



# Hangar Soaring

November, 2007

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

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## LOOK!

The 2008 Seminar will be held June 23-27 2008  
at Central Indiana Soaring Society, Alexandria IN

Check CISS's webpage at:  
[www.centralindianasoaringociety.org](http://www.centralindianasoaringociety.org)



Photo:Haven Rich

**Mary Cowie in her vintage Ka 18, the only one in the US**

**See Mary's story on page 6**

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

ANNUAL DUES (JULY-JUNE) ARE \$10.  
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**Hobbs, NM 88240**

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## Badges

Recorded through Aug-Nov 07

**Gold Distance**  
Valeria Paget

**Gold Altitude**  
Carol Mulder\* (Canada)

**Silver Altitude**  
Mara Morgenstern

**Silver Badge**  
Carol Mulder (1020 Canada)

**C Badge**  
Amanda J. Schaffer  
Heather G. Pinsky  
Jeanne Pitsenberger

**B Badge**  
Alyssa N. Engeseth  
Armanda K. Evans

**A Badge**  
Marissa Anaya  
Lisa Corsetti  
Sandrah Wiederkehr  
Amanda K. Evans  
Heather Pinsky

\*Carol is a new WSPA member  
from Airdrie, Alberta)

## President's Note

We have exciting news about our scholarship program. Beginning in 2008, we will offer a new scholarship, the "Mid Kolstad Scholarship." The scholarship will be for pursuit of an advanced glider rating, such as a Commercial or CFGI, and it will include an award of \$1500 to be used at the gliderport of the recipient's choice.

The Kolstad family made a generous donation to provide an endowment to fund the scholarship, and the Faber family has also donated funds to endow the Maria Faber scholarship. The funds are invested in a moderate growth portfolio with the Charles Schwab office in Denver. To manage the investment account, the WSPA board has appointed three trustees: our treasurer Arleen Coleson, Anna Gunn-Golkin, and Marti Klemm. Sharon Smith provides professional advice. Lisa Lane, our portfolio consultant at Charles Schwab, is handling the account on a pro bono basis, so that all the income from the investments can go to support our scholarship program.

With this opportunity to realize significant investment income, the board decided that all of our scholarship funds and uncommitted reserves should be invested in the Schwab account. We have transferred \$40,000 from the WSPA checking account to the Schwab account, leaving about \$5,000 to cover ongoing expenses.

## 2007 OLC

21 women listed their flights in the US-OLC

**Kathy Taylor** again finished the season with the most kilometers flown.

The longest flight of the OLC season goes to **Cindy Brickner** with 707.65 km in ASW 27.

Here are the top accumulated listings (non handicapped distances):

**Kathy Taylor** 5259.52 km  
(ASW 27)

**Kathy Fosha** 3954 km  
Flown in LS 8 during the Junior Worlds in Italy, but credited to Albuquerque Soaring

**Martha Najfield** 1797.69 km  
(SZD 55)  
flown in the US, but Martha is from Poland

Listed under Germany:  
**Gabi Haberkern** 1765.04 km  
(DG500 22M)  
Gabi is a WSPA member from Germany.  
Her flights were flown in Pokveni, Namibia



## From the Editor

Dear members,  
Since it has officially been announced that the 2009 seminar will be for the first time outside the US and across the Atlantic in Slovenia I thought I give the ones interested to go a few pointers to get started early with the preparations for the trip.

First of all: start saving money. The exchange rate from \$\$ into Euro is dismal at the moment but hopefully it will improve. Shop early for good airline rates.

Secondly: you need a passport. Get it early. They have a big backlog at the passport agency especially closer to vacation time. A passport is valid for 10 years.

A word to the site: The Lesce-Bled airport is beautifully situated on the southern edge of the Alps (just across the border to the north is Austria). It's a big field, with a clubhouse (and as far as I know there are sleeping accommodations there. I stayed with one of our WSPA members). The club has a fairly wide variety of gliders and I am sure some privately owned ones will be pushed into action also. The area is great for sight seeing.

UNITED Airlines in connection with its partner Adria Air flies into Ljubljana, the capital of Slovenia and just a short distance away from Lesce-Bled. I took the train from Munich, a 6 hour train ride traversing Austria and one of the most beautiful train rides I have ever done. I flew back to the US from Ljubljana via Frankfurt.

Now, when we organize the trip right, we could make a side trip from Frankfurt to the famous Wasserkuppe, the birthplace of soaring. It's the holy mountain of soaring and north east of Frankfurt.

Neita and I will spread the word about that seminar during all next year especially amongst the women glider pilots in Europe and we will the

(President on page 3)

plans are materializing. Maybe we can get a great turn out.

Wolf and I are looking forward to it.

