



Hangar Soaring

February 2004,

THE OFFICIAL PUBLICATION OF THE WOMEN SOARING PILOTS ASSOC.

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Photo: Frauke Elber

Thanks to David Bradley who made his Pegasus available to WSPA, Kathy Fosha was the chosen recipient of the plane.

During the 5 days of the Women Seminar in Moriarty, NM Kathy flew

5 hours (finishing her Silver C)

300 km goal (Diamond leg)

300 km free distance (Gold leg)

Immediately following the seminar, Kathy flew in the Region 9 contest and the 15m Nationals, both held in Hobbs. NM.

Kathy also has been the recipient of the Golos Scholarship (2000), the Kolstad Award and the Sky Ghost Scholarship (2002)

Kathy presently serves an internship at BMW-Aerospace Division, Munich, Germany

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

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From the Badge Lady

SSA A BADGES

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SSA C Badge
Tina Femea

SSA BRONZE BADGES

1597. Marsha E. Hawk;

Notes from the Prez –

WSPA had a colorful and exciting booth at the SSA Convention in Atlanta this year. Many thanks to Frauke Elber, Gloria Dalton, and Alexis Latner for organizing and coordinating the booth, and to the many members who helped run it during the convention.

The Paper Glider Project was expanded this year to include note cards. Frauke selected 10 of the designs and had them printed. The note cards, which sell for \$12 for a box of 10, were a HUGE success. Con- (or two or three!). In addition to the cards, we sold raffle tickets for the accepted donations for our scholarships. New and renewal members were signed up, too. We are still waiting for a few bills to come in, but it appears that our booth was financially successful as well as fun.



We were all very pleased when Dennis Wright, Executive Director of the SSA, attended the WSPA breakfast. Dennis said that one of his goals is to promote women in soaring, and he offered to help WSPA in any way possible. Thank you, Dennis! It is wonderful to have the support of the leadership of the SSA.

Speaking of leadership, three WSPA members are now on the SSA Board of Directors: Cindy Brickner (Region 12), Karol Hines (Region 11), and Dianne Black-Nixon (Region 2). This is the first time we have had this many members on the Board at the same time.

Another highlight of the breakfast came when Marion Barritt donated a copy of "The Platypus Papers" for us to auction for our scholarships. Marion and Hans Werner Grosse autographed the book, and during the following two days we succeeded in getting many other Soaring Superstars to sign it, including Doris Grove, Karol Hines, Bertha Ryan, and Jo Shaw and many 'Who is Who' in American soaring. The book was auctioned off to the highest bidder—Stephen Northcraft. Thanks to Stephen and Marion, we now have \$75.00 more dollars to use to promote women pilots.

The Convention succeeded in giving everyone Spring Fever as we anticipate the new soaring season. WSPA will be holding its annual seminar in Harris Hill in June this year. Elizabeth Brock is planning a great week for us, with speakers and flying opportunities for all skill levels. Look for more details and the application on the web site at www.womensoaring.org. I'm planning to attend, and I hope to see you there.

Janet

From the Editor;



I can't believe it has been three years since I hesitantly took over as editor of *Hangar Soaring* being afraid that I couldn't match my predecessor's editing skills. Since then I have grown into the job and it has been fun. I had contact with a lot of people here in the US and overseas. So far I haven't run out of material. But that doesn't mean that our members can sit back and trust that I can fill the pages from my own resources. It's not me who makes *Hangar Soaring* interesting but the diverse stories I'm getting from our members. All I am doing is putting the material in an attractive format. Everything that is sent to me goes in my archives and it is from there that I fill the pages. As the editor, I follow a simple physical law: NO INPUT, NO OUTPUT.

For exactly this reason, I just had to discontinue our club's newsletter which I have edited continuously for 23 years. To keep the costs of *Hangar Soaring* down, it is essential that either Gloria or I get change of address notices. This year we made big strides in this department and at the last mailing, only one newsletter was returned. We are keeping the mailing roster constantly updated and we took off everybody who hadn't paid their dues by the November mailing. That shrank our roster from a pinnacle of 200 addresses to about 170 this year alone. Members who have completed their Diamond Badges are exempt from the

annual dues. So all in all we have about 150 dues paying members. The annual costs of the newsletter are about \$1200 for copying and mailing. You can do the math. We are keeping the costs to a minimum by collating, folding and addressing the newsletters ourselves. For a cup of tea and some sweets, a neighbor-friend of mine is helping with this task. Therefore I want to thank Sandra Stirbed for all the help she has given me over the past three years.

