



November, 2004

Hangar Soaring

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

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2005 Seminar

July 11-15, 2005 at Air Sailing Gliderport Reno, NV

For contact: Terry Duncan
tduncan11@sbeglobal.net
phone 408 894-0969



The 2004 WSPA raffle of a 1-23 model was won by Frauke Elber who donated it back to WSPA. The Model, which is 10"x22" in size, complete with stand will be auctioned off to the highest bidder. The bidding closes December 1, 2004 and will be shipped in time for Christmas. Send your bid to f_elber@yahoo.com

The full size version of this plane is in Mojave, CA.

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 GLORIA DALTON, 4826 WESTRIDGE DR. CHARLOTTE, NC 28208.

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6022 Merriewood Dr.
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Gloria Dalton (SE)
TREASURER
4826 Westridge Dr.
Charlotte NC 28208

Sharon Smith(SC)
WEBMASTER
801 Elsbeth
Dallas, TX 75208
Sierray@swbell.net

Diane Clark (NW)
5200 SW Dover La.
Portland, OR 97225

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

Badge Lady, Judy Lincoln (processed through August)

Diamond Goal

Sylvia Szafarczyk

Silver Duration

Sylvia Szafarczyk
Ruthann Povinelli

Gold Distance

Laura Sue Hohanshelt
Sylvia Szafarczyk

No information for September and October available

Silver Badge

Sylvia Szafarczyk
Ruthann Povinelli

Correction (from editor): in August 04 Hangar Soaring Kathleen Winters was listed under Gold Distance. It should have read Diamond Distance.

Silver Distance

Sylvia Szafarczyk

From the President, Janet Sorrell

Hello Everyone!

It's hard to believe that another soaring season has ended. It is even harder to believe that two years have passed since the last WSPA elections. The term of office for our current Board will end soon. I want to thank the Board members for their dedication to soaring and WSPA. They are Diane Clark, Gloria Dalton, Linda Mathias, Sharon Smith, and Monique Weil. It was wonderful to work with a group of women who are totally committed to helping other pilots succeed.

A special thanks to Gloria Dalton, who has served as Treasurer. The Treasurer position is a huge job. Despite having to battle computer gremlins and even computer thieves, Gloria did a great job.

Another special thanks goes to Sharon Smith. Although she is not running for re-election as a representative, Sharon has generously agreed to stay on as Web Master. WSPA is fortunate to have her talents. If you haven't checked out the web site lately, you are in for a treat. Check out all the latest news and some great photos at www.womensoaring.com.

WSPA has one non-elected member of the Board, the Newsletter Editor. We are extremely lucky to have Frauke Elber as the editor of Hangar Soaring. Not only does she do a great job with the newsletter, she works tirelessly to promote women in soaring. I don't know what I would have done without Frauke's help. Frauke has also agreed to continue as Editor. Thank you!

In December, we will have elections for the 2005-2006 term. A Representative from each of the six districts will be elected to the Board. Nominations have been solicited through the WSPA listserv. Biographies of these nominees are printed in this issue of Hangar Soaring and are posted on the web site. However, there is still time to get on the ballot if you are interested in running as a representative from your area.

Currently no one has volunteered to run from the Northwest region. We really need someone from that area. To get your name on the ballot, contact me at jsorrell@townonline.com immediately. Ballots will be mailed in early December.

Also, plans are underway for WSPA to participate in the SSA 2005 Convention. Unfortunately, Diane Clark who had agreed to organize our booth had to cancel. Frauke and Colleen Koenig will step in. If you plan to attend the Convention, please volunteer to help out in the booth. It is a great way to promote soaring and meet new friends.

During the past two years, I have greatly enjoyed being on the WSPA Board and serving as President. I look forward to seeing you at SSA Conventions and at WSPA seminars. Maybe at the gliderport, too!

Janet



From the editor

Surprise, surprise...

Recently the mailman handed me a parcel that required my confirmation signature. I looked at the sender and started wondering. Kathie Compton, Marfa, TX. I had met Kathie once or twice at Seminole Gliderport in Florida and at the convention where she usually has a booth selling her jewelry. But why did I get a parcel from her? I hadn't ordered anything. To my utter surprise I unpacked a beautifully crafted sterling silver bracelet which's center link was inspired by the "W" in the WSPA logo. There was no note in the package just Kathie's business card and a card explaining the material and crafting. Part of this card reads "This wearable art makes any day special for that favorite sailplane pilot, crew or enthusiast. Title: "Birds of Feathers" Material: Sterling Silver and Amber (Bracelet). Inspiration: Women Soaring Pilots Association Logo"

I had no idea what was going on and decided, I would use this for our next year's raffle. But I sent Kathie an e-mail trying to shed some light on the mystery. And this is her reply: "I was commissioned by a WSPA member (who, I just found out, wishes to remain anonymous) to make a piece of jewelry that incorporated the WSPA logo. That's the only direction I had from her, so I made two pieces, a pendant and a bracelet. She chose the bracelet.

My client told me to mail the piece to you, as she might be too tempted to keep it for herself. It is my understanding that the bracelet is to be auctioned or raffled, perhaps at the convention, but I don't know the details."

