



NOVEMBER\_2005

# Hangar Soaring

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

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## LOOK!

The 2006 Seminar will be held  
at Chilhowee Gliderport, near Chattanooga, TN  
May 8—12, 2006



Foto: Peter F. Selinger

One of the best moments of IVSM 2005 was seeing Ginny Schweizer and Liz Schwenkler fly the HHSC Duo Discus during the Opening Ceremony, one of the many history making moments that week.

From *Ridgewind* the newsletter of HHSC

Thanks to the National Soaring Museum, to make the picture available

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

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**Badges** as listed in September, October, November SOARING

**Diamond Altitude**  
Marta Najfield  
(Certified to Poland)

**Diamond Goal**  
Martha Najfield  
(Certified to Poland)  
Sarah Kelly

**Diamond Distance**  
Sarah Kelly

**Gold Badge**  
Sarah Kelly #2488

**Gold Distance**  
Sarah Kelly

**Gold Altitude**  
Martha Najfield  
(Certified to Poland)  
Sarah Kelly

**Silver Badge**  
Sarah Kelly

**Silver Altitude**  
Grace Higgins  
Virginia Farnsworth  
Sarah Kelly  
Kathleen McManus  
Krystyna Stave

**Silver Distance**  
Marylin Meline  
Mary Cowie  
Sarah Kelly

**Silver Duration**  
Grace Higgins  
Virginia Farnsworth  
Sarah Kelly

**Bronze Badge**  
Shannon Madsen  
Hiromi Nakatsuka

**C Badge**  
Debra Burgess  
Kathleen Morse  
Margaret Grafe  
Shannon R Madson  
Jesse Almeida  
Julianne Hinz  
Kathleen McManus  
Patricia Wagner  
Hiromi Nakatsuka

**B Badge**  
Debra Burgess  
Margaret Grafe  
Julianne Hinz  
Christine Jaszlics  
Sarah Lowry  
Kathleen Morse  
Kathleen McManus  
Helen D' Couto  
Hiromi Nakatsuka

**A Badge**  
Debra Burgess  
Margaret Grafe  
Andrea Luethi  
Kathleen Morse  
Julianne Hinz  
Sarah Lowry  
Kathleen McManus  
Diana Cahill  
Neva Cole

In addition: WSPA member Michael Graves went from being a neophyte at the convention to a one Diamond pilot during the summer.

**WORLD RECORDS APPROVED**  
World&Polish National; 15m Feminine; Polish National; Open Class, Feminine; 100km Triangle Speed 115.5 kph (94.14 mph)  
Marta Najfield SZD-55

**NATIONAL RECORDS APPROVED**  
US National: 15 Meter, Feminine; Out & Return Distance; 295.3397 sm  
Sarah Kelly, Discus B



### An Editor's Nightmare

Early in September I lost one of my hard drives and with it all the files I had stored on it. Fortunately it was not my active drive and the September Hangar Soaring, which I had almost finished before I went to Europe was on my active drive and was not affected by the crash. But what I lost were all the articles and information members had sent me for future Hangar Soarings and worst of all, my collection of files on outstanding women soaring pilots. Despite all kind of actions none of the files could be rescued. Add to this the problems I had with my email early in Spring when several mails did not reach me it has been a total nightmare for an editor. Fortunately many senders of the email material got suspicious when they did not get an acknowledgement from me and gave it a new try when the email was running again. Also some silver lining appeared on the lost files when I suddenly remembered that I had backed-up the computer before I left home ahead of hurricane Isabel two years ago and that I had taken all the discs with me, just in case...

I went hunting for these discs and found them and therefore all the files I had on the computer up to September 2003 were there and I hadn't added or changed much in these files in the following months. I could complete some files again because I had published the material in Hangar Soaring and I keep all issues on a separate disc. Lesson learned: back up the computer often. To our members who have sent me material and were waiting to see it in Hangar Soaring, I apologize. But anything I received early in the year and almost all my pictures from 2005, which also includes WSPA pictures are irretrievably lost. I need a new computer. This old one is constantly crashing.

When I returned from Europe early in September I was disappointed to find out that a large number of members had not paid their dues yet and it

### Lindbergh Trophy Reminder

**Kathy Fosha, the present holder of the Lindbergh Trophy reminds all cross country fliers to check the rules on the trophy at [www.womensoaring.org](http://www.womensoaring.org) and to submit eligible flights to her for the 2005 honor.**

**Kathy's address is  
7271 Grashio Dr., Colorado Springs, CO 80920  
Phone 719-598-1806**

took Arleen, our treasurer and me a lot of extra effort to contact the procrastinators. Arleen's and my job are directly linked, since Arleen keeps me informed on changes in the membership roster so I can do the mailing labels for each newsletter mailing. Remember, we are just volunteers and there is a life beside WSPA. Sadly 17 members did not renew.

Then I received a letter accusing WSPA and me in particular of catering too much to young people and ignoring the seniors. There might be a grain of truth on my personal side. One reason might be that in my early days of soaring I was the recipient of youth support and it probably contributed to the fact that I stayed 40 years with active flying.

Accusing WSPA is totally unfounded. None of the WSPA established scholarships have an age limit –our President Lucy Anne can attest to that, although restrictive clauses state that the applicants have to be student pilots and attend the seminar. The Sky Ghost Scholarship is the only one –and it is just administered by WSPA and funded by the Gross family- that has an age limit attached to it. The Competition Award has since its establishment been awarded to older, seasoned pilots. There will be a new scholarship in 2006 in memory of Maria Faber. Although I have not seen the set-up for this scholarship yet I believe it will be set up in support of older, advanced pilots. As of this writing the fund has accumulated \$775 and I don't know if it will be a perpetual or a one-time scholarship.