A bit of good news: since the last *Hangar Soaring*, three former members have rejoined and we got 9 new members -3 from Germany, 6 at the convention. A thank you to Anna Dobrin Schippers who has recruited 2 of the three new German members. At the convention we made contact with France and Argentina and I hope I will hear from women in these 2 countries in the near future. The Paper Gliders were featured in New Zealand's soaring magazine "Gliding Kiwi" and the German magazine "Segelfliegen" featured an article and pictures of the 2003 Seminar. The article was written by Anna Dobrin Schippers. A special WSPA fan in Germany sent me the following picture.

My wishes for 2004: **SPREAD THE WORD ABOUT WSPA AND KEEP THE STORIES COMING.**

Frauke



A young WSPA fan in Germany: Fabian Schnaubert

CONVENTION 2004

By Frauke Elber

As Janet Sorell mentioned in her "From the Prez" note, this year's convention in Atlanta was a big success for WSPA and for women in general. Not only was the WSPA booth for the first time strategically placed in the center of the exhibition hall and thus received a lot of attention, we also for the first time had active support from the SSA office and-most important- women were very visible at several award ceremonies. For the first time in 12 years, women were inducted in the *Hall of Fame*, **Harriet Hamilton** and **Patricia Hange** (see *Hangar Soaring* May 2003) together with Robert Seaman became the new Hall of Fame members. Since its beginning in 1954, only 8 women have been in-

At the 1-26 luncheon, **Jo Claybourn Trophy** for the from Hobbs to near Elk-Her crew was 11 times Charles.

At the SSA Award Ban-recipient of the *Rudi The Charlie Spratt Award*

scarifying their time and resources over a period of time so that pilots can compete.

An *Exceptional Achievement Award* went to **Karol Hines** as a member of the Executive Director Search Committee.

An Exceptional Service Award went to **Nancy Graham**, Knut & **Ingrid Kjenslie** and **Jackie Paine**.

The Warren E. Eaton Trophy, considered the SSA's highest award, went to John & **Linda Murray** and Jim & **Jackie Paine**.

CONGRATULATIONS TO ALL.

The exhibition hall featured all the dream machines young and old pilots ever dream of. But also some old-timers attracted the crowd. The Cadet (1930), a 1-26 and the world's first composite sailplane, the 1957 Phoenix, had their steady stream of admirers. The Sparrow Hawk finally has become a full fledged sailplane of the ultra light class. Attendees of the last four conventions could see the building process of this unique, American designed sailplane. The self-launchers also created a lot of interests. Of the vendors present, "Sailors in the Sky" simulator programs, "SeeYou" programs and Cambridge Instruments representatives were always busy demonstrating their wares. Also the colorful WSPA booth saw a constant stream of visitors.

Although I was very busy with WSPA PR-work, I found some time to attend a few lectures. Of interest to me was a lecture of the Shuttle Columbia accident investigation. Because of my husband's work on the original thermal protection of the shuttle, I was able to witness the very first shuttle launch of Columbia in April 1981 at Cape Canaveral, something I will never forget. Klaus Ohlman's presentation and film of his 3000 km three turnpoint flight drew a full house. (WSPA member Margaret Roy introduced Klaus' wife Sidonie, a French Airline pilot and long distance glider pilot in her own right at the booth. Sidonie promised to get some of the French women glider pilots in contact with WSPA). Another well attended event was the world premiere of the film "A fine Week of Soaring", filmed at a Mifflin, PA contest, seen from the back seat of a Duo Discus with Karl Striedieck at the controls. Never since the "Sunship Game" in 1970 has a better soaring film been made. Actually some scenes from the "Sunship Game" are included in this film. The film is available on DVD and VHS and PAL.

Ed Kilbourne, for the first time in 20 years gave a concert with his soaring songs. Who doesn't remember "Mothers don't let your Babies fly gliders" or "Honey I need a new glider, the old one is obsolete"? It was nice to see Ed back. And we got to see a lot of him, since he emceed the Charlie Spratt Roast and the Award Banquet and gave the introduction to Pat's and Harriet's induction into the hall of fame. The Charlie Spratt Roast was a unique, full evening program, with stories about Charlie and stories from

(Continued on page 4)



Old and new Hall of Fame members, Pat, Harriett and John

Shaw was awarded the *Marshall* longest 1-26 flight in 2003. Jo flew hart, KS, a total of 301.96 miles. Claybourn winner and husband

quet **Liz Schwenkler** was the first *Mozer Youth Award*.

went to Al & **Rhonda Tyler** for

(Continued from page 3)

Charlie himself. Anybody who ever worked with Charlie at the old gate or as a youngster went with Charlie on the competition circuit, has a story to tell. I laughed so hard, I was still hurting the next morning. I am looking forward to Charlie Spratt's book that's being published in the near future. It will bring back a lot of hilarious memories.

