



Hangar Soaring

May, 2009

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

IN THIS ISSUE

Page 2

Badges
President's notes by Neita Montague
From the Editor by Frauke Elber

Page 3

Air Sailing scholarship

Caesar Creek Youth Camp
by Lucy Anne McKosky

Welcome new members,
Congratulations

Page 4

New publication by Alexis Latner
Pelagia Majewska
Briegleb Scholarship winner:
Ana Klansek

Page 5

Annual NSM History Symposium by Frauke Elber
Sky Ghost Pictures

Page 6

Doris Grove's story

Page 7

In Memoriam: Charlie Spratt

Page 8

In Memoriam: Ursula Hänle
Sparky by Frauke Elber

Page 9

Channeling Peaches
by Ann King
Down Memory Lane
by Mark Montague and Pat Valdata

Page 10

Schweizer 1-26: birth of the
one design sailplane by
James Grahame

Page 11

Hear Say
Membership renewal form



Last Notice

2009 WSPA Seminar July 18-22 Lesce/ Bled, Slovenia followed by a weekend at the birth place of soaring; the Wasserkuppe. For detail contact Neita Montague at neitalibelle@aol.com



Photo: Leo Benetti_Longhini

At the March 2009 ICG meeting in Switzerland, Doris Grove was awarded the Pelagia Majewska Medal, the highest honor world wide for a woman glider pilot

See page 6

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

ANNUAL DUES (JULY-JUNE) ARE \$15.
SEND TO :

Annie More
2616 Katie Trail
Melissa TX 75454
972-837-4692
An-
nie.moore@yahoo.com

THE 2009/10 BOARD

Neita Montague (West)
President
7840 Tamra Dr.
Reno, NV 89506

Marti Klemm (East)
Vice President
2550 Deleon Dr
Deland FL 32724

Lucy Anne McKosky (Central)
Secretary
47 Lammers Ave.
Centerville, OH 45459

Annie Moore (Central)
Treasurer
2616 Katie Trail
Melissa TX 75454

Neva Cole
2988 NE Rock Chuck Dr.
Bend OR 97701

Jessica Stearn (East)
27801 Matheson Ave.
Bonita Springs, FL 34135

Irena Gornik (International)
Tavcarjeva 1a
4240 Radovljic,
Slovenia

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

F_elber@yahoo.com OR
FRAUKE ELBER, EDITOR,
213 ANNE BURRAS LA.,
NEWPORT NEWS VA 23606-3637

Sharon Smith, WEBMASTER
3239 San Jacinto
Dallas, TX 75204
Sierray@swbell.net

Badges

Recorded in SOARING
through March 2009

A Badge

Lisa Ericson, CA
Joan Guitart, IL

B Badge

Rita Chupalor, CT

PRESIDENT'S MESSAGE



Gliderports across the country and Europe are awakening from their winter hibernation joining year-round gliderports in getting us out and up and flying. Some of us have been thinking about getting the rust out by looking at the flight manuals of all the gliders we fly, while some of us are prepping for our Biennial Flight Reviews. Others of us are eager to get new students to start the incredible adventure of soaring. We look forward to hearing from you on wspa@womensoaring.org. Your stories encourage us to look at our glider books, to get out to the gliderport, to fly. They cheer us on and teach us new ways of thinking.

When your Board is not flying, talking about flying or dreaming about flying, we've been writing our first Board manual, looking at our finances to determine how we can allocate our scholarships, working on membership (do send in your dues right away!) and working hard on getting our name out to the International 99s, to the EAA and Women in Aviation. Your Scholarship Committee, headed by Phyllis Wells, has been soliciting applications for our scholarships and has recently awarded the Briegleb to our first European member. Kathleen Winters and Kathy Taylor have encouraged revising the rules for the Anne Morrow Lindberg Trophy to make the process simpler and to encourage more of you to apply. Wouldn't that trophy look great on your mantel for a year? So email Kathleen Winters at kathleen.winters@comcast.net

Your Seminar Coordinator has been working with our 2009 Women Soaring Seminar Hosts in Slovenia. This will be our first European adventure and so far 25 of us are going from the U.S. for the five-day event, July 18-22. A bunch of us are going on to Wasserkuppe, Germany, the oldest gliderport in the world, where we will see the earliest primary gliders, be able to experience bungee launches either as "rubber dogs" (bungee pullers) or as flyers.