*Franke*

PS

The following was published in the AARP Magazine

Most airlines launch fare sales three or four months in advance. A money saving trick: "Go to an airline website and look for the archives of their press releases", suggests Frontier Airlines spokesperson Joe Hodas. "See when they announce fair sales. I can almost guarantee you they will do it the same week the following year. If you miss a sale, wait until 60 days before your flight. Airlines often reset fares based on projected sales at the 60 day mark and if a flight is undersold, chances are there is a deal to be found.

*(President from page 2)*

Our scholarship program now has a solid financial base, ensuring that we will be able to fund the scholarships as long as WSPA is in existence. We are most grateful to the Kolstad and Faber families for making this possible, and to Lisa Lane and Charles Schwab & Co. for the generous donation of their services. Arleen and Phyllis Wells, our scholarship chairman, also deserve a round of applause for their work on this project.

*Lucy Anne*

PS on November 1st 2007 the following note by Phyllis Wells, Scholarship Chairperson was received by the Board

I am sorry to tell you that Mid Kolstad has passed away. She had a brief illness that left her very depilitated. She died October 30 at 10:30 PM. Her children were with her.

Marge (Mid's daughter) and I have worked out the details of the scholarship.

## In Memoriam: Mid Kolstad



On October 30, 2007 Mid Kolstad, WSPAS's great supporter and benefactor passed away at age 92.

Mid graduated from college in 1937 with a degree in Mathematics and was employed at IBM in the infancy of computers. During the 1939 World Fair she worked at the IBM booth teaching interested businesses how to use the software. At the same time Ken Kolstad was the hardware guy making sure that all the equipment worked. That's how Mid and Ken met.

As newlyweds in 1941 they were introduced to soaring and began their lifelong involvement in the sport at the Airhoppers Gliding and Soaring Club at Wurtsburo, NY. Some well-known members of that club were the late Gus Raspet and Ginny Bennis (now Schweizer). The designer of the Franklin Utility Glider, R.E. Franklin, visited frequently.

WWII interrupted the glider operation since the gliders were sent to Mobile, Alabama for military training. But the meetings continued. When Mid and Ken became parents of the first two boys of their 5 children Mid had to abandon flying gliders.

Moving to Colorado in 1956 Ken and Mid were searching for other soaring enthusiasts, which resulted in the formation of the Pike Peak Gliding Club, which later merged with the Denver Club to form the Black Forest Soaring Society. Due to the excellent soaring conditions at the Black Forest Gliderport it became the premiere Diamond Altitude site. During Christmas week 1965, twelve pilots earned their Diamond Altitude including Neil Armstrong and two teenagers Paul Kolstad and Jeff Yound. 4 of the five Kolstad children became glider pilots

After the death of Paul in a glider accident in 1966 Mid and Ken established the Paul Kolstad Youth Soaring Awards for pilots age 14 through 20. Almost 60 youth soaring pilots are Kolstad Winners.



Mid (center) and friends  
During her early flying career

Ken passed away in summer 2007. During the last weeks of her life, Mid made a generous donation to WSPA which will endow the new (to be officially announced) WSPA scholarship.

One of the last acts completed by her daughter Marge on the very day she passed away, was to establish a scholarship fund for women soaring pilots anywhere in the world who need financial help completing some of their licensing requirements.

(to learn more about Ken and Mid Kolstad's life go to [www.mem.com](http://www.mem.com) type in the top right window the name Kolstad. Mid and Ken are listed separately)

Thank you Mid and Ken for your life long generosity and involvement in soaring

(Hangar Soaring thanks Marge Kolstad for providing the information on her parents)

## Scholarship Winners 2007

By Phyllis Wells

Ed. Note The winners of the Briegleb Scholarship, Marissa Anya and the Flying Montagues Scholarship, Amy Guyton were featured in the August 07 issue of Hangar Soaring. Here are the remaining two:

**Mara Morgenstern** received the Maria Faber Scholarship this year (2007). Mara was introduced to WSPA in May 2006 when Marilyn Meline offered to take her to the Women's Soaring Seminar held at Chilhowee, TN. At that time Mara had her Private Pilot License in airplanes and gliders. In her scholarship application essay she wrote:

*"During the week at Chilhowee I achieved all the requirements needed for my commercial add-on. Upon returning to Minnesota and graduating from Carleton College, I took the flight exam and passed in June, 2006. Since then, I moved to Urbana IL to pursue a PhD in geology. I am now a member of the Illinois Glider Club and my intention is to complete my instructor rating."*

Mara took her check ride at the end of October, 2007. She is now a CFGP and began instructing on November 3, 2007. She said the cost of her flight exam was \$300, so the \$500 she received from WSPA was a big help.

