



May, 2006

# Hangar Soaring

THE OFFICIAL PUBLICATION OF THE WOMEN SOARING PILOTS ASSOC.

Www.womensoaring.org

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High Desert Soaring Club of Bend, Oregon is raffling this magnificent quilt in soaring motif entitled "There is no place like Cloud Base".

Go to <http://hdsoaring.org> for ticket purchasing details.

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

ANNUAL DUES (JULY-JUNE) ARE \$10. SEND TO :

**Arleen Coleson**

**Treasurer**

**324 E Yucca Dr.**

**Hobbs, NM 88240**

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## Badges by Helen D'Couto

Records through May in SOARING

### Diamond Goal

Valeria Paget PW-5

### Gold Distance

Valeria Paget

### Silver Badge

Virginia Farnsworth

### B Badge

Kim Albarran

Sandra Goetze

### A Badge

Marjorie J. Brickey

Kim Albarran

Sandra Goetze

Lauri Harden

D. Jeanne Pilsenberger

### STATE RECORDS APPROVED

#### Texas

World Class Feminine O&R Distance

192.11 sm

Valeria Paget



### From the Editor

During this year's March Madness I got caught up watching the Women Basketball Championships and I was amazed about the progress in skill level since I first watched basketball in the early 80ies. This year for the first time a female player dunked the ball.

I was wondering what the equivalent in soaring would be, maybe for an American woman to make it on the National Team and then win a day or several during a world championship. Nothing is impossible.

Since soaring does not fall under the title 9 sports it is in our hands to encourage and support young, skillful women pilots. It was great to see that exactly this took place in the just concluded seminar. THANKS Marilyn and Cheryl, you contributed more to the sport than just money and I hope that down the road we will hear about the progress of Mara and Ashley. And also thanks to Mitch Hudson who makes his plane available to women who fly contests or records.

With this newsletter comes the time of the year again that memberships are due. To all who still receive the Hangar Soaring hardcopy, your membership status can be seen at the bottom of the mailing labels. When it says JUN-06 your membership is due this year. For the members who get their newsletter from the web page, I will send out a notice to all that are due now via my e-mail list. We still have a fairly large number of members of whom we don't have an e-mail address. It would help me, your editor and Arleen our treasurer to be able to contact as many as possible by e-mail. Not only are there sometimes issues that need to be dealt with as soon as possible. The 4 times a year publication of the newsletter is not suitable for time sensitive things. When I send e-mails out to our members (not the mail group), I always send them out BCC, to protect everybody's e-mail address. As soon as I

## June is membership renewal month.

**Please make the treasurer's job easier and pay in time**

### 2006 WSPA QUILT PROJECT

The quilt we will make together this year will help fund the WSPA scholarships for women pilots. It will be raffled off at the 2007 SSA Convention. Here's how to get involved:

**WHO** can participate? ANYONE with an interest to help

women Soaring pilots!

**WHAT** to do? Make a 12-1/2 inch square quilt block.

(Or more than one if you want to!)

**NOTE:** Be sure to sign your name somewhere on the block!

**WHERE** to send the block(s)? To:

Arleen Coleson , Treasurer

324 E Yucca Dr.

Hobbs, NM 88240

**WHEN** is the deadline? July 1, 2006

### SPECIFICATIONS:

**Block must be made of 100% cotton fabric**

**Block must be 12-1/2 inches finished when sent in**

**Colors to use: True blues, whites and beiges**

**Pattern to use: Use your imagination**

**If you are artistic & sew well, be creative and appliqué a glider or something.**

**If you are a novice try an easy pattern**

**MOST OF ALL – HAVE FUN!**

will have the space available in Hangar Soaring I will list the names of the members of whom we don't have an e-mail address in the hope that you will join the modern way of communication.

And last not least: please do not procrastinate with sending your dues. It puts an extra burden on the treasurer.

Have a good soaring season

*Frauke*

**Welcome new members:**

**Lynda Lee Laberge, GA**

Linda was the tireless towpilot during the seminar.

**Mara Morgenstern, MN**

Mara arrived at the seminar with Marilyn Meline in Marilyn's Super Cub coming all the way from Minnesota.

**Teresa Fazio, TN**

Teresa was at Chilhowee for the Experimental Sailplane meet and joined to support WSPA. She does not fly herself.

**Diane Felts, MI**

**Sonja Flesberg, KS**

**Bethany Hiller, TX**

**Ashlee Klemperer, OR**

Ashlee comes from a soaring dynasty and hopefully she will one day tell Hangar Soaring more about it.

**Shikha Miglani, PA**

**Ashley Sprandel, IN**

Ashley attended the seminar and had hoped to solo there. Unfortunately the weather did not cooperate.

Ashley was this year's winner of the Briegleb Scholarship.



**From the President**

The February issue of *Hangar Soaring* listed the proposed changes of the by laws. Our watch dog/language experts discovered a wording mistake. The following is the correction. The February newsletter is posted on the WSPA web page at [www.womensoaring.org](http://www.womensoaring.org)

**Article V – Officers**

Section A current text: "The officers of the association shall be: Six elected regional representatives. The positions of President, Vice-President and Secretary/Treasurer will be chosen from within the six representatives by vote from the six. (In case of a tie, the region will be split and be represented by the two elected representatives for the two-year term only.)"