While we're at the Seminar we'll be eager to hear of your flying, your new goals, your successes so we can share your stories with our hosts. So send emails! And we hope to send you reports from Slovenia.

For those of us not going to the 2009 Seminar, we urge you to start planning on coming to Reno, Nevada for the 2010 Seminar. Air Sailing is where our 1985, 2000 and 2005 seminars were held and where the WSPA was officially formed.

Happy flying to all of our WSPA members and friends!

Neita



From the Editor

June is the WSPA dues renewal month. As with any organization during these hard economical times, WSPA is more than ever depend on your prompt remittance of your dues. Also, to ease the work load on the treasurer, please make sure you send your dues in a timely fashion. Last year checks still came in during the month of December. Remember, all of us who fill any function in the organization are volunteers who are donating our time and resources to the cause. There is a life time membership for \$300 available and the treasurer also gladly accepts prepayment of dues for any number of years you want to renew. Should you decide not to renew, please let us know (contact addresses are on the left hand site of this page) so that we don't have to pester you with constant overdue notes.

PLEASE PAY YOUR DUES ON TIME.

On a pleasant note:

Despite the uncertain times 25 WSPA members from the US are going to the Seminar in Slovenia and several of that group will join our friends from Germany and Slovenia to spend the weekend after the seminar at the Wasserkuppe in Germany for the thrills of bungee cord launches in a primary glider. Others have other travel plans while in Europe. I personally won't be back home until the middle of August and therefore the next issue of Hangar Soaring will be late. Please send all material to my e-mail address (or by snail mail) by

August 5 so I don't have any further delays after my return. Our hosts in Slovenia and our president Neita are hard at work to make this seminar a memorable occasion.

ANY SMALL ITEMS WE CAN TAKE OVER AS GIFTS ARE WELCOME. (Patches, decals, hats)

For all who can't go, we will have a detailed report of this, our first ever overseas seminar, in the August and probably even in the November issue of the newsletter.

In the meantime I am wishing everybody a good and safe soaring season here at home.

Frauke

Scholarship Available Immediately

Nevada Soaring at Air Sailing Gliderport in Reno, NV, is offering a scholarship which would cover the Camp Fees for The ASI Thermal Camp on June 8 through 12. Applicant must bring her own glider and pay for her tows. Contact Neita at neitamontague@aol.com

WELCOME NEW MEMBERS

Ana Klansek, Brezje, Slovenia

Dale & Katharine Roberts, Richmond, CA

Jessica Wright, Katy, TX

George Taylor (Kathy Taylor's husband) Los Alamos, NM

Kitty Houghton, Novato, CA

Kathy Devine, Haddomfield, NJ



Caesar Creek Youth Soaring Camp Invites Participants

By Lucy McKosky

Do you know a girl age 13 – 18 who would like to jump start her flight training? The Caesar Creek Youth Soaring Camp offers a great opportunity for a week of intensive glider flying with a group of enthusiastic teens supported by a cadre of experienced instructors, tow pilots, and volunteers.

This exciting event happens July 12 – 17, 2009, at the Caesar Creek Soaring Club, in Waynesville, Ohio. The camp, which has been held for the past five years, typically has about 25 participants and at least 10 instructors. The emphasis is on basic flight training, and students often make rapid progress with ample opportunities to fly each day. Each year, several students make their first solos and earn SSA badges. Ground instruction is given along with flight instruction. There may also be opportunities for cross-country training for more experienced young pilots, but the main focus is on student training.

One of the top soaring clubs in the country, CCSC's gliderport includes a 2500' grass runway, a wooded campground, and a clubhouse with gathering space, a full kitchen, and restroom facilities with showers. The club has three Schweizer 2-33's, a Blanik L-23, two ASK-21's, a Grob G-103, and a Schweizer 1-26 available for students, and a fleet of three Pawnee towplanes.