The Award Banquet was the crowning finale of the convention. Klaus Ohlman, who received the Kuettnr Price for his 2000 km straight out flight in Argentina, was the featured speaker. Klaus kept the audience spellbound with the report of this sensational flight.

And now the planning begins for the 2005 convention in Ontario, CA. WSPA is looking for some enthusiastic California members who are willing to do the planning and execution for the WSPA booth. To get the discounted price for the booth, reservations have to be made by June. Alexis Latner, who was our convention coordinator for the last two conventions, can give anybody who is willing to do the footwork useful pointers. Has anybody access to a nice backdrop we can borrow for the convention? **Volunteers please step forward.**

Finally, a special THANK YOU to Alexis and Gloria and all the helpers who made this convention such a success, to Pat McWorther for her unwavering financial support to WSPA and to Wolf Elber who donated a substantial amount of his "frequent sleeper" points to book a suite at the Sheraton so that Gloria, Alexis and I had a place to stay.



LEAVING THE NEST

Kathy Fosha

When I first started flying at Owl Canyon, in northern Colorado, I had two major goals for the summer. The first was to get my license and the second was to get some cross-country experience in hopes of being eligible for the Kolstad Memorial Scholarship, administered through the SSA. I flew all summer long polishing my skills and getting checked out in OE, the club 1-34. There were a few strong days, but I just wasn't ready to take that leap and fly away from Owl Canyon. On September 20, 2002, while sitting in class I found it particularly hard to pay attention to my professors at Colorado State University, due to the lovely cu popping outside. After calling the Denver FSS and checking various forecasts for the next day, I decided that if I was going to go cross-country this season, it was now or never.

Doubting that I could pull this off in less than 24 hours, I immediately called my flight instructor, Bill Daniels to see if I could take him up on his offer to crew for me. Bill enthusiastically agreed and pointed out some aspects of the planning that still needed attention. Thankfully, a tow pilot was scheduled to tow that Friday. The trailer was readied, and flight instructor, Dillon Krapes and I planned out the trip that night. The general plan was to airport hop as long as the lift was working, keeping the wind at my tail as much as possible. Kimball, NE and Fort Morgan, CO (depending on the wind) were chosen as goals for the day.

Later that night I couldn't help but wonder if I had forgotten anything. I thought that I would be nervous, but to be honest, I didn't think that I was going anywhere. The thought of a possible off field landing was a bit intimidating, but underneath the apprehension was growing excitement and hope that I could break the surly bonds of Owl Canyon.

That morning, as I double-checked my lists of necessary equipment I could only hope that in addition to the equipment I had the knowledge and wit to win the game of aerial chess with the atmosphere. Tow pilot Rich Roberts agreed to be my official observer and Bill and I decided that it would be wise to practice a few more simulated off field landings, just to be safe, plus it would give me the opportunity to sniff out thermals near Owl Canyon. During my last pattern tow it was clear that the air had started moving. Finally, it was time to make an attempt. Rich and I took off and towed through what looked like impressive lift. I popped off expecting to continue to climb, but to my dismay, I had been suckered off tow. I searched and searched, but there was nothing to be found. I landed and Rich towed me up again for a relight. This time, I waited until I was sure that I was in lift. I found a big strong thermal roughly over a feedlot north of the field, and climbed through 9,500ft MSL. Bill got on the radio and said "You best be going somewhere, because I'm leaving." So I started pushing east. I still hadn't decided on my course, so I decided to split the difference and fly directly east and determine the winds aloft after I got a bit more altitude. I ran into another big thermal about 10 miles east of Owl Canyon that carried me to about 11,000 ft MSL. At this point I tried to determine the winds aloft, but I was so high, that I couldn't see my ground track drifting during the turns. Luckily, fellow pilot Bob Farris and his handy flight computer were up and headed to Cheyenne. After a quick check on the winds, I decided to go to Kimball. It was a strange yet terribly exciting feeling to look back at Owl Canyon and know that I wasn't coming back.