Proposed change: "The officers of the association shall be: *Seven* elected regional representatives, *two from each U.S. region and one from the international region.* The positions of President, Vice-President, *Secretary, and Treasurer* will be chosen from within the *seven* representatives by vote from the *seven.* (In case of a tie, the region will be split and be represented by the two elected representatives for the two-year term only.)"

**Editors note: a ballot form is on page 11. Please vote.. I have the full text on file and will send it on request**



Dear WSPA

I just wanted to let you know, that I now possess my Private Pilot Glider rating! If it wasn't for the Sky Ghost Scholarship that I received last year, it would have been doubtful if I would have gotten it that soon. Thank you for selecting me to be the recipient. I am now working toward my badges and Commercial rating. I hope to accomplish at least two of these goals this spring. Another exciting event this spring

is the WSPA seminar at my home gliderport Chilhowee. I am looking forward to meeting many of the interesting and talented people that I read about in *Hangar Soaring* and *SOARING*.

Thank you again for the financial help that you provided me. Keep up the good work.

Sincerely

Dianna Fleming

From Dennis Wright, SSA Executive Director, came the following form letter:

On behalf of the Soaring Society of America and the Board of Directors, I want to take this opportunity to express our gratitude to you for hosting an exhibit at the 2006 Convention in Arlington, Texas.

This year's Convention will be the source of considerable conversation among those in the soaring community, thanks in part to the excellent exhibits we have. Quite simply, our convention would not have taken place without your participation.

Thank you very much, and I look forward to seeing you next year in Memphis.

Cordially

Dennis Wright

SSA Executive Director

Dennis added a handwritten note: My best to all my friends in WSPA

Sarah Kelly promised us great weather if we held the seminar in May instead of later in the summer, and though at first we thought we would have typical seminar weather (i.e., "You should have been here last week..."), we had a cool mix of ridge and thermal lift that left everyone smiling by dinnertime.

Chilhowee Gliderport is in southwestern Tennessee, between the towns of Etowah and Benton. The local folks could not have been nicer, and the Chilhowee staff is terrific. WSPA attendees were delighted to soar at a field where the owner is a woman and so is the tow pilot. Linda Laberge, complete with dangling earrings, towed us every day, while Sarah, Jeff Gilbert and Leo Benetti Longhini instructed. (Leo also makes great barbecued chicken.)

Pilots came from as far as Nevada and Texas to soar the famous Chilhowee ridge, and though many of us flatlanders were more than intimidated by that big green mountain, we found out that ridge flying is really, really fun!

Local pilots included Laura Otero, a student who is very close to solo, and Rachel Dianne Fleming, who owns the Ka-7 that gave many of us superb views of the ridge.

It was nice to see familiar faces, like sota in her Super Cub with Mara Morgenthe required flights to get her commercial her Duo Discus and was kind enough to Jo, who many will remember as a teenager, Nyah, and re-soloed after a few years and Mom Cheri also stopped in to see us! stopped by for a day.

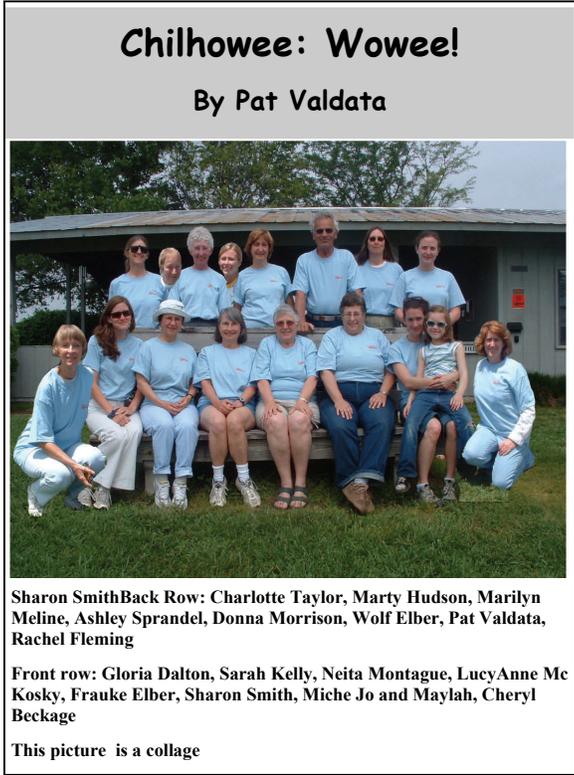
We were pleased that scholarship winners Ashley Sprandel (Briegleb scholarship), Marty Hudson. Sarah Kelly received the and the Competition Scholarship. The went to Roy Gereau, better known as achieved the longest flight for the seminar

Lucky Lucy Anne McKosky won the beautiful Chris Schnier. The winning ticket was which netted \$372 dollars(!), was run by Elber. Frauke and Wolf arrived at Chil-up doing every odd job required at a glider-electrician, groundskeeper and plumber.