Cost for the camp is \$275 plus flying costs. The fee includes all meals, a t-shirt, all materials, and activities. Participants camp in the club's campground and should bring their own camping gear. Families are invited to come too and camp in the club's campground, which offers campsites with electrical hookups for \$5 a night. Caesar Creek State Park nearby also offers camping, as well as swimming, fishing, and boating. The location is in southwest Ohio, between Cincinnati and Columbus.

This is a great opportunity for students to develop their flying skills and share the adventure with a group of friendly and enthusiastic teens. Please pass this information along to girls in your club or at your gliderport. For more information or to sign up for the camp, contact Buck Towne at wm_towne@yahoo.com. To learn more about the club, visit their website, www soarccsc.com.

CONGRATULATIONS

Ana Klansek, winner of the 2009 Briegleb Scholarship

Cindy Brickner, to a 526.49 km flight on April 24, 2009 in an ASW27 (see OLC listing of that day)

Jamie Morris

Congratulations to Jamie Morris, last year's Flying Montague Scholarship winner! She made her first solo on Sunday, February 8, 2009, at Caesar Creek Soaring Club. She did a great job and topped it off with two more solo flights the same afternoon



Instructor Tom Rudolph helps Jamie to prepare for her first solo.

New publication by Alexis Glynn Lather

Alexis Glynn Latner's novella "Quickfeathers" is featured in the May 2009 issue of *Analog Magazine*, the magazine for Science Fiction and Fact.

In Alexis' full size novel "Hurricane Moon" people from earth are flying to outer space to colonize a new planet, the Green. Now the earthlings have settled on that planet and colonized it. The following is an excerpt from the novella.

"One day I was thermaling in KITE, turning circles on a bubble of warm air, not far from Story Bird Cave and over the same ridgy limestone landscape. The engine was off, Kite was functioning as a pure sail-plane and I imagined my own shoulders extending into the long, white wings. I could feel the wingtips dip and lift, reading the textures of the air. Sail-plane wings look deceptive plain just long curves and smooth skin with faint stripes – but are as sophisticated as anything ever made by human hands. The ghostly stripes in KITE's wings are Sinha-Blazek deturbulate strips"

Who is Pelagia Majewska?

The FAI, since 1989, awards beside the Lilienthal Medal the Majewska Medal to honor an exceptional woman. The 2008 medal has been awarded to Doris Grove. The only other US honoree has been Bertha Ryan in 1996



Photo: Britt Floden

Who was Pelagia Majewska?

The 1933 Polish born Pelagia (Pela) Pietrask had her initial glider training in 1949 in the primary glider SG38. During the same year she began parachute training and consequently preferred this sport to soaring. In 1950 she entered a flying school. A year later, at age 18, she received her power rating. Her interests in serious soaring came after an exciting dual flight that year.

Soon after that experience she became one of the best Polish women glider pilots, which wasn't easy in a country that counted more experienced female glider pilots than in all the other countries of the world combined.

Married since 1951 to a fellow glider pilot and mother of two children she flew her first national record on May 21, 1956. Two days later she flew her first world record an Out and Return flight of 341 km. Three more world records during the same year made her the most famous pilot in Poland. In 1957 she participated for the first time in the Polish Nationals and she added several world records to her list of achievements. In 1960 she received as only the second woman in history the Lilienthal Award.

During the 2nd East German (former Democratic Republic of Germany) national championships she flew a 300 km triangle world record flight which never appeared in the record books since she bettered that record before the paper work for the previous one was finished. She changed the world record list 17 times (for a total of 18 world records).

In 1973 the Polish Aeroclub initiated the International Women Competition (which later evolved into the European Women Championships) and it was there that the best women pilots of the world (including Hetty Freese and Brit Floden from the USA) got to meet this black-haired, slender, world famous woman pilot. Pela won this contest in 1973 and 1977 and came in second in 1975.

