And, as with Ellen, soaring changed my life. I gained self-confidence and learned to stand my ground, at work and in the male-dominated world of glider pilots. I met people who had enormous influence on my professional life and who became lifelong friends (including my first instructor). I gave my later husband-to-be his first glider ride. And, as parents we instilled the love for soaring in our son who, in turn, found his best friends and mentors among glider pilots. For me soaring has become the proof that I can overcome fear and am able to confront anything that comes my way.



*Frauke Elber*

WSPA Member Frauke Elber is based in Newport News, VA.

## Margarett Roy, a life in soaring

By Frauke Elber

**Editor's note: Looking at old seminar pictures, one WSPA member appears in almost every one: Margarett Roy.. At the 2014 seminar in York, Ontario three WSPA charter members were present: Frauke Elber, Margarett Roy and Mary Rust ( Mary Arauz in the early years). Together these three woman have accumulated 137 years of soaring. Spurred on by Bertha Ryan, I sat down with Margarett and got her story.**

Margarett grew up in Port au Prince, in French speaking Haiti where she also attended high school. Her main interests were in science and mathematics. Realizing that she could not pursue her interests in her native country, and due to the political situation there, she decided to leave Haiti in 1963. A friend, who had gone to Argentina encouraged her to go to Argentina and enroll in the University of Cordoba. But there was one major obstacle: Margarett did not speak Spanish. Realizing that French and Spanish had a lot in common, and with the help of friends, she quickly learned the basics of Spanish. Thus, in November 1963, she arrived in Argentina and enrolled in the Aeronautic Engineering department at the University of Cordoba. Being a foreigner she had to take a Spanish proficiency exam, she passed the written but failed the oral. On the second try she was accepted into the Aeronautical Engineering School. It was there that she learned about a local glider club, and since she was a student



in the Aeronautics Department, she was encouraged to join the club to experience *in practice* what she was learning *in theory* at the university. She trained in a Schweizer 2-22, she soloed and flew a Grunau Baby II, and she earned her license at the club. Being still under age, her mother had to sign the membership application for the "Club de Planeadoras de Cordoba."

Margarett did not finish her Aeronautical studies, and when the political situation under a military

junta in Argentina worsened, decided to leave the country. Having relatives in New York, she moved there in February 1970. She enrolled in Queens College and graduated with a Math degree. During this time, she picked up soaring again, and her first soaring connection was at the gliderport in Wurtsboro, NY. For several years Margarett worked as a math teacher. After receiving her Masters degree in Fluid Mechanics and Atmospheric Science she worked as a com-

puter programmer at a banking institution and later formed a software company with a few partners. Noticing an ad for wave soaring at Sugarbush, VT, Margarett decided to try, this kind of soaring, so she visited the gliderport. When she learned that joining that operation as a member made soaring more affordable, she became a member. Sugarbush is still her home club even if it means a long commute from Long Island, where Margarett lives today.

In 1972, when Bertha Ryan sent out a survey to find out how many women glider pilots were in the US, Margarett was also contacted and she responded. This survey resulted in the first women glider pilot gathering in 1978 and that led to the founding of the Women Soaring Pilots Association in 1986. Thus Margarett became one of the "founding mothers" of WSPA.

**Note: Mary Rust's bio can be found on page 9**

### Flying the SUNSEEKER DUO solo by Irena Raymond

After helping my husband build our new airplane for the last four years, it is a great pleasure to finally fly it.

Eric wants it to be the very quietest self launching motor airplane ever made, and it certainly is quiet in the cockpit with the motor running.

He calls it a three way hybrid, in that it is a glider, which is battery powered, with solar power for level flight and inflight recharging. So it offers freedom from fuels and even from a place to charge it.

After testing it solo, he let me come along as second pilot and taught me to fly it. For a while the 22 meter wingspan was intimidating, but I got used to it, and after a while he let me solo it.

The DUO is similar to gliders and it is very different at the same time. I am happy that I have experiences also with power planes, being used to deal with the engine and power systems. In fact, it was perfect timing for me to jump in the Sunseeker Duo after logging a lot of hours in the Diamond DA20. I just **got my Private Pilot's license for motor planes a few weeks before my solo flights in the DUO. These were great days!**

Anyway, Sunseeker Duo is so comfortable that I could fly it for the whole day without having any need for rest. With a lot of space in the cockpit, very good visibility, comfortable seats and excellent ventilation it is perfect for long touring flights. As in the Sunseeker II, the window can be opened in flight. The whispering of the wind is becoming much louder, but it is very convenient when taking photos. Besides of all the features I am happy that Eric decided to build the plane with a tricycle landing gear. It is so easy to taxi the Duo to the hangar.

Now I have 10 solo flights in the SUNSEEKER DUO, and on a few my husband chased me in his other solar powered airplane.

