



# Hangar Soaring

February, 2003

THE OFFICIAL PUBLICATION OF THE WOMEN SOARING PILOTS ASSOC.

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## Solstice 2000

It's the longest night  
and the shortest day,  
And the blue skies of summer  
have turned to grey.  
Cloud streets and cu's  
did come and go,  
And the cold north wind  
has begun to blow.  
There's a promise of a wave  
at Boga's, you know...

Warmly dressed pilots  
go seeking the wave,  
Tow up through the rotor  
-alert and brave!  
into the glassy smooth lift  
they fly,  
Their white wings soaring  
in the cold winter's sky.  
The earth sinks below,  
and they really get high!!

Then back to the earth,  
As the wave goes away,  
Smiles and stories  
fill the rest of the day.  
Tales of adventure, flying and fun,  
Shared among friends  
at Crazy Creek,  
till the day is done.

Ginni Farnsworth



Ginni Farnsworth in her Pegasus

Photo: Milt Hare

I'm a private pilot, glider rating, with approximately 200 hours in ASK 21 and Pegasus gliders. I learned to fly at Crazy Creek Soaring, in Middletown, CA. I've been flying gliders a little over 2 years, and earned my private certificate in October, 2001. The process of learning to fly and soar has been one of the best experiences of my life!

In 1983, while watching a hang gliding national competition in Dunlap, CA, the power and grace of silent flight captured my imagination and interest. I enrolled in Chandelle SF's training program, and a year later, was a rated hang glider pilot flying the Sierra. Soon after, I met my partner in life, Wally Anderson, who now owns and operates Merlin Flight School, a paragliding school in the SF Bay area. About 10 years ago, I learned to fly paragliders, so now have the choice of 3 types of soaring flight to participate in. Last summer I bought a Pegasus, and have been doing most of my flying in it. She is a sweet flying glider, known as 5 Fox. I hauled her up to Minden at the end of the summer and did a little thermal flying there.

During the week, I work as a Nurse Practitioner in an urgent care clinic near my home. On weekends I head for the gliderport where I camp out in a little travel trailer and fly with my friends. The first year of flying I camped in a tent on the weekends, and got to know the habits of the local winds and weather!

When I'm not flying, I like to hike, ski, and mountain bike, and during the winter storm season I love to curl up with a good book. My sister, C.J. Sturtevant, flies hang gliders and paragliders, and has flown in competitions around the world. We share "gloat calls" and spend a week or two in the summers camping and flying. Her husband also flies, so we're a flying foursome!

I'm looking forward to WSPA's summer seminar this year, which I plan to attend for the first time. Maybe I'll see you there!

Ginni Farnsworth

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PROCEED TO PAGE 12

SEND A \$10 CHECK and be revived

*Happy 25<sup>th</sup>  
Anniversary*



Everyone knows that 2003 is the 100<sup>th</sup> Anniversary of the Wright Brothers first powered flight at Kitty Hawk. WSPA joined in the celebration by participating in the SSA Convention in Dayton a few weeks ago. Alexis Latner, Tammy Spillane, Frauke Elber and all of the WSPA members who helped did a bang-up job in making our booth the most colorful and fun booth at the Convention.

In June we will celebrate an anniversary of our own. This year's summer seminar at Moriarty, New Mexico will be the 25<sup>th</sup> Anniversary of the seminar. Congratulations to us! Kathy Taylor is planning a great flying adventure featuring the high desert thermals of New Mexico. Mark your calendars now—June 23-27—and come to Moriarty for a week you will never forget.

Our organization is growing and getting stronger each year. We welcomed seven new members and renewed six members in just three days at the SSA Convention. You can continue to support WSPA, too. If you have not yet renewed your membership for 2003, please send a check for \$10 to Gloria Dalton today. If you are in a club or at an airport with other women pilots, ask them to join us. This year marks an aviation milestone, and we want everyone to be a part of the celebration.

Our goal—promoting and encouraging women soaring pilots—will be met every time we take a flight, or tell a non-pilot about the fun of soaring, or help another pilot to achieve her flying goals. WSPA is off to a great start in 2003. Let's all have a fantastic flying year and fill the skies with women pilots!!!

Janet  
President

## Hear Say (2002)

**Cole Frantz**, (BRSS) holder of most Virginia State records, spent three months in New Zealand, towing and instructing. Cole was also one of two women pilots flying in the Mifflin Regional Contest. (**Karen Geisinger**, better known as tow pilot par excellence, was the other one)

**Kate Gribble** (16), (TSS) received her PPL-G. Instructor was Peter Bacque. Kate is now taking power lessons too and is aiming for a professional flying career.

**Gale Pizzo** received her glider instructor rating

**Linda Mathias** (TSS) and the Tidewater Chapter of the 99 were organizers of the Cross Country Air Race Classic that sent 85 participants from Silver City N. M. to Hampton Roads Executive Airport which's final destination was Tidewater, Virginia

**Phyllis Wells** placed 6<sup>th</sup> in the above Air Race

**Maria Miller** (15) is one of this year's TSF's (Tidewater Soaring Foundation) scholarship students. The scholarship offers up to three young people in the Tidewater region a chance to learn to fly sailplanes. It includes membership dues in TSS, SSA, instructional material and 35 flights. Maria wants to attend the Air Force Academy. Maria soloed before her 35<sup>th</sup> flight.