Pelagia Majewska never achieved the title of a European Women Champion. Health problems forced her out of flying several times during her career and when she returned she was mostly found on the controls of rugged crop dusters, which she flew as a ferry pilot for the manufacturer. In 1988, during one such ferry flight to Africa she was killed in a crash near Lisbon.

A petition to the FAI in 1989 by the Polish Aeroclub to establish an international award for exceptional women glider pilots in the name of Pelagia Majewska was unanimously approved.

(from an article by H.Buch published in *Aerokurier* 5/99)

Meet the 2009 Briegleb Scholarship winner: Ana Klansek, Slovenia



My passion for flying started, when my father wanted to fly. He made all the necessary exams, but then unfortunately the doctor told him, he can not fly.

So this was a great opportunity for me, to fulfill his and my dreams.

At the beginning I was quite a horrible student. I just couldn't land or take off properly, but slowly my skills and knowledge were getting better. Today I am still a student glider pilot, but I am already studying for exams, for getting a glider pilot license.

I was informed about WSPA scholarships by my friend Dani, who is also a great glider pilot. She told me, this could be a great chance for me, to fly more and to improve my flying skills. Dani helped and convinced me to apply for the scholarship.

2009 National Soaring Museum Annual Meeting, Soaring History Symposium and Hall of Fame Induction

By Frauke Elber



Photo: Frauke Elber

Bertha Ryan and Evelyn Zegenhagen

The 9 hour drive from SE Virginia to Harris Hill brought us back into a wintery landscape. Flowers that had bloomed a month ago here in Virginia just made their first appearance in Upper New York. The reason for the trip is shown in the head line, but it was mainly one presentation that led to the long trip. Besides my husband was scouting for our club a "2-33 for Sale" in not far away Binghamton.

Friday started with the NSM Board of Trustee meeting to which I had the opportunity to listen in. Like many other organizations and museums these days money was of great concern. Peter Smith, director of the NSM donated the book "Soaring through the 20th Century" by Paul Schweizer and a few refrigerator magnets with a photo of Harris Hill to WSPA to take to Slovenia.

After a guided tour through the museum and a community luncheon the History Symposium part of the program began. Jan Scott talked about a bungee launching reenactment of an 1934 event in Switzerland.

Second presentation was by Peter Smith, NSM director and son of a well known soaring pioneer, Stan Smith. The title of the presentation was "The Lustig Sky Train: a 75th anniversary remembrance", the story of a triple tow event that was to prove that gliders could be used to deliver goods from one town to another. Peter's father was one of the glider pilots in this undertaking.

David Raspet, also son of a famous soaring pioneer presented the "Dick Johnson's Legacy to Soaring" after which the main exhibition gallery was dedicated as the "Richard H. Johnson Gallery" with the Johnson family in attendance.

Saturday started with a tour of the NSM Storage facilities & Archives. Sharron Stemler, who worked for 2 years as a volunteer at the museum was credited with doing most of the archiving work. Following the tour Peter Smith and Mo Acee presented a NSM promotional video. This video will be available to any body who wants to promote the museum (and hopefully bring in new members).

After lunch David Raspet talked about "Development of Sailplane Designs by Multi-faceted Designers/Builders/ Pilots of the 1950s.

Evelyn Zegenhagen who had visited me here at home back in December gave a very well received presentation titled "Hanna Reitsch—A German Woman Glider Pilot and her Era". This talk was my main reason to attend the symposium.

The last lecture of the day was by James Payne, the new Hall of Fame inductee. His presentation was titled: "Think Wave! Reflections on a Soaring Saga" and led from his beginning in soaring to his present World Record flights.

The 2 day symposium closed with the U.S. Soaring Hall of Fame Induction Banquet (honoring James Payne).

Bertha Ryan, a Hall of Fame member herself and a Trustee of the NSM, Dianne Black Nixon, past chairperson of the SSA Board, who inducted James Payne into the Hall of Fame, and Wolf, my husband, and I were the WSPA members present.

Have you ever wondered why one of the WSPA scholarships is named "The Sky Ghost" scholarship?