**Kirstin Hein** is a busy teenager who flies with the Soaring Society of Houston. Her younger sister and her dad also fly there. Kirstin takes honors classes, including Latin, in High School. She has been playing the piano for 10 years and often competes and gives recitals. Her goals were to complete her written exam and take her flight exam for her Private Glider License. Unfortunately, the weather this past summer has not been good for soaring in the Houston area. Even so, Kirstin has added a few more hours to her log book, especially working on spot landings. She said having the \$500 on account at her glider port was a big help. It was convenient and it encouraged her to fly more.

Kirstin is dedicated to getting her license and is very thankful for the Sky Ghost Scholarship.

### 2007 Scholarship Recipient for the Eileen Collins Aerospace Camp at the National Soaring Museum

The 2007 recipient of the WSPA sponsored scholarship was Dimitra Rollis from Elmira Heights, NY. At the time of the camp Dimitra was an 8th grader.

This year she is at Thomas Edison High School. Dimitra was on high honor roll and plans a future in aerospace working for NASA. Her principal at Cohen School along with teaching staff help select Dimitra for this honor.

#### Important Message

The next Soaring Convention is upon us. It will be the last one in the annual cycle. Therefore the next one after 08 will be in 2010.

Please plan to attend the WSPA Breakfast which is on Friday morning.

WSPA will be represented in the exhibition hall and we still look for some volunteers who can help out at the booth.

#### Welcome New Members

Hanna Marlette,  
Auberry, CA

Kelsey Campobasso,  
New Brighton MN

Sponsored by Marilyn Meline

#### Oshkosh 2007

By Anne Mongiovi

For only the second time, SSA sponsored an outdoor exhibit at the annual EAA AirVenture™ at Oshkosh, Wisconsin. The exhibit was once again ably managed by WSPA member Anne Mongiovi of Troy, IL and Ian Cant, of Tehachapi CA, with the help of a large "cast and crew". Many of last year's volunteers returned for an encore stint, and those who were new recruits expressed interest in being contacted for future endeavors.

The display this year included Paul Hanson's classic vintage "Sisu" sailplane, and a new Stemme S-10 provided by Don Bell of Bell Aviation. Unfortunately, manufacturing glitches in Europe held back the originally scheduled exhibit of the two brand new sailplanes: the Stemme S-6 and the Pipistrel "Taurus". Perhaps they will make it to next year's display. Paul set up a display of scale-model gliders, and even simulated the appearance of a glider "on-tow" when the wind didn't "break" the rope!

Incorporating many excellent ideas from last year's volunteers and site visitors, the exhibit was more visible, more inviting, and had more accessibility of informational materials. Those who worked this year have come up with even more great ideas to improve the visibility and appearance of the display in the future. It is always a thrill to introduce new folks of all ages to the sport of soaring, to renew the interest of those who've been away for a while, and to provide the existing soaring community with brochures on new sailplanes and other helpful information. While it may sound like some to be a daunting task, the enthusiasm of the crowd is

(Continued on page 6)

## MY SURPRISE RIDE

By Gloria Champine

(Ed. Note: I remember that day well, when Gloria first (and last time) came to the airport in South Norfolk, then home to the Tidewater Soaring Society. I still see her spreading out the picnic lunch on a blanket.

Her husband Bob was one of NASA's great pre-space program test pilots and once in a while, in the early 70s doubled as a tow pilot at our club.)

Being married to a professional pilot brought a few surprises to my previously quiet life. Surprises which were unexpected, but exciting.

My husband Bob, had as a fun hobby, flying a tow plane for some local glider pilots and as a good young wife, I was prepared to bring lunch to him so he could spend the day flying with his friends. Armed with driving instructions to the flying field in engineering language, (this was back in the days of room-sized computers and before Mapquest was developed). I picked up some burgers and drinks and got on the highway leading to an airfield near South Norfolk. Following the somewhat precise instructions, I found myself at the airfield just before lunch. Bob had just launched a glider and was returning to the field in a Citabria aircraft to hook up another one for tow. He landed and we were talking about having lunch together when he said he had arranged for me to have a ride in a two-person glider, a Schweizer 2-22, with one of the instructors on the field. Trying to put up a brave front, but scared to death, I gulped and said "I'd be delighted to take a flight."

I was given instructions on climbing into the glider and what to touch and what definitely not to touch, like the knob that cuts the glider loose from the tow plane. Then I was ready. Even with many flying hours in a small plane with lots of time as a navigator and a good wife co-pilot, the thought of going up in a glider with no engine or controls other than finding good air and gliding around in the sky, made me just a little uncomfortable, but grinning and trying to hide my fear, I climbed in.