Speakers included François Pin, whose best any of us had heard on the subject. ridge soaring slides and stories, Frauke on onships, Jeff Gilbert on local ridge proce-Both, François and David are heading to World Class World Championship and the held in France.

We flew Blaniks, Ka-7, Ka-6, and private ships including the Duo, Charlotte's AS-W 19, and Wolf's AS-W 20. Marilyn tried out the Silent 2, an ultralight glass sailplane.

Although the weather early in the week included low bases and a spectacular cloud rolling over the ridge top, every day but one included good-to-great thermals. Chilhowee in May is indeed a super soaring site. Y'all need to come on down to experience the hospitality, lift, and scenery of southeastern Tennessee. On the last day flights in the open cockpit Slingsby T-31 double seater and aerobatic flights in the ASK21 had to be cancelled due to high crosswind -I clocked one gust at more than 34 knots.- The same crosswind kept Ashley Sprandel from soloing.



## Chilhowee: Wowee!

By Pat Valdata

Sharon Smith Back Row: Charlotte Taylor, Marty Hudson, Marilyn Meline, Ashley Sprandel, Donna Morrison, Wolf Elber, Pat Valdata, Rachel Fleming  
 Front row: Gloria Dalton, Sarah Kelly, Neita Montague, LucyAnne McKosky, Frauke Elber, Sharon Smith, Miche Jo and Maylah, Cheryl Beckage  
 This picture is a collage

Marilyn Meline, who flew down from Minnesota, a transitioning pilot. Mara completed rating. Sharon Smith from Texas brought share rides with many participants. Miché ager, arrived with her six-year-old daughter away from soaring. (Grandpa Don Reid Gloria Dalton and Erika Novelli both

Cheryl Beckage (Faber scholarship) and both from Indiana, were able to attend with Anne Morrow Lindbergh Challenge Trophy Winged Lady/Goddess Limerick Trophy Charlotte Taylor's excellent crew. Charlotte at just under 4 hours.

ful WSPA seminar T-shirt quilt made by drawn by six year old Nyah. The raffle, our champion merchandise mover Frauke howee a week early to help out, and ended port. Wolf was unanimously elected chief

cross-country talk was hands down the We were also treated to David Stevenson's the history of the women's soaring champi-dures, and Mark Lenox on aerobatics. Europe next month to participate in the Club Class World Championship which are

### Winners of the Maria Faber and Briegleb Scholarships:

Cheryl Beckage (left)  
 Ashley Sprandel (right)



**The winning Limerick**

A glider instructor named Hector,  
 Would use only his stick to direct her.  
 It was fine for controlling  
 Her pitching and rolling  
 But her yawstring went wild  
 And he wrecked her.

Roy Gereau. (Charlotte's husband and excellent crew)

### Winner of the Anne Morrow Lindbergh Challenge Trophy and the Competition Scholarship:

Sarah Kelly



## A Fateful Day at the Convention

By Aya Hicks

This is the story of how I became involved with the WSPA. It came about by some quite amusing circumstances. The 2006 SSA convention happened to be in Arlington, TX, which is just 10 minutes away from my university. I am a student pilot for single engine aircraft, and to be honest, I didn't really have any intentions to pay for this 'glider' convention simply because I didn't think that was worth the \$40 admission! Please note, I had not yet flown in a glider at that time. On the other hand, Noah, my husband, who is a commercial glider pilot seeking his CFIG, was very excited to go and he took a day off from his work just for this convention. I called him after my school to see how he was doing at the convention. He told me that if I came, I could come and see "cool" glider exhibits. I think they only charged \$20 for the exhibits, so we said why not? I was more interested in looking at gliders than lectures anyway, so I decided to stop by the convention center on the way home. (I'm a graduate student in Aerospace Engineering, studying composites materials and structures so I thought it would be a great opportunity to see some real airplanes, not just textbook pictures!) I drove to the convention center, and found my husband. We went to the admission counter to pay and get my badge for exhibits. They told me that it was too late to pay for today's badge. (At this point, I was a little disappointed because I thought I might have missed my chance.) What they said was "Well, the system doesn't allow us for you to pay because it is past 4pm, but we'll give you the badge." "Really?!" So this was how I got into the exhibits, not knowing what I was going to run into.