As I turned northerly I noticed I would be flying directly over the Pawnee Grasslands. I made a mental note to stay high over this terrain, as I knew a landing there would be shaky at best. About midway between Owl Canyon and Pine Bluffs, I found another thermal that took me to about 13,300. At this point I knew (thanks to the planning I had done with Dillon) that I had final glide to Pine Bluffs, but Kimball was questionable. A straight shot to Kimball from my position looked like I would be flying into a blue hole, and possibly an off field landing, but there were some cu closer to Pine Bluffs. I pushed north towards Carpenter and met another thermal that brought me back to 13,000 ft. Looking ahead I still wasn't sure about Kimball and was half tempted to keep pushing towards Pine Bluffs, to be sure of a safe landing, but I remembered these words. "Kathy, my biggest fear is that you are going to chicken out and land somewhere comfortable, when you could have gone further." I wasn't about to let that instructor call me a chicken so I decided to run for it. I double-checked and there were several fields along the way. I flew about 5 miles south of Pine Bluffs and caught occasional patches of zero sink, but nothing sustainable. I tried to be strong and resist the urge to turn in the sucker thermals, but I couldn't resist a few and ended up losing some altitude in the process.

South of Bushnell, my heart started to beat faster. I was going to land soon, and it wasn't at

Frauke

Owl Canyon. I doubted my glide (really just underestimating the performance of OE) and had chosen a field just south of Bushnell along I-80. As soon as I reached that field, I looked ahead and realized that barring any major sink, I was going to Kimball. Holy buckets! However, I still could not see the runway. I knew right where it should be from looking at the sectional, but I still couldn't confirm it. By this point, I was very sure that I had a strong functioning endocrine system as adrenaline was pumping through my veins. Not only was I nearing the end of my first cross-country, I was going to land at an airport I couldn't even see. I switched to the Kimball Unicom and began to monitor for traffic. All was quiet. Finally, about 7 miles out I spotted the runway numbers. I had been looking for a pavement strip, and Kimball was concrete. Phew. Arriving with a little less than pattern attitude I made a few radio calls and flew a normal pattern. As the wheel touched down on what I must say was a beautiful landing, I couldn't help but to let out a yelp of excitement. I made it, not with an engine, only with the power of the atmosphere. I let OE roll out, and I relished the moment. I radioed Bob and Owl Canyon ground and informed them of my safe arrival into Kimball. I pushed OE off the active runway, and a few minutes later a van arrived with some rope to tow me back to the FBO. The gentleman with the rope asked me, "Are you from Odessa?" referring to the first 1000km+ flight in the US that ended in Kimball. I wasn't as excited as they I'm sure I was just arrived shortly and was disassembled home.



Footnote

IT was the above flight Kathy used to apply for the Kolstad Scholarship. She had her first glider flight in March of 2000, but didn't actively pursue her license until she received the Gogos scholarship for training in Minden in March of 2001. Hangar Soaring had hoped that Kathy had enough time before her departure for Germany to tell the story of her Summer with the Pegasus.

Diana Stouffer Wright, Hobbs NM is the wife of SSA Executive Director Dennis Wright and hopes to start her soaring career soon

Pat McWorther, Daniels WV, hon. Member. Pat has been for years a big supporter of WSPA. Her husband flies in New Castle, VA

Rejoining WSPA are

Inger Westling (Sweden)

Linda Chism, Seattle, WA

Lynn Davis, Seymour, TN

Linda Mae Draper, Gardenville. NV. Ratings: ASEL +Sea, AMEL + Sea, Instrument, ATP, Comm. 1120 Glider Hrs, 1670 glider flights, Gold Badge #1528. Flies at Minden, Holds records Womens NV Altitude, Altitude gain, Out and return Previously, Current NV Womens Multi Place altitude & Alt gain w/Dale Pizzo. Was a WSPA charter member but dropped out.



From Karen Aiken after an anonymous donor made it possible for her to attend the 2003 seminar

"It was wonderful to see you all, again, & I can't thank my "anonymous" donor, enough!!!

I REALLY needed the vacation, & it was good to find out that my piloting skills hadn't been completely lost, in the past few yrs.

Please at least pass this on, so my donor will know it was the BEST thing to happen to me for 4 yrs!!!"

Tabea Cornel, Germany (see HS Nov.2003) had to do a school project on Texas. **Alexis Latner**, who lives in Texas helped her with the project and reported later:

"I heard from Tabea, who said she made a good grade on her English presentation about Texas and thanked me. She said her classmates liked hearing about Texas. That was fun for me too."