Bob readied the tow plane, and other pilots hooked the rope up, then the instructor and I were ready for take off. First, there was the roar of the Citabria as it revved up and then the slight tug on the rope that started the pull on the glider -- we were off the ground after a short roll. I hung on to the interior sides of the glider as if that would save me if something happened. I believe it was called the "white knuckle grip" and with my legs stretched out straight before me in this small plane, I was off on my first glider ride. After being towed upward, the instructor turned to me and said "Where do you want to drop off, at 2 or 3?" I assumed that meant 2,000 feet or 3,000 feet, so I gulped and said I thought 2 sounded okay to me. He pulled the red knob and we were cut loose from the tow plane. We sailed up without a sound except for the rushing wind around the glider I felt like a bird. Such peace! I finally got enough nerve to look around and saw my husband flying nearby in another glider watching over me. The key was to find a good thermal and climb until we lost it and started to descend. After a little while I noticed we were starting to circle around, getting lower and lower. The field came in sight and the instructor skillfully landed the glider on the smooth grass. Shortly after, Bob landed his glider and came over to help me out. My knees were shaky and my fingers were stiff from grasping the inside of the glider, hanging on for dear life, but I climbed out, smiled brightly and said, "What a wonderful and exciting ride that was and I appreciated having the opportunity to have my first (and only) glider ride." Everyone just beamed.

(ed.note: Bob died on the 100th Wright Brothers anniversary. See <http://hometown.aol.com/GRC6431/myhomepage/index.htm>



Your editor received a personal note from **Kathy Fosha**:

*I wanted to personally send you a note thanking you for the huge donation and wonderful support from WSPA. I had a truly amazing experience in Italy and I know that I had the full support of WSPA behind me. Thank you for your continual support and Encouragement*

Fred Weinholtz from Germany :  
*needn't tell you that, although - (or should I say "because"?) - being a man, I love your "Hangar Soaring". But reading your August 2007-edition I must tell you, that this is one of the best pieces of "official publications" I have ever seen.  
My best congratulations, and all good wishes for the future of WSPA, of HS, and of worldwide women gliding,*

From Jeannie Dismukes  
*Thanks for the invitation. It would be nice to meet in Slovenia. I look forward to hearing more about the date and the plans for the seminar.  
I have been practicing my soaring skills out in Springfield VT where I am the club VP. I have even formalized a scholarship program for young people*

## For the love of Vintage

By Mary Cowie



Mary and husband Lee  
in their T-31B

"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 HE is able to fly them. To preserve history and to keep the older gliders flying a

group of Americans chose to form a club, the VSA, to organize a network as well as to host events to be enjoyed by those of like interest. At these gatherings, held on both coasts as well as the Midwest annually, pilots bring their revered gliders, some in beautifully restored condition and others in VERY original but flyable condition, for others to see and appreciate. Rides are often swapped and photo opportunities are limitless at these events. My computer screen saver is a photo that a friend took of my ASK-18 while we were sharing a Midwest thermal during our 2003 vintage regatta. What an air to air shot! How that photo helps me to endure the cold Midwest non-flying months. At the Wabash Valley Soaring Association near Lawrenceville IL/Vincennes IN where the Midwest regatta is held, we compile photo albums of the various gliders that participate each year. Special things seem to happen there each year during these events. One year, after a few rainy days, we ended up enjoying winch launches with one person making a flight of over three hours from his 800 foot winch launch. This past year we had Glen Klingshirn from Atlanta attend and he offered instruction and BFR's to 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, K7 and two K13s - all but the two 13s have had thorough restorations under the watchful and experienced eyes of the club's chief restorers: Bud Brown & Dave Schuur. 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. Last summer's 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 Phonix. 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 @ [www.vintagesailplane.org](http://www.vintagesailplane.org).



Mary's son Lee in his Grunau Baby

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.

Photos courtesy of Mary Cowie

(Continued from page 4)

contagious---and meeting thousands of aviation enthusiasts over the course of the week invigorates the volunteers and brings smiles to their faces. And there are no words that can adequately describe the joy on a child or youth's face when they realize that becoming a glider pilot is within their grasp.

With tentative approval from the September SSA Directors' meeting to renew our site for another year, we hope to have a place at the Albuquerque Convention to promote the venture and sign up volunteers for July 2008. We will also notify folks via the SSA web site, the e-news, and Hangar Soaring how to get involved. Folks can always contact Anne at: [amongiovi@charter.net](mailto:amongiovi@charter.net), or by calling 618-667-7188.

## The 4th Women's World Championships

By Margot Aquaderni "57"

When I was raising my glass to the New Year 2007, I thought about my World Championships in Romorantin/ France, wondering whether that year would bring me a surprise.... Well... at the beginning of the year a big surprise arrived...it was not exactly what I expected : by the end of the year I will be GRAND MOTHER.....! My daughter's wedding had changed my schedule a lot but, in spite of this, I've tried to train at best I could. Unfortunately, because of lack of time I could not participate in any competition before the world championship and I think this has been one of the faults committed. In fact I think that being well trained for the psychological and physical stress of a World Championship, is extremely important.