**Jane Reid**, (Bermuda High Soaring) won the Eastern US. PW-5 championships in Cordele and placed 22<sup>nd</sup> in the 1-26 Nationals

**Valeria Paget** won one day in the Eastern PW-5 championships

**Marita Rea** (TSS) was named "Region 4 Most Active Club Instructor for the A,B,C and Bronze Badge Program 2001"

**Kathleen Winters** claimed a State Record for Minnesota: open/ 15m Single Place Feminine; free three turnpoint distance 292.89 mls, Libelle H201B

**Liz Schwenkler** placed 2<sup>nd</sup> in the Standard Class Nationals in Hobbs, NM, flying Hank Nixon's LS8. She placed 4<sup>th</sup> in the open Class Nationals flying her own Nimbus 3. Liz was also invited to fly in the George Lee soaring camp in Australia.

**Dianne Black Nixon** was Team Captain of the US Sports Class World Team in Musbach, Germany.

**Kathryn Fosha** was the recipient of the *Kolstad Century Award* (SOARING)

(Continued on page 5)

## 2003 Convention Report

A wonderful time was had by all. Tammy Spillane engineered a first-rate booth complete with a triptych wooden backdrop covered in fabric. She decorated it with Styrofoam cutouts covered in colorful felt: green hills below, puffy clouds above and a bright yellow sun over the clouds. So our booth had a higher vertical profile than almost any other booth in the convention center. And we happened to be in a great spot: right in the line of sight from the entrance

Between the clouds and the hills we put up the decorated paper gliders from around the world. For anyone who missed the details of the Paper Glider Project, here's the essence of it: I sent letters of greeting to women soaring pilots around the world, telling them how we would be in Dayton and January of 2003 and how the SSA Convention would be mindful of the first century of powered flight and also of all the achievements of pilots those 100 years. Included with the letter was a copy of a glider outline on cardstock. The original was drawn by Janaki Lennie, an artist from Australia now working in Houston.

I invited the recipients to decorate the glider outline with poems or photos or color it like their own ship or anything they wanted - and send it back to us in the return addressed envelope (enclosed) especially if they couldn't make it to Dayton in person.

So these gliders were arranged on the triptych back walls of the booth, and all through the convention, visitors went back behind our table to look at them. These are wonderful pieces of art and history. They will be scanned in for the Web and archived as part of WSPA's record.

Meanwhile the booth absolutely hummed for the whole convention. Tammy set up a with colorful little be tossed from a line floor outside the on a green felt rec than it looked due to draft! And the VCR playing a really we had T-shirts, CD's for sale, plus 2003 raffle of a plate that had been pose. WSPA volun- from duty behind the WSPA members find each other. On Saturday afternoon the booth burst into song as we celebrated Tammy's birthday with a chorus of "Happy Birthday to You."

We also had short stacks of books by Pat Valdata and Paddy Welles for sale, and the books were also good things for public interest. Convention goers seemed to like discovering books on our table.

Dale Pizzo and her husband Albert brought the Anne Morrow Lindbergh Challenge Trophy awarded to Dale last summer for her Diamond-distance flight. This trophy goes from winner to winner each successive year, but

partly because it's impressively heavy, it has never been displayed in public before. This year it graced the corner of the WSPA booth table.

WSPA had a lovely, well-attended breakfast the Friday of the convention. Everyone there introduced themselves and said a few words about their soaring career. A very interesting, diverse and friendly group of women and men were present. The location was quite nice - on the top floor of the hotel, with expansive windows and a great view of an extremely cold city while everyone breakfasted with warm coffee. Dayton was having a cold snap and it hit 0 degrees over the weekend, with wind chills that plunged abysmally low when the winds picked up.

Our other programming item was not quite so successful. Thursday morning we presented a panel on aviation writing. It was not accurately described in the program and consequently not well attended. We may repeat it at the next SSA Convention. WSPA and the wider ranks of women involved in soaring have many talented, enthusiastic, and interesting writers and editors. Our panel was Frauke Elber, Denise Layton from *\*Soaring Magazine\**, Janet Sorrell who has had aviation article published in magazines, and myself talking about science fiction. The several convention goers who discovered us enjoyed the panel, and so did the panelists!

On the whole WSPA was very, very successful at this convention. And we all enjoyed the experience.

### Dear Soaring Society of America Convention participants!

Glider pilots of Ukraine, together with Olga Klepikova, who established the great record on a glider in 1939, are sending you the best greetings and congratulations to the 100<sup>th</sup> Anniversary of Aviation. This event filled our lives with best endeavors and significance. We wish all of you strong health, successful flights, and good results in all your strivings to bring up the soaring.

Best Regards,

The main floor of the exhibit hall was incredible. The sailplanes!