Monique Weil writes

"Phyllis Wells of Penrose, CO is the fourth quarter 2003 winner of a Sporty's handheld transceiver, the door prize for attending an AOPA Air Safety Foundation (ASF) safety seminar or flight instructor refresher course (FIRC). ASF and Sporty's award one transceiver each quarter. For more information, see the FIRC."

And after a trip to the UK where she met with Ariane Decloux, French gliderpilot and married to a Brit .

"Thanks for helping me to connect with Ariane.

I just returned from the UK where I was able to meet Ariane. What a nice person! She invited me to stay overnight at her house on my way to see another friend in Norwich.

She showed me some of her beautiful photos of soaring in the French Alps. I am very tempted to try it."

From **Dick Butler**

"thanks for the heads up on the Nov 03 issue of Hangar Soaring. I especially liked your article on Irmgard Morgner, she is

WELCOME

Since the November issue the following new member have joined, six of them at the Convention

Martina Beukert (Germany)



Martina (38) soloed the 1st time at age 14 in Ka7. School and later work put

soaring on the back burner until 1993. She is now a licensed pilot and married to her former flight instructor. She has 2 daughters. Building a house, again kept her away from soaring. But she is looking forward to her return to soaring by attending the WSPA seminar in

Elmira.

Sue Fasset, lives in Tempe, AZ and works for Costello Ins.

Michelle Heidel lives in Michigan and soloed last year.

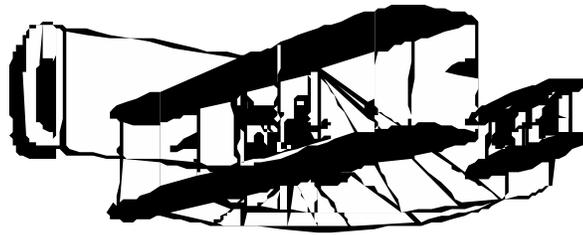
Diane Kapp lives in Phoenix, AZ and soloed last year

Susan Murdock, Dunlap, TN has a private rating, is a hanger glider pilot and is getting married in May.

Sylvia Osterberg (Germany) Flies in the same club as Martina

Fabian Schnaubert (Germany) has a private rating and is a police officer in training (see Tattoo picture on page 3)

(Continued on page 8)



I have been very lucky for the past 9+ years to be a member of the Carolinas Aviation Museum in Charlotte, North Carolina. It's the kind of museum which is a "work in progress". Members get to choose what they most like to work on and do it. Seven years ago we purchased the Piedmont Airlines DC-3 from US Air. The plane is 61-1/2 years old but doesn't look it. The interior looks quite modern but the uphill climb to the cockpit gives it away as being a vintage aircraft. I made it my project to travel with it to air shows where we do cabin tours for \$2.00 per person. In between air shows I keep it tidy and vacuumed. Sometimes it feels like I've adopted a whale. Try washing something that size!

The North Carolina Department of Transportation invited the plane to join in the 100th Anniversary of Flight at Kitty Hawk. The Chief Pilot, Capt. Howard Miller, invited me to go with the plane. Howard is well into his 70's and flies his own J-3 Cub and E-2 Taylor Cub. He flew for Piedmont Airlines when the DC-3 was queen of the skies. He had been looking forward to being a part of the celebration for years. And now it was time. Our co-pilot for the trip to Kitty Hawk, Jim Zazas, was a USAir 757/767 pilot who also flies his own Luscombe and J-3 Cub.

We got ready to leave Friday was cold so it took awhile to they were warming up, one of giving the "cut" signal. A small spraying oil everywhere. Three off the cowlings and find which rowed some gaskets from the side of Douglas Airport, the tried again. Oil sprayed again. gaskets and that solved the

We had originally planned a check oil but we were so late made a straight run to Manteo As the setting sun was reflecting we made our approach the aircraft in the flyby of Kitty job as only crew person was to gust locks. Jim handled the pi-caught a ride to the Elizabethan

had accompanied the Breezy crew all the way from Seattle, Washington. The Breezy is a 2-place open cockpit ultralight. Not my idea of how to travel this time of year. Nice people.

Saturday was a nice day. Fairly clear and in the 50's. For the Outer Banks this time of year that is really good weather. We went to the Manteo airport to visit with other crews and planes. Apparently no one at Kitty Hawk knew about all the wonderful planes hiding over at Manteo so we got to spend quality time with people who did visit. Then we got an invitation to make a flight over the monument in the afternoon at 3:30. We rushed around getting the plane ready to go. Jim Zazas flew and Howard was the co-pilot. I stood behind them and took photos out the right side window with Jim's camera as we passed the monument at 500 ft AGL. What a thrill! DC-3's were designed and built just over 30 years after the Wright Brothers made that first historic flight and it is an historical plane in it's own right. We were all behaving like kids at a birthday party, which of course, it was.