Anonymous, whoever you are,

in the name of WSPA, I thank you very much for this stunningly beautiful piece of art. A picture of it will be on page 12 of this newsletter. I will ask Sharon, our webmaster, to put it on the home page together with a sheet of raffle tickets so that members who can't attend the convention or the seminar next summer have a chance to win this unique piece of art. The second piece mentioned can be seen on Kathie's home page at

www.FLYGLIDERS.com

One more surprise

A couple of weeks ago, just before the Region 4 South contest, my son called me to inquire how good my French still is. Unfortunately I have forgotten most of it in 45 years of non-usage. I was planning my annual pilgrimage to New Castle for the contest and Dirk informed me that one of the pilots, Baude Litt, was bringing his parents and that they spoke French only and would I please "take care" of them while their son was flying. Little did Dirk know that I was very eager to meet Georgette "GeoGeo" Litt. I have her in my files of famous women glider pilots from which I draw once in a while for Hangar Soaring. GeoGeo was an outstanding pilot in the 60s,70s and into the 90s. Unfortunately, my French was not sufficient enough anymore to really engage in a conversation. But GeoGeo was surprised how much I knew about her. Her achievements are listed on this page

Frauke



Photo: Baude Litt

GeoGeo Litt & Frauke Elber

CV Georgette LITT-GABRIEL

Better know as **GEOGEO** in the Soaring World.

Born in LIEGE, Belgium, on August 04, 1931.

Wife of André LITT, pilot and former Belgian Soaring Champion.

Mother of 5 children with 4 pilots among them, 2 on the Belgian national team.

Grandmother of 6 grand children,

Aeronautical experience:

- 3000 + hours in 50 different glider types and 250 hours power aircraft.
- First Belgian female to achieve the FAI Gold Badge with 3 diamantes.
- During her career, she broke 35 different Belgian Records in Soaring. Following are the more representative ones, the most of them being established in the Seventies with a Std Cirrus.

- The first one was a duration of 5h51 in 1955.		
- Free Distance:	534	Km.
- Goal Distance:	315	Km.
- Out & Return Distance:	320	Km.
- Distance on FAI Triangle:	600	Km.
- Speed on 500 Km FAI Triangle:	72.85	Km/h.
- Altitude Gain:	7400	m.
- Maximum Altitude:	8000	m.
- Participated in 3 all- Female World Gliding Cups:
 - 1973 at Leszno Poland: best West European pilot.
 - 1975 at Leszno Poland: best Western World pilot.
 - 1977 at Oerlinghausen Germany: 10th.
- Participated in all- Female European Gliding Championship until 1991:
 - 1979 at Dunaujvaros Hungary: 21st.
 - 1981 at Chérence France: 5th.
 - 1983 at Saint-Hubert Belgium: 3rd.
 - 1985 at Subotica Yugoslavia: 2nd.
 - 1987 at Shumen Bulgaria: 14th.
 - 1989 at Oriol Soviet Union: 17th.
 - 1991 at Husbands Bosworth Great Britain: 11th.
- Belgian All Category Champion (men included) in 1976, vice champion in 1982.
- Winner of the Belgian All Category Yearly Cups in 1976 and 1984.

Distinctions and Prizes:

- Bronze Medal Belgian National Sport Merit in 1962.
- Silver Medal Belgian National Sport Merit in 1970.
- FAI Medal Pelagia Majewska in 1992.

"Joelle LITT"<pin85790@pi.be>

Gift ideas for the Holiday Season

The WSPA merchandise department still has the following items available: 1 copy of Pat Valdata's book "CROSSWIND" \$10 + S&H

3 autographed CDs "L/D by Ed Kilbourne \$12 +S&H

"paper glider" greeting cards (10 cards of different designs, boxed) \$12 + S&H

Contact Frauke at f_elber@yahoo.com

Two Tales by Mary Cowie

You'd never know it was August in the mid-west this year. We are experiencing cool nights and warm days instead of the usual muggy days and nights of a typical summer. With this opportunity comes a chance to find excellent soaring days. With my ASK-18 down for maintenance, I was offered my husband's Slingsby T-31 - an open cockpit tandem two-place glider - to use. On Saturday I went up in helmet and goggles as usual and only added a sweat-shirt for comfort thinking my flight would be an up and down with it's 18/1 performance. I took a tow to 3K and within a few minutes found myself at 5K - what a surprise! After a nice two hour flight I was SO COLD, even after pulling the sweatshirt sleeves over my hands as mittens, that I was happy to be on the ground again. I realized that had I had a barograph on that flight it might have been possible to make my silver altitude. The following day our club had quite a round of requested introductory rides, which took the energy of everyone there. It was getting afternoon before I had the chance to fly myself. I lifted off at 3pm with barograph secured in the backseat and released at 2K in hopes of reaching my desired goal height. Twice I nearly made it up to 5K only to struggle downward. I had noticed on tow that the green pellet in the pellet vario was stuck about 1/2 inch up but fortunately for me, the red pellet was working so I would judge the lift by outside forces on the glider with a glance at the red pellet and the altimeter to be sure I was reading the elements correctly.

About an hour into my flight I was scolding myself for getting off so late with so noble a goal. Then as I told myself that if I dealt myself this hand I must deal with it; I needed to exercise a little

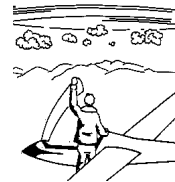
patience and to quit whining just because I was now at 1800', I encountered the best thermal of the afternoon and worked it all the way to 6500'. I was ESTATIC! A little patience paid off. It is amazing how brave a T31 pilot becomes when she has 6K to play with. I decided my next goal was cloud base, which was probably another 500 feet above me, but try as I would, I couldn't get there.