There is also the Anne Lindbergh Trophy, which is awarded to an outstanding cross country pilot. It has no money attached to it, just the honor of receiving the trophy – and it is a big one-. There are some restrictions though. Please read the rules on the web page. So, please check the web page at [www.womensoaring.org](http://www.womensoaring.org) and see what is out there.

I wish all a Happy Holiday Season, no more natural disasters and a safe soaring season in 2006. Hopefully I will see many of our members at the convention.

Frauke

## President's Notes by Lucy Anne McKoski



Hello everyone!

This is the time of year when we are taking apart our gliders and putting them away for the winter. We may not be spending so much time flying, but WSPA members are busy with other projects to promote women in soaring. Frauke Elber and Colleen Koenig are heading up our booth at the SSA convention, which will be held in Arlington, TX, February 2 – 4, 2006. If you are planning to be at the convention, be sure to stop by our booth. We hope you will come to the WSPA breakfast on Friday morning, too. If you know women pilots who aren't members or non-flying spouses who might like to fly, this is a great opportunity to introduce them to our organization and our support system for fledgling pilots.

Frauke and Arleen Coleson have come up with some terrific ideas for fundraising to cover the cost of the convention booth and support our other projects. Thanks to Jo Shaw's generous donation of her crop of pecans, we will be selling pecans in the shell and Texas nutcrackers to go with them. This year's raffle will be a quilt made from WSPA seminar t-shirts from past years. Be sure to see it at our convention booth.

Arleen and Frauke are also planning a new quilt to be made from blocks decorated by WSPA members from around the world. Watch for details about how you can participate – with computer graphics and digital photography, even those who aren't "craft-y" can contribute a block.

We're very fortunate to have members like Frauke, Arleen, and Colleen, who are so generous with their time and talents. But I have to say that everyone I have met through WSPA has been generous in contributing enthusiasm and support to the organization and our members.

I'm looking forward to our 2006 seminar, which will be held at Chilhowee Gliderport near Chattanooga, Tennessee. Sarah Kelley, owner/operator of the gliderport, will be our host. The seminar will be earlier than usual, May 8 – 12, 2006, to take advantage of the best soaring conditions at Chilhowee. The Experimental Sailplane Association (ESA) will be meeting at Chilhowee May 5 – 7, and they would welcome anyone with an interest in designing or building a sailplane to come early and take part in their event.

Our scholarship committee will also be gearing up early as several of our scholarships will need to be awarded before the seminar. The next issue of *Hangar Soaring* will have information about all of our scholarships. I like to encourage the younger girls in our club to apply for scholarships – it's a great way to support their interest in soaring and introduce them to our organization.

Even though we won't be flying as much in the next few months, many of us will be busy planning and participating in other WSPA activities. I'm grateful for our many members who contribute so much to encourage women in soaring.

Happy holidays to all!

Lucy Anne

## Welcome New Members

*The following new WSPA members should have been included in the September Hangar Soaring. But in the rush to get that issue out they were accidentally omitted*

Diane Bassam, Mame IA

Valerie Brooker, Sugarland TX (sponsored by Eulalia Nichols)

Rebecca Sherman, New Castle, VA

The following joined at the WSPA seminar:

Michael Green, Orinda, CA;

Danica Cerne, Slovenia

Jasna Jerman, Slovenia



Hello fellow WSPA-members

I had the great joy to solo at the Women's seminar at Air Sailing in July in a 2-33. Now here at my home field I soloed today in our Blanik L13. It took a little more time to master the finesse of the tail dragger on pavement vs a skid on gravel. It was a wonderful day to solo with no wind, but also no lift so both flights were sled rides. My first landing was good but the second was picture perfect and I stopped just like the pros at our first pullout Thank you for all for your support.

Neva Cole

## Hear Say

With the 2005 season over now it is time to look back. 6 women flew in contests:

**Doris Grove** as co-pilot with husband Tom Knauff flew their Duo in the Seniors.

**Cole Frantz** participated in Region 5 South in Cordele, Region 2 in Mifflin, 18m Nationals and 15m Nationals. **Jayne Read and Val Padget** competed in the World Class Nationals at Bermuda High, SC where Jayne was declared Women World Class Champion. **Liz Schwenkler** showed her stuff at Region 3 and 15m Nationals. **Laura Hohenshelt** entered the world of competition at the Region 7 contest.

Hangar Soaring learned about three outstanding flights: **Anna Dobrin Schippers** flew as co-pilot in an ASH 25 over 900 km, **Kathy Taylor** an ASW 27 more than 700 km and **Val Padget** in PW5 more than 300 km. Several long flights by women were recorded in the OLC listings. Hangar Soaring would like to hear more about them.

### IN MEMORIAM

**Anne Noggle**, WWII Pilot, 83. Anne was the first women trained to fly American military aircrafts. After the war she flew crop dusters in the South West. When the Airforce offered commissions to former WASPs she applied and became a pilot during the Korean War. Anne wrote a book "A Dance with Death" about the Russian WWII women combat pilots, called "night witches" by the Germans".

From A NASA Dryden Flight Research Center news release:

**Marta Bohn-Meyer (48)** NASA Dryden Chief Engineer was killed in the crash of her aerobatic plane. Martha was a NASA researcher and test pilot. She was one of two flight engineers to fly in one of the triple sonic SR71s. She also was the author of several publications and reports on sailplane performance, laminar flow experiments and composite construction.