I feel very fortunate becoming the second pilot of the DUO. The first and only woman flying a solar powered airplane was Janice Brown, flying Solar Challenger in 1980.

I am thankful to Eric to introduce me to the world of solar powered airplanes, for sharing his extensive knowledge with me and for his boundless confidence in me. I like flying both gliders and power planes, however, flying Sunseeker Duo is something special.

I like to fly it every time I have a chance!

We're Tom and Sandy Snyder, both licensed glider pilots, usually flying from the Chilhowee Gliderport in Benton TN. Last June, Tom was lucky enough to fly with John Good in **John's Duo Discus out of Driggs ID** over the Grand Tetons National Park. He had so much fun that this year we drove to Driggs, towing our ASW-28. (Maggie, our new therapy dog, was the queen of the back seat.) At Driggs, we met up with Steve and Carole Fessler, Steve (Linwood) Stevenson and his son Reed, Gary Carter and his wife Chris, and Key Dismukes. Some of us are pilots, some not.

**I thought I'd make a few notes about**

our trip and it turned into this article, which contains both trip information and a description of our flying adventures.

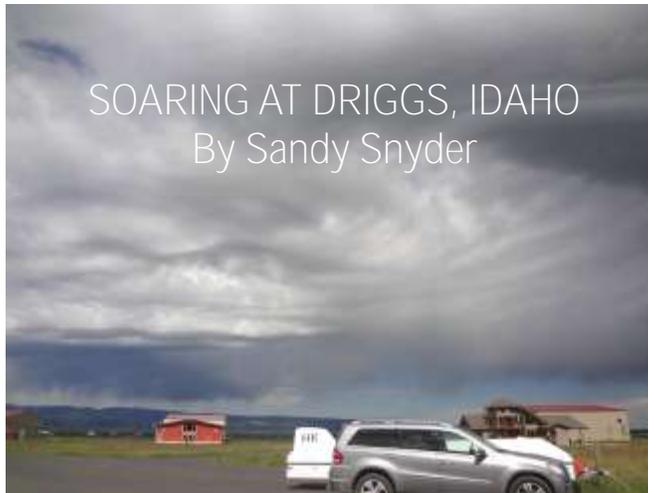
### The Long Way Around

We drove first from east Tennessee to Colorado, since neither of us had been there for more than a day or two on business, traveling through Paducah, St. Louis, Kansas City and Colorado Springs. It was all interstate driving until we were in Colorado, with the best surprise coming on the approach to St. Louis, where we discovered that I-70 now has its own bridge over the Mississippi and you no longer have to enter the spaghetti bowl in downtown St. Louis. I love driving through the plains and prairies – you can see the whole sky and the wind always blows. To me, it's not "flyover country". **As we were traveling with a 30-foot trailer AND a dog, we made our motel reservations early and learned that it's always wise to check Google Earth before you believe any motel's claim to have ample trailer parking.**

Our route through Colorado was heavily influenced by Linwood, who grew up in the southwestern part of the state and attended high school in Montrose. He flavored his trip advice with a few stories **about his early flying years, including highlights like his note about "a place called Ophir where we landed on the main street in a Super Cub."** Hmmm ... with that start, no wonder he's set so many soaring records!

We left Colorado Springs as soon as we could, escaping the big city, and drove to Salida, a very nice little town that made us envious with its bicycle and footpaths, aquatic center, whitewater river – and **airport with tow pilot. If you're traveling with a glider, check the FBO, where a very helpful manager gave us free secured parking for our trailer.** (See note above about motel parking lots.) We arrived just as three pilots, two from Salida and one from Michigan, were disassembling their gliders. They had assembled earlier, but the weather had over-developed, so **they'd never launched. Of course, that never happens in Tennessee!**

As you can tell from our mileage, we drove by easy stages and the next night were in Gunnison. The FBO at the Gunnison Airport offered **only the back of the commercial airport's long-term parking lot**, so we dropped the trailer at an excellent Rodeway Inn, where the parking was secure and the host was a Polish former glider pilot. From Gunnison, we visited the Black Canyon of the Gunnison National Park (wow!) and explored the area north of the city on a Polaris Ranger ATV -- still lots of snow on the ground and spectacular views. We headed for Montrose, where we dropped the trailer, then to Cortez, where we dropped Maggie (at the motel), and visited Mesa Verde National Park. The whole park is on top of two mesas, and it was a 22-mile drive from the entrance to the museum. **Definitely worth the visit, including the museum's orientation film, which again reminded me that the Europeans did not "discover America". Why did our American history classes always begin with the conquistadors??**



Next was a quick visit to Telluride, **partly to see the famous "USS Telluride" airport. That is not an airfield from which I'd want to launch.** Driving from Telluride to Driggs required us to pull the trailer along a network of small roads, but we reached Driggs before 11:00 a.m. on Saturday and moved our three big boxes of stuff into the rental house. Seven of us shared the house – check out [www.vrbo.com/478397](http://www.vrbo.com/478397). It had ample room for all, even though Key Dismukes slept on a bed in the upstairs living room. His reward (and problem, **I'm sure**) **was that his pillow faced a huge picture window framing a gorgeous view of the Grand Tetons, usually visible by 4:30 a.m.** Maggie

the dog enjoyed having such a large pack of companions and learned quickly who would sneak her treats under the table.