The pictures show the original double seater, named "Sky Ghost", designed and built by Dr. Frank Gross and a model of it (both located at the NSM). Dr. Gross' family provides the funds for this scholarship



The following are excerpts from articles written by Doris Grove and published in SOARING, first published in Hangar Soaring Feb.2003

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 raked 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 May 2009) -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

1981 1000 km Diploma. US #12 (International #24)

1981 SSA Exceptional Achievement Award

1988 Soaring Hall of Fame

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

2008 Pelagia Majewska Medal, highest award for a woman pilot world wide.



Flying is the best possible thing for women

Baroness Raymonde de Laroche of France, first licensed woman pilot, regards receiving her license, 8 March 1910.

Charlie--A Celebration of Life

By Frauke Elber



Charlie in the late 70s

On April 10, 2009 Charlie Spratt passed away at home with his family at his side. For more than 15 years Charlie battled failing kidneys and an array of other health problems. He had put his hope on a second kidney transplant earlier in the year. When that kidney did not start to function properly, Charlie decided enough was enough and true to his life philosophy requested to go home without connection to any life support.

Charlie never was a pilot himself, but his involvement in soaring began more than 40 years ago with a ride in a 2-22 in Chester SC. After that he started to show up at glider contests. It was at the 1970 New Castle contest that I met him for the first time. He was a young man then with a wild mop of red hair and a scrappy red beard living in an old battered van. His keen observation sense made him quickly realize that racing pilots needed something that gave them a common start and finish line that would give all contestants an equal altitude window where to start from. And so he invented the "start and finish gate" as we knew it before the advent of GPS recorded remote starts and finishes. It was at these old fashioned start gates that the Charlie lore really began. I worked several contests, including a World Championships with him at these gates. Since these were usually far from the airport's hustle and bustle, the gate crew had to come up with its own entertainment during the hours the pilots were on course. Charlie also pressed hordes of youngsters into gate duty, relying on their young and keen eyes to spot the planes crossing the start and finish line. My own son, Dirk, started his career

as a spotter at age 11 and continued as a "Spratt Brat" until he became a competition pilot himself.

At age 16 Dirk paid tribute to Charlie with the following poem

CHARLIE

Charlie-
Who is this man with the common name?
To the soaring community there is only one:
THE Charlie.

What is he?
The best competition pilot?
Hardly.
The top meteorologist?
No- but he knows about the weather

No....this red-head Carolinian
is known near and far
as one of the best in his job.
He controls the doors to the
contest path.

Diligence, patience and an iron rule,
that's how he deals with the contest world.
Warm hearted and a quick joke
that's how he deals
with the rest of the world

But his work aside
It's his cohorts,
that bring him the respect
of the many airport parents.
he finds the airport brats,
spoiled kids of pilots.

In an hour he has trained them
to use their youth
for the good of the sport.
Good eyes-
the Gate is full of kids
with their coke-bottled binocs
scanning the skies.

Fast legs-
Charlie always has errands for us.
This is Charlie's way
of running
the best organized gate in the world.

For his work,
a full-time volunteer job,
the homes of the soaring community
welcome this man.

From the heart
of one of his brats
I say thanks for the experiences.
For they are ones
I'll soon not forget.

So to the end this I say:
"Charlie Spratt- Good Finish

Continued from page 7



Charlie at the 2005 Senior Championships

Deep inside, many of "Charlie's Kids" probably pay this kind of tribute to him, especially the ones he took on his yearly trips across the country, going from soaring contest to soaring contest turning them from spoiled, troubled, brooding teenagers into fine, responsible young adults. Many of them are now parents themselves and probably tell their children about the adventures with Charlie.

Charlie also was a great friend of the women in soaring. And nowhere can that be expressed better than in his 1993 induction into the Soaring Hall of Fame speech:

"The women, oh the women, women windblown, women without make-up and without fashion. True women, intelligent women who have shown me all facets of the opposite sex. Women who have been real friends and have shared their feelings with me. I have seen them enjoy the fact that their mates' joy is soaring and have supported that endeavor without understanding the joy themselves. I have spent time with many and touched a precious few. I have flirted and romanced with soaring as the wine. Holding hands on long walks down darkened runways or embracing under a wing, the passion all the stronger because of soaring. Although none of these encounters have led to a permanent bond I continue to seek that one that will love me and give me the freedom to chase my dreams in soaring."