From Tabea Cornel, Germany

made it today and got my license! (Oct.29) All of us passed the tests and we had wonderful soaring weather. Cheryl, thanks so much for your e-card, it made me more confident.

Frauke, THANKS for giving me that great idea. :-)

**From Natalie Zherebtsova, Russia (after an unsuccessful try to send the HS e-version to her)**

**I was surprised and happy receiving WSPA magazine !! by air mail !! Sorry, I troubled you. I**

**cleaned my e-mailbox (stormyseaaeye@mail.ru) and I believe there is no trouble to connect. I and Nastya had a great time reading the magazine during breaks in our work. I even found my letter to you there. I am pleased, of course, but is it interesting for the public to read about ordinary problems that concern supporting? If our club wants to survive it has to conform to the new economic conditions and not passively wait that a wizard from our government solves all our problems. I hope I will not forget to bring the magazine to Olga this weekend.**

**We flew a little and hope to fly more next year. We are going to prepare our gliders for the long winter sleep now. All unlucky beginners decided to continue flying**

**next summer. I am proud of them. All of them are students of Magnitogorsk Pedagogical University. I'll send later photo with them.**

**And Natalie wrote after Katarina struck**

We are sorry to hear that disaster has come over your country. Our thoughts are with you. Waiting for news we hope the American people will overcome this difficult days with courage.

We wish we were near you to help! the Magnitogorsk glider pilots

(letters on page 11)

## ANNUAL MEETING OF FEDERATION OF EUROPEAN WOMAN PILOTS

By Vesna Stergar, Slovenia

*Ed. Note: Earlier this year WSPA had received an invitation to the European Women Pilots Meeting in Slovenia. When the organizers learned that I was coming to Europe later in summer they tried to reschedule the meeting to August to accommodate my travel planes. But it was too late to make the change. Anna Dobrin Schippers had planned to represent WSPA but had to cancel at the last minute because of illness in the family. In August I had the opportunity to visit the Lesce-Bled airport on the southern edge of the Alps and meet all our Slovenian members who were the main organizers of the meet.*

Slovenian women pilots hosted an annual meeting of Federation of European Woman Pilots (FEWP) on the weekend from Friday 27<sup>th</sup> of May until Sunday 29<sup>th</sup> of May. The annual meeting is held every year in different European country and it was the second time for the twelve years-old Slovenian Women Pilots Association (DSL) to host members of FEWP.

On Friday we were pleased to welcome around 70 women pilots from all over Europe at the airfield Lesce-Bled. The weather was perfect and some of them arrived by their own planes, showing us spectacular photos of their flights over the Alps.

Opening ceremony begun with the performance of Demo Parachute Team that brought from the sky a flag of each participating country. The show continued with the presentation and demonstration flight of EDA 5 – a replica of one of the oldest Slovenian planes, built in 1909 by Edvard Rusijan. Demonstration flight of gliding plane Vaja and some other old and new models of gliders and motor planes were presented at the air show. The first day finished with a picnic at the Airfield picnic place.

On Saturday morning an Annual General Meeting of FEWP was held in Bled. Each country reported of their performed work and achievements in the last year, followed by the plans for the next year.

The afternoon was more laid back. Participants could choose one of three options to explore the surroundings: guided tour around Bled, playing golf or trekking to the Vrata valley.

Saturday ended by taking a for Lake Bled typical rowboat, a so called "Pletna" to the island of Lake Bled (the only island in Slovenia) where there was a concert in the church. Later we returned from the island to the resort of Vila Bled by leisurely rowing back across the lake with the Pletna. At Vila Bled, gala dinner was held.

Sunday was completely dedicated to flying. Thanks to many sponsors each participant got one free flight, choosing from Antonov AN-2 biplane, aerobatic glider Fox, gliding planes Vivat, Blanik and DG-500, Cessna 172, Super Dimona, diesel powered Diamond DA-40 TDI, Pitts S2B and helicopters Schweizer S-300 and Eurocopter EC-120 Colibri.

This annual meeting established new connections and friendships, gave us new insights into flying and other activities of female pilots all over Europe and brought us more enthusiasm for new ideas and plans.

### SLOVENIAN WOMEN PILOTS ASSOCIATION (DSL)

Woman pilots in Slovenia and around the world were in the minority and it remains so today. They had to face various difficult situations and wanted to join together, share information and knowledge and help each other. They dreamed of establishing an organisation to encourage woman to fly and make a good network of woman pilots. Women pilots from Slovenia began to unite in 1988 and a few years later, in 1990, an association of Slovenian women pilots was registered. We are pleased to get every year more members and woman pilots at aviation clubs all over Slovenia. At the moment there are around 50 active Slovenian woman pilots, which is quite good considering our nation of only 2 million people. The aim of our association is to keep woman pilots in touch with each other, with the activities of Slovenian Woman Pilot Association, to encourage women to start learning to fly and to share knowledge and experiences.

Our activities are based on regular annual meetings held at different Slovenian aviation clubs providing flying events with social activities and lots of fun. Annual meetings enable us to get to know each other, different places and airfields.

Since we are frequently asked if our organisation is related to some feministic ideas we would like to point out that male pilots as well as other male business partners have always showed high level of cooperation and help by organising our activities. Since female pilots are still in minority it is nice to have that kind of organisation to encourage woman to fly, join together and establish good network of woman pilots that can be helpful in everyday life: suddenly we realise how small is the world and how easy is to explore the sky all around the world having those kind of connections and organisations.