On the 11<sup>th</sup> of July the 4<sup>th</sup> World women championships started in Romorantin. 52 were the entries but only 44 were the pilots on grid at the first launch : 11 in the 15 m Class ( the one where I was competing) ,13 in the Standard and 20 in the Club Class. 12 nations were represented: Russia, Poland , Switzerland, Denmark , Latvia , Lithuania, Hungary, France, Great Britain, Germany, Ukraine and Italy. The two Australians, the Japanese and the South African ( she was flying in Rieti ) who participated in Klix 2005 and the Argentinean who was in Jihlava, were absent. So, it was more a European Championship than a World Championship.

The opening ceremony was in the streets of the very nice village of Romorantin but it was disturbed by the rain.

The 11<sup>th</sup> of July arrives : the sky does not look great and after delaying the start many times, only the club class is launched but the task won't be valid .

12/07 1st day

The weather seems to be a bit better but thermals are very weak. In our class only the two German pilots are able to return to the field after a flight of 162 km. I fly 136 km. and I'm forced to land out. In French they say that you land "Aux Vaches"... "at the cows" in English.. this is true ! I land in a field which would have been full of cows after half an hour if a very kind farmer wouldn't have stopped them....Good start....! Only half of the competitors of the other classes are able to return home.

13/07 2nd day

Blue thermals, the forecast calls for a ceiling between 1500 and 1800 m with blue but good thermals.... I let you judge ....No one comes back. We fly 182 km in 5 hours...!! I fly with the German pilots and land with two of the French pilots. The flight has been particularly stressful since conditions are very weak; the ground is quite high and there are very few landable fields. It takes us nearly two hours' drive to get back home..... Anyway I 'm happy, after the second day I 'm 3<sup>rd</sup> place overall. But the point spread is very close

14/07 : 3rd day

Another day of blue thermals. I try to fly with the German pilots but I realize that after draining some water the glider doesn't climb any more as well as before. I'm with other gliders a bit behind the first. I just touch the first circle and go back to the thermal that has given to me the lift to ceiling. I'm with two other gliders but we only climb 0.1 / 0.2 m/s . There is a big gaggle 5 km to the north, towards the second circle. I decide to go there. When I arrive everybody leaves, the thermal has ended. I try everywhere but to no avail. There is nothing, nothing at all. I drop the landing gear and land. I cannot explain how furious I am...and the two gliders that were with me circle just 100 m above the ground where I landed. They don't climb but they stay. After 5 minutes the thermal starts again....Bad Luck ! I fall down to the tenth place. I feel really disappointed.

15/07 : 4th day

Another very stable day : nearly all the 15 m Class are about to land after the crossing of the start line. We need nearly 45 minutes to be able to climb to the top again. Again we leave all together and this is highly stressful, all flying in one gaggle. And the worst comes when a glider beneath me almost touches me. I feel really scared, I cannot control my legs trembling....I leave the gaggle and finish the task but without much motivation. I end sixth. Katrin Senne from Germany had a faulty palm pilot. It did not show the second start and so she finishes last and falls to the third position.

Even in the evening when the usual very nice Babajaga ceremony and dance around the fire initiates 11 pilots into the world of flying witches and international women competition, she is still really sad . . . The usual big fire is surrounded by dancing witches that ride brooms.....Always spectacular !

16 / 07 NO TASK

At last! A front is passing through our area and we all hope the air mass can change !

At the briefing I am given the opportunity to introduce the book

"History of International Gliding Contests, European and World Championships for Women." To the pilots present. This book was written by Gill Van den Broeck and all the competitors are extremely happy to receive the book that chronicles the history of women competitions from the very beginning.

Thank you Gill !

17/07 : 5th day

I am very happy when in the morning I see the sky promising very good conditions.

I fly together with Katrin. We wait before leaving and we are very lucky since we have our start in the best moment of the day. We really fly well and fast. The sky is beautiful and we really enjoy ourselves a lot. I miss the very last thermal and this causes me a delay of 3 minutes but I'm second. Katrin is the winner and she jumps again to first place. I start climbing in the scoring sheet a bit and after this task I'm 7<sup>th</sup> in the overall results.

18/07 : 6th day

Assigned areas Speed task time 03h 00min

Another very nice day even if the forecast says that the sky will be overcast by the end of the afternoon. Unfortunately the sky is completely dark when we fly our final glide over the forest and are forced down 30 km from the airfield.

Another good result, second again and I'm in 5<sup>th</sup> positions in the overall results. I'm really, really happy. I'm flying well, I'm satisfied.

19/07 : 7th day

The forecast is for thunderstorm so we are launched quite early. I fly with the Germans but I make some mistakes. I start feeling a bit tired. I'm 6<sup>th</sup> but I lose some points and I fall again to 7<sup>th</sup> place. I'm not too worried since the race is still wide open. Many of us are just a few points apart.