My husband and I were looking around the exhibits with one of our friends from school (a hang glider pilot). As we walked about 10 feet in front of a booth (yes, the WSPA booth), people there were looking at me and smiling as if they were inviting me to come to their booth. I stopped with confusion because I wasn't sure if I was the one who was getting smiled at, but soon I found out that I was indeed their target. I let my husband know that I'll go talk to them. As I walked in, ladies were welcoming me and we had short conversation with a few of the WSPA members. (I do still remember their faces, but, apologies, I have forgotten the names.) I have never had so many women pilots around me before and I was enjoying conversation. I thought this would be all, but someone asked me if I'd like to have a ticket for breakfast with WSPA members for next morning at 7am. Someone (sorry, I've forgotten your name!) bought a ticket for herself but she would not be able to go so that was what I got. (*Ed. Note: the ticket was purchased by Alexis Latner*) I live 20 minutes from convention center and I didn't have school the next day so I got up really early to go to the WSPA breakfast. I was a little nervous going because I didn't know anyone there, but everyone welcomed me and I had really good time. And on that day, I paid full amount and attended some seminars, sit around in WSPA booth, paid member dues and became WSPA member (yeah!), and looked exhibits again for fun. Thanks to Frauke, Colleen, and all the other ladies at convention for giving me such a fun time! Now I'm looking forward to attend to the 2006 WSPA seminar at Chilhowee, but unfortunately, that week collides with my final exam week. I may be there if I get lucky (again?) and get the schedule work out.

*Editor's note: Recently Aya reported that she had her first sialplane flight with her husband in Hawaii*

*(more mail from page 3)*

Ray and I just got back from a trip to Lake Tahoe. While we were there we had the opportunity to soar at Minden. What a wonderful experience! The instructors at Soar Minden were wonderful. That was the first time we had flown the Grobe and truly enjoyed the experience. But the best part for us flatlanders was the 8 to 10 knot lift and the absolutely breathtaking view from 9500 feet!

We would have loved to stay longer to get more soaring in but we had to return to Florida for my last day of work - a retirement party - .

We are also busy packing up the house here in Florida for the move to Colorado in June, so won't get to make the trip to Tennessee. Lots of changes in a short period of time.

We hope we can still manage to squeeze a few soaring days in at Miami Gliders - Unusual Attitudes, Inc. before we move.

We hope you have a wonderful time in Tennessee.

Jeep and Ray White

### Flight Adventure

A pilot is flying a small, single-engine, charter plane with a couple of really important execs on board into Seattle airport. There is fog so thick that visibility is 10m, and his instruments are out.

He circles looking for a landmark and after an hour, he is low on fuel and his passengers are \*very\* nervous. At last, through a small opening in the fog he sees a tall building with one guy working alone on the fifth floor.

Circling, the pilot banks and shouts through his open window: "Hi, where am I?" The solitary office worker replies: "You're in an airplane." The pilot executes a swift 275 degree turn and executes a perfect blind landing on the runway five miles away.

Just as the plane stops, the engines cough and die from lack of fuel.

The stunned passengers ask the pilot how he did it. "Simple," replies the pilot, "I asked the guy in that building a simple question. The answer he gave me was 100 percent correct but absolutely useless; therefore, that must be Microsoft's support office and from there, the airport is just 5 miles away on a course of 87 degrees!"

## SOARING TECHNOLOGY and SPACE FLIGHT

By Bertha Ryan

Way back in the 1960s, the gateway to space was orbital flight. Astronauts returned to Earth inside a capsule that entered the atmosphere and then descended to Earth under a parachute. These early astronauts were pilots who really did not want to come back to earth like an inanimate object (or a monkey – and don't think test pilots weren't teased about that – people would give them bananas). These airmen wanted to land horizontally as they had been doing during their career as professional test pilots.

About the same time, a NASA engineer/general-aviation-pilot appreciated this desire. He had seen ideal entry shapes NASA had tested in wind tunnels as prospective re-entry shapes. Their bluntness was efficient in absorbing and distributing the heat due to the air friction encountered when entering the atmosphere. So, he theorized – why couldn't these shapes be equipped with controls so the bluntness would get them through the high temperature atmospheric re-entry and the controls would enable a normal horizontal landing back on Earth? Thus the idea of the lifting body test aircraft was born.



These shapes certainly did not have any resemblance to a conventional airplane. Thus, people questioned if a pilot could flare and land such low L/D aircraft. The subsonic L/D was approximately three while most airplanes have L/Ds around 10 to 20 and sailplanes up to maybe 65. Could a human being arrest the downward plunge of these very blunt shapes to make a successful landing? No one had ever tried before. This blunt lifting body shape was an unlikely looking aircraft.

That part of NASA at the time was a nest of sailplane pilots so it was natural that the techniques of our sport influenced this innovative engineer. His idea was to build a lifting body shaped aircraft to test the landing capabilities. To demonstrate his theory he built a model lifting body based on one of the wind tunnel shapes (M2) and a model tow plane to tow the lifting body. His hope was to inspire a series of full-scale flight tests to prove just how low an L/D would allow a successful flare and landing of an aircraft returning from orbit. He flew this model combination in the halls of NASA at Edwards Air Force Base in California.

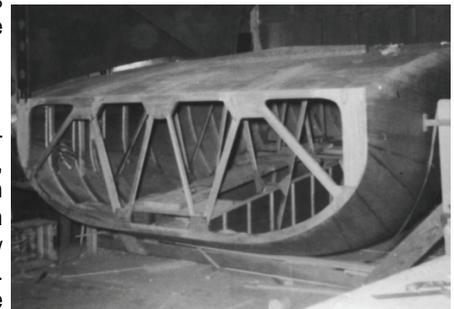
In addition to the many sailplane pilots at NASA, the Director was a well-known, record setting, competition soaring pilot – Paul Bickle. As you might expect, this demonstration in the otherwise quiet halls of NASA intrigued him. Thus, he arranged for the funding of a full-scale lifting body test aircraft to determine if, in fact, a human pilot could successfully flare and land a low L/D vehicle suitable for returning from space.