I was cold despite coming better prepared for this flight with an extra shirt and gloves, too. It was time to return to our field; I'd been out two hours; lost communication when my handheld radio battery failed and we had a 4 hr drive before our heads would hit the bed that night. With all that altitude to loose I made several stalls (the T31 stalls so benignly), slipped the glider right and left (I need to be this brave nearer the ground) and flue steep circles. As I crossed the runway to check the tetrahedron and set up my downwind leg I had plenty of altitude to spare but to my surprise, I found myself in so much sink that I had to abbreviate my pattern to make a safe landing.



Marie Cowie after completing silver altitude at Mid-American Air Center Lawrenceville, Vincennes in a Slingsby T31b (1954) 18:1.

Now with my "BIG SIT" and silver altitude accomplished I'm hoping for another great day to make the 50K silver distance. As I observed endless tall cornfields on this wonderful day it occurred to me that perhaps I would be wise to wait another month or so for the great harvesting thermals followed by barren fields along my proposed silver distance route. Perhaps, just perhaps, this will be my silver soaring season.



Had quite an experience at Kutztow over Memorial Day weekend. Was behind a tow pilot who ignored the requested speed for our old Olympia. The downhill runway starts you off pretty fast anyway but I thought when he raised his nose at lift-off he'd slow down but that didn't happen. There was a rock quarry at the end of the runway and a tree line, so the tow pilot always heads for the one hole between the two. There was turbulence coming off the rocks and between slack line and then being catapulted with his speed after I used up the slack line I was experiencing problems keeping the nose down. I radioed him to slow down but to no avail. I thought he was going to pull my wings off! The third time this happened I released and used my speed to climb hoping to have enough altitude to make a return to the field. Someone back at the launching point said it looked like a wing over from their prospective. My next fear was who I'd see or meet coming from my left and crossing in front of me. Fortunately there was no one landing except me. I could have used the diagonal runway at the end of the takeoff runway if I'd met any traffic. Later people asked me about A/S and altitude. But it all had to be visual and the decisions were made on what was happening as they happened. Three days later this tow pilot lost his life when the glider he was towing didn't make the decision I did. The glider landed safely but not the towplane. At first I was SO angry because he put me into this situation by not attempting to fly the speed requested; after about an hour or so I took another tow behind a different tow pilot and made a nice 75 minute flight. As I was ready to take off I was thanking John Lawton, my instructor, for all his instruction and advice that I had used on that last flight and praying that I'd remember all the things he'd taught me. It was a good learning experience all in all.

The German Women National Championship

This year's Women National Championship also doubled as a dress rehearsal for the 2005 Women World Championships which will be held at the same site in the Southeastern part of Germany, close to the Polish border. 60!!!! Women pilots were registered. 52 were German the others from as far away as Japan and Australia. The contest was flown in three classes: Club Class (our modified Sports Class), Standard Class and 15 m Class. 29 pilots amongst them one from Denmark and 2 from Russia, competed in the Club Class, 17 in the Standard Class including two Australians and a Japanese pilot. 14 filled the roster in the 15m Class amongst them WSPA member Margot Acquaderni from Italy (see her report on this page) and Larissa Kharnitova from Russia. Being a German National Championship, the winners were all German. During the 10 days flown, Margot reached the following places: 11th, 5th, 2nd, 5th, 6th, 11th, 7th, 13th, 6th, 3rd. Her over all rank was 9th. Agnete Oleson from Denmark was the highest ranked foreign pilot with place 8 in the Club Class. All foreign pilots flew German registered sailplanes. It is this editor's hope that one day US women sailplane pilots will show up in the international scene again. It has been almost 30 years that our women have competed internationally, except for Liz Schwenkler who as a member of the Junior Team competed in Holland a few years ago.



<http://www.dsmf2004.de/dsmf2004>.

KLIX 2004 : German Women National and Pre-World Gliding Competition

Margot Acquaderni, Italy

I had the great opportunity to fly this competition in order to know the area where the 3rd World Women Gliding Championships will take place next year and I really want to let you know how wonderful the competition was.

Klix lies in a wonderful area near the German border with Czech Republic (south) and Poland (east). Apart from the southern part, which is hilly, the land is flat and rich of woods, small lakes and cultivated fields, but you can land nearly everywhere.

Weather conditions had been wonderful (and always precisely forecasted) and permitted us to fly 10 consecutive days, with task of 300, 400 and 500 km at considerable speed ! Apart from three AAT , all the task were racing tasks. Off-field landings were very few and all safe.

The airport is really big and there was no problem at all even when we were many at the same time in the final glide .

For me it was a wonderful opportunity to fly with some of the best German pilots who were absolutely fantastic to me.

The organization was really great : there is a big campground at the field with all the facilities you require, there is a wonderful day-care for all the children who can have a great time with all the activities offered. I really hope that some American pilots will come next year, it would be really great!!

Two Australian pilots were competing this year, a Japanese and an Argentinean, some Russian and many other pilots coming from different countries will participate next year . It would be fantastic to have all the 5 continents at the World Championship , fun is assured!!

News Flash: Frauke Elber has been invited to the Women World Championships as "main translator"

In the News

Kathy Fosha been selected, along with Mike Riley, to participate in George Lee's Plain Soaring course. She will fly for 2 weeks with 3 time World Champion George Lee in his Nimbus 4DM near Dalby, Australia. She is paired with another junior pilot from Australia, and will fly alternate days. The course starts November 28. Kathy is proud to represent the US Women Soaring Scene in Australia.

Kelly Naber was soloed on her 14th birthday by her father Gary Naber who also doubled as her tow pilot. Kelly's main instructor was Cole Frantz. Her 2nd solo flight was an hour on the ridge in New Castle, VA



The Labor Day weekend was a memorable one for Nutmeg Soaring at Freehold, NY. The newest solo student, **Katherine Boyce-Jacino**, was signed off by her instructor (and grandfather) John Boyce. She is the first third-generation solo pilot, following in the footsteps of her mother and grandmother.