20/09 : 8th day

Racing Task : 198,1km

Another amusing day but this time I don't want to risk being too low over the forest in the final glide. I don't really know where to land should the present cirrus clouds, that were not forecasted, completely cool the ground. So I wait to get higher and I lose nearly 15 minutes. I think that being safe is always the right choice to make.

I'm 7<sup>th</sup> both in the daily and in the overall results.

Lucy Withall, the English pilot, does not take off because of a virus that made her sick. It is a pity and she is really upset but she feels too bad to fly. Also other people on the field suffer from this virus...

21/7 9<sup>th</sup> day and last ,

The sky in the morning does not look too nice but the weather man is optimistic.

We stay on the grid quite a long time since the start is delayed more than once. Many pilots are very nervous. The day could still bring changes in the top three positions. Lucy feels better and decides to fly. We are all happy about that good news. I feel very tired and I'm really happy that that it is the last day of the competition.

After take off, I don't climb very well and I'm the last to cross the start line, but I'm happy since the sky looks great. I start flying towards the first circle of the task and since it is quite hot I drink some water. I suddenly start feeling sick. I start vomiting. I cannot understand what's going on. I know that I can't go to a lower altitude since the wind there is much stronger and flying becomes more difficult. I climb to the ceiling again but I feel sick, I vomit another time and again and again. I really feel very bad. And then I feel faint, I'm getting lower and lower. I start feeling unsafe. The only thing I really desire is to land, somewhere but safe. I see a big field pointing into the wind, I land, I open the canopy. I'm happy I'm safely down. Ten minutes later I can get out of the glider and lie down in the ground. I start looking at the sky: wonderful cumulus...what a pity...my competition has ended. Damn virus!!!!

I get 146 points and drop 9<sup>th</sup> position. So much effort...so much stress.....

Katrin Senne, Germany wins the 15 m Class followed by her team mate Anja Kohlrausch and by the French Anne Ducarouge.

The English Gillian Spreckley wins the title in Club Class, followed by the German pilots Kathrin Woetzel, Christine Grote.

The English pilot Sarah Kelman wins the Standard class, followed by Jana Veprekova, Czech Republic and Joanna Biedermann, Poland.

In spite of the virus and of the mistakes made, I feel quite satisfied with my performance. A women world competition is always a wonderful experience and how many real friends I have among my competitors is really amazing!

### VIRGINIA M. SCHWEIZER COMPETITION TROPHY

This trophy is a copper plated 1-26 complemented by a large and exquisite turquoise nugget. The trophy was made possible through the combined efforts of the Tucson Soaring Club, The Women Soaring Pilots Association and Paul and Ginny Schweizer.

Virginia Schweizer has been an inspiration and leader by example to women everywhere who have wanted to join the sport of soaring.

This trophy honors her for the great contributions she continues to make to open the doors to women so they can fully participate in soaring at every level of achievement. This trophy is awarded to the feminine pilot who achieves the highest average daily score in the 1-26 Championships. The winner must fly at least 30 percent of the total contest days.



Virginia Schweizer presenting the trophy to the 2007 winner, Cathy Williams  
Photo: from the 1-26 web page



## Sometimes You Just Gotta Say Yes to Something New

By Larry Tuohino

Glider pilots at California's Hemet-Ryan airport recently participated in an unusual bit of mutual awareness-generation with a group not often mentioned in soaring circles: A women's roller derby team, The OC Roller Girls of Orange County. The RollerGirls were looking for an exotic backdrop for their 2008 league calendar. A local pilot suggested using gliders at Hemet-Ryan, and the next thing we knew our normally quiet gliderport was overrun with "alpha" females on an otherwise unremarkable Saturday. If you remember Roller Derby from years back you have some idea, except the sport is now detuned of the TV-driven histrionics and driven by do-it-themselves ladies competing for bragging rights (among over 160 leagues nationwide), exercise, and camaraderie. Indeed as we got to know this diverse group of women, it changed a few of our ideas about how to possibly attract women to the sport of soaring.

Several RollerGirls took rides. I asked one, "Dirty Debra Harry", "why roller derby?" and she responded, "Most of us probably bypassed the Barbie phase and went straight to riding our bikes shouting 'look mom no hands!' Best part was when I 'piloted' the plane solo ... ok so ... for about 5 seconds but what a rush! Went home and told my husband that I loved it and that I could take lessons?"

We are now in an era of "post-Title 9" women coming of age. Title 9 was the '90s legislation which equalized resources supplied to women's vs. men's college sports. There are now women in their 20s and 30s who grew up in this sports-equalized environment with careers, and in many cases families, started, but no organized outlet for their post-college athleticism and adventurism beyond the occasional co-ed softball pick-up league... could there be room for soaring in this gap?