It was a dazzling array of new, pristine, state of the art gliders and motor-gliders (plus classics like an Olympia Meise from pre-World War II Germany). There were all kinds of vendors - everything from sailplanes to aviation-related rubber stamps. Right next to our booth was Downing Sailplanes selling PW-5's. John and Pat Downing are really nice people who did not object when foam gliders missed the landing spot by so much that they flew out of the WSPA booth into theirs.

The SSA set reception at M u - fewer people typical tourist seum's big darker and with some you could its of the old very, very epic songs.



The WSPA booth (before all paper gliders were in place), Tammy Spillane (l) Janet Sorrell (r)

up an evening the Air Force seum. With than on a day, the mu-hangars were quieter, and imagination hear the spir-air planes quietly singing

The banquet Saturday night was a lovely meal with over 400 of the 1500 people who attended the Convention over the weekend. We had the honor to be addressed by the President of the FAI. The international FAI Board was invited to meet concurrently with the Convention in Dayton. Apparently it is unusual for their meetings to be anywhere but in Europe. FAI is the international aviation federation, and FAI President Wolfgang Weinreich came across as a distinguished and impressive man. Featured speaker was Gerhard Waibel, the sailplane designer who is the "W" in ASW. He explained how the Wright Brothers explored three axes of control in glider experiments before adding the engine.



Charlie Spratt made the SSA Awards. The Ditterts, JoAnn and Bob, who volunteer at Hobbs, received Charlie's special service award. The Kolstad went to three young people, one of them being WSPA's Kathy Fosha, a college student in Colorado studying mechanical engineering. (She says it's tough to hit the books in the library when through the window, in the distance, there's a Rocky Mountain wave cloud.) Many other awards too, all well deserved. The upshot is that the SSA works because a lot of good people volunteer, in many cases giving incalculable time and effort. Of course the same goes for SSA affiliates such as WSPA. My heartfelt thanks to Tammy, Frauke, Janet, Kent, Jim, Denise, Dale, Sharon, and all of the energetic women of Caesar's Creek Soaring Club - for sharing their time, talent, past experience, ideas, energy, and presence to benefit WSPA and help make the 2003 SSA Convention good for all concerned.

Next year's convention is in Atlanta. We've already put money down on our 2004 booth.

Alexis Glynn Latner  
Women Soaring Pilots Association  
2003 SSA Convention Organizer  
latner@rice.edu  
713-661-2381

I have scanned all the paper gliders and will put them on a CD for anybody interested. Please send \$5 with your order  
To: Frauke Elber, 213 Anne Burras La., Newport News VA 23606

#### Welcome new members:

**Kelly Naber**  
Kelly is 12 years old and flies with the Blue Ridge Soaring Society. She first came out to the airport with her father when she was 6 years old. For many years Kelly and her blue golfcart offered "taxi service" up and down the runway in New Castle. She plans to solo on her 14th birthday. Cole Frantz is her instructor

Heather Goebel

(the above four joined at the convention)



**14TH ANNUAL  
International  
Women in Aviation  
Conference**  
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[www.wiai.org](http://www.wiai.org)

*I fly because it releases my mind from the tyranny of petty things..." - Antoine de St-Exupéry*

## In Memoriam

From Bertha Ryan:

### Gus Briegleb (1912 - 2002):



Gus and Anne Briegleb

Gus Briegleb, encouraged by his minister father, loved the idea of flight since he was a small child. He started building sailplanes at an early age - first in the basement of his father's church. Gus met and married Anne in the early '30's.

As his family grew, Gus went to work in the film industry, moving up from script clerk to assistant director. He returned to his first love during World War II and built sailplanes for the military.

The opportunity to realize his dream of a soaring school and share his love of soaring with others came after the war when he purchased a surplus military airfield in the Mojave Desert of Southern California. The family moved from the comparative security of the Los Angeles area to the primitive conditions of the remote airfield in the desert and built the premier soaring site in the world - El Mirage. Anne soloed in a BG-1 but gave it up to care for the family.

Gus and his two boys ran the flight operation and Anne took care of billing and the lunch room. Customers were made to feel part of the family. There were many celebrations which might be unusual for others - the day they completed the well and had running water, the day there was at last a phone at the field (radio - had to say 'over' etc.) and, perhaps strangest of all to people in other professions - the day they first made enough money to pay an income tax. Gus and Anne invited their unattached customers for family

holidays and gave free tows on Christmas day.

Many records were set including by such notables as Betsy Woodward, Helen Dick and Lee Tweed. El Mirage was more than a world famous soaring site - it was a home.

Anne left us first and is memorialized in the Anne Briegleb Memorial Scholarship, administered by WSPA, which gives aid to student pilots attending the WSPA annual Seminar. Gus then married another great soaring lady and followed the profession of his father by becoming a minister.

Gus and Anne are both gone now but the spirit of El Mirage lives on in the hearts of the many sailplane pilots who enjoyed the fabulous desert soaring and the unmatched hospitality of the Brieglebs.

### Ann Welch (Great Britain)

On Dec. 5, 2002 Ann Welch (85)



passed away. Ann was considered the First Lady of the World of Soaring and called "Mother Superior" by many friends. She got

her pilot license in 1934 and her glider rating in 1937.

During World War II she was a member of the Air Transport Auxiliary in GB. During that time she flew Spitfires, Hurricanes, Blenheims, Wellingtons and many others. In 1965 she was Director of the World Championships in GB. But she is best known for her work with the FAI Rules Committee.

Ann was honored with the Lilienthal Medal and was the first recipient of the Majewska Medal, the highest honors in soaring. She was awarded the FAI Gold Medal and was named "honorable President" of the FAI Hanggliding-, Paragliding- and Microgliding Commission for which she drafted the rules and regulations. For many years Ann served on the International Jury during several World Championships.

Together with her husband Lorne she authored several books on gliding

Frauke Elber

(Continued from page 2) *Hear Say*

Dec.2002)

**Erin Perkins** (18) received the **Michael Wallace Scholarship** (SOARING Aug.2002) **Jo Shaw** flew a Region 9 Straight Distance feminine record in her 1-26.

**Kaleen Lewis** received the Jim "Billy Goat" Hays Memorial Scholarship Award (AirSailing, Nevada). The usual scholarship benefits pays all expenses to Solo, but it was decided this year's winning applicant proved so deserving that the scholarship will be extended to cover her fees to the achievements of her Private Glider License (from AIR SAILING NEWS, Dec.2002)

**Katie Dougherty** (15) received a flight credit grant from the Mile High Youth Gliding Foundation (SOARING, Jan 03). Katie has ambitions to fly Air Force fighters.

#### INTERNATIONAL

World Records claimed:

**Pam Hawkins Kurstjens** (GB)

Speed over 1000km 133.8 km/h  
Straight Distance to Goal 965.3 km  
Free distance 1078.7 km  
Free Distance, 3 Turnpoints 1081.2 km  
Speed 100 km Triangle 159 km/h.  
All records flown in a Nimbus 4T  
Are claimed in Open Class Feminine category

**Gillian Spreckley** (GB)

Speed over 500km Triangle 141.7 km/h in LS8 (15m Feminine Class)

**Angelika Machinek** (D)

Speed over 300k Triangle 153.8 km/h  
500 km Triangle 143.4 km/h  
100km triangle 142.36 km/h  
(15m feminine Class) flown in Ventus 2CM

#### Medal For Female Pilots

The FAI are to award the Sabiha Gökçen medal for the most outstanding achievement by a woman in any air sport. This was proposed by the Turkish Aeronautical Association in memory of Sabiha who died in March 2001.

Sabiha was born in Bursa in 1913 and lost her parents during World War I. While visiting Bursa in 1922, Mustafa Kemal Atatürk, the President of Turkey, adopted the orphan girl and gave her the surname of Gökçen, which means "belonging to the sky". She started gliding when 22 years-old and gained her military pilot's licence in 1937, becoming the world's first female military pilot. She trained for combat, flew Breguet 7 and Curtiss Hawk II aircraft and,

in June 1938, she accomplished a six-day solo flight covering four Balkan Countries in a VulteeñV bomber.

She retired from the aviation training school in 1954 but Sabiha continued flying until 1975. During her career, she accrued 10 000 hrs on some 15 different types of aircraft and became an inspiration to women pilots.

All International News from

[www.glidingmagazine.com](http://www.glidingmagazine.com)



#### THANK YOU

Hangar Soaring thanks our generous donors who supported WSPA and its scholarship funds during the fiscal year of 2001 / 2002

**Kathy & George Taylor**

**Karen Felder**

**Mark Gross**

**Neita Montague**

**Yavapai Chapter 99's**

**Pat McWhorter**

**Chris Schnier**

**Janet Dalbec**

**Jo Shaw**

**Frauke & Wolf Elber**

Additional money was received from Frauke by selling Ed Kilbourne's soaring CDs "Cloudbase", "L/D" and the BRSS soaring cookbook "A Journal of Food and Flight"

#### From the Mailbox

Charlotte Taylor (Saint Louis):

It was great to see you again, even if briefly. It was also great to see other WSPA members, this group has such a good energy. My friend Anne from my glider club took one look at the group of women at the breakfast and our excellent booth, and joined WSPA on Saturday and put her pin on and showed it everyone.

I didn't have much time to talk to people in general at the convention because we were busy with a lot of final arrangements for picking up my beautiful new Komet trailer there. Please thank Wolf for me for his help last summer during my trailer research. Among other things, this new trailer means that I can take my glider to New Mexico this summer.

Thanks for all your good work for the WSPA,

Charlotte

Fred Weinholtz (D):

(Hangar Soaring sent greetings and a CD with pictures of two seminars to the "Witches' Convention" in Berlin, which took place at the same time as the Dayton Convention

I hope you had a successful convention.

I presented your letter in Berlin and it was well received. There is a lot of interest to get in closer contact with the American Women Soaring Pilots. The disappointment over here is that the USA hasn't send any women pilots to international competition since 1977. I hope that will change in 2005 when the World Championships will be held in Klix ( Eastern Germany). For this year's Worlds in Jihlava , Czech Republic, we received a registration from Argentina and Japan.