CONGRATULATIONS TO ALL

Ed. Note: wouldn't it be great to have three generation women pilots from the same family as WSPA members?

SOARING THE SOUTHERN FRENCH ALPS – Saint Auban – Mais OUI!

Monique Weil

The wish to spend a little time getting the feel of soaring in the French Alps has been percolating in me for some years. Several years ago I had an amazing flight over the Alps near Mont Blanc and above various ski resorts on a gray, stormy, wintry day in wave from a large glider center near Chambéry and was determined to return. My appetite was whetted two years ago by Kempton Izuno's article in SOARING describing his two week CNVV Mountain Flying Course in Saint Auban. I was tempted to apply then but hesitant also. Then last December I met Ariane Decloux at her home in the UK and saw some of the extraordinary views of her flights in the Alps. Ariane is an accomplished competition glider pilot as is her husband and each flies their separate LS6 in the summer out of Sisteron, near where they have a house. Ariane urged me to sign up for a course in Saint Auban, the largest advanced training center in France, well equipped with high performance dual and single place glass ships and very experienced instructors. More information and encouragement was forthcoming from a Canadian pilot named Réal Le Goueff to whose Web Site Google sent me. (see August Soaring cover for Le Goueff's photo-montage of the Saint Auban area)

Saint Auban is a well-known soaring paradise, with several World championships held there. It is an immense grass field at the base of the Alps, with several hard surface strips located at 1600' in the Durance valley, with green fields and olive trees adjoining the town of Chateau Arnoux (the railway station)-St Auban.

Arriving by train near sunset, I was struck by a spectacular geological formation of sandstone columns South East of the airfield lit up by the setting sun. It is called les Penitents des Mées and local lore says the name refers to a procession of banished monks. The tow plane often climbs in that area before heading North toward a series of low hills looking for early signs of lift. If conditions are right, the pilot uses this ridge lift to climb step by step before jumping off from the 5 mile long "La Vaumuse" to higher ridges such as "Authon" and the breathtaking cliff of "Auribeau".

The French Glider Federation (FFVV) has a little brochure, listing all their equipment (about 40 top of the line gliders), courses for specialized groups such as for women only, for "seniors", for youth, competition training, aerobatics, parachute rigging, advanced instructors courses; fees: 420€ (Euro) will rent you any glider for the week for as many hours and as much instruction as you like; housing choices: my room was 22€ (Euro)/per day including breakfast; meals: four-course delicious lunches 35€ (Euro) for the week, etc. The Haute Provence is a prime vacation area, with sports and activities for the whole family in a setting of rural villages, fields with wildflowers, hot springs, picturesque medieval towns, rugged mountain terrain with canyons, gorges, high peaks and glaciers.

I enrolled in a two-week "perfectionnement" course in Saint Auban in early June. Translated literally "perfectionnement" means "becoming perfect" so I put the stress on the word "becoming". My age was definitely one of the factors that held me back from applying earlier but this year I decided it was "now or never".

This turned out to be such an incredibly exhilarating nine days of flying, with so much learning that I wanted to let everyone who reads Hangar Soaring hear about it and consider such an adventure for themselves. Any licensed pilot with only 40hr of solo glider time is welcome as the courses are individually tailored to the needs of each.

In order to fly solo, you need a French license equivalent and I had read of bureaucratic delays and roadblocks, so applied early. I telephoned the local Civil Aviation office and sent an accompanying letter with my documents via UPS. I was delighted that the desired license equivalent arrived in the mail a few days later. It is only now, looking at this document more carefully, that I am amused to discover an error: Instead of my actual US Pilot License number, this document lists my Zip code! . I just couldn't believe it. Anyway no one noticed, so it is just an amusing trivia item.

About the language: It is true that French is the primary language used. If you don't speak French, English-speaking instructors are available and general information such as the daily Meteo briefing, etc. can be translated into English. Trainees, known as "stagiaires" come from all over the world. In my congenial 4-person group, one was Dutch, one German and one French. Others came from New Zealand, Australia, Japan, Canada, England, several European countries and the USA. There are usually some women signed up though I was the only woman in my course. I found the atmosphere very friendly and informal.

Although French is my native language, I haven't really spoken it much since childhood and all aviation words were foreign to me – except of course for a few words such "fuselage" or "aileron". Some words used by glider pilots are really not in the French dictionary. There is a book of outlanding fields, which you carry with you in the glider, just in case. The farmers are actually paid to maintain these listed fields for possible use in case of land-outs.

The training system is tutorial; you are assigned to an instructor for the week, together with 2 or 3 other trainees. In my case, two of my group had brought their own glider. A typical day's schedule: Instructional sessions all morning, held in one of the many little classrooms,

with 3D large maps to clearly visualize the situation encountered; Then, after a quick but ample lunch, we prepared the gliders for the day's flying.