After we buttoned the plane up from the flight and I wiped more oil off the gear and cowlings, the C-54 crew picked us up to take us to the house where one of the owners and his wife, Eddie and Laurel Ide, were making spaghetti dinner for us and 28



morning, December 12. It warm up the big radials. As the ground crew guys started oil line had broken and was guys started working to take line was the culprit. We bor-cargo operator on the other guys installed them, and we One of our guys made thicker problem.

stop in Southern Pines to leaving (3:15 P.M.) that we in order to get in before dark. ing off our highly polished and landing at Manteo, where Hawk would be staged. My install the gear pins and the tot covers as he's taller. We Inn in a motor home which

crew members and friends. It was a great group. Laurel showed me how they were tying 14" square parachutes to candy bars and demonstrated how it worked by dropping it off their third floor balcony. Great people!

The DC-3's neighbors at Manteo were the FAA's DC-3, a C-47 which was the support plane for the P-38 Glacier Girl, and another DC-3 which almost defies description. It had great big colorful flowers all over! The decoration turned out to be decals which had been done for this event and were to be taken off immediately afterward. On Friday when I first saw it I thought how embarrassed that poor plane must be. But I grew to like it and used up all my film on it. It was a sight! We were calling it "Flower Power" and "The Partridge Family DC-3." Children in critical care units in hospitals around the country had painted the flower petals.

And, as you know, Wednesday was not nice. The rains came again. The 100-plane flyover was to start at 10:35. The DC-3's appointed time was 3:19. I stayed in the warm, dry terminal at Manteo and watched it on television including President Bush's speech. We went outside the terminal to watch Air Force One fly over. It made a brief appearance between clouds at a very low altitude. That appearance caused all kinds of interesting security events. There were some serious guns at the monument area. The Homeland Security guys came on board the DC-3 the previous Monday and asked me if they could do a bomb check. Like I would say no? At least they didn't bring the dog on board.

Anyway, after AF-1 went by then the nadian Snowbirds, two B-52's, the B-Manteo. Then the visibility at the flights were halted. At about 3 p.m. the rest of the program was cancelled weather, of course, immediately imfly could do so. Howard said: "We this is what we came for. This is imcrew and invited guests and got the other planes began to taxi out as DC-3, were a part of aviation history, tangs, our Vietnam era OV-1, the C-piloted the flight with Scott Edwards, Jim flew his Luscombe. We made made a right turn and flew south lighthouse, circled it, and returned to were all tired, soggy, and happy to have been a part of this great event.



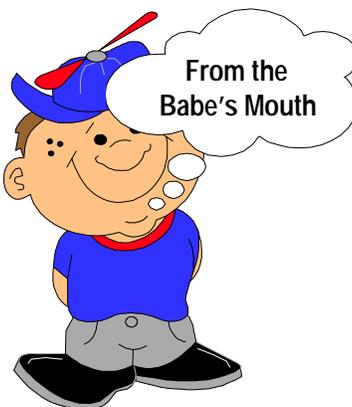
Photo: Frauke Elber

came the Thunderbirds, the Ca-2 and ten of the planes from monument went down and The Air Force announced that due to the weather. The proved. Anyone who wanted to are going to go...this is history; portant." We rounded up our DC-3 ready to go. One by one well. So many of them, like our including the B-25, the Mus-54, and all the others. Howard a US Air pilot, as his co-pilot. our pass over the monument, along the coast to the Bodie Manteo. It was great! We

We returned home mid-day Thursday on a sunny cool day. Bobby Woodson flew with Howard as co-pilot. We stopped for an oil check at Sanford and most of the people there were thrilled to get to tour our shiny DC-3. And the engine which had used 10 gallons of oil going to Kitty Hawk only used 2 going home. How strange. And our ground speed with a tail wind going up had been as high as 170. The head wind coming home had us going as slow as 115 at one point.

We had such a good time! It was an event to remember.