Fred Weinholtz

Ariane Decloux (GB)

Ariane sent the following letter together with her paper glider

It is always nice to receive mail from other female glider pilots.

I started gliding very late as I was already 30 but since then I have never looked back. I usually managed about 160 hours every year and in the last season finally finished my three diamonds.

Should you ever come to the UK or some of your gliding friends please do not hesitate to give them our contact.

Ariane

Ed. Note: Ariane who often flies in the French Alps flew her 500km in GB and send Hangar Soaring the story. It will be published at a later date. Anybody interested writing to Ariane, please contact HS for address and e-mail

Tatjana (Bulgaria)

To have the note that Tatjana sent with her paperglider publised in Hangar Soaring took some international cooperation. The note came from Bulgaria, was written in Russian, which was translated into German by a Bulgarian who lives in Germany and is fluent in Russian. Hangar Soaring received the German translation and your editor translated it into English

Hello dear friends,

I thank you that you haven't forgotten soaring in Bulgaria and myself. Here in Bulgaria we have many songs and poems which I will send to you later. I decided that it was more important to send you the drawing ( the paper glider). I have been the European Women Champion in 1987. Again my heartfelt thanks to you.

I wish you success in this great undertaking

Tatjana

Ed. Note: Her paper glider arrived too late to be displayed in Dayton but it is in my computer file. I have Tatjana's e-mail address. Anybody interested in writing her?

During the last 2 years Hangar Soaring introduced several outstanding women glider pilots and their quest to reach the elusive 1000 km mark. For more than 40 years women like Olga Klepikova (Russia), Adela Dankowska (Poland) and Hanna Reitsch (Germany) pursued this goal. But it was Doris Grove (USA) who finally in 1980 reached that goal for the first time.

The following are excerpts from articles written by Doris Grove and published in SOARING

## I'm sorry, but I don't teach men to fly

How I ever thought I could learn to fly, I will never know. The morning Rosalie, my youngest of 6 children, left for kindergarten, I decided to do something for myself now, waved good bye, as she got on the school bus, ran into the house for the telephone book and looked up the telephone number for an airport across the mountain. It was a small airport with a little grass runway.

The instructor I talked with on the phone gave me information on learning to fly. I asked him to set me up an appointment to get started. He said, "Oh, I don't teach women to fly". I asked him what he would suggest for me to get started. He suggested that I go to the university (Penn State) which is nearby and take some courses in aerodynamics, meteorology, and aviation ground school. As I look back, he just wanted this "woman" to go away.

Groping for direction, I recalled the time when I was 13 and took a ride in a J-3 Cub. It was such a neat feeling, sitting up there, my arms folded, looking out at the scenery. I was so content. I could see all the mountains, rivers, and trails. It was wonderful! I really loved it. I knew that flying was what I wanted to do, so I took the advice of the instructor at the little grass strip and enrolled at the University.

At mid-term break, I went to Stuart, Florida to visit my mother. The ground school course had whetted my desire to fly, so on a sunny afternoon I visited the airport at Stuart. The instructor I met there was, unfortunately, a clone of the one back home. When I asked for an instructional flight, he actually banged the counter with his fists and shouted: "I'm not going to teach an other damn woman to fly, I just came back from a cross country flight with a woman." I wanted to cry.

I walked to another adjacent room and sat down for a minute, holding a book in front of my face. Soon anger replaced the embarrassment and I went back to the counter and said "I would like to take an instructional flight," in a quiet but firm voice.

The Instructor shrugged, gave a weary sigh and said, "come on". On the way to the Cessna 150, I explained that I was afraid of water, as a result of a terrifying near drowning experience off this very beach. Would he mind, I asked, if we didn't fly over the ocean? As soon as we got to altitude, Mr Nice guy headed out over the ocean and racked the Cessna around in a sadistic series of steep turns. I gritted my teeth, took two more lessons with Mr. Nice Guy before I decided it really wasn't worth to waste my money and his time.

My flying career might have died there but for an overdue bit of luck. My brother saw that I was really serious about flying, so he took me to a gliderport in Indiantown a few miles west of Stuart. I went for a glider ride, and it was great. The flight in a 2-22 was wonderful and I knew I wanted to do this again.

Back home in Pennsylvania, I continued the course at Penn State and after classes one evening, I stopped for coffee when somebody from an other booth in the restaurant called me by my maiden name. It was Tom Knauff, a friend and neighbor from school days.

We had known each other for ever, but lost touch for a while. Tom asked about the books I was carrying and when I told him I was taking flying lessons and ground school at Penn State, he invited me to a nearby gliderport to take a flight in a glider. I didn't even know there was a gliderport nearby. I soon joined the Nittany Soaring Club, where Tom Knauff and Karl Striedieck were members.

My flying career and romance with Tom grew apace. In 1974, Tom flew in the National Standard Class Championship in Hobbs, New Mexico. My three daughters and I crewed for Tom. On the long way home to Pennsylvania Tom was euphoric. "I would like to fly sailplanes full time, make it a career", Tom said, his had still in the towering cumuli.