A final observation for WSPA readers from the end of the photo shoot: The female photographer's truck would not start. Instantly, a group of male pilots volunteered assistance to the lady's plight. A RollerGirl (complete with wrist in a cast) pressed through the crowd to peer into the engine compartment. After a turn of the engine, she stated with authority, "It sounds like a vacuum leak," squeezed a hose, and the sputtering SUV returned to health! Ten dumbfounded would-be mechanic/rescuers looked speechlessly at her and then each other in surprise. With this type of talent and can-do attitude, these women could become glider pilots!

Next steps? The OC Roller Girls are interested in offering a consignment of calendars as an exclusive to the WSPA at the SSA Convention in Albuquerque to raise money for women's soaring. In addition to displaying professional large-format photos of some sailplanes, the calendar highlights birthdays and record dates of notable women in soaring. More info will be available on their website: [www.ocrollergirls.com](http://www.ocrollergirls.com)



The Roller Derby Girls and Larry's PIK (he had some anxious moments at the lift)

## Hear Say

At the recent shuttle "Discovery" launch history was made. For the first time in the 50 year history of space flights women were in charge of two different space crafts at the same time: retired Air Force Colonel Pamela Melroy, 46, is commander of Discovery while at the same time Peggy Whitson is in command of the orbiting International Space Station.

( This editor believes that because the shuttle being a self-launching glider –with a very low L/D though- this news and achievement qualifies for mentioning in Hangar Soaring.)

### A Sailplane in Memory of Angelika Machinek

The November 06 Hangar Soaring reported about the untimely death of Angelika Machinek, Germany's top woman pilot. SEGELFLIEGEN, the German soaring magazine reports this month that in honor and memory of Angelika a club class sailplane of the type Hornet is available for contest flying of young, German women glider pilots. Pilots interested in using this plane have to apply to the Angelika-Machinek Support Fund which chooses the pilots to whom this plane will be made available during the 08 soaring season and beyond.

A similar set-up exists for the junior pilots in Germany independent of the Angelika Machinek Fund. More about that in a later Hangar Soaring

The same magazine also reports that at the present 40 sailplanes are being shipped in containers to Namibia, West Africa for the "German" winter soaring season. 120 pilots are already registered for the 3 months season.

**Anna Laura Geusen**, 16, one of our German members received her PPL-C on September 16, while her younger brother soloed a month later.

Anna Laura and her family visited the Western US last month and paid Neita and Mark Montague a visit.



**Joy Pierce** who flies in Hollister, CA sent the following report:

Yesterday I was in Southern California and flew out of Crystal with Dale Masters. We were flying a DG505 which was really fun compared to the usual SG 2-33 trainer. Dale is a wonderful instructor. Crystal is a really great place to fly from. We took a 2,500 (AGL) foot tow. In my first thermal we climbed to 9000 (MSL) feet (airport elevation about 3,200). The conditions were great! We had no real problem finding thermals and jumped over to the mountains quite easily. Then I had the pleasure of my first mountain soaring with an expert in the back seat guiding me along. We stayed up over an hour. My only disappointment was that I went from having nothing but fun to feeling sick in a second. One minute I was fine and the next minute I was starting to feel nau-

seous. So, we threw open the dive brakes and burned off 9000 feet in a hurry.

A few weeks later Joy writes

Hollister Gliding Club also hosts an annual "Gliderpalooza," which was a couple of weeks ago. Back in the foothills about 30 miles south-east of Hollister is a dirt runway. The owner of the land allows us to use his runway for a weekend and we pack up all the club gliders and fly out of Panoche for a weekend. I was able to fly the 2-32 from Hollister to Panoche (which I think qualifies as a short cross county flight). I took several tows while at Panoche and then flew the glider back to Hollister. The next day I drove down to Panoche took a couple more flights and was able to find some good thermals and stay up for almost 2 hours! I found a kid to drive my car home and got another chance to fly the 2-32 back to Hollister. So, it was great, I got three short cross county flights. The runway is very narrow and somewhat short, so my flight instructor said my landings were really good practice for off field landings. It was a lot of fun and really great experiences. I am so lucky that I am getting such varied experience even though I don't have my license yet. A lot of the guys around here who have had their licenses for a couple of years still haven't landed out on a narrow dirt runway and love this weekend so that they get a chance to take off and land some place other than Hollister.



**Amy Guyton** solo

My summer since I have seen all of you has been ridiculously busy filled with all kinds of unexpected events....."Life is what happens while you are making other plans" :)

Either way, I kept with my flying and yesterday I flew SOLO !!!!!

I wasn't sure if it was the day or not but my instructor was confident. Did several flights early in the day that were okay but the landing was sloppy - then took a written test - passed that - then a simulated rope break, which resulted in clapping from my instructor and the ops crew. Then.....all by myself!!! What a feeling. I am still smiling this morning :)

It was so quiet up there. And Neita, I did let the plane know who was in charge, especially on landing. Everyone said I rolled in "just like the big boys" :)

When I climbed into the plane I imagined Avenal and having all of you there with me. I know it made all the difference in the world!!