Editor's note: WSPA member Pat Valdata also was in Kitty Hawk during the Centennial celebrations but experienced the soggy cold day from the ground



Coming to the airport one day with Junior in tow, he spotted a power plane in the local FBO's shop with the prop removed. Just in the first stages of speech exploration, he blurted out: **"Oh look mom, a HUIAUOBOOMAIRPLANE"** Mom perfectly understood what he was saying (as mothers always do). Here is the translation: HUI-AUTO was any vehicle with rotating lights and sirens. BOOM was anything broken. The airplane had no prop, therefore in his view it was broken. It had a rotating light on the vertical stabilizer, therefore it fell into the category of emergency vehicles



(Continued from page 5)

an interesting person, just think what she would have accomplished if living in a free country in her early years."

The Japanese Connection (HS Nov 2003) continues.

"I am a student of Mr. Koichi Suzuki.

He said that you like to know Japanese women who has a WORLD RECORD. So, I write an e-mail.

I have 2 Japanese records and 12 Japanese women records, but I don't have a world record. Is that enough information for you? If you have any question about it, please contact an address as shown in below.

Best regards,
Akemi Hirotsune
e-mail: hirotsun@a.email.ne.jp

And shortly after this message **Reiko Morinaka** the women I was searching for since she had flown in the last Women World Championship wrote

"Thank you for contacting me and Mr.Suzuki. Not many women fly gliders in Japan, probably around 10% of flying population, 300 woman pilots, I suppose.

I and my husband Yuji started flying in 1980. I used to be a professional airplane and helicopter pilot, however I have quit that job since 10 years.

Now I enjoy gliding a lot. I normally fly DG800 and FOX in suburban Tokyo, and enjoy cross country and aerobatics. Please visit our aeroclub HP. www.glider.jp

We visited Minden, NV this summer, and enjoyed it a lot. WSPA sounds interesting to me. I will check your activities and hope I can participate in some event.

Keep in touch.
Kind regards,
Reiko Morinaka

Reiko was also in Turf Soaring. Ed.

Mary Cowie sent this letter back in November

I passed my checkride on the 15th of December, 2002. Just a few days later I had the chance to purchase an ASK-18 from a soaring club in Germany. My husband Lee and I made a flying trip to go pick it up in SC. It was an easy thing to clear Customs and hook up the trailer at the port authority in Charleston. But don't try it at lunch time because all the workers leave at once. I was delighted to find the glider in excellent shape. It was purchased sight unseen. About a month before it arrived I made a trip to the local FSDO to ask what I needed to get an airworthiness certificate. Because Schleicher never exported any 18s into this country, there wasn't a standard certificate available and I had to request an airworthiness certificate in the experimental, exhibition and air racing category. I had the required program letter stating where it would be flown, how it would be flown in the next year and where I would fly my proficiency flights. So as soon as I had the annual done, I could sign the FAA form requesting an inspection for airworthiness. I was both delighted and surprised when this task was handled in less than a week after I submitted the paperwork. This is an example of the FAA at work in the most efficient manner.

An ASK-18 is a cross between a K6e and a K8b. It has the fuselage of the K8 but the cockpit width of a K6e. It has a 16 meter wing span and will carry a pilot weighing 154 – 235 lbs. It offers a glide ratio of 34/1. I was impressed with its logbooks which lists every flight it has ever made since July 1975. I'm pretty excited about getting to fly this ship for the first time. We also intend to take it to the Vintage Sailplane Regatta to be held at Kutztown PA over Memorial Day weekend.

Ed. Note: I met Mary and her husband Lee at the convention. Mary is in love with the plane. She gave me her business card which shows the plane on the front side



Ser. & Reg: 18006 N618MC
Nat. Origin: Germany
Designer: Rudolf Kaiser
Category: Single Seat open class
Span: 16 meters / 52½ feet
Length: 7 meters / 23 feet
E. Weight: 474 lbs.
Max. L/D: 34:1
Remarks: The sixth of 48 built by Schleicher. This ASK-18 has been owned and flown since new in 1975 by the Aero Club V Lübeck Germany. First of it's kind in the USA. Presently based at Wabash Valley Soaring Assoc. at Lawrenceville, IL.

After Alexis' Latner's article about the paper glider project was published in the on-line magazine www.glidermagazine.com, Hangar Soaring received the following mails:

Beautiful. Fantastic. What a delightfully creative project.

Congratulations.

Howard Ebersole (Kurt's father)

Very Neat!

Well, enjoyed the glider page so much that I stole your painting. You guys have a lot of fun!

Jack Curtis (WWII fighter pilot, 367th fighter group)

Quite enjoyable. Thank you for sharing it with me. I appreciate it.