## My European Summer

By Frauke Elber

Through my European e-mail contacts I had gotten an invitation to be part of the 3<sup>rd</sup> Women's World Championships, which took place in the south eastern part of Germany close to the Polish and Czech border. My job description was "official interpreter".

I left for Europe on July 6 and spend the first three weeks visiting family and friends then arriving at my "job site" on July 26, five days before the contest started, to familiarize myself with my new surroundings, the contest organizing team and officials, and to find out what was involved in the job. It was to be my 4<sup>th</sup> World Championship but the first Women's Worlds and the second where I was part of the ground team. I jumped at the invitation because I knew it would give me a chance to meet in person several women soaring pilots I either had written about, had their stories and their achievements on file or had e-mail contact with over the years I have been editing Hangar Soaring. Some flew in the contest, some worked on the ground team and others just visited.



Klix airport is home of AeroTeam Klix, the hosting club of these championships. The grass field is 1000m x 1000m and it easily can accommodate a great number of sailplanes. The two-story clubhouse contained a restaurant style kitchen, which during the contest was contracted out to a local restaurant to supply the food for all in the contest and spectators, although many teams provided their own food and cooked at their tents. It also housed all the contest offices and several small guest rooms one of which was mine for the three weeks I was there. A new annex, which connected the clubhouse with a new hangar –serving as the official briefing and sometimes party hall– housed showers and a big room with bunk beds for the youth members. All in all the airport was well equipped to host an international competition.

47 pilots from 17 countries flew in three classes for the honor of becoming world champions. Some countries sent multiple pilots in each class others were represented by just one pilot. Several pilots of the former east block

countries were only able to participate through the help and generosity of German clubs and individuals. One German club even established a donation account for the pilot from Ukraine. But not only the pilots were multinational, the contest officials were also, coming from Germany, France, Slovak Republic, Poland, Belgium and myself from the US. Although no US flag graced the colorful line-up of flags of the participating nations, I flew my little US flag out of my bedroom window when ever the weather permitted, and it got noticed.

The opening ceremony took place in the inner courtyard of an ancient castle, which was converted to an open-air summer theater featuring a local folklore play in the evening. AeroTeam Klix members greeted each pilot with a long stem rose, a lovely gesture. Speeches were pleasantly short and after the contest was officially declared open the local theater treated everybody to scenes from its summer fair. Guided tours through the beautifully restored medieval town of Bautzen, the county seat, were conducted afterwards. A reception by the county administrator ended the official opening of the third Women's World Championship.

I will not go into the details of the daily tasks. These, many stories and pictures can be found on the official contest web page [www.wwgc2005.com](http://www.wwgc2005.com). But it is worth to mention that the first flying day, a Sunday, brought about 2000 spectators to the field, some equipped with telescopes and binoculars to follow the in-air action. AeroTeam Klix had one of their club gliders on display and a knowledgeable person by its side to answer the many questions and provide the curious a chance to sit in the sailplane. From my office window I watched how this sailplane display always drew big crowds. A club member acting as public announcer did a fantastic job keeping the crowds spellbound during the take-offs and the landings, giving details on pilots and planes. He also kept the spectators informed how the pilots were progressing on course. The spectator area looked like an anthill, the restaurant and the food and merchandise booths operated by club members did a brisk business.

Unfortunately bad weather marred the remainder of the contest and out of 12 contest days only six were flyable. Temperatures plummeted from 90+ to the low 50ies and for days in a row I wore four layers of cloths. The campground turned into a quagmire. And out of desperation the British team came up with a new kind of contest: Boot throw. (Similar to shot put competition except the object thrown were rubber boots –with and without water ballast).

What did the day of the "official interpreter" look like? Being an early riser, I usually was out walking before 6 AM. After a few days I joined two other early birds, one being an instructor for Nordic Walking, the newest fad in Germany –similar to cross country skiing, just without the skis. She had two spare sets of poles and therefore introduced us remaining two to this new art of walking. Coming back from these one hour invigorating excursions through a nearby village and fields, I was more than ready for breakfast, which the whole ground team, including the contest director (the other officials were all in local inns) had together in the airport bar. (After the contest we paid our tab of about \$36 for three weeks of good and solid German breakfasts). At 9 AM the official workday started for the ground team. I had to be available for any PA announcements, unfortunately many mornings consisting of "GOOD MORNING PILOTS AND CREWS, THE PILOTS MEETING HAS BEEN POSTPONED UNTIL...." At 9:45 AM I had to be present at the team captains' meeting, just in case something needed to be translated. (It never did, since English was the official language, at least all team captains spoke sufficient English). The pilots meetings always were set for 10:15AM unless...(see above). Since important information was given to the team captains earlier, the meetings were short and painless. As soon as everybody disbanded, the work at the press office, which also was the home of the web master started. Since we updated the web page in very short intervals I, the English voice of the Webmaster, could never be far away from the computer. Therefore I missed all the excitement at the grid before the take-offs and later at the finish line. It was the busiest time for the web-crew. Our office was a little, two room cinderblock hut with barred windows, since the original purpose during the East German Communist regime was as guard house for the airport police. (Mind you this was always a gliderport). At the busiest time of the day, these two little rooms were workplace to for up to 8 people on 6 computers. During the cold and wet

days of the contest this turned out to be the only warm, dry and cozy place to be. The public relations officer was busy feeding information to TV stations and newspapers. The filmmaker and his crew readied the film clips to be shown on the big screen in the meeting hangar. And the Klix newsletter team was busy putting the contest newsletter together, for which I -again- was the English voice.