Our arrival triggered bad weather, the first rain the area had received in six weeks. On Sunday, Steve Fessler took a familiarization **flight in Teton Aviation's L-23**, and Tom took a one-hour flight in his ASW-28, reaching 12,000 (MSL) with a 6,000 foot climb, even though the day was quickly over-**developing. Monday's weather was worse, so we split** into groups who explored the area and hoped for improved weather.

### Ah, the weather ...

Tuesday: rain and clouds precluded flying. Some of us went on a hike, some went to the Craters of the Moon National Monument, and some of us did laundry or worked long distance at our real-life jobs.

Wednesday: snow, sleet, dark of night (?). The temperature never got over 40, and we even decided not to drive over the pass to Jackson after seeing that aircraft were icing at the FBO and the clouds started at ground level. Maybe tomorrow will be better?

Thursday: better! Gary in his ASW-27 and Tom flew their gliders, and **Linwood checked out in the FBO's L-23.** Linwood and Key flew in the L-13. **Linwood and Key's flight was short, as (Linwood says) the L-13 was flying like a brick.** Tom got to 14,500, but no one could leave the valley, as the clouds were lower than the mountain tops and advice from the **backseat of the crew vehicle was, "Don't go over the mountains!"**

Friday: almost total overcast until about 1800.

Saturday through the following Friday: Every day, the weather drove assembly decision-dithering. Linwood and Sandy had a great 90+ minute flight in the Blanik L-23 one day, but that was it for the metal monster – all the other Blanik flights were in the sledride category. Sandy had a lesson **with Sam Lea, one of Teton Aviation's instructors, but conditions turned it into a 30-minute futile thermal hunt.** Tom and Gary flew their gliders, but **no one was ever able to leave the valley. The "Grands" often hid behind clouds, but a few times the two guys got 10-knot thermals and were able to enjoy views of one of the most beautiful places on earth.**

### Murphy Goes To Driggs

If it could happen, it did:

- Weather! We went from a daily high of 37 on Tuesday to a high of 80 on Saturday, and had every kind of weather possible, barring a tornado. No, wait! Linwood and Reed got too **close to a tornado near Devil's Tower Monument on their drive** out. The wind picked up their trailer (still attached to the tow vehicle) and moved it about five feet.
- On the first flying day, Key and Linwood were assembling their Discus 2B when a gust of wind caught the wing in the one-man

rigger, dropping it to the ground. Key tried to catch it, earning only bruises. Linwood drove the trailer to a repair facility near Salt Lake City, but it was out of commission for the trip – and a few weeks after.

- Steve Fessler had been fighting a cold for weeks and never felt good enough to fly, even on the few days that offered good weather the first week. After seven days of misery, he gave up, and he and Carole towed his glider all the way back to Georgia without one minute in the air.
- Due to the wing drop, Key was never able to fly solo, and had to spend much of his time on the phone, attempting to close on a house purchased in California. He kept trying, and kept **listening to his title company say, "Soon, soon, but please send us another piece of paper."** He flew home early in the second week.
- **Gary and Chris Carter's RV developed a mysterious electrical problem that made starting the vehicle an adventure. They never knew whether it would start or where they'd be when it decided to quit permanently.** They made it to Nephi, Utah, after replacing the starter, but we heard that the cooling system had quit soon after their arrival.

By Thursday, June 26, we were down to three hardy souls (Tom, Sandy, and Linwood) who spent the day watching the rain and old movies at our rental house. Friday added rain to the cold, so we walked a little and lit a fire in the living room fireplace. Saturday, we headed for home. The weather forecast for the next week? Ideal soaring conditions, of course. Some notes for prospective pilots, in no particular order:

- The airport (KDIJ) gets frequent corporate, even jet, traffic, so **a transponder is a great idea, though it's not required.** Some days, even MIGs are flying! Also not required, but a REALLY great idea is a ground-based radio and someone to observe **operations and let you know what's happening in the area.**
- Learn the area! John Good has written an excellent description of the area (contact him). Research the area and its air-fields (and farmers' fields) on Google Earth. At this time of year, the crops in many fields are short enough that your landing options are wider, but remember: if the field is green, **there's a huge sprinkler in there somewhere!**