In Memoriam



**Ursula Hänle
January 2009**

Photo: Peter F. Selinger

Ursula Hänle, designer and builder of the aerobatic glider Salto died on April 1, 2009 at the age of 83.

Ursula, wife of Eugen Hänle, director of "Glasfluegel" the company that became famous through the Libelle sailplanes, was deeply involved in the development of fiberglass sailplanes. After her husband's untimely death she formed her own company "Start und Flug, which produced the Salto for several years. Ursula's goal was to design a sailplane that had reasonable performance as an aerobatic but also a cross country machine. The Salto achieved that goal. 60 planes were built.

Ursula also designed the first ultralight glider the "Hippie" and the double seater "Globetrotter" but they never became a commercial success. She also wrote a repair manual for fiberglass repair, which is still in use to this day.

Sparky

By Frauke Elber

The young girl, a 5th grader at Windsor Elementary school lives with her family in a street at the south end of the Garner Gliderport runway in Orbit, VA. She, her father and older sister stop by frequently to watch the sailplanes flying, taking off and landing; longingly dreaming to get a flight herself one day. On occasions I had her sitting in the 1-26, one of the club's single seaters and, when the wind was strong enough, having her balancing the wings. So over time I got to know her a bit better though I never learned her name. Last Fall I had a conversation with her about school. She seemed to be an eager and good student. So I made a deal with her: when she could get on the Honor Roll this school year I would pay for a flight.

I hadn't seen her or her dad since then. This Spring, I was in the clubroom when somebody came in to tell me that a young girl outside wanted to talk to me. And there she was with dad and sister in tow, smiling and beaming; she had made Honor Roll. I gave her a big hug and made arrangements to have her flying in the newest of our sailplanes. Ed, a seasoned glider pilot was going to take her up. He gave her a thorough briefing and then off they went. When they came back 20 minutes later, she was all smiles and bouncing around like a ping pong ball. They stayed a while and when they left the father thanked me profusely. I think I was all smiles and bouncing around my self (as much as I still can) all afternoon. The whole story left an incredible good feeling. Now, her older sister is aiming for the Honor Roll too.



And yes, her name is Sparky and she is 11 years old

Channeling Peaches!

By
Ann Wallace King



Miss Peaches Wallace
Ryan Field, San Diego, CA
1929 Photo: Wallace Family

Nearly seventy years since my Aunt Peaches Wallace became the first woman to be licensed as a U.S. glider pilot in 1930, I went up for a first flight with Neita Montague. Because I'm writing a book about Peaches I thought it was time for some first hand research. So on April 19, 2009, I met Neita at Air Sailing Gliderport in Warm Springs, some 25 miles northeast of Reno, Nevada.

For those of you who know Neita I'm sure you'll agree when I say that she is quite a wonderful woman, full of fun as well as an expert pilot. I couldn't have gone up for the first time with anyone better. Neita explained every detail to me from tow to landing prior to taking off and during the flight, among other things, she talked thermals which to be truthful were a mystery to me even as she demonstrated one while swooping over a boulder and gaining some altitude! I loved every minute of our flight. The day was warm, sunny and clear; I caught a glimpse of the snowcapped mountains near Lake Tahoe to the west and Pyramid Lake near the port. The terrain was completely different from where I live; I don't think I saw a single green leafed tree during the flight but I did see the warm browns and reds of the Red Rocks and the Dogskins.

I joined WSPA last year because I wanted to learn more about women glider pilots and gliding. When I read back through my family archives about Peaches and compare her flights to Neita's and mine I cannot help but admire both women. Peaches for her daring, *seat of the pants* flying in a Bowlus Sailplane in a pioneering era and Neita for her excellent training and expert piloting in such a fine craft as the ASK-21 N694KS in which we flew. Shot off a low hill into the air with a shock cord, Peaches was aloft for 36 seconds after 3 hours of training and qualified for her third class license. As they say we've come a long way baby! Thanks to Neita I understand the joy Peaches must have felt along with the thrills, the challenges and the peaceful quietness of soaring. Now back to writing her story. . . stay tuned!