I guess I said the magic words "then do it, I will help!" The very day we got back from the Nationals, Tom quit his job and I went to work for a year to support us both. In January of 1975, construction began on Ridge Soaring Gliderport, a name that is known all over the world.

Tom and I have set many national and world records on the ridge. In 1980 I became the first woman ever, to fly a 1000 km flight. In 1981 I flew an out and return world record that still stands as of Feb.2003 -1127 km.

Tom and I both instruct and give seminars. We have been to many foreign countries. I have had two different lives: the housewife and mother and then a career in flying. It has been a wonderful opportunity for me.

Twenty years after my first futile experience at learning to fly, the instructor who had brushed me off on the telephone walked into the office at the gliderport. He talked to Tom at the counter while I was sitting with my back to both of them, filling out a student logbook. "You think I could add a glider rating to my license?" he asked Tom.

Tom recognized him, called me and gave me a wink. "What do you think Doris? Do you want this guy to fly?"

I looked at him and shook my head. "I'm sorry, but I don't teach men to fly!" We all got a big laugh, but I did fly with him, in fact, I spent most of the day with him and got him checked out to fly gliders.

### Awards

1988 Soaring Hall of Fame

2001 Warren Eaton Memorial Trophy (jointly with now husband Tom Knauff), the SSA's highest award.

(Tom announced at the Award Ceremony that he was going to change his last name to "And Doris", since nobody seemed to remember his name anyhow

Editor's note: On Jan. 03 Klaus Ohlmann, Germany passed the 3000 km mark in a sailplane, flying in Argentina

I don't teach men to fly







## The First Women 1000 km Flight

Late winter and early spring are ridge season along the Alleghenies, and I check the weather day and night. I also keep track of how many hours of daylight there are each day. I can't tell you how many times during December, January, and February I got up at three or four o'clock in the morning to call the Flight Service Station for the weather. Sometimes I came out, to the airport to see conditions for myself.

About the second week in February I had a slight setback -I slipped on the runway and had a mild concussion. It knocked me out briefly, and I remained dizzier than usual. I stayed down for a few days nursing my bruised brain, hoping the winds wouldn't blow. For a couple of weeks I didn't fly at all. The third week I flew only with licensed pilots. The next week I started back with student training. I needed all the air time I could get so I would be strong enough to endure my cross-country flight when the time came.

In March, fronts started coming down from Canada again. During January and February before my fall, Karl Striedieck, who lives a few miles south of Ridge Soaring, had been away much of the time, and it was rumored he was planning a record flight from Pennsylvania to Florida. I was hoping for a super-great day so I could take off for Florida and beat him. Wouldn't that have been something!

Then came March 11, 1980.

I got up at 4:00 a.m. Winds were strong out of the north-west. Just right for lift along the Bald Eagle Ridge. Out my bedroom window I could see stars and clouds that were moving fast. I hurried to the gliderport, taking my daughter Rosalie along. I told her that instead of going to school she could come along to help me get ready and run my wing if she would like. When I arrived at the gliderport at about 5:00 a.m., the winds were strong, about 25 knots. I had made up my mind that I wouldn't attempt the flight unless the winds were blowing hard. The ASW 19 was assembled. Tom Knauff, my partner in Ridge Soaring, and Rosalie helped me roll the plane in front of the gliderport office. It was still dark, so we put the floodlights on. We put 10 gallons of water and 5 gallons of alcohol in the wings and got the barographs, declaration, cameras, myself, and my gear ready.

It was coming up on 6:00 a.m. All was going well until suddenly everything started going backward. The next 15 minutes turned into 30 minutes. I could have taken off in daylight 15 minutes sooner if I had been better organized. Tom had the towplane ready, but it took time to help me and all my paraphernalia into the sailplane.

Rosalie ran my wing. I towed off at 6:30 a.m., releasing at 6:32 and 1600 feet MSL. The next three minutes were frustrating. I couldn't get the gear up, and I was spending precious energy. I was worried. Would I have the energy and stamina for the flight? I finally got it up, did a 180°, and started south down the ridge toward Maryland and West Virginia.

Passing Karl Striedieck's place I saw his ASW 20 out, but there was no one in sight. I bombed down the ridge. It was working fine, though there were snow showers from Tyrone to Altoona, about 50 kilometers out from Ridge Soaring. I got into wave lift at Altoona to 5000 feet and crossed both gaps, Altoona and Bedford.

But Karl took to the air after I passed his place and by the time I reached Cumberland he had caught up. Karl couldn't make it up to the wave, and I couldn't get any higher because the cloud tops were about 5500 feet. More snow, and visibility was bad.

My choice, rather than lose time trying to get above the clouds, was to put the nose down and head for Keyser, West Virginia, a landmark on the ridge about 190 kilometers out. By this time I was thermaling. I pulled up in a big one only to go nose down the other side completely stalled out. Karl said the same thing happened to him that day. It really felt funny.