Denise (SSA office)

I was most impressed with your article for the gliding magazine. Isn't it wonderful that we can share magazines, photos, etc so easily now days?

Warmest regards

Yvonne Loader, New Zealand

10 of the 46 decorated paper gliders we received are now available as 5x7 boxed greeting cards. (See page 12 or better see them in color on the home page www.womensoaring.org). SUPPORT THE WSPA SCHOLARSHIP FUNDS by buying the cards. "Artist" and country of origin are printed on each card. The story of the paper gliders is on the back of the box

26th Annual Women's Soaring Seminar Application
Harris Hill – Elmira NY (www.harrishillsoaring.org) June 7-11, 2004

Name _____

Address _____

City/State/ZIP/Country _____

Phone: Home _____ Work _____

E-Mail Address _____

Contact in Case of Emergency: Name _____ Tel # _____

Please circle your rating: Pre-Solo Solo Student Private Commercial CFI-G

Estimated Flight Time in Gliders _____

Will you be bringing a glider? _____ What type, N-Number? _____

If you are bringing a glider, please be ready to provide proof of insurance.

What do you usually fly? _____

What are your special interests for the seminar? _____

Transportation

If you are flying in, the best option would be to fly directly into Elmira/Corning Regional Airport (ELM). Major carriers are US Airways and NorthWest. Binghamton Airport (BGM) is approximately 1 hour east of Elmira and is serviced by Delta and United. Rochester, NY (ROC) is a larger airport serviced by many different carriers, but drive will be approximately 2 - 2 1/2 hours.

Flight Information: Arrival Date/Time _____ Airline/Flight # _____

Dept. Date/Time _____ Airline/Flight # _____

I do not have my flight details available at this time. (E-mail or send when available.)

I will be driving to the Seminar.

Will you have a car (your own or rental) during the Seminar? _____ If yes, would you be willing to help provide rides for others to/from hotels? _____.

Hotels

Refer to article in Feb. 2004 issue of Hanger Soaring for more details on hotel options.

I am interested in sharing a room. Please share my name with potential roommates.

I will not have a car. Please help me coordinate transport.

A limited number of homestays with Harris Hill members may be available- first come, first serve. You would need your own vehicle. Are you interested in this option? _____

I will be staying at _____. (If still unknown, please e-mail info when avail.)

T-Shirt: Included in registration. Please circle size: S Med Lg X-Lg

Flying Charges are Extra: Please refer to Guest Membership info on the Harris Hill website.

Seminar Fee: WSPA Members: \$90; Non-Members \$100 (*Does not include banquet.*)

I plan to attend the Thursday night banquet. (I need # _____ banquet tickets at \$20/each.)

I am enclosing a check for \$ _____. (1 WSPA reg. + 1 banquet is \$110).

Send application and check (*payable to Elizabeth Brock*) to:

Elizabeth Brock, 156 Halderman Hollow Rd., Elmira NY 14903 USA

Questions? 607-974-6513 (day), 607-562-2317 (evening); e-mail BrockEA@corning.com

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SCHOLARSHIP APPLICATION**Women Soaring Pilot Association**

NAME _____ PHONE _____

DATE OF BIRTH _____ e-mail _____

ADDRESS _____
Street City State ZIP

NAME OF SCHOOL CURRENTLY ATTENDING _____ GRADE _____

STUDENT PILOT CERTIFICATE # _____ SSA MEMBER # _____

APPLYING FOR: _____ Briegleb or _____ The Flying Montagues Scholarship: \$500 for use at the Women Soaring Seminar for student pilots of any age

_____ Sky Ghost Scholarship: \$500 for use at any Glider School or Club for female students under the age of 25

Use space below to describe your flying goals, and how this scholarship will assist in meeting your goals. Include name and address of glider operation if applying for Sky Ghost scholarship



Order your cards today. They sell fast. Box of 10 with the story of the paper glider project on the back of the box. \$12/box
Send to address below and make your check out to WSPA

Thank you to Younameit Inc. who provided the boxes for the cards free of charge.



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



This beautiful model of the Schweizer 1-23 #9 will be raffled off during the seminar in June. Presently the model is on display at the Soaring Museum at Harris Hill. Raffle ticket will be on the home page for down-loading and are \$2.00 each

Thank you to Col. Raymond Kleber from Eagle Brand Products, who donated this beautiful model which is valued over \$ 400.

EAGLE BRAND PRODUCTS
695 New Hope Rd.
Goldsboro, NC 27534
919-778-4211
Modelman@nc.rr.com



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