We quickly formed a close-knit group and despite the long work hours had our share of fun. (How exhausting the days sometimes were can be seen at the official website where the Webmaster posted a picture of me sound asleep in front of the computer. The long work hours had just caught up with me). Beside these daily tasks I was asked at several occasions to translate speeches of visiting VIPs. And as always at contests I lend a hand wherever it was needed.

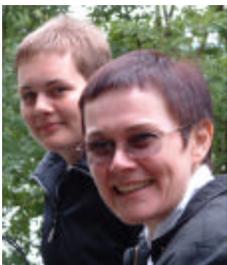
Did I get to meet many of the women I was eager to meet? YES. The first one was WSPA member and Italian pilot Margherita Acquaderni. We were no strangers, we just hadn't met in person. The great Adela Dankowska was as the oldest participating pilot, celebrating her 70<sup>th</sup> birthday during the contest. In 1978 Adela had broken Olga Klepikova's spectacular world distance record, which stood for 40 years as a women record –Dick Johnson broke it in 1951 as a general record (see SOARING and Hangar Soaring Nov. 2001). Valentina Toporova, who has been my go-between to Olga Klepikova bridging the language gap, represented Ukraine. Then there was Maria Bolla from Hungary, who flew in her 17<sup>th</sup> international competition. For years I had tried to get contact with her for my articles on outstanding women pilots. Gillian Spreckley, UK who was the first women world champion and who has the distinction that she and her husband Bryan (the British team captain in Klix) had each won a World Championship. Tatiana Obretenova from Bulgaria had been a participant from a former East Bloc country in WSPA's paper glider project, decorating her entry in the colors and markings of the plane she had won the European Championship in 17 years earlier. It was Tatjana's first competition after a 17 year hiatus. One of the German pilots was Angelika Machinek, who for many years has graced the international score sheets in the top three and who is a member of the 1000 km club and the last recipient of the highest award in women soaring, the Majewska Medal. Hangar Soaring featured Angelika a few years ago. By a stroke of luck I had gotten Akemi Hirutsune's e-mail address a few years ago. I was eager to meet her. Several outstanding women pilots who had ended their competitive careers worked in support and official positions: Gill van den Broeck, one of the two outstanding Belgium pilots served on the International Jury of the contest. She became a WSPA member. Gisela Weinreich, five times European Champion spent the whole time in Klix, collecting the stories of several pilots, which can be read at the official web page. Irmgard Morgner and Monika Warstat, for many years the top women pilots in the former German Democratic Republic where they were instrumental in establishing international women competitions, were everywhere help was needed. Because both speak fluently Russian they supported some of the Eastern pilots. Irmgard was recently featured in Hangar Soaring.

Was it fun? You bet! I met a great group of people and discovered that neither age nor having just had a baby would stop these women from competing. Although fierce competitors in the air, on the ground the atmosphere was friendly and relaxed. I noted with some satisfaction that most crew members were MEN taking excellent care of their female pilots.

The next Women World Championships will be held in France in 2007.

The last two weeks of my European travels I spent mostly visiting and meeting some of our European members. At the Worlds I met Gabi Haberkern, who just had joined WSPA before I left for Europe and her friend and dedicated crew man Eike Moeller, who joined WSPA in Klix. I met young Tabea Cornel and spent a beautiful day with her and her mother, visiting the medieval university town of Tuebingen in the southern part of Germany. Traveling back north I linked up with Anna, Martina and Sylvia who had just come back from the Reno seminar and their club mate and WSPA member Silvia Osterberg. Sylvia (with "y") signed her fifteen year old daughter up as a new WSPA member and Anna a friend in her new club in the southern Germany. The last three days of this extended summer vacation I followed an invitation of our three Slovenian members Vesna, Nata a and Hana who had attended the 2004 Seminar in Harris Hill. I stayed with Vesna and her family. Nata a and Hana showed me a big part of their beautiful country. Unfortunately it was still raining even south of the Alps. I was invited to a club picnic where I also met our two new Slovenian members who, together with Nata a, attended this year's seminar. In the evening, Nata a presented to her club a very nice slide show about the Women Seminar at Air Sailing.

I finally arrived back home on August 30 and because of hurricane Katarina got stuck in Washington and had to spend a night there.



Tabea (back) and her mother



Eike and Gabi



Impromptu WSPA meeting in Germany: vltr Martina , Anna , Frauke , Sylvia , Silvia , new member, Sylvia's daughter Anna\_Laura and Martina's and Sylvia's young daughters in the front



Nata a and Hana



Vesna and her family

## FLYING VINTAGE GLIDERS AND GOING FOR SILVER

By Mary Cowie

*Note from the Editor: In 2004 Mary wrote the story of her Silver altitude flight in the open cockpit T31 for Hangar Soaring. I asked her how she got into flying vintage gliders. She sent the following article*