- KDIJ has an asphalt runway. Be prepared with a wing runner **or put wheels on the ends of your wings.** If you're used to a grass runway like Chillowee, the width and length of the Driggs runway can be disorienting.
- The FBO is at one end of the 7,300 foot runway; launching is typically from the other end to take off into the prevailing **south-west winds.** You're allowed to tow your glider up the taxiway, but you will need a flashing yellow light on top of your vehicle. Lesson learned: buy one that costs more than \$15! Ours quit almost as soon as we turned it on the first time. Key fixed it **temporarily with Gary's soldering iron, but it died again the next day.**
- Remember that you're at high altitude and that the tow plane (a Husky) can only ascend so fast. They do not use flaps on takeoff.
- When you land, there's access to the taxiway about 1,700 feet down the runway. Pull onto the taxiway and make sure you are not blocking the runway or taxiway while prepping to drive (or push!) back to your trailer.
- Landing: the pattern is left hand for runway 21 and right hand for runway 03. You are allowed to land on the taxiway (if it's available), but are discouraged from landing on the very rough grass between the runway and taxiway.
- If you have an RV, be aware that camping is not allowed at the FBO. There are fine campgrounds in the area..
- Checkouts are given in the Blanik L-23; **there's even a beautiful acrobatic (not affected by the AD) L-13 for sale.**

The Teton Aviation FBO is excellent: friendly and knowledgeable. An **excellent point of contact is Lisa Pearson.** There's a great restaurant (Warbirds Café), a warbird museum, lots of flying warbirds, and the nicest FBO facility any of us had seen for a long time. Be aware as you plan your visit that in the middle of the tourist season (July-August) **there's** competition for the planes and tow pilots from scenic flights. We hoped that making our trip at the end of June would balance spring weather with greater access to tows and rentals. Hah!



Windows with View

## This and That

Ulrike Franz and her husband Heiner Beutel returned to Germany after living in Tuscaloosa, AL for almost 5 years. Ulrike had designed the t-shirts for the 2010 and 2012 seminars.

Hangar collapses in Central Alberta

At the 2014 WSPA seminar Canadian member Valeria Deschamp reported of a tragic event in her club, Central Alberta Glider Club. On January 8, 2014 a heavy load of snow turned ice **caused the center part roof club's hangar to collapse.** Two club **double seaters and Valerie's own 1-26** were heavily damaged or destroyed.

While at the seminar Valerie sold raffle tickets to benefit the rebuilding of the hangar. (Valerie and her 1-26 grace the front cover of this HS issue)

Hanna Dougherty one of the three 2014 TSS scholarship students soloed on Sep. 20, 2014. Congratulation Hannah. After completing the scholarship requirements she became a full TSS and a WSPA member



Rachel Konklin made her silver distance on the same day as her father, Kevin. In addition, they had previously obtained their private glider ratings on the same day.

Reynolds Renshaw, father of Ellie Renshaw wrote:

**"Recently our club had an 'away day' at Burner Field.** We managed a few flights between the rain drops but air time was limited. My 80-year old father came to watch (and get a quick ride with a member). He brought a surprise for Ellie – the first set of pilot wings he received in the Air

Force in 1950s. A few weepy **eyes around, including mine ."**



News from Chilhowee

Sarah Arnold wrote Our last days on the old runway will be over will be over Labor Day weekend 2014.

Please join us Saturday evening August 30<sup>th</sup> for a *Runway Party*. Everyone, come say adios to the bumps and the ski jumps.

The project will span several weeks this fall, and includes the removal and redistribution of topsoil, cutting and filling to FAA standards for grass runways, adding drainage structures, grading, installation of in-ground circular edge markers, and hydro-seeding the entire runway with new grass.

Ed. note: as of Oct.31 all the above work has been completed and Sarah is just waiting for the grass to grow.

**During her "down-time" the regulars at Chilhowee were leading a gypsy life, flying from various airports in TN and NC.**

Laurie Harden, owner of SoaringNV announced that Soaring NV is for sale.

Kristin Farry sent the following note

**"Ladies, SGS 1-26A S/N 204, aka Tweety Bird, was just delivered to me by Wally Crew, who has loved her for the last 23 years. Wally can no longer fly, so it's a sad day for him but happy for me".**

After the Columbus Day weekend **she reported:** "At the VSA meet in Massey, MD. 3 flights. Thermals

great!! Was able to stay up fine in weak conditions. Marita and CB were here. They were very helpful mentoring me thru assembly, etc. surprisingly different from E model.



Bertha Ryan sent the following note:

**"Please check out page 18 of the Feb 1965 Soaring.**

50 years ago, Margaret Bisner (the girl pilot/actor in Disney's "Boy Who Flew With the Condor" Flies her first solo flight on her 14th birthday in a Schweizer 2-22 in Tehachapi."