And, I wore the bright orange - fly Hawaii soaring shirt that I won at the seminar this year. Then I wore the WSPA shirt the rest of the day  
Thanks again for all of your support!!

#### A last minute letter from Slovenia

Many thanks to Frauke and Sylvia for CD with presentation of your week at Avenal. Photos are great and all faces happy - that's all.

I have made a copy, so Irena can show that at our this year's meeting of members of Slovenian women pilots. We will get together at Saturday, 17. November. One point of conversation is going to be also WSPA 2009.

Touch and go,

Dani

Ed. Note: I have made a Photo Show -with music- of the last seminar. When Sylvia Sella Geusen was in the US with her family she took one copy back home and obviously is sending copies to many of our friends in Germany and Slovenia. Thanks Sylvia.

#### Anne Lindbergh Trophy

Have you had any great cross country flights this year? You might qualify for the Anne Lindbergh Morrow Memorial Trophy. Check the rules at

[www.womensoaring.org](http://www.womensoaring.org)

This year's administrator of trophy applications is  
Kathy Taylor  
557 Todd Loop Rd  
Los Alamos, NM 87544

E-mail: [ktaylor@lanl.gov](mailto:ktaylor@lanl.gov)  
Phone 505 672 0152

#### Marina Kalaeva

Editor's note: At the 2005 3rd Women World Championships in Klix, Germany we published a newsletter every evening with the results of the day, special happenings and profiles of the participating pilots. The following is one of the profiles of these championships

41 years old Marina Kalaeva, one of the Russians flying in the Club Class was born in Kazakhstan. Marina now lives and flies in Novosibirsk in the outermost Eastern part of Asian Russia. With about 700 hours in gliders she is a professional flight instructor for sailplanes and power planes and has flown in several national and international glider contests. Her longest glider flight has been 500 km. Novosibirsk has three airports and three aeroclubs. In contrast to most glider clubs around the world there is no shortage of young people eager to learn to fly gliders. Marina's club owns 50 gliders and several motor planes. Year after year her club hosts the Russian championships often attended by international pilots also. Pilots flying in these championships arrive mostly by commercial flights or by train. Seldom is a towed glider trailer seen in Novosibirsk. Pilots who land out in one of the huge fields in the region will be retrieved by aero-tow. The soaring season is short in this region. It runs from mid May until September. Often early in May the ground is still snow-covered and the permafrost reaches meter deep. When the temperatures rise and the snow melts early in May the thermals explode. It is not unusual to find 4-5m thermals and cloud bases up to 2500m. When the first snow falls in September and cold temperatures grip the region the soaring season comes to a hold but not the club activities. Club members overhaul planes and for the students the time for theory lessons begins. Marina, as a club instructor works full time year around. The blond woman is married and has two children. She says: "Flying is my life and it is a beautiful and exciting life" She won the 4th day of this Championship with a distance of 150 km and a speed of 83km/h in a Jantar.



#### Stocking Stuffers

##### FLYING FOR HER COUNTRY:

The American and Soviet women military pilots of WWII  
By Amy Goodpaster Strebe, 2007, ISBN-13:978-0-275-

99434-1 109 pg  
About \$34

HISTORY OF INTERNATIONAL GLIDING CONTESTS, EUROPEAN AND WORLD CHAMPIONSHIPS  
By Gill Van den Broeck.

(I have two copies left . They are \$27.13 including shipping and handling)

CD with all Hangar Soarings from 1972-2001 (later issues are on the web page).

Bertha Ryan went through this big labor of love to scan and record all Hangar Soaring issues prior to this editor taking over. The sale of this CD is a fund raiser for WSPA. Anybody interested please contact me, Frauke Elber at [fandw\\_elber@cox.net](mailto:fandw_elber@cox.net) and I will make a copy of the original \$12 (incl s& h)

Ed Kilbourne  
L/D  
A classic of glider songs. Originally this music was recorded on tapes. Ed re-

mastered and recorded it on CDs especially for me to take to the 2005 World Championship. The CDs are autographed by Ed.  
I have 2 copies left  
\$12 each (includes s& h)

CD picture show with music by Ed Kilbourne from the last WSPA seminar.  
The sale of this CD is a fundraiser for WSPA. I will make copies on request either as data CDs or as a video on DVD (playable on your TV set).

Set your own price (it costs me about \$3 to produce and mail the disc).





The 2008 raffle will be an original watercolor similar to the one shown depicting a Grunau Baby, a German classic from the early 30s. Shown here is a Ka4 Rhoenlerche.  
For raffle tickets drop me a note at [fandw\\_elber@cox.net](mailto:fandw_elber@cox.net)

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**First Class Mail**