The project proceeded in several directions all aimed towards an eventual flight vehicle. The group selected a shape (M2), proposed a design and construction began. They arranged with a near by glider manufacturer, Gus Briegleb at El Mirage, to build the wooden shell. NASA built the steel tube internal structure in-house and the two parts merged to form the flight lifting body called the M2-F1. F1 signified the first lifting body flight vehicle. People soon gave this aircraft the nickname "flying bathtub".

Normal procedure in preparing an unusual aircraft for flight test is to devise a simulator so the pilot can practice on the ground before taking a new and very strange aircraft into the air. However, as far as was known, there had never been a simulation of an aircraft on tow. Some aerodynamic data existed for the aircraft shape, additional wind tunnel tests yielded more data but how do you know if the simulation represents the towed flight vehicle? Once again, glider technology came to the rescue.

One of the engineers owned a Schweizer 1-26A so they guessed and computed the aerodynamic characteristics and put together a flight simulation. Lo and behold, the simulator flew like a 1-26! Therefore, they were on the right track. Since the un-powered lifting body was to be towed into flight – first by an automobile and later by an airplane – it was important to add the towing feature to the simulation. As an aid in understanding the problem, the simulation engineer went for a ride with one of the lifting body engineers in a Schweizer 2-33 at Tehachapi, California. He was not a glider pilot or any kind of a pilot. So, as he tried to fly the tow, you can guess what happened. The back seat pilot would have to save them. Thus, the engineer in the front seat referred to her as the "reset button".



When the lifting body was complete and ready for flight, the group took it to the full-scale wind tunnel at NASA – Ames, in the San Francisco area, to obtain aerodynamic data on the actual flight vehicle. It may be the first time that anyone tested an actual full-scale, flight-ready aircraft in a wind tunnel. They



added these new aerodynamic results to the simulation so the pilot would have an even more accurate training system prior to flight.

Once again, the group utilized glider technology as they prepared for the first ground tows on the Dry Lake at Edwards. The tow car selected was a Pontiac Convertible with extra power and a roll over bar. One of the team members made special arrangements to have the automobile engine power souped up so it could handle the launch of a high drag flight vehicle. Headquarters had to approve special automobiles – but how do you justify a Pontiac convertible for a serious technical project? Thus, it was re-named the Lifting Body Power Plant – a true statement although somewhat modified in nomenclature.

Since NASA is always conscious of safety, they wanted a backup system in case the pilot determined a safe landing was not possible. They contacted China Lake, the Navy base a few miles north of the Edwards Air Force Base complex. The Navy solved the problem by supplying a small, off-the-shelf rocket engine that technicians installed in the aft end of the M2-F1 lifting body. If necessary to save a landing, this rocket could supply “instant L/D”.



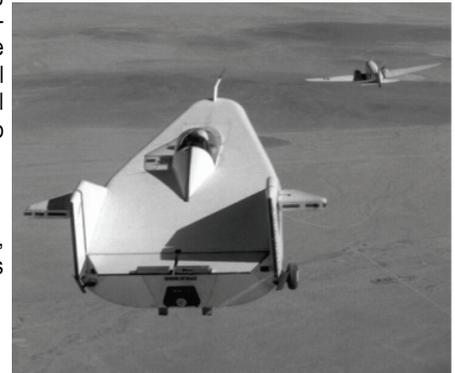
After many successful auto tows, it was time for an aero tow. Initially, a Stearman from the near by soaring operation at Tehachapi was considered as the tow vehicle. Further reflection determined it was more appropriate to use the more powerful C-47 (known as the Gooney Bird) owned by NASA.



The crew assembled on the Dry Lake early one morning. There were a few uncomfortable moments as the rope broke on the first take-off attempt – something glider pilots are accustomed to but not acceptable on a first flight of an unusual aircraft. The lifting body made a successful landing from a difficult situation but the team received strong criticism from the Director. After some delay and making certain all was truly ready so as to avoid the wrath of Paul Bikle, the lifting body towed off for the second aero

tow. This time all went well and the crew had a great excuse for celebrating.

This program proceeded with many successful flights and led to follow on projects with lifting bodies, including high-speed powered aircraft launched from a B-52. These days a lifting body configuration is common for modern space vehicles designed to return to Earth through the atmosphere.



#### OTHER NON-TECHNICAL ARTICLES ABOUT THE M2-F1 BY THE AUTHOR

Bath Tubs Fly Too; Woman Pilot Magazine, February/March 1994, page 12 [www.womanpilot.com](http://www.womanpilot.com)

Soaring into Space; NSM – The National Soaring Museum’s Historical Journal, V 17, N 1, 1995 [www.soaringmuseum.org](http://www.soaringmuseum.org)

Gliders and Space; Southwest Soaring – Quarterly Newsletter of the U.S. Southwest Soaring Museum, March 2006  
[www.swsoaringmuseum.org](http://www.swsoaringmuseum.org)

Definitely not a Sailplane; Free Flight Magazine, April 2006 <http://www.sac.ca>

## The Pink Slip

By Robin McDaniel

*The tragedy in life doesn't lie in not reaching your goal. The tragedy lies in having no goal to reach. – Benjamin Mays.*

Actually it's not really pink; it's sort of a peachy, salmon color. Why they chose such a pretty color to represent such an ugly happening is beyond me. Anyway, as you probably have guessed, this is about a failed check ride. February 23<sup>rd</sup>, the day after my daughter's 34<sup>th</sup> birthday, I arrived at the airport promptly at 10 am, the time I agreed with the Examiner. I was somewhat nervous, of course, but was feeling pretty good about how the day would go. I was mostly concerned with what the oral part of the test would be like. I had two sleepless nights worrying about that. I had visions of me strapped to a wooden chair in the middle of a dark room with a hot bright spot light shining in my face as someone in the dark is grilling me with unknowable questions...

**What is density altitude?**

**Explain Bernoulli's Principle!**

**Name the two kinds of drag!**

**What is a yaw string for?**

Well you get the picture. All that lost sleep was for naught, for in actuality those two hours were spent just talking about my favorite subject, Flying!

That part went well and it was over before I knew it and it was time to fly.

So, outside we go and wouldn't you know it, the old dreaded, North Wind was blowing enough just to make things interesting. We had to drag the glider down to the South end of the airfield. It was a very long walk for me and the 2-33. I walked the wing as Jay and the Examiner rode in the truck towing us down there. I think that is where I started to get a little panicky. It's a long way to the South end and I had too much time to think about what could go wrong. (My mind is my worst enemy.)

We get there and I'm thinking it really is a beautiful day; the wind isn't blowing too badly. It could be worse, just ask Krays. She had 15 knot cross winds on her check ride. So I'm talking to myself and getting psyched for this. I know the whole experience has been like eating an elephant, I have to do it one piece at a time.

We are now in the glider. (New weaklinks! No broken ropes today.)

Off we go, up past 200 feet and ... BAM... I know that sound, off to the left goes the tow plane. I react instantly, lowering the nose, turn, turn, and turn back to the airfield. The examiner says "Beautiful! That was text book! Very nice, good job." Okay that was out of the way. I never expected the rope break on the first tow, so I never had a chance to worry about it. So glad that was over!

Next flight. Now I know the hard stuff is coming. We tow to 1500 AGL. Ready to box the wake? I have to tell you for the past six months or more those words brought dread to my heart whenever I heard them and knew I had to practice that maneuver but I was ready. Or so I thought. It was somewhat bumpy up there next to the ridge (with that North wind). The Examiner says, "Any time you're ready you can start." I froze. Imagine me bug-eyed like a deer caught in head lights. I wanted to be so perfect. I wanted this maneuver to be smooth and effortless. Well, guess what? I blew it. I won't go into the gruesome details about boxing the wake because I've got worse to tell. What I will say is if I were the Examiner I wouldn't have passed me on that, no way.

I knew I had done poorly and I knew I could do better. Now the nerves really kicked in. We released with no slack rope exercise and I knew I was in trouble. Next we tried some slow flight. Not such a hard thing to do, is it? I'm asked to turn 90 degrees to the right. This is an exercise in slow flight. So what do I do? I lower the nose and gain speed and start my turn, and then it dawns on me. He wants a 90 degree turn in minimum control airspeed. I say, "Oh, I'm sorry, you wanted that in slow flight". Well let me tell you, it didn't get any better after that. I won't tell you about the turning stall, 270 degrees of mushing it around and not recovering. Did I recognize I was in a stall? Well, yes, but what was I thinking? I was thinking too much like a student, a passenger. I was not thinking like a pilot. I kept waiting to hear from the back seat, "OK, recover, and lower your nose. Ok, do this, do that." This was very enlightening for me as I thought about it later in the day. I should Be the Pilot, not the passenger.

Now it was time to land. The Examiner wanted a slip. One of my favorite things to do! This is a maneuver I learned early and just love to use to come down quickly. As I turn base, he asks me if I see the helicopter on base to the parallel runway. Oh, but of course I don't see it. I've heard him on the radio but I have no visual contact and I tell the Examiner so. He takes the plane, setting us up on final and then returning the plane to me. I start to slip it but there's no real need now. "This is not going well at all!" my mind is screaming to me and I mention this to the Examiner. He takes the plane, and we land.

It's quiet after we come to a stop. From the back seat his voice so diplomatically says, "Robin, what do you say, let's put the glider away and do this another day?" You can imagine how I felt. Crushed! Relieved! The flood of emotions was overwhelming. Of course it was the right thing to do. I knew at that point that I was not ready. I learned a valuable lesson. I need to stop thinking like a student, I must be the Pilot. I must make the decisions, do the maneuvers and not wait for the voice in the back seat.