Ed. note: does anybody know what became of her? Disney has final released the film and it is available on DVD from Cumulus Soaring. See newspaper clipping on page 11

Jerrie Mock recently died at age 88

In 1964, Jerrie Mock flew a Cessna 180, 23,000 miles around the world solo, in just under 30 days. She was the first woman to do so, (See Amelia Earhart story on page 11)

Here are the links to very nice videos I came across recently:

Very nice video from Caesar Creek

<http://vimeo.com/105810456>

and <http://video.ideastations.org/video/2365161463/>

PBS currently is showing a series called MAKERS. The segments showed Women in the Media Industry, Women in Space, Women in the Military and the latest one Women in Business. Here is the link to the segment Women in Space

<http://www.makers.com/documentary/womeninspace>



Your newsletter is MOST impressive, and the amount of content is amazing. I will be sure to pass it along to Kelsey and hope it inspires her to continue her flying. How often do you publish? I enjoyed reading our Eulalia's letter. She no longer flies solo but she takes a flight occasionally with another of our members, and she regularly visits our clubhouse to tend the gardens and to just "hang out".  
Ken S.

Sylvia Szarfarczyk is also a Kolstad Scholarship winner.  
Ralph K.

Great musing on your visits with WSPA folks over the years!

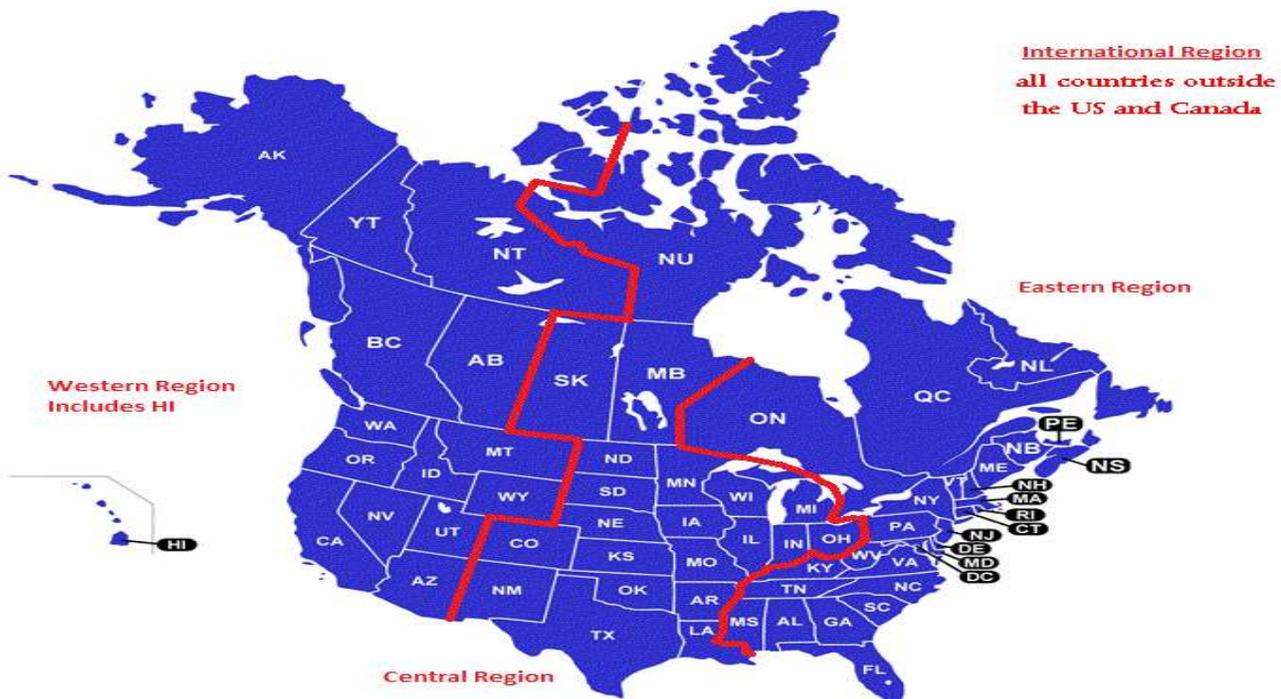
On your visit here Charlotte Taylor also took us to the beautiful Missouri Botanical Garden for which she and husband Roy Gereau do research work.  
Anne M.

Ed. note Anne is correct. We had a beautiful day with Charlotte and Roy at the Missouri Botanical Garden in St. Louis after the 2007 seminar.

It's always enjoyable reading Hangar Soaring, Frauke; great job!  
Jeannie M.



## The 2014 Election Introduction of candidates



### WEST

Valerie Deschamp



I would appreciate your voting consideration for one of the 'Member At Large' positions on the Board of Directors.