I remained relatively high through the Knobblies where the ridge turns into a group of low hills. Below Keyser it was ridge running and then into wave again. This time Karl got into the wave, too. I went to 13,000 feet, my highest altitude of the flight. This was the same place I flew wave on my 454-mile record flight on April 9, 1979. At that height you have to watch closely so you don't lose sight of the ridge; up so high the ridge becomes small, and there are many running along together.

I didn't see Karl again until 360 kilometers out at Mountain Grove, West Virginia. He radioed the new dam had been filled with water. During most of the flight I hadn't paid much attention to where he was, but when I got down to this area, I saw him very low at the north side of the dam. From 6000 feet it was hard to estimate how low he was, but to me he looked precariously low. I was glad it was Karl and not me. He had always made me aware that I was on my own on our other flights, so I thought, *Karl, you're on your own!*

I had never soared the ridge past Mountain Grove, though I had flown in a Cessna with Tom Knauff and the Ridge Soaring gang. We had landed at the airport, eaten lunch, looked at the Fincastle Country Club, the 1000-kilometer turnpoint, and taken off again. That had been two years earlier and we had been flying higher -so the route ahead was quite unfamiliar.

George Vakkur, who made this same flight in 1977, gave me a copy of a detailed map of the Covington, Virginia, area. He had the useable ridges traced in red ink. On this flight I had this map plus my own ridge map. This was the first time I had used my maps. At Mountain Grove I took a good look at both of them, especially George's, and decided where I was going. This is a difficult area with no ridge for about 25 kilometers - an area I have studied very much. It paid off.

Onward I went! I was concerned about what had happened to Karl but stayed off the radio in case he was struggling. It really bugs me if I'm low and someone calls me when I need to concentrate. I got through that area with flying colours, and looked back to remember what it would look like going home.

I was on the ridge again. I had never been on this section before. It was incredible -about 110 kilometers of unbroken ridge. I put the nose down - 120 to 130 knots -tightened my shoulder straps, and slid down into my seat to keep my head from hitting the canopy.

Meanwhile, Karl had managed to climb out of his difficulties and was coming again.

About 450 kilometers out I recognized Narrows, Virginia, and the New River. Then I spotted a jog in the ridge called Jesse's Knob, followed by a straight stretch into Bluefield. My thoughts now were, *Gee! I don't have far to go to my turnpoint.* WRONG! This ridge went on and on. Finally, I recognized the look-out tower on the ridge right before Bluefield, which is a big town, lying long and narrow in the valley floor. You can't miss it.

I remember Karl radioing, "Here it is!"

"No, my turnpoint is farther down the ridge" I said.

"What's your turnpoint?" Karl asked,

"I'm going down to the other country club." I said.

And I kept bombing away at 120 knots. I loved it

I realized that I didn't know what Karl was really going to do here, nor did Karl know my turnpoint. I was aware now that Karl wasn't going to Florida; it wasn't good for him farther down south.

I had two barographs and two cameras along. I took my pictures with the first camera, then the second. The cameras were hand-held, because I'm

*(Continued on page 8)*





## 25<sup>th</sup> Annual Women's Soaring Seminar

The Albuquerque Soaring Club will host the Women's Soaring Seminar, at Moriarty, New Mexico. Don't miss this Silver Jubilee event to be held June 23-27, 2003. Moriarty is located 40 miles east of Albuquerque on Interstate 40.

The Seminar will feature a Cross Country Clinic with World Team member Chip Garner, and other local pilots providing tips on improving your cross country skills. Phyllis Wells will provide a Bronze Badge Clinic for fledgling cross country pilots. Our high desert soaring promises plenty of incentive to get off the ground and go places under 16,000-18,000 foot cloud streets reaching off into the distance! Each day we will set short and longer tasks that you can fly on your own, dual with an experienced x-c pilot, or follow a local pilot. Badge routes are available.

Primary instruction will be available for new students and aerobatic instruction for thrill seekers. The gliders currently available are ASC ships 2-33, 1-26, Grob 103, Twin Astir, and Libelle 201. Commercial operator Sundance Aviation will provide rentals for their fleet at 10% discount: 2-33, G-103, G-102, and Scheibe SF-34. We are currently seeking additional sailplanes for the event and you are encouraged to bring your own sailplane. Tows will be available from two ASC Pawnees and two Sundance tow planes.

|                     |          |              |                                                             |
|---------------------|----------|--------------|-------------------------------------------------------------|
| Holiday Inn Express | \$ 62.00 | 505-832-5000 | Continental breakfast+waffles; pool & jacuzzi               |
| Lariat Motel        | \$ 20.00 | 505-832-4351 |                                                             |
| Luxury Inn          | \$ 44.00 | 505-832-4457 | Continental breakfast; 888-490-9033; www.luxuryinnmotel.com |
| Motel 6             | \$ 39.97 | 505-832-6666 | Continental breakfast; indoor pool                          |
| Sunset Motel        | \$ 35.00 | 505-832-4234 | Continental breakfast; AAA                                  |
| Super 8             | \$ 38.59 | 505-832-6730 | Cont. breakfast; 800-800-8000; www.super8.com               |

Evening meals will be provided on the field. The cost of registration will include T-shirt, temporary membership in the ASC, sectional chart, banquet, and three evening meals at the airport.