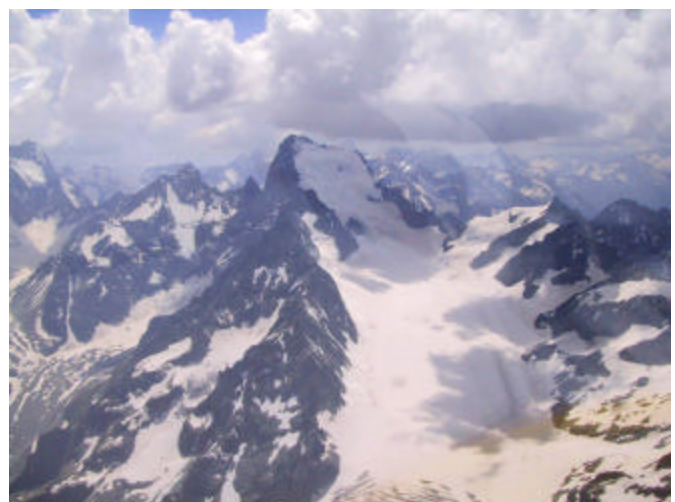
Strong northerly mistral winds were our daily weather for most of the first week. We learned where to find the rotors that we would work up to the wave, how to assure that clouds would not form below us and how to obtain permission from the military Salon Center controller to climb in their airspace. One day the wind was too strong and only two place ships were allowed to launch. I was not in a hurry to fly a single place as there was so much to learn. At low altitudes I got a refresher in ridge soaring in the Janus with my instructor Philippe as we hugged the sheer slope back and forth, taking advantage of the valley winds to try to eventually climb above it and make a dash for the next ridge. Everyday I slowly increased my knowledge of the area we were flying in and became more familiar with the names and characteristics of the mountains and land-out fields. On one flight in a Duo Discus, we worked our way down south toward Aix en Provence before turning North toward the glaciers. After the flight I made 10KM radius circles around the land out fields so that I could easily see which fields lay within a 20:1 glide ratio. We were expected to work within a 20:1 glide ratio of a known field even though our gliders had a L/D of 40 or more. The reason for this is the fact that we had to go around mountain passes and could not assume that we would be able to go straight to the land out field chosen. Everything is metric in Europe: the charts and the cockpit instruments: 20:1 means 20 km for each 1,000 meter. The easiest way was to forget miles and feet and do everything in meters, rather than converting (100KM/hr = 54Knot)

Sunday is a no-fly day at St Auban so I walked to the local Sunday market and bought food for the next week's evening meals. During the first week most of the trainees got together to cook our evening meal. As we often did not land until 8PM this meant a late meal so I decided to do my own cooking the following week. There was a kitchen for our use in the building. What I did not know was that the young tow pilots had decided to cook for us the next week and they all seemed to be gourmet cooks and really put on quite a spread every evening.

The mistral had left by Monday and there was much more thermal activity with good cumulus markers as my second week started. I decided it was time to fly a single place ship and chose an LS4 as it is one of my favorite gliders. My first flight in it was only a couple of hours as someone had it reserved until 6 PM. The rest of the week I was able to fly it all day. At first I was very tentative, as I wanted to make sure I could spot the listed fields. We had to report our location by name of mountain, altitude and intentions every few minutes so that our instructor would keep track of us and give advice when needed. At first I was limited to stay within glide of three or four fields that I was sure of. As I was getting to know more names of mountains and reference land-out fields, I expanded my explorations and ventured out further, over such peaks as Coupe, White Horse, Lucy's Head, Sugar Cube, White Wing, Damsels with Hairdos, Lamb Mountain, Summit of Angels, a loose translation of some mountains I flew over.

A strong cold front was on the way toward the end of the week so I left a couple of days early to do some sightseeing, taking a picturesque one-track train called "le train des Pignes", following the Var valley down to Nice. Mountains and rolling hills with stops at medieval villages with castles and forts made for a very pleasant two days.

30 hours of soaring in these Southern Alps have given me a good taste of the possibilities and the desire to return. Any one interested?



The Barré des Ecrins and the Glacier Blanc.

For more spectacular pictures and the Sisteron Soaring Camp 2004 go to ArianeDecloux's home page
<http://www.aircross.co.uk/sisteron/>

Return to Chester

By Cathy Williams
(first published in CONVECTOR)

Last May I had the opportunity to revisit a special place memorable to me individually and to the soaring community. This long loved site is again offering a spring regional contest worth considering.



Cathy 1970...

Chester brings back memories of what was for years the first big meet of the season. I made my first trip to the Bermuda High Soaring School's Region 5 contest at Chester, SC, in 1970. 21 years old, a licensed driver for less than a year, a licensed glider pilot for about four years, I was setting out on my first solo drive out of Maryland and my first regional meet without a teammate. Top pilots with names like Greene, Schreder, Squillario, Smiley, Schuermann, Huddleston, Seibels, Byars, and Berg gathered in the southern spring to start that year's competition circuit. A Libelle was the ship to own. There were 10 on the field and six of the top 10 finishers flew one. I flew a 1-23H-15 that had seen its best days about 15 years before.

We flew speed triangles and a Cat's Cradle distance task (an improvement on free distance and precursor of Posts and MATs) in one unhandicapped class. Winning speeds were in the high 50s and the winning Cat's Cradle distance was 281 miles. On the score sheet the standard class gliders had an asterisk next to them, and each day the standard class and Libelle winners were noted. Navigation skills were essential and a circular hand held "whiz wheel" helped compute final glides.

I next flew at Chester in 1990. It was my first contest after sixteen years out of soaring. This time I arrived with my newly purchased Libelle, by then nearly a vintage glider. I was introduced to Karl Striedieck, mentored by Johnie Bird. One of the top competitors in the 15 meter class was my own "little brother" Jonathan, flying a top of the line ASW-20 against LS-6s and Ventuses. The standard class of course was scored separately by then but a handicapped Sports class was still a new idea. Top pilots all had Cambridge computers, but pilotage and sectionals were still the only way to navigate. It was not long before enlarging Class B airspace to the north around Charlotte forced the still popular Region 5 contest to move, first east to a new Bermuda High Soaring site and recently south to Perry County.