Contributor Note:

Ann Wallace King works as Education Director/Grant Writer for Capital Playhouse, a regional musical theatre arts organization. She lives in Olympia WA and can be reached at 360.701.3195 or by email: annkinginteriors@aol.com. She'd like to know if any WSPA members have vintage copies of *Aviation Mechanics* and *Popular Mechanics*, 1930. She's looking for complete sets of each. Special thanks to Mark Montague and for more about the Air Sailing Gliderport go to: www.airsailing.org.



Neita (back seat) and Ann (front), ready for flight

Down the Memory Lane

The following is a note exchange between Mark Monatague and Pat Valdata from WSPA@womensoaring.org. See, what you miss when you are not part of the mail group.

Mark

(If you ever visit the Seattle Glider Council gliderport at Ephrata, Washington, take a few minutes to drive down to Moses Lake airport, where there's a late-model PBN (with the taller fin unique to that version) sitting forlornly on the ramp. It last flew during the filming of the movie "Always." Ephrata was the location where the movie scenes of the "Colorado Training Base" were filmed, and by the way, Ephrata's 'house thermal' is in the lava ridge just north of the field.)

Pat

I am familiar with Ephrata's house thermal because it was NOT working the day I got my silver distance from Ephrata to Mansfield. Once

(Continued on page 10)

Sharon Smith shamed me into going for it, I took off and decided to leave the vicinity of the field right away and just go out on course. That turned out to be the right decision, but I was in a glide and getting really worried about finding lift when I spotted a dust devil and threw caution to its winds and rode it up, scared sh*tless the whole time, until I was high enough to go out on course again. The thermals that day were few and very far between, but I found enough to scratch out 31.2 miles, landing on one of the Edson Hereford Ranch's huge fields. The best part was finding out that no one else got away from the field successfully that day in lift that was barely sufficient for a 1-26 and just about useless for fiberglass.

The 1-26, "Ms. Bondo," did the trick again a day or two later for Michelle Silver, bless its E-model heart.

Mark

Dear Pat,

Your email brought back memories--and Bravo for going XC in a 1-26. Too many pilots think it is necessary to have the "latest and greatest" to accomplish anything. I think they're victims of advertising, but the reason doesn't really matter... Good for you, again!

I flew an unsuccessful 300km triangle out of Ephrata one day: Ephrata--Waterville--Davenport--Ephrata. Made the second turnpoint at Davenport OK, but made a wrong decision on the way home and ended up at Wilbur, Washington--a little farming town with a glorified duster strip. (I was flying my HP-18.) Just a moment after I climbed out of the cockpit, a pickup truck arrived; it turned out to be the duster pilot coming in to lock up for the night. He took me into his office, sat me at his desk and sat nearby as I phoned my crew using his office phone. When I hung up, he suggested that I might like to stay near the phone, so as to be readily available if my friends got lost and needed more directions. I allowed as

how that was a good idea--

"Tell you what, then," he said, "You mind if we just sit here and talk air-

By the time my crew showed up, I was modified Fairchild PT-26 Cornell. And take on outlandings; truly, they're yet savored as much as the more



know, I'm the only pilot in this whole town. Do planes?"

sitting in the cockpit of his old duster, a much-since then, I have had a completely different another delightful part of the adventure, to be 'successful' flights. Maybe more.

Schweizer 1-26: Birth of the 1-26 One Design sailplane

By James Grahame

Paul Schweizer's sailplane designs have introduced thousands of pilots to the sport of soaring. My favorite is the little 1-26 single-seat glider. Its short wingspan makes it wonderfully nimble and truly fun to fly and it offers adequate performance and safe handling for low-time pilots. The intent was to create a "one-design" class, much like in sailing where yachtsmen compete in more-or-less identical craft. The prototype was completed in early 1954 and offered either as a \$1465 kit or fully assembled for \$2150. The aircraft proved popular, with seven hundred 1-26's manufactured over the course of a quarter century.