The province of Alberta in Canada has been home for most of my life. I lived on a dairy/grain farm until I was 12 years old then moved to a very small oilfield community. Although I have

always had an interest in flying, neither of these places offered much in the way of aviation. When "life got in the way" my priorities changed, I married then raising my son and daughter was first and foremost. For a brief period of time I lived on the Mediterranean Island of Malta. After moving back to Alberta circumstances changed, we divorced, I became a single parent for ten plus years. In 1989 I married a man who had taken glider training while a Cadet. He completed getting his Glider Pilot License in 2004. While he was out enjoying himself I occasionally came to the airfield to spend time with him and slowly came to realize that I genuinely enjoyed flying in sailplanes. In the fall of 2007 I experienced the flight that would make me see the world of soaring with a whole new point of view. Literally! That memorable flight was spectacular, lasted over three hours, reached an altitude of 18,500ft and flew a distance over 250 kilometers. Darting between the clouds while watching them form in front of us, seeing the shadow of the sailplane on a cloud below us, the halos, the vista of the Rocky Mountains from that altitude – absolutely outstanding! So in 2008 I started my training under the guidance of Instructor Carol Mulder, learned about WSPA and joined. In 2010, a couple of weeks before we attended the Air Sailing Seminar, I wrote the Transport Canada exam and received my Glider Pilot License. Since then I have remained a WSPA member and have attended two Seminars, the latest being this year's at

York Soaring where I was selected as the recipient of the Flying Montagues Scholarship. I have also been: a member of the Soaring Association of Canada, Secretary of the Central Alberta Gliding Club (CAGC), President of CAGC for two years, am currently a Director for CAGC, a member of Women in Aviation International, helped organize Alberta's 'Chics Take Flight' event for 2012 and later hosted it in 2013. Our motto is "Release your inner pilot!" Now I take every opportunity that arises not only to promote soaring to everyone but especially to encourage ladies, young or mature, to release their inner pilot.

Mary Rust  
(current Treasurer –3 years)



Mary began flying gliders on April 5, 1981, in Los Alamitos, CA, where she earned her Private and Commercial Glider License in the early 1980's and a Private Pilot's License in Single Engine Land at Long Beach Airport, CA in the mid 1980's. She was trained equally on winch and aero-tow, and has now logged over 4300 flights. She became a Flight Instructor in 1994 and has trained glider pilots for the Private, Commercial, and Flight Instructor levels, working for Sailplane Enterprises (an FBO) for 18 years in Hemet, CA, and volunteering as CFI for Orange County Soaring Association for 17 years. Later, she worked at Lake Elsinore Soaring Association for 3 years, before retiring from flight instructing. She continues flying from time to time at various glider events. Mary also served as the SSA's California State Record keeper for 6 years, and has been the current WSPA Treasurer for 3 years.

Besides being a pilot, Mary was a public school teacher and administrator from 1975 to 2005. She has earned several awards in in both teaching and in gliders. Her most coveted awards were her Symons Wave Memorial Plaque and Pin for a flight of over 25,000' absolute alti-

(Continued on page 10)

(Continued from page 9)

tude in her SGS 1-26D flying out of California City Airport on April 17, 1988; and winning the Anne Morrow Lindbergh Challenge Trophy in 1986 for a 6.25 hr. flight of 193 miles in that same SGS 1-26D from Cal City to Nichols, Nevada.

Mary also raised three children and now spends as much time as she can with her three grandkids. She loves traveling with her husband **(all over the world)** and they both enjoy fishing in their little 16' duck boat with their dog, Dakota.

Mary joined our Women's Soaring Group by invitation from Bertha Ryan and Nancy Evans, before we became incorporated as the "Women's Soaring Pilots Association" in 1986, and she is an original member. She has attended many WSPA Seminars over the past 28 years. She has co-directed two WSPA Seminars (1989 – Tehachapi, CA and 1996 – Hemet, CA). Mary loves serving as the WSPA Treasurer and would like to serve another 2 year term.

Maja Djurisc



My name is Maja Djurisc, and I am running for a third term on the Board of WSPA, for the years 2015-2016. For the past couple of tenures I have volunteered on the WSPA Board as the Vice-President and the Seminar Coordinator. During that time I helped organize four Annual Seminars, in Tucson Soaring Club in 2011, in Chilhowee, TN 2012, Moriarty, NM in 2013 and York Soaring near Toronto in 2014. All of these seminars were exceptional and resulted in many happy women

glider pilots, new members and numerous volunteers for the WSPA Board and different committees. Currently, preparations are under way for 2015 and 2016 Seminars, which we hope will bring some surprises and even more enthusiasm for soaring among our women pilots.

Some of the objectives I have set for myself during the past two years have been accomplished, e.g. streamlining the process for Seminar Host bidding, making Seminar registration and membership applications mostly an electronic process, facilitating communication among the members via [womensoaring] group and the new WSPA Facebook page. My hope is that some of these changes will further enhance the support that **WSPA offers to women's glider pilot community.**

My soaring "career" started about five years ago when I joined Northern California Soaring Association (NCSA). Since then, I obtained my private rating, all the SSA badges, the silver FAI badge, and the gold duration leg. I am also working towards the commercial glider rating. Currently, I am also serving as an officer on the NCSA Board, where I am very much involved in glider maintenance within club environment.