Bring your sunscreen, hat, and water bottle. Moriarty is at 6,200 ft MSL, therefore, most flights will require oxygen. Limited checkouts may be available the weekend of June 21-22. Space available only.

Motels in Moriarty are as follows

Prices are for one person or one bed. Summer prices may be somewhat higher

RV hookups are available at the Red Arrow Campground in Edgewood, approximately 15 miles west of Moriarty, \$20 with tax. 505-281-0893.

You can camp on the airport at no charge, but there are no amenities except a bathroom with shower plus a kitchen in the ASC clubhouse. June will be hot, so tenting is not recommended.

## 25<sup>th</sup> Annual Women's Soaring Seminar Application

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone: Day (    ) \_\_\_\_\_ - \_\_\_\_\_ Evening (    ) \_\_\_\_\_ - \_\_\_\_\_

Ratings: \_\_\_\_\_ Hours \_\_\_\_\_

Primary Interests:

Instruction: \_\_\_\_\_ Badges \_\_\_\_\_ Records \_\_\_\_\_ Aerobatics \_\_\_\_\_

Cross-Country: \_\_\_\_\_ Competition: \_\_\_\_\_ Fly a new type of glider: \_\_\_\_\_

Meet new people \_\_\_\_\_ Other \_\_\_\_\_

What are your goals for the seminar? Any particular activity you would like to participate in?

\_\_\_\_\_

Will you be bringing a glider? \_\_\_\_\_ What type? \_\_\_\_\_

If not, what would you like to fly? \_\_\_\_\_

Where will you be staying? \_\_\_\_\_

How many in your party, including crew? \_\_\_\_\_

If you plan to arrive/depart Albuquerque by air and will be renting a car would you drive someone with similar schedule to Moriarty? \_\_\_\_\_

Arrive: Day \_\_\_\_\_ Time \_\_\_\_\_ Flight No. \_\_\_\_\_ Airline \_\_\_\_\_

Depart: Day \_\_\_\_\_ Time \_\_\_\_\_ Flight No. \_\_\_\_\_ Airline \_\_\_\_\_

Do you need a ride from/to Albuquerque airport? \_\_\_\_\_

Are you a WSPA member? \_\_\_\_\_ If not, include \$10 extra for membership.

Contact in case of emergency? \_\_\_\_\_ Phone (\_\_\_\_) \_\_\_\_\_

What size T-shirt? S \_\_\_ M \_\_\_ L \_\_\_ XL \_\_\_ XXL \_\_\_ Child's \_\_\_

Seminar Fee: WSPA Members: \$100; Non- Members: \$110; Non-Flying Attendee: \$45.

\*\*\*\*\*Registrations postmarked after May 23, add \$10 late fee.

Send application and check made out to "WSPA Seminar 2003" to:  
Kathy Taylor, 557 Todd Loop, Los Alamos, NM 87544

Questions? 505-667-7097 (day); 505-672-0152 (evening); email ktaylor@lanl.gov

## SCHOLARSHIP APPLICATION

NAME \_\_\_\_\_ PHONE \_\_\_\_\_

ADDRESS \_\_\_\_\_

NAME OF SCHOOL CURRENTLY ATTENDING \_\_\_\_\_ GRADE \_\_\_\_\_

PILOT CERTIFICATE CURRENTLY HELD \_\_\_\_\_ CERTIFICATE# \_\_\_\_\_

RATINGS \_\_\_\_\_ DATE OF BIRTH \_\_\_\_\_

APPLICATION FOR: • **ANN W. BRIEGLER SCHOLARSHIP** for WSPA members of any age  
who are student pilots and plan to attend the Seminar

• **GROSS SKY GHOST YOUTH AWARD** for WSPA members' (25 & under)  
soaring education

**Please describe your current involvement in soaring, your flying goals,  
And how this scholarship will assist in meeting your goal.**

**SEND TO: Phyllis Wells, 1938 15<sup>th</sup> St., Penrose, CO 81240, by June 15, 2001**



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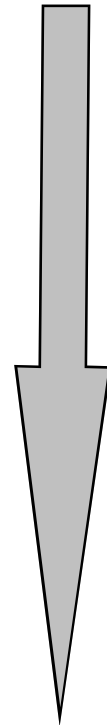
E-mail: [modelman@nc.rr.com](mailto:modelman@nc.rr.com)

Webpage: [www.esn.net/kleber/](http://www.esn.net/kleber/)



At the Dayton Convention, this beautiful Schweizer 1-23 Model was donated to WSPA by Col. Ray Kleber and his wife Elke to be raffled off at the 2004 Convention in Atlanta, GA.

According to Ray it is the 2nd model produced by HPH, the company he represents. The first is in the new Schweizer addition to the NSM in Elmira. Paul Schweizer chose the color and N Number for each model



**CHECK MAILING LABEL.**  
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**F i r s t C l a s s M a i l**