The one-design philosophy was successful, spawning the birth of the 1-26 Association and annual championships. While the aircraft is easy to fly, it offers moderate performance and demands considerable skill from the pilot to complete lengthy tasks, especially in comparison to the new generation of carbon-composite sailplanes that seem to stick to the sky.

The 1-26 is almost Soviet in its rugged simplicity: a fabric covered tube fuselage with detachable aluminum wings is designed to be assembled from its trailer in a mere half hour (although you'll need a handful of people and a few wrenches). The design encourages gentle landings, because if you hit the ground hard the entire airfield hears the wings flex with a sound not unlike dropping a pair of oil barrels. It's also a good aircraft to reinforce the importance of a tight five-point harness: I'm just under six feet tall and there's only an inch or two of clearance between my head and the canopy - a little turbulence is enough to bump my noggin unless I'm well cinched down. Many 1-26's are still in the air at soaring clubs around the world and I heartily recommend taking one for a spin (literally).

From:

http://www.retrothing.com/2007/04/schweizer_126_b.html

Hear Say

Donna Morrison and Pat Valdata represented the WSPA at the first The Glenn L. Martin Maryland Aviation Museum Women's History Month Event on Saturday, March 14. We displayed WSPA gift bags, brochures and newsletters that Frauke had sent us; copies of Pat's novel about women pilots, *Crosswind*; lots of *Soaring* magazines; a PowerPoint show about our annual seminars on a continuous loop; and some "Irish Potatoes" from a local candy maker.

The event was held in factory building "C" from WWII, where Martin PBYS were assembled. Now it's the airport museum's Learning Center.

The organizers had a great program scheduled, but they didn't get as much publicity as they'd hoped for, and the expected Girl Scout Troop never showed up. Two little girls did arrive with parents in tow, and a few other visitors stopped by, but for most of the day the organizations with displays were each other's audience.

This made the day less busy, but more intimate and lots of fun. Actress Mary Ann Jung portrayed Amelia Earhart in a dynamic one-woman show, with cameos by Franklin and Eleanor Roosevelt and Earhart's navigator Fred Noonan, all played by audience members. In the afternoon, Donna, Pat and the Maryland Ninety-Nines were fascinated by stories from six "Rosie the Riveters." Now in their mid-80s, these women started working for the war effort when they were only 17 or 18 years old, two of them in the very building where the event took place. Some of them are walking with canes now, but the "Rosies" sure looked and acted younger than

their years. It was an honor to be there and to hear about their aircraft assembly work.

To end the event, the Ninety-Nines and WSPA had their turn. Pat gave a quick intro to who we are and did her best to entice the "Rosies" and Ninety-Nines to come for a glider ride.

Despite the low turnout, we sold a few gift bags and a copy of *Crosswind*. We also had a great time hanging out at an airport on an overcast Saturday with a terrific group of educators, pilots and "Rosies"!

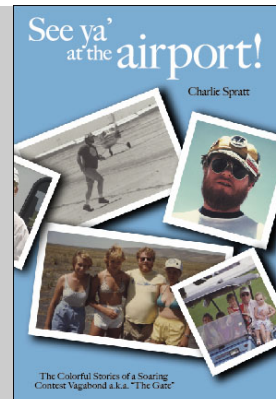
Pat Valdata

Want a good laugh?

Read the colorful stories of the soaring hobo, Charlie Spratt.

Book available at the NSM gift shop for \$16.

(have plenty of tissues ready. You will laugh so hard, that tears are running.



WSPA Renewal

Name _____

Address _____

City, State, ZIP _____

Phone _____

e-mail _____

Donations _____ please specify

General fund

Briegleb Scholarship

Competition scholarship

Make your check of \$15.00 payable to WSPA

Send to:

**Annie More
2616 Katie Trail
Melissa TX 75454**



6 1/2" wooden bowl made and donated by Kurt Ristow
from Central Indiana Soaring Society
Raffle tickets for this bowl @ \$2 each are on the web page
www.womensoaring.org

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



First Class Mail