I hope that I will continue to work with the new team of WSPA Board officers for the next two years, as we strive to make our growing organization even more a part of modern and competitive soaring community

## CENTER

Leah Condon



My name is Leah Condon and I am currently based in Wichita, KS. I have served on the WSPA board for the past 2-years as WSPA secretary. While other obligations do not always allow me to fly as much as I would like, I am still willing to serve the WSPA board to provide some continuity. My husband Tony is a competition glider pilot and I am often his trusty crew and thus get to be involved in soaring events even if I

personally tend not to leave the glide distance from my home airport. I have now had my rating for a little over 3 years and successfully completed my first BFR this August. I also am currently assisting in the restoration of an SGS 2-22 and am active in the Vintage Sailplane Association. When not flying I coach rowing, like to row myself, canoe, work as an engineer, read, and ride horses.

Anne Wright



I have been a powered-airplane pilot since 1997, and fly a Supercub. In 2009 I added a Seaplane rating in a J3 Cub at Jack Brown Seaplane Base in Florida. The seaplane instruction taught me about reading the winds on the lakes, which I compare to the forecast. I am currently working on adding a glider rating. By learning to fly gliders my piloting skills have vastly **improved, which was my original goal. Now I'm discovering the joy and challenge of soaring for its own**

sake.

I attended my first WSPA seminar at Chilhowee Gliderport in June, 2012, and my second WSPA seminar at York Soaring in July 2014. This is starting to get addictive! I'm already looking forward to a week of soaring out west in 2015.

I soloed a Blanik L23 at Chilhowee, and soloed an ASK-13 with a local club. The challenge for me right now is finding thermals and staying in them.

I am honored to be nominated for the board, and appreciate the opportunity to serve the wonderful women of WSPA!

## EAST

Christina Peddle



Hello, my name is Christina Peddle. I am a 20-year-old glider pilot and private pilot from Brampton, Ontario, Canada. I got my glider pilot license through the Royal Canadian Air Cadet program when I was 16, and my private power license when I was 17. I am currently a Civilian Instructor for the Air Cadet program, and hope to bring WSPA to the young male and female graduates of the gliding program. I am also one of your current WSPA facebook administrators.

I've worked in a post office since the day I turned 16, so I know how to work efficiently while under pressure and time restraints. I always try to make myself available and respond as quickly as I possibly can. I'm a creative person who loves to come up with ideas and listen to any that anyone would like to share. I want to be able to help the amazing men and women at WSPA in anyway I can, and if elected, I would love to bring a new perspective on matters to the organization and be able to be a representative that any member could approach with any idea on how we can keep WSPA one of the best, most well-known, gliding organizations out there.

## INTERNATIONAL

Elke Fuglsang-Petersen



When I started soaring in 1990 - out of the blue - in my hometown, I had no idea what was waiting for me out and up there. Thermals, ridges, wave, new friends, silver badge, gold badge, instructor license, **records... Now, half a life later I am happy that despite having to raise three kids, fulfilling a job, keeping a home + garden I am still able to enjoy my qual-**

ity time up in the sky, whenever weather and schedule allow me to fly out. My home country is the very North of Germany, flat and green between two seas North and Baltic Sea). But during my three years in Boulder, Colorado I learned, that big brownish-grayish mountains are much better for soaring. The Rockies inspired me to fly a little higher, farther and faster than before. Two WSPA seminars and several other trips offered me a good insight into the American soaring community. Now, back between my two seas I do of course miss those big skies, at least we do have **plenty of landable fields here... I still like to keep in touch with the World** when reporting for different magazines, online or on paper. Working with WSPA sounds like a great opportunity to keep friendships alive, meet new people and to share experiences here and on the other side of the globe."



#### Life as the other Earhart

The Sunday, October 5, 2014 Daily Press featured an article on famous name sakes. The following excerpt caught my attention (article by Jessica Contrera from the Washington Post).

TV personality Amelia Rose Earhart hated her name and decided in second grade that she would be Amy. She couldn't understand why her parents gave her that name. Amelia was just too big.

**Fast forward 24 years, and the name couldn't be big enough.**

It had brought her financial sponsorship, an Internet following, the means to start a scholarship fund and most of all, the chance to fly a plane

around the world. A decade after she took her first flying lesson (and changed her name back to Amelia) the 31-year-old Denver woman embarked on a 18 day, 24,300 nautical mile trip in a Pilatus PC12 NG to retrace the path of her namesake. She landed in Oakland, CA on July 15 to become the youngest female to circumnavigate the globe in a single-engine plane.