This year I decided to try the Region 5 contest again. My application for Perry was in by January, but the popularity of the meet and the new selection criteria resulted in me sitting #19 on a waiting list. I decided instead to revisit Chester and take part in a new philosophy for regional meets. Sam Giltner, son of the original Bermuda High Soaring School owners, still flies out of Chester and decided to sponsor a Region 5 Sports contest focused on fun, learning, and minimal tasks. Billed as the meet for beginners and old goats, I figured I partially fit into both categories. My goal was to fly a contest without landing out.

Ed Byars scored. Don Wasness, Walter Cawby, and Sam Giltner were other longtime competitors who mentored the sixteen or so beginning competitors in attendance. Each pilot's meeting included an educational talk relating to safe and successful contest flying. The tasks were all 2-hr MATs with close in turnpoints. The Class B airspace is nearby and demands attention, but Everyone has GPS and computers with moving maps now so it did not interfere with the tasks. Chester is a large county airport, a WWII remnant with very little traffic.

The contest was sponsored by Skydive Carolina. The jump school and glider operations are at the far side of the airport away from the main entrance and fixed base operator. Sam Giltner with his wife and daughter offered a smooth contest with lots of southern hospitality! An observation area with picnic tables, convenient toilet/shower facilities, and a large air-conditioned hanger for pilot's meetings made the site very comfortable.

The weather was unseasonably hot, and the sun got the better of my crew, Jean Compton, who ended up with a case of sun poisoning. I've never before had the luxury of such an attentive and agreeable crew. Thank you, Jean! I was successful in achieving my goal; the trailer remained tied down in the same spot for the entire five days of good task flying. It was fun and a lot less demanding on pilots and crews than the typical regional contest.

Sam is planning on holding a similar sports regional contest annually each May. I highly recommend it to any pilot new to regional competition or looking for sanctioned, handicapped competition without large gaggles and long tasks. Spirits of past soaring heroes are still roaming the runways at Chester!



...and 2003



Ducky McEwen (resigning)

Please remove my name from your mailing & email lists. A year ago this month my I-35 was totaled by a car running into it as I was towing it back to my hangar.

Since that accident I am out of the soaring game after 25 years.

I no longer go to the airport. I've canceled my membership in SSA and want to drop out of reading or hearing about soaring, it's too painful!

Harriette Einolf (in a note of resign-

nation)

My travel schedule at work has interfered with soaring, and I wasn't able to do it often enough, so I decided to quit for now. We also got a new DG505, (and sold the Blanik) and I would have had to train in a the DG505 and then switch to the Grob for soloing -- that would have taken longer. I won't making enough progress since I could only soar once a week -- it was money wasted under the circumstances.

Jan Pessel

I am dropping my membership to WSPA as I am no longer involved in soaring. We sold our sailplane last year and we are now busy flying our experimental RV-6

Joanne Daniels
Hanger Soaring is a great publication.

Cristina Cvitanich, Danmark
We have a new daughter Cecilia, born 11 August at 10:07 PM, 3.6 Kg (7 lbs 14 oz), 54 cm (21.25"). We are thrilled and grateful for a healthy child.

Elaine Carlson

Finally I took some time to view the seminar photos (the slide show I sent to Elaine, Ed) and read *Hanger Soaring*. Relived the week all over again watching the slide show. Thanks for the editing and thanks to all those who sent photos. I'm enclosing a check to help with the expenses.

Mid Kolstad

I keep looking for the WSPA's support for the Kolstad Youth Soaring Award and Scholarship. I'd like to see more women as Kolstad

winners. SOARING Magazine explains about the qualifications. Of the 46 only 5 are women soaring pilots.

Will WSPA help to up that number? The WSPA is a great home to encourage the young women bound for college. \$1250 goes toward tuition

Fred Weinholtz, Germany

Congratulations, Frauke
Your Hangar Soaring is great again

Hana Hollan, Slovenia

I've only now managed to read Hangar Soaring, as I haven't had access to Internet.

This month I am in a hospital near Tel Aviv for a surgery practice. It's a really beautiful country, although a bit too hot

Colleen Koenig

We had rain so the museum open house was a bust (other than me getting a ride in a jet which was a real thrill!) It was nice to hangout and talk aviation all weekend. I so rarely get to do it, I guess I get a little starved. ;o) I have to admit a person cooing over my glider really boosts my ego too. I think I reeled in a new pilot for our hopefully soon to come back into existence club. He is willing to go to Moriarty for lessons, and was thrilled to accept an offer for a glider ride two hours away

Natasa Marzidovsek, Slovenia

I really enjoyed reading the last Hangar Soaring (on one side I am really proud of my pictures and words in American newsletter, on the other side it is funny remembering our adventures there).

Vesna Stergar, Slovenia

I constantly remember the wonderful time in USA.

I was very happy to receive your CD with beautiful and funny photos. Thank you very much.

I am in contact with Dino (from time to time we joke by email). I am very happy to meet so nice and only very nice people in USA. People with warm heart and clear vision. I hope to be able to attend another WSPA seminar in the future.

I hope to see you in Slovenia next year!!!!

I received my USA pilot license-it looks very professional (like credit card), I like it

Hear Say (Fall 04)

Liz Schwenkler, finished 13th in the recently completed 18m Nationals in Uvalde. Her final standing would have been much higher hadn't she sat-out one day due to ground handling damage on the airplane. Her day by day ranking was as followed:

12th, 9th, 5th, 2nd, 3rd, 3rd.

Kathy Williams entered Region 3 contest in Danville N.Y and **Karen Geisinger** Region 4 South contest in New Castle, Virginia. Both events were non-contests since only one day was flown.

Jayne Reid made headlines in SOARING donating a kidney to her airport friend Sally Campbell.

Coincidentally **Liz** and **Jayne** are the highest ranked US women glider pilots.

Harriet Hamilton and **Patricia Hange**, owner and operator of Lennox Flight School in Florida sustained serious damage to their equipment during one of the hurricanes passing through Florida.

Jessica Stearns from Florida, reported that her club lost a Blanik in a level 5 thunderstorm

The Lucy Will's Trust

Lucy Will, known through the film "Lucy Learns Gliding" passed away earlier in the year at age 28 after a battle with breast cancer. From New Zealand came the following news:

"Gliding New Zealand's executives have provisionally agreed to equal her family's offer of \$20 000 to create a trust in her honor. The aim of the trust will be to encourage and help young people participate in the sport of gliding. New Zealand pilots will be asked to add to the fund with the hope of starting out with \$100.000. The paperwork is drawn up and a donation list will be opened in Gliding Kiwi."

Gillian Bryce-Smith founder and editor of the on-line magazine "Glidingmagazine" retired. Gillian was a big supporter of WSPA . THANK YOU, Gillian and many good years in retirement

Colleen Koenig has been nominate to the Board of the Texas Aviation Historical Society. She is looking for a two-place glider because a TASH member offered her a 5000' grass runway for a prospective glider operation.

Kathleen Morse witnessed the flights of Starship 1 and history in the making.

Ruthanne Povinelli has been named SSA governor of Utah , **Rhonda Tylor** governor of South Carolina after her husband was elected Director for Region 5 and **Janine Acee** governor of Pennsylvania East, which now brings the numbers of women representing the SSA to six SSA governors and three Regional directors

Welcome new members



Kathleen Morse

I was first introduced to soaring while growing up in Elmira, NY, and watching 2-33 Schweizers circling under cumulous clouds on beautiful summer days. At 19, I took my first glider lesson at Harris Hill which was incidentally my first time flying. Through the years, I've had the opportunity to fly at Harris Hill and at Schweizer in Elmira, NY. Recently, I have flown at several gliderports in the West. In June of this year, I completed my private pilot's license at the Hollister gliderport in Hollister, CA, with Drew Pierce and Brett Hinze. I am looking forward to the wave soaring and cross-country adventures that lie ahead.

Kathleen presently lives in Livermore, CA

Jule Hinz

Jule is a 16 year old German exchange student and student glider pilot who had the great luck that her guest-father, Thomas Pressley, is also a glider pilot. She will spend her year in the States in Lubbock, TX. Jule's WSPA membership is provided by Colleen Koenig

Susan Steinmann rejoined WSPA after an one year hiatus

Candidates biographies

North East

Linda Mathias

I have been flying since 1971 and began flying gliders in 1997; I am a flight instructor and designated pilot examiner for both airplanes and gliders. I am a member of Tidewater Soaring Society in Windsor, VA and a director of the Tidewater Soaring Foundation for which I serve as Scholarship Chairman. I have attended three WSPA seminars and look forward to attending more; the seminars are a great opportunity to meet the wonderful women of WSPA and to soar in other locations across the country

North Central Region

Lucy Anne McKosky

I've been involved in soaring for about four years. I've always loved flying, but I never imagined becoming a pilot myself – until I discovered soaring. I joined Caesar Creek Soaring Club and started taking lessons. This past summer I finally earned my private pilot rating.

At the WSPA seminar at Caesar Creek in 2002, I met a fantastic group of women who share a passion for flying. I soon discovered the group's strength in supporting and encouraging women in soaring. The following year I received the Briegleb Scholarship and attended the seminar in Moriarty, where I met even more great women pilots and experienced some great soaring conditions. I want to help the group continue to thrive and to support and encourage women of all ages who dream of flying.

South East

Jessica Stearns

I have been a power pilot for 48 years and a glider pilot since '64. I am a retired USAF pilot and airline pilot. I finally got my Commercial Glider and CFI-G this spring and have enjoyed getting back into soaring. I do some part time instructing in both power and gliders, plus fly my own Piper J3. My home is in Bonita Springs FL (SW) where I live full time, except about one week a month when I travel to NJ. Flying has been a lifelong passion and I mentor young women whenever possible. My plan is to still be flying when I'm 100.

Karen Aiken

I served one term as SE Representative for WSPA in the '90's, have been flying sailplanes since 1986. Currently still own a PIK 20D, which I've trailered to seminars in Hobbs& Caesar Creek, and to visit Franconia, NH. Have rarely done much flying since 1999, up until a wonderfully generous (anon.) donation made the '03 ABQ seminar possible. I hope to soon become more actively involved with WSPA, and if elected, will do what I can to promote and sustain our organization. Thanks for your consideration

South Central

Arleen Coleson

I have been involved with soaring since 1967. Co-owned and operated Skylark Gliderport in Lake Elsinore, CA from 1971 to 1982. Worked for SSA as the "Badge Lady" from 1984 to 1995 - and

again from 1999 to 2004.

Helped organize and run the WSPA seminar in Colorado Springs My mother Lola, and step-father, Gus Briegleb, established the Anne Briegleb scholarship.

When I first started going to the gliderport there was one woman who flew at the site. I've seen that number grow and would like to be part of helping that number to grow.

Now that I am no longer employed I have time to become more active in WSPA -

Sylvia Szarfaczyk

My passion for soaring began when I was thirteen at the Soaring Club of Houston in 1998, and I have been actively flying since. I am a member of both the Soaring Club of Houston and Texas Soaring Association and hold a private license, silver badge, the three Century awards, and gold distance and diamond-goal legs. Throughout all of my flying endeavors as a young pilot, the support I have received from the WSPA has been invaluable and I hope that through more direct involvement in the WSPA, I can help maintain and expand the encouragement it provides to members of all ages.

South West

Kathleen Morse

I was first introduced to soaring while growing up in Elmira, NY, and watching 2-33 Schweizers circling under cumulous clouds on beautiful summer days. At 19, I took my first glider lesson at Harris Hill which was incidentally my first time flying. Through the years, I've had the opportunity to fly at Harris Hill and at Schweizer in Elmira, NY. Recently, I have flown at several gliderports in the West. In June of this year, I completed my private pilot's license at the Hollister gliderport in Hollister, CA, with Drew Pierce and Brett Hinze. I am looking forward to the wave soaring and cross-country adventures that lie ahead.

North West

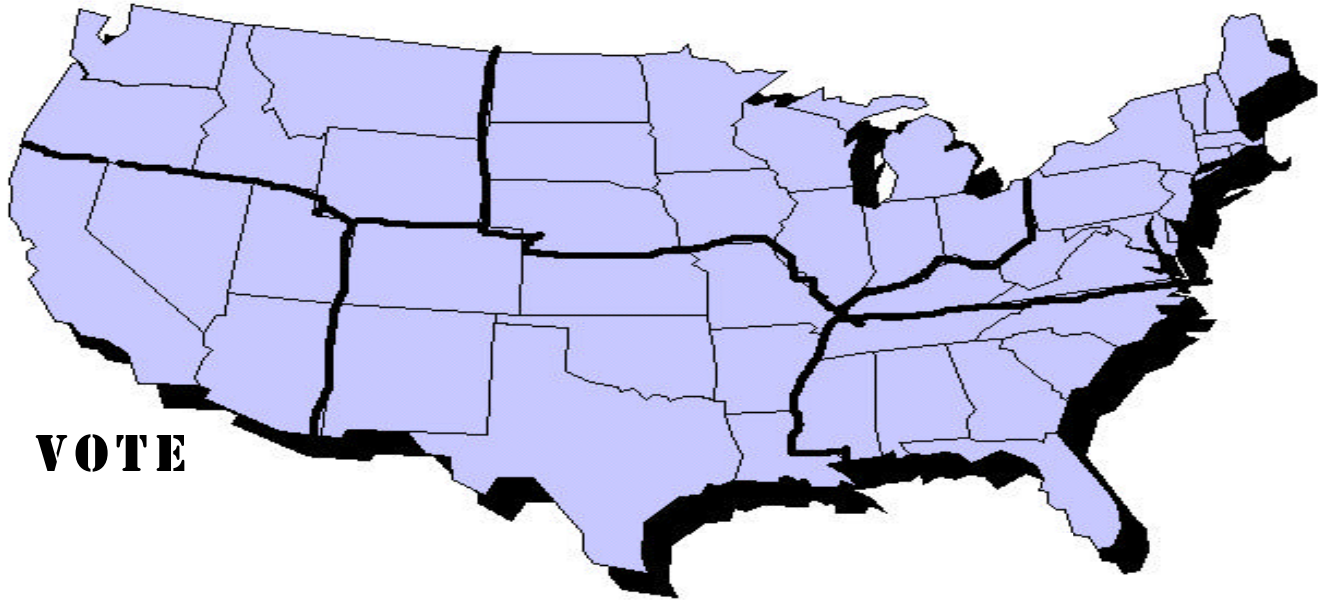


Volunteers needed

WSPA OFFERS NEW SCHOLARSHIP

The Women Soaring Pilots Association will offer a Cross Country Scholarship in 2005. This \$500 award is made possible by the Air Sailing Jim "Billy Goat" Hayes Scholarship Fund. This fund was established at Air Sailing to educate youths in the art and science of soaring and gliding. Working together, WSPA will select a woman to attend the cross country camp and the "Billy Goat" scholarship will provide the funding. To qualify a woman must be 21 years of age or younger, be a member of WSPA and SSA, hold at least a private pilot glider license, have completed A,B, and C badges, and be able to attend a cross country camp at Air Sailing in 2005. Air Sailing is located 25 miles north of Reno, Nevada. Deadline for applying is April 15, 2005. Requests for additional information should be sent to:

Phyllis Wells
1938 15th Street
Penrose CO 81240
pwells1634@aol.com



VOTE

FIND YOUR AREA

Northeast: CT NY
 DE MD
 KY PA
 MA RI
 ME VA
 NH VT
 NJ WV

North Central: IA NE
 IL ND
 IN OH
 MI SD
 MN WI

Northwest AK OR
 HI WA
 ID WY
 MT

Southeast: AL NC
 FL SC
 GA TN
 MS

South Central: AR MO
 CO NM
 KS OK
 LA TX

Southwest: AZ NV
 CA UT

INCUMBENT

Linda Mathias

Janet Sorrell

Diane Clark

Gloria Dalton

Sharon Smith

Monique Weil

WRITE-IN CANDIDATE

Linda Mathias

Lucy Anne McKoski

Jessica Stearns, Karin Aiken

**Arleen Coleson,
 Sylvia Szarfarczyk**

Kathleen Morse



This hand-crafted bracelet will be raffled-off in 2005.
Drawing will be at the 2005 seminar

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



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