



Hangar Soaring

August 2018

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

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try pilot

Nominations for the 2019-2021 Board are open now. Send your nomination to Phyllis Wells: pwells1634@gmail.com
Nominees will be listed in the November Hangar Soaring.

PLEASE VOLUNTEER.
The future is in your hands



Photo: Mark Palmer

Alice Palmer landing her Club's PW5 at Kelly Airpark in Colorado

(see Alice's article on her club's , Black Forest Soaring Society, 30th anniversary in the July 2018 SOARING)

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

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Badges

Recorded through Aug. 2018

C Badge
Chris Larson, MN

B Badge
Chris Larson, MN

A Badge
Chris Larson, MN

Sophia A. Taylor-Home, CA

South Carolina State Record

Jayne Reid
Female/ Open Single Place
100k Speed Triangle 54.30 mph

Female/ Sports
100k Speed Triangle: 47.2 mph



From the Editor

Clarification

The citation on the Exceptional Service Award led to some confusion about the founding of WSPA.

I hope the following clears it up.

In 1972, to encourage more interaction among the US women glider pilots, Bertha Ryan, a glider pilot herself, and later the recipient of the Majewski Medal, the highest international honor for a woman glider pilot, distributed amongst clubs in the US a survey to find out how many active women glider pilots were in the country. Fifty-seven women responded. Encouraged by the response, Bertha started a small newsletter that later evolved into the now quarterly newsletter *Hangar Soaring*. It became a sounding board for new ideas and communication amongst the women here in this country and overseas.

Bertha's initiative led in 1979 to the first weeklong women soaring seminar in Tehachapi, CA organized by the then women in the SSA office. This resulted in the decision to hold this seminar annually, each time in a different part of the US, to enable as many women as possible to attend over the years. Out of these seminars grew the idea of forming a Women's Soaring Pilots Association, which was formalized in 1986 and whose intended mission it is to encourage and support women glider pilots.

Frauke

President's Note

Dear WSPA members and Associates:



Wow! What an amazing and exciting WSPA Seminar we just had in Truckee, CA, July 23-27, 2018! A big thanks goes to our WSPA Member Hostess and Host, Marianne Guerin and Richard Peral, and to our Vice-President in charge of seminars, Charlotte Taylor! They have spent all year working on this seminar!

At the Truckee WSPA Seminar there were wonderful aeronautical presentations, lots of basic training for our newer pilots, and some great advanced cross-country flying opportunities during the afternoons for more advanced pilots. As always, the breakfasts, and the dinners in the evenings were filled with making and renewing friendships, networking, sharing stories and information, and getting to know a lot of glider pilots who all love the same thing, SOARING! Every evening after the WSPA general meeting was over, fun and silly awards were given out to the "stars" of the day. Every morning we had special guest speakers presenting on: Medical Consideration in Mountain Flying by Dr. Walter Cannon, Conquering Mountain Thermals by Larry Suter, Soaring Weather Forecasting by Harry Fox; Emergency Landing Choices on Take-off by Cindy Brickner, and Women's International Competitions 1996 - 2017 by Frauke Elber. Thursday and Friday mornings Matt Gillis gave us the morning soaring forecast. Our own, Carol Ann Garratt, also gave us a wonderful presentation on Tuesday night regarding her trips around the world in her Moony. The second one set a new world record, more than doubling the previous average speed! Her book-signing and sales at the seminar were matched by ALS fundraising for research on Lou Gehrig's disease. By the end of the week, she donated her half, \$820, to our WSPA operating expense fund! Thanks Carol Ann!

To give you a sense of how great the soaring was in Truckee during the week-long seminar, I will give you an abbreviated version of my 3.2 hr. cross-country mountain flight. There were several flights in the 4 hour range also. I personally had a great flight on Thursday in the Silverado Soaring Club's DG 505 with their president, Dave. Truckee Airport sits at 5900'MSL. I got off tow at 8400'MSL in booming lift a few miles north of North Star Ski Resort, went right to 14,500'MSL, and headed north toward our first goal. Eventually, I got to 17,200 zig-zagging under various

(Continued on page 5)