The days leading up to the check ride were not the best for me. I had a lot of family issues going on, and I had not flown in three weeks. Having a clear mind and being current in your flying are paramount in how you are going to do on a check ride. So, fellow future pilots about to take a check ride, clear your mind of everything but flying! This is Your day. Get plenty of sleep. Fly the day before if you can, be confident but most of all, Be the Pilot. This has been an incredible journey for me. It's taken a lot of time and patience from my instructors. I'm not going to let this set me back. I will keep working on this until the day I can say I finally ate the elephant and I AM a Pilot.

Note from the editor: Robin received her PPL-G recently and we will hear about it.

## Hear Say – News from Near and Far

### Women's Worlds 2007 and 2009

The French Federation has decided to hold the 2007 Women's World Championships NOT in Bailleau but in ROMORANTIN, which is a military field some 100 km south of Bailleau. Exact dates for 2007 are not available yet. – Also the IGC has accepted an bid from Szeged, Hungary, not far from Rumanian border for the 2009 Women's World Championships.

The 2006 dates of PRE-worlds are from Sunday August 6 till Saturday August 12 - some addresses : <http://www.ac-sologne.fr>

[wwwgc2007@ac-sologne.fr](mailto:wwwgc2007@ac-sologne.fr) or/and [ac.sologne@wanadoo.fr](mailto:ac.sologne@wanadoo.fr)

First New Zealand Ladies 1000 km Diploma -- **Jenny Wilkinson** landed at Omarama completing the flight on January 18, 2006 at a speed of 138kph in her newly acquired Ventus.

The Belgian pilot Astrid **De Backer-Kittler** who flew in the Women's World Championships last year finished 4th in the Belgian National Championship. She was the only woman flying in this championship. She accumulated 85.5% of the winner's points.

WSPA member **Michael Grave** received his Commercial Glider license earlier in the year.

Friday May 11 he accomplished his Diamond Distance (Littlefield - Hereford - Clovis - Littlefield), then Gold Altitude on Saturday!

**Doris Grove** as co-pilot flew with husband Tom Knauff 1116.00 km on April 4

**Mary Rust** was the lead organizer of a Cross Country Bronze Badge Ground school at the Orange County Soaring Association. Mary also conducted Badge Requirements, Glide Slopes, and final exams.

Turf Soaring in Arizona has closed operations. Sadly, it is not a rumor. Roy Coulliette was given insurance terms that were as unreasonable as they were unaffordable, and negotiations for better terms failed.

At the recently held Region 5 North contest the following were listed as competitors: **Liz Schwenkler** (15m Class), **Sarah Kelly** (who took SEX to the sky)-finished 7th and **Jayne Reid** flying a PW5 in the Sports Class.

Hello fellow WSPA Members!

It is my pleasure to announce Ms. Sarah Kelly as the recipient of the Anne Morrow Lindbergh Trophy for 2005!

The Anne Morrow Lindbergh Trophy recognizes the woman with the longest cross country flight in the preceding season. It is intended to support and foster cross country flight among women pilots.

Sarah Kelly submitted an amazing application. On June 16th, Sarah flew Mitch Hudson's Discus b, SEX, 517.2 km at 51.9 mph from Moriarty to Big Sky, Alamogordo to Moriarty, completing her Silver, Gold, Diamond Distance and Diamond Goal badges. The details of her awesome flight appear in the November 2005 issue of Soaring magazine, titled "Sex on

the Run." According to the Lindbergh trophy rules, the multiplier for

a pilot without any SSA badges is 2.5. Factoring in the Discus b handicap of 0.939, Sarah's total distance flown is 1214.7km. As Sarah is hosting the annual WSPA seminar, you can see the beautiful traveling trophy at Chilhowee Gliderport.

I have attached Sarah's flight file, and an image of the flight path for those who don't have a program to read the file.

It's not every year that such a long flight wins the trophy -- so keep flying cross country and apply for the trophy!

Again, Congratulations Sarah!

Kathy Fosha

Applications for the 2006 season should be send to

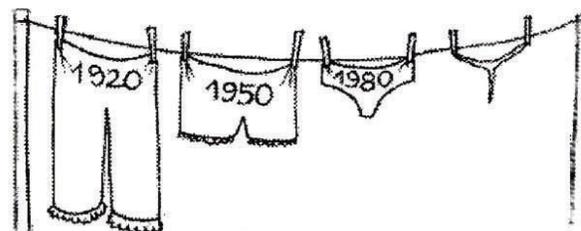
**Sarah Kelly**

**PO Box 53**

**Benton, TN 37307**

Editor's note

Document your flights and send them to Sarah (but read the rules at [www.womensoaring.org](http://www.womensoaring.org) first since some restrictions apply



Proof of Global Warming

## Soaring Records

By Val Paget

Today, March 10<sup>th</sup>, all the official National Aeronautic certificates arrived for the 7 US records from this past September. It made me reflect on a great season of soaring many of us had, one during which I flew further, learned a great deal and had a terrific time.