"Look at this ad for an open cockpit two place glider. I know we couldn't afford an open cockpit bi-plane but I think we can afford this glider." And that's how it started. I was happy that my husband Lee wanted a two place because I wasn't a pilot but enjoyed flying with Lee. Lee enjoys flying for the joy of flying whether it is in a power plane or a glider. He has always said that an hour in the air is an hour in the air despite the cockpit that you are sitting in and I have to agree. Perhaps, essentially, that is what the VSA is all about, too. The VSA, Vintage Sailplane Association, is comprised of people who are in admiration of our forefathers, so to speak, who designed, built and flew the early gliders of our time. So many of these gliders are unique or only a few were built or perhaps only a few examples are left to be seen and flown. Most of these gliders don't have the performance of the present day sailplanes. The pilot receives his gratification from the fact to keep the older gliders flying a group of HE is able to fly them. To preserve history and Americans chose to form a club, the VSA, to be enjoyed by those of like interest. At these Midwest annually, pilots bring their revered and others in VERY original but flyable condition often swapped and photo opportunities are limited is a photo that a friend took of my ASK-18 during our 2003 vintage regatta. What an air to air cold Midwest non-flying months. At the Warranceville IL/Vincennes IN where the Midwest various gliders that participate each year. Spending these events. One year, after a few rainy with one person making a flight of over three year we had Glen Klingshirn from Atlanta attendees. That afforded one pilot's wife to get started on her way to solo. What an opportunity! It was during last summer's Midwest VSA regatta, when we were taking the myriad of gliders out of the main hangar, that I took a sidestep to prevent one wing from damaging another & ended up turning an ankle. Well, I wasn't going to be any good at running wing tips that day so I took off at 11:40AM and returned at 17:10PM having endured my "Big Sit". Isn't it amazing how the ankle was good enough to push a rudder pedal? At Wabash Valley Soaring Association we have a fleet of old Schleichers: Ka6e, Ka8b, Ka7 and two Ka13s - all but the two 13s have had thorough restorations. Each club member has the opportunity to be a part of these restorations whether it is helping to take apart or put together a glider, sand parts and pieces, help with the rib stitching or lending a hand with any aspect of restoration. Here at the old George Field, an army air corps training field, now called Mid-American Air Center, vintage enthusiasts eagerly bring out their newly acquired gliders to fly them for the first time because the area offers mile long runways, no obstacles and numerous land out fields. It is becoming a Mecca for the vintage enthusiast. The 2003 event had the first flight for Bob Gaines' 1939 Petrel as well as his son's, Paul Gaines, first flight in one of the first fiberglass ships, a 1961 Phoenix. If you are interested in finding out more about the VSA or starting a membership and receiving BUNGEE CORD, the quarterly publication of the VSA, please view our website at [www.vintagesailplane.org](http://www.vintagesailplane.org)



Photo: Lee Cowie  
Mary and passenger in front of the T31

While I love flying my 1975 ASK-18, Lee flies his 1954 Slingsby T31B. Lee and our son, Leland, who was a cadet instructor pilot at the Air Force Academy, jointly own a 1947 Grunau Baby IIB and Leland has recently added a historic German bird - a 1939 MU-13d3. Almost forgot that last fall a group of us saved a 1949 EON Olympia IIB from a slow death of being stuck in a trailer. She now flies freely and frequently in the Illinois skies being shared by six proud owners. Join us.

*This summer Mary finished her Silver C in an other vintage glider, the Schleicher Ka18, the only one flying in the US.*

Last year I made the "Big Sit" (5 hrs) in June in my ASK18, the altitude gain (1000 m) in a Slingsby T31 and wanted to finish the Silver requirements with the distance flight.

One attempt in September resulted in a land-out just short of the goal distance. I remember well that the forecast was for GREAT lift. Now I realize that great lift in the Midwest is usually "over-development" of cumulus, resulting in thunderheads before the approaching storm. This was the case on the 4<sup>th</sup> of July. I decided to go with the forecast and make a run for Casey, IL since the winds were out of the south. The great thing about making a downwind dash is that during the time that you are attempting to make the most of a thermal you are also being blown in the direction of your goal. It was a win/win situation.

I sent the morning looking over the sectional and trying to memorize the landmarks. I was familiar with the area before Robinson but beyond it I'd never ventured, Having the Robinson airport as a half way point was a real confidence builder. When I made it to Robinson then I decided if the goal was attainable.

We all got a late start because of the work being done to fix the A/S on the Super Cup. Ray Hall was first off. Off course he went to Casey and returned. He was always a good 1K higher than I could get and farther along the route as well. I stopped trying to keep up with him after the first thermal we shared over LWV's runway. (No use frustrating myself).

Several times along the way I wondered how much time had elapsed but never looked at my watch because it didn't matter how long I'd been flying - that wasn't the goal. I tried to leave each thermal at 4 K and was fortunate to usually find another by the time I reached 3K.

Only on the last leg to what I thought was Casey did I let myself get lower. When reaching the outskirts of Martinsville, only to realize that Casey was slightly west of this town, I was down to 2K. There for the first time I began to pick out a nice, harvested field but came upon the saving lift of "one more thermal" to get me to 3k. Just before reaching Martinsville I heard a radio call LWV. He had spotted Ray Hall on his return flight and about 2 K beneath me in the same thermal. If I thought After landing we needed the FBO sign our paperwork giving rides to their families and graciously signed our ing and therefore we didn't have to wait long. We seemed to be staged just west and north of Casey. Lee (Mary's husband) towed me off the nice grass strip glide back to LWV. I worried about weather conditions they were always ahead of the weather and made it storm.

To me the amazing part of it all is how it takes a club to accomplish this goal. It couldn't be an individual accomplishment without the help and advice of all the people who make up our club. We rely on each other and work together to accomplish our goal.



Photo: Lee Cowie  
Mary and her Ka18

for my final glide into Casey airport.

from Jim Croce, who asked if I was returning to thought I had turned around. Jim was in the K13 at I had taken my sweet time before, now I knew I had. but the office was closed. Two local pilots were there paperwork. Jim had called for a retrieve before land-could see the haze building but the thunderheads

at Casey as far as Flat Rock so that I had just an easy deteriorating for Jim, his young nephew and Lee but back to LWV with plenty of time before any sign of a

## How I Abandoned My 500K Flight and (Almost) Flew to Mexico

By Kathy Taylor

As usual, we got to Moriarty kind of late on July 4<sup>th</sup>. The 1-26 Championship was still going strong and they were all lined up on the runway when we arrived. We quickly prepared the glider and were about to begin filling with water, when we heard Contest Director Carl Ekdahl announce on the radio that launch would begin at 1300. It was now 1245 so we abandoned the idea of water and started pushing out to the grid. Lift was still a little weak so Carl was nice enough to let me launch ahead of the field. Releasing at 7500 ft just off the end of the runway, I climbed slowly with a 1-35 to 9500 ft and then ran west to the shear line.

I had declared Claunch, Lamy Junction, Lincoln Station, and it looked like an easy task for the day. I headed out along the shear line and worked my way down to Claunch. All the time I'd been thinking that it would be a shame to fly only 500k on such a great soaring day. The dry line lay to the east of Claunch over the mountains and I decided to add a few miles by flying down to Carizzozo. Passing Carizzozo over the mountains, the cloud street still beckoned. OK, I'll go on to Sierra Blanca. This part of the flight was really great. Charging along at 115 kts, it was occasionally necessary to slow down to 80 in order to climb back to 17,000 ft. Soon I could see Alamogordo in the distance. For a few milliseconds I contemplated landing to reclaim the trophy, then banished that idea and charged on. At 3:10, the restricted area at Timburon loomed ahead. The cloud street still stretched away into Mexico but I made a quick 180 and headed home, 156 sm to the north. Things slowed down around Lincoln Station, where the cloud street disappeared.

Arriving back at Moriarty with 4 hours elapsed, it seemed like there was still time to finish the original task. But the best clouds had moved well to the east and the direct route to Lamy was largely blue. I set out for a likely looking cloud near Zorro Ranch and found lift here and there along the way. Turning Lamy I coasted into the mountains at Pe-

cos and then headed back to Moriarty, arriving at 6:50 in time for the 1-26/club barbecue and a spectacular nighttime aerobatic fireworks routine by Bob Carlton.

SeeYou optimized the flight to 701 km but the OLC would not take the flight due to some glitch in the recording. Brian Resor, our hero, came to the rescue and was able to submit the flight by cutting out some records which eliminated the entire leg from Pecos to Moriarty and reduced the flight to 619 km. But I still remember every minute of it!

*Kathy Taylor grew up on a Pennsylvania farm watching the neighbor flying around in his own Cessna 170. Hearing her mother's disappointment of never getting a ride with a barnstormer that sometimes came to town when she was a girl.*

*During graduate school she married pilot George Taylor, who financed lessons in a Piper Cub. After finishing a PhD in nuclear chemistry from Virginia Tech, Kathy joined the Long Island Soaring Association where she obtained her private, commercial and CFGI, plus ASEL ratings and made approximately 1500 glider tows.*

*Kathy and George moved to Colorado in 1991 where she joined the Soaring Society of Boulder and the Denver Soaring Council, continuing to tow and instruct in gliders.*

*Another move in 1998 brought them to Los Alamos, NM and the Albuquerque Soaring Club. Along the way she and George owned a Duster, Phoebus, Schweizer 1-24, Schleicher ASW20 and ASW27. Kathy has accumulated over 2600 hours in sailplanes and 600 hours in airplanes. She has made several flights over 400 miles and climbed to 32,000 ft. in wave.*

### Eileen Collins Scholarship winner

Amanda Green, 133 Horseheads Blvd. Elmira Heights, NY 14903

Amanda is a 6th grader at Cohen School, Elmira Heights. Norm Smith, NSM

*Editor's note: by the time the September Hangar Soaring went to the printer Hangar Soaring had very little information on Maria. At her funeral she was eulogized as follows*

**Maria Johanna Christina Faber nee Borst**  
**March 31, 1936 -July 19, 2005**



Maria at the 2005 WSPA seminar

Maria Faber was the fourth of the six children of JGG Borst and A Borst-de Gleus. During her preschool and early grade school days the Netherlands were occupied by Nazi Germany and she, like her future husband, was in Amsterdam during the "hunger winter" from November 1944 until Germany's surrender in May 1945. Those were harsh times. Her father was dismissed from his post as chairman of Medicine by the puppet government and at times incarcerated; the family depended on friends. These events helped shape a personality that was characterized by realism and tolerance and, when needed, great courage.

Maria and Job met in the spring of 1952, when she had just turned 16 and Job was almost 18. They got formally engaged in 1955 and married in 1957. In 1960, after Job finished medical school, they moved to Canada for Job's PhD. In Canada, Maria finished her academic education with an MA in English Language and Literature from the University of Western Ontario. In 1963, Maria followed her husband to Seattle; as always, Maria sacrificed her own academic interests to further Job's career. Both Cat and Jake were born in Seattle. The US offered more scope to Maria's sense of adventure than could be found in the Netherlands. She always had been a rigorous outdoors' person, sailing small boats and swimming, and the mountains close to

Seattle exerted a powerful attraction, The Seattle Mountaineers offered excellent courses for beginning climbers and both Maria and Job found a new outlet for their excess energy. Later, after they had moved to Portland in 1963, Maria would become a member of the Portland Mazamas where she was asked to become a climb leader and eventually earned the coveted "15 point leadership" award, often using her willing husband as "assistant leader." Maria was an exceptionally responsible climb leader with a reputation for caution rather than for daring. When spondylitis and arthritis reared their ugly heads in the early nineties, she had to curtail her climbing.

Beyond raising two children and looking after an academic husband, Maria had an interest in economics and investing and managed to set aside some funds that, wisely invested, continued to grow. Meantime, she managed the education of the children, not only overseeing their schooling but, like most good Dutch mothers, seeing to it they learned to swim as soon as they were out of diapers. That education also included canoeing, sailing, hiking, climbing and skiing. With her usual foresight, Maria bought a building lot close to Job's work soon after their move to Portland. Shortly, thereafter, she found an architect whose work she admired and had him design and build a house. For Maria and Job, their years in Portland were the happiest in their lives.

In 1975 Maria convinced her husband that it was time to become naturalized US citizens. She sometimes proudly said, "Others are US citizens by accident, but I am a citizen by choice." For that reason, she felt a special obligation to her country. Some of that is reflected in the six-gallon blood donation pin awarded by the Red Cross.

When Job tentatively broached the subject of learning to fly, Maria's only condition was that she would learn to fly too. After earning their licenses in 1989, they often took their plane to the wilderness of Northern Canada and Alaska during the summer holidays. Maria also earned ground instructor, sea plane and glider ratings. Flying became one of the greatest pleasures of her life and she treasured the comradeship at the Willamette Valley Soaring Club. When Job left her on the morning of her accident, she was radiantly happy, and looking forward to another two weeks of glider flying in northern Nevada. On her fatal flight, there was a sudden loss of aircraft control for reasons that have not been established. We will miss her forever.

Job, Cat, Jake

Job Faber later wrote to WSPA: *" Maria would have been astounded to discover her friends of the Women Soaring Pilot Association thought so much of her that they wanted a scholarship in her name. And my children and I take enormous comfort in your generosity. The price of a long and happy relationship is excruciating pain when it ends. Even so, it was worth it. But the support from others who take pleasure in the same adventures that attracted Maria and myself keeps me from becoming despondent. I am deeply in your debt*

*Sincerely*

*Job"*

(letters from page 4)

The following letter is one of many Hangar Soaring exchanged with **Kimberly Marx** after her record tow from Germany to Namibia, SW Africa (Hangar Soaring May 2005)

... Especially in flying, I learned that most interesting stories and personal careers were not to calculate in advance, maybe because flying an airplane must be experienced by people. You never can tell, if you are able to comply with all aspects of such an exceptional environment in advance. I met many people whose greatest dream was to be a pilot, but they did not have the whole package of skills to dealing with it.

When I started to fly many years ago, I had no clue that one day I would be the 'black baroness', the most spectacular tow-pilot in Germany and I am still surprised about the countless reactions I get with the very normal people in the streets, who have nothing to do with flying. They know me by television or newspaper and while it was always my aim, to show flying as something 'normal' and avoiding, to look at us as heroes, people are grateful for this 'bridge' they can walk to get in touch

with one of the big mysteries in life and also for a lot of them with one of their biggest dreams.

You know, I really feel privileged by the fact that I can live my life and for god's sake, I would not like to swap roles with anybody. I have tried many things in my life and I always came back to flying. Now, blessed with some wisdom of age and the experience and memories of many remarkable flights I can tell my children a lot of things. Flights like the one from Germany to Namibia are such a great personal reward, even with all the problems and also the glider being still in Ethiopia, I think it was a great adventure. And let's face it, it still is a world record, who else towed a glider for more than 6000 km for hours over water and desert, who else towed a glider over international airports like Khartoum in Sudan, through a sandstorm and so on. Also if we did not make it to our target, I am incredibly proud of what we did.

Yes, you are right, in America it is so much different when it comes to flying. Well, in aviation a lot goes

wrong, because the people from the 'flying side' are not able to communicate with the average people on the street. Maybe that is why I like when people talk to me in the supermarket or wherever I meet the non-flying folks. Bringing people together no matter which country and culture, I think aviation is one of the things able, to smooth out some problems of our modern world.

*Ed. Note: I haven't heard if they got the glider finally out of the desert. Kimberly's journal from that adventure has been published in Germany.*

**Tamara Sitko**, President of the Kiev, Ukraine women pilot club "Aviatryssy" wrote

I am sorry for the late answer, but there was an excuse for that. In early September I with my colleagues was participating in the international forum in Moscow, and then I left for vacation.

Our club Aviatryssy (this was the name for the first women pilots in Russia) joins airplane, glider and helicopter women pilots,

and women parachutists.

Our club has around 150 members - this membership includes the women who started to fly at the beginning of last century and during World War II. We founded the Club only in 2003, but we have already organized two forums. At such forums we meet in order to communicate and discuss our problems, and of course, to have a rest. For forum purposes, we involve sponsors who allocate funds to us, and due to them we can rent apartments in hotels and pay for food and excursions.

We plan to have our next forum in 2007, since in 2006 the elections to the Supreme Council of Ukraine (the Parliament) will take place. Still, we will be happy to welcome you and you women pilots, and show you around our beautiful Kyiv.(Kiev).

Let's communicate, it will be mutually useful.

Best Regards,

Tamara Sitko  
President of Club