WSPA Annual Expense/Income Report FY 2017/2018		
	6/30/2018	
Row Labels	Sum of Expense	Sum of Income
Advertising and PR	\$ 174.83	
Chilhowee Seminar	\$ 8,044.70	\$ 115.00
Donations		\$ 9,431.00
Fees	\$ 308.89	
General Operating Expense	\$ 825.23	
Membership		\$ 4,155.00
Newsletter	\$ 395.47	
Scholarship		\$ -
Scholarship payments	\$ 7,555.55	
SSA Convention	\$ 623.07	
Store	\$ 707.87	\$ 1,782.00
Taxes and Auditing	\$ 250.00	
Transfer of Funds		\$ 101.00
Transfers of funds		
Truckee Seminar	\$ 78.84	\$ 7,748.82
Website	\$ 202.75	
Grand Total	\$ 19,167.20	\$ 23,332.82
ASSETS - JUNE 30		
COMPASS BANK CHECKING	\$36,990.62	
COMPASS BANK SAVING	\$13,632.82	
SCHWAB INVESTMENTS	\$113,716.67	
TOTAL ASSETS	\$164,340.11	
LIABILITIES - JUNE 30		
SCHOLARSHIPS	\$9,191.00	
TRUCKEE SEMINAR	\$7,000.00	
TOTAL LIABILITIES	\$16,191.00	
ASSETS vs. LIABILITIES	\$ 148,149.11	

“It takes a village...” or several clubs to stage a successful seminar.

32 participants (24 flying) descended or in this case ascended (airport altitude 5900 ft) to Truckee, CA a historic, small town and vacation destination near Lake Tahoe. I was reminded of Black Forest places in Germany. The participants came from across the country and Canada. No overseas members attended this time. Marianne Guerin (TTSA and WSPA) and Charlotte Taylor (WSPA VP), were this year's organizers.

Gliders, instructors, mentors and tow pilots were provided by Truckee-Tahoe Soaring Association and three local clubs: Silverado Soaring, Northern California Soaring Association and Bay Area Soaring Associates. Richard Pearl, TTSA Vice President, oversaw day to day operations. Preceding the seminar WSPA Board members met at Mary and Mike Rust's rental cottage, discussing improving the WSPA webpage, computerizing business procedures and prospective changes to the Bylaws.

Thanks to the local EAA chapter and its President Tim LaDolce, we had a nice facility located at the Truckee-Tahoe Airport

with a full kitchen for meals, lectures and meetings during the week. Lynn Meadows (EAA and 99's) helped with the EAA logistics and the access cards to the airport. Karol Hines helped with the daily scheduling.

The days pretty much followed the now well-established seminar routine: after breakfast weather briefings followed by lectures of varying topics, like local particularities; perils of high mountain flying and their physiological effect; finding weather information; Carol Ann Garrett's three around-the world flights; landing decisions, and the history and rocky road to the Women's World Gliding Championships.

The largest part of the day was set aside for flying. Some of the participants had spectacular flights to over 17,000ft and up to 5 hours in state-of-the-art gliders.

Breakfast every morning and dinners on three evenings were prepared by the daily changing kitchen crew and served at the EAA building coordinated by Neita Montague. Lunch was catered to the gliderport. Two dinners, including the banquet, were picnic dinners at the glider port, where the men could show off their culinary skills. Following the dinners were short membership meetings presided over by WSPA President Mary Rust. The state of WSPA, the Treasurer's Report and Scholarship report were presented to the membership as were suggestions to make small changes to the By-Laws and the Wording of the Anne Lindbergh Trophy rules. These meetings were followed by evening lectures or just socializing.

The following were the presenters

Dr. Walter Cannon
Richard Pearl
Larry Suter,
Harry Fox,

CarolAnn Garratt
Cindy Brickner (who also provided one morning of ground school)
Frauke Elber

Great flights were not the only highlights of this seminar; mother nature provided a hailstorm of biblical proportions, very few of the participants have ever seen. The airport snow plow had to clear the runways and our faithful support group of associate members was mopping up water inside the EAA building. Following this tempest was a 3.55 earthquake in the middle of the night (I slept right through it), and during the whole week the area was affected by the smoke caused by the California and Nevada wildfires, which generally cleared in the afternoons. (this editor just learned

that flight operations at Air Sailing, a neighboring club about 40 miles to the north has been grounded for a period of time by a NOTAM to keep the surrounding air space free for fire-fighting aircrafts).

Highlights on the flying side were: Dale Roberts' and his mentor Sergio Colacevich's flight dodging the hailstorm by staying on the sunny side of the storm and making a safe landing back at TTA, coming in with a pitch-black sky as background. For one of our young members, her flight was her very first one in a glider and as a special treat: in a high-performance glider.