When I returned from the World Class Nationals in June, I set my next objective as a Diamond Goal (A 300 km flight from a specific start line to a goal and return). And thus began the repeated flights toward the same goal. Doing a 300K flight out of the Houston, Texas area requires both commitment and luck. This is especially true when one flies a PW 5 with a 33:1 glide ratio.

Once I made a really fast pace (for a PW 5) to the half-way mark and then it was all blue. Another time I had a fun-filled flight reaching 82 kts. under very dark CUs, but knew I should not try to break through the line of what became lightening and rain clouds. On another flight. I made it to Vitec, 95 miles from the gliderport, and on the return, rain stood between me and home so I landed at the Caldwell airport, still 40 miles from home. The week of September 5<sup>th</sup>. I just knew this was "it". I was so eager to fly that I asked a club member to tow me on a non-scheduled fly day. I made it Taylor, TX, my declared goal, and back past Lake Summerville. After flying 160 miles, I could almost "taste" victory. Then I called Glenn, my observer, crew and husband, on the radio. Sadly, he told me that it had rained at the gliderport and all lift was gone. That's what I observed from my vantage point, so I diverted to the Brenham airport for their delicious fried catfish. (Always carry money for food and beer – if you're old enough.)

By the end of summer, I was starting early – not waiting for the ceiling to get very high. I noticed that I was around Lake Summerville ( about 45 miles out ) before I broke 2,600' on a few flights. The ceiling were never very high last summer; 4,500' was usually considered a strong day. However, optimism + determination + a great observer/crew can occasionally = success. On both September 7<sup>th</sup> and 9<sup>th</sup> it all came together.

Getting the records this summer started last year. Glenn and I were lucky enough to get an invitation from master cross country pilot, Bob Semans, to come out to Minden, NV and go after some records. I watched the way he and his wife Barbara prepared each day for a record breaking day. He checked the weather, set the day's task, and made meticulous preparation for the flight. I wrote a piece that was published in SOARING titled, "Going After Records is a Team Sport." In it I discussed what I had learned while getting a US record there and compared it to the persistent but uneducated pilot I was when I got my first US record back in 1999.

Here is a summary of what I learned:

Don't make excuses for yourself; it doesn't take expensive equipment to do badge or record flights. Have good electronic equipment if you can, but

fly with a \$100 hand-held and a borrowed flight recorder logger if you must.

It's the team that counts.

Triple check everyone's work.

Plan every time for a record flight. People who get records plan meticulously, and stay in training all the time.

Try for records in familiar country first.

Remember that record flights require different planning than contests.

Discover the fun of making a perfectly documented flight that is a "Personal Best."

"Keep trying. You miss 100% of the shots you don't take."

When I started doing cross country, I was really on my own without much advice or encouragement. This is not an important point because it really is all about getting out there alone and flying. However, the conditions at the Soaring Club of Houston today make it easier for novice cross-country pilots. There are excellent courses and people to mentor those who want to give it a try. In the end, however, you do it because you want to so badly that nothing will stop you.

I think novice cross-country pilots need to know that each flight counts. Every day I fly I make a point of setting small objectives and skills I want to practice. Some pilots sit on the deck and talk about the fact that they would fly if "conditions were better." Yet, I have found that on every flight I have learned something, especially on weak days close to the gliderport. Often my flights have "bad" moments when the lift disappears and I have an opportunity to spend time quality time over one field. That's when the practice on weak days can help me save the flight.

Here are the 7 records I got on September 7 & 9:

**September 7, 2005**

**Distance: 310 km, 192.63 sm**

15 meter, Feminine Category

Speed over an Out and Return Course of 300 km

General Category, World Class  
Distance Using Up to 3 Turnpoints

World Class, Feminine Category,  
Speed Over an Out & Return Course of 300 km

15-Meter Class, Feminine Category,  
Distance Using Up to 3 Turnpoints

Diamond Goal

World Class, Feminine Category,  
Distance Using Up to Three Turnpoints

**September 9**

Feminine Category, World Class  
Free Distance Using Up to 3 Turnpoints  
Performance: 301 km (187.03 sm)

World Class, Feminine Category,  
Out & Return Distance

Note the two records in 15 Meter Class; 1VG, my PW 5, is very proud of that. I just hope it doesn't make her overly confident about what her 13 meter wingspan can do.

I can't wait for summer. I flew over 2,000 miles last summer, but I feel like I am just getting warmed up. I have identified skills I need to work on and objectives for the future. Sometimes objectives take years. That's ok. They are all the more treasured when one achieves them. Meanwhile it's the fun, the adventure! It's being in the sky that really counts above all else

**BALLOT FOR PROPOSED BY-LAW CHANGES**

Revised wording see page 3

**1. Article IV – Regions**

YES                       NO

**5. Article XII – Implementation**

YES                       NO

**2. Article V - Officers**

YES                       NO

**3. Article VI – Duties of Officers**

YES                       NO

**4. Article III – Dues**

YES                       NO

**Send this ballot to**

**Kat Haessler, WSPA Secretary  
8700 W. Carefree Hwy.  
Peoria, AZ 85383  
piyapontruski@hotmail.com**

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