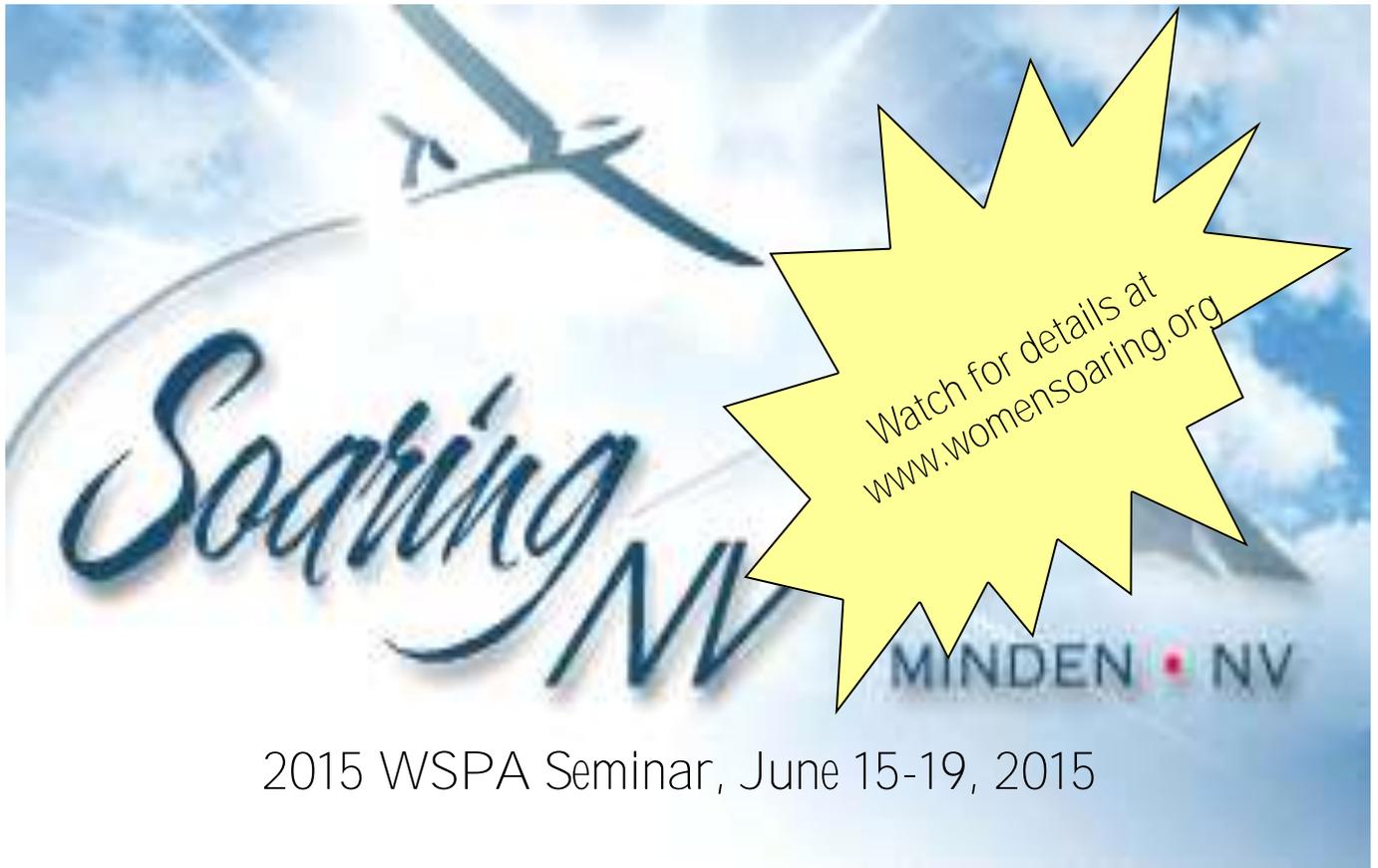
For Amelia Rose Earhart, the journey of having a well-known name – including the discovery that she was not actually related to the famous Amelia- came full circle recently when she flew over Howard Island, the spot her namesake never made it to in 1937.

**"It was such big risk for her to take," Earhart said. "to see how tiny this island was, I have a whole new respect for that woman.**

Earhart plans to continue the aviation pioneer with a scholarship fund for teenage girls interested in aviation. One woman is following her journey closely: Amelia Marguerite Earhart, 61, who lives in Whittier, CA, who **says she is related to the original Earhart but hasn't pursued an aviation career beyond a few flying lessons.**



Margaret Bisner of Bakersfield, Calif., age 14, is shown here in the cockpit of a Schweizer 2-22 at Tehachapi, Calif. after having made her first solo flight. With her is her instructor, Fred Harris, operator of the Holiday Soaring School. It is believed that Margaret is the youngest girl in the U.S.A. to have soloed a sailplane. The event took place on her birthday, December 14, 1964.



2015 WSPA Seminar, June 15-19, 2015

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