Registered participants in alphabetical order: Benjamin, Summer; Betson Cheryl; Beutel, Heinrich; Burn, Joan; Burn, Tim; Cerne, Danica; Chalmers Anne; Elber, Frauke; Emewein, Elaine; Franz, Ulrike; Garratt, CarolAnn; Gereau, Roy; Grieve, Maxine; Gusenmeyer, Patrick; Guerin, Marianne; Harps, Kate; Hettinger Maggie; Kaden, Ute; Keller, Cathy; Montague, Neita; Nakashima, Rolland; Owings, Randy; Pearl, Richard; Robertson, Elizabeth; Roberts, Dale; Roy, Margaret; Rust, Mary; Rust, Mike; Seelye, Jayden; Sullivan Michael; Taylor, Charlotte; Wells, Phyllis

Phyllis Wells announced the 2018 scholarship winners during one of the evening meetings.

This year's winners are:

Mid Kolstad Scholarship \$ 1500

Elizabeth Robertson, US
Alandria Brunjes, Canada

Maria Farber Scholarship \$750

Chris Larson, US

The Flying Montague Scholarship \$2000

Danica Cerne, US

Sky Ghost Scholarship \$750

Hanna Horvath, Hungary

Edith Yat-Ching Lee, China presently Canada

Specific for this seminar

Truckee-Tahoe Airport District provided three scholarships \$1000 each to 3 young women age 14-18.

The winners were:

Summer Benjamin
Maxine Grieve
Jayden Seelye



From l to r
Maxine Grieve,
Jayden Seelye,
Summer Benjamin,

This complex seminar could not have happened without the support of the many people involved

Mentor Pilots

Ken Focht (Silverado)
 Dave Ravetti (Silverado)
 Larry Suter (NCSA)
 Mathew Gast (NCSA)
 Sergio Colanevich (TASMA)
 Harry Fox (BASA)
 Steve Brockman (BASA)
 Matt Gillis (BASA).

Tow Pilots

Ed Lord
 Don Brown

The very efficient line crew were

Wyatt Johannsson (2 days)
 Hudson Johannsson (1 day)
 Preston Perish (1 day)
 Ryan Crappo (2 days)
 Gavin Snow (2 days)
 Zach Snow (3 days)
 Kaia Snow (all days)*
 Emmerson Honsa (2 days)
 Kestrel Sutra (2 days)

*Kaija only 8 years old, ran the line like a pro. She also had the privilege to communicate with the tower by radio

Karen Snow from TTSA ran the office and her three children were the majority of the very efficient line crew. "Mike 1" (Mike Johnson) managed the ground operation. Summer Benjamin, Jaden Seelye and Maxine Grieve also were one day delegated to kitchen duty). Pablo Saso Perkins gave rides and worked as CFGI. A special treat were the daily tours in groups of four or five to the TTA Control Tower hosted by Karen (last name unavailable)

WSPA extends a big thank you to all the dedicated people who made a great seminar possible.

This year's winning Limericks were

1st place:

*When WSPA convened here in Truckee,
 We all thought "gee aren't we lucky"
 Then came the hail,
 The mop and the pail
 So, our dining room wasn't all mucky*

Kate Harps

2nd place

*They saw the Sierra and flew it
 But at mealtime they almost blew it.
 They had to ignite
 The stove pilot light-
 It took 3 or 4 pilots to do it*

Anonymous

The 2019 seminar will be hosted by the St. Louis Soaring Association, July 1-5, 2019. Start making plans to attend

(Continued from page 2)

cu's. After we had gone about 15 miles, we changed our goal to the north due to smoke and poor visibilities from the Mt. Shasta fires and headed east northeast toward Air Sailing, NV, overflying Stead Airport (where the Reno Air Show is held annually). We arrived over, Air Sailing and then flew slightly past it toward the edge of Pyramid Lake looking for lift. I was getting a little low (14,000'MSL). The clouds around there were dissipating and we were about 35 miles from Truckee, so I headed for the closest clouds, which were to the south over Mt. Rose. It was fun to fly along the edge of the Sierras and look down at the casinos in Reno and the very large International Airport as we passed along the edge of it. By the way, all gliders in this region use transponders, so that they can be seen by ATC. By the time we reached Mt. Rose, I had already climbed back to 16,500'MSL. I then turned west along the north edge of Lake Tahoe and flew back to NorthStar, southwest of Truckee Airport. It was time to come down, as I needed to prepare for the evening events, so I gave the reins to Dave. He circled the DG down to pattern altitude (7000'MSL), talked to the Truckee Tower, and landed with a fairly strong cross-wind coming through the pine trees on the right, which made for an interesting last few feet to the ground, but Dave did a beautiful job of gingerly touching down and taxiing it off into the glider roll-off area. It was 3.2 hours of sheer fun for me! Thanks, Dave!

Thanks also to all the clubs participating with several high-performance and mid-performance gliders in the WSPA Seminar this summer! These clubs were: the **Bay Area Soaring Associates (BASA)** with Harry, Matt, & Steve; the **Truckee Airport Soaring Mentorship Academy (TASMA)** with Sergio; the **Silverado Soaring Club**, with Dave, Pablo, Richard & Ken; and the **Northern California Soaring Association (NCSA)**, with Larry and Matthew. A big thank you goes to the commercial operation, **Truckee-Tahoe Soaring Association (TTSA)**, who provided the tows and the basic instruction with Richard, Pablo, Mike, Don and Karen (and her wonderful children!). We also want to thank our two very dedicated **tow pilots** for the week: Ed (AKA:"Dodo"), and Don; and we thank our very hard-working **chief cook and meal planner**, Neita Montague! Yes, we always eat well at these events, breakfast, lunch, and dinner!

Finally, I would like to put a pitch in for next summer's seminar at St. Louis Soaring Association, St. Louis, MO (which is actually east of the Mississippi River in Illinois). They are excited to host the 2019 Women's Soaring Seminar, and they have already been making plans and preparing for our arrival. Cross-country soaring will be the theme of their seminar, from basic X-C training to advanced. They are working with several nearby airstrips and glider ports, where landings will be good options and retrievals will be readily available. Classes will cover everything about cross-country, from planning the flight, to prepping the ground crew, to actually flying the flight with an expert, or a lead pilot, if you come with your own glider. Make a plan now to attend, and bring your notebook, because you won't want to miss this one!!! There will be lots of flying for everyone every day. Also, fees in the mid-west are very affordable! I know you will be pleasantly surprised!

Looking forward to seeing you at the next Women's Soaring Seminar!

Mary

A True Story (a Schweizer 1-26D #400)

By Kristin Farry

I found #400 in the weeds, sitting on an open trailer in Canada in 2014. I was visiting the York Soaring Association for the Women Soaring Pilots Association's annual Soaring Seminar, taking a glider aerobatics course. I actually walked by it without seeing it several times before Eva Dillon, then head CFI for York, told me to take a closer look. She knew from prior WSPA seminars that I liked 1-26s. My first encounter was a little unpromising, as there was a huge wasp nest in the cabin vent and I am terribly allergic to wasps! It was a D model in which I was very interested. Eva thought that the owner was ready to let the glider go. He had not flown it for years, ever since a friend had landed it out and lost the spar pins in the retrieve. But the glider was not completely neglected, the owner had paid to have it put in the hangar over the winter all that time. Unfortunately, it was not in flying condition, and the horizontal tail was missing.



Photo: Ridge Moreland

Other York members helped me get in touch with the owner, who agreed that it would be best for the glider to go to someone who would restore it. The logs were complete. In fact, I found the mechanic who had repaired a damaged wing many years earlier, right at the WSPA seminar – he was there with his wife! The only problem with this scenario was: I did not have a place to store the glider and my mother's deteriorating health, a demanding job, and the challenges of the family farm left me no spare time to work on a project like this. So, I called Ridge Moreland, who has saved quite a few 1-26s from oblivion. He agreed to take on the project, doing all the paperwork for importing back into the US. This little ship had gone straight from the Schweizer factory to Canada.

Ridge got the trailer in condition to travel from Canada to Florida. He also located the missing tail in a shop at York, but the spar pins were gone forever.

Before Ridge could start the restoration project, he decided to move – and hauling six 1-26 projects across the US was more than he cared to do. He called one day and told me, "I'm bringing #400 to you." By this time, I was flying a 1-26A that Ridge had found for me. But I had a hangar that could hold a restoration project, so I agreed to buy the ship from him. I was still overwhelmed, especially when also losing my Mom, but by this time I knew that #400 was not just any 1-26D, it was the 1-26D prototype.

Unfortunately, life did not get easier. Now the problems of the family farm had to be faced. So #400 sat...untouched. I also realized that as much as I wanted to do the restoration myself, I needed help if I was ever going to fly this ship myself! I remembered my visit to K&L in 2014 for the 75th anniversary of Schweizer Aircraft and began to think how appropriate it would be to have #400 go "home" for a restoration. Finally, in April of this year, my friend Ed Breau helped me deliver #400 to K&L Soaring.

K&L is retrofitting the glider with the stick trim (visible in one of the after photos) that was originally a special job for the USAF Academy gliders. Also the hydraulic brake and a CG hook for winch launches. So I am

not trying to be 100% original. I intend to get some diamonds in this bird, eventually, and want to take advantage of the improvements that have been introduced in the fifty years since it left the Schweizer factory the first time.

I am doing the panel and avionics installation, however I feel a little guilty about the whole process, because I have always done my own restoration work (except painting), but life happens while we make other plans.

Kyle Schweizer predicts that #400's test flight will be sometime this spring. It will be 50 years since #400 left the Schweizer factory the first time and I am hoping to fly the ship in the 1-26 Championships in May 2018.

Bringing a glider from Canada to the United States

By Ridge Moreland

Once Kristin connected me to the allegedly available 1-26D, s/n 400, I made contact with the owner in Ontario to gather background info and talk \$. The glider had been unused for many years, and had been kept outside on its open trailer year round. We agreed upon a price and I drove up within a few weeks to pick it up at the fabulous York, ON, gliderport. Onsite, a local CFIG friend, Alan Mills (owns a beautiful 1-26E) helped me to firmly secure the glider to its trailer, after which I repacked the trailer bearings and installed all new tires/wheels, "insurance" for the 1,300 mile return trip back south to Florida. The seller provided me with all the Canadian logbooks, which are large format, hardbound, and extremely detailed, he even provided the actual and extremely critical Transport Canada (their FAA) Certificate of Airworthiness, and a copy of the aircraft registration. He signed an FAA Bill of Sale for the glider, and a general form Bill of Sale for the trailer, since I would be going through U.S. Customs en-route back south. The seller agreed that HE would also immediately notify Transport Canada (TC) to cancel the glider's Canadian registration, AND send me an e-mail copy of TC's confirmation of that step, as I would need to send that verification copy onward to our FAA with my re-registration form. He faithfully complied with that starting the next day.

FYI, to register an imported aircraft, you must provide the following:

- * a statement by the official having jurisdiction over the National Aircraft Registry of the foreign country of export indicating that registration has ended, or that the aircraft was never registered;

- * evidence of ownership, such as a Bill of Sale, signed in ink, from the foreign seller to the U. S. applicant/owner;

- * a completed Aircraft Registration Application, AC Form 8050-1 (copies of that form are NOT, repeat, NOT accepted!);

- * a check or money order made payable to the Federal Aviation Administration in the amount of \$5 (U.S. funds).

The FAA handles imports on a priority basis, and request that you write

"Import" in RED ink on the envelope AND the Form 8050-1. My new registration was back in about two weeks, with no further questions or glitches. No, I did not request any specific number, even though you can research online what is available.

What I can add to the overall story about #400 moving from Canada is my experience coming back south through Ontario to cross back into New York State at the Buffalo U.S. Customs site. When I pulled up to the entry booth on the U.S. side, the uniformed and armed Customs officer immediately asked me if I was carrying any chemicals or medical equipment, to which I replied No. I pointed behind me toward my disassembled 1-26D, stating that I had just bought the glider earlier the same day in central Ontario and was towing it home to Florida. He looked back at my trailered glider and said "Oh, airplane parts." I did not attempt to argue or correct him, as he was then on the phone to request a supervisor to come to his position right away. The supervisor arrived quickly and, after taking my driver's license from me, he VERY specifically detailed how (1) I was to move forward slowly and (2) park inside of a brightly painted rectangle in the middle of an open parking area about 100 feet away, then (3), get out of my vehicle and stand atop another small painted rectangle nearby. About four Customs officers in SWAT style gear then circled my truck and trailer, inspecting everything they could for about 10 minutes, before they then had a very strange looking box truck pull up alongside my truck/trailer. That truck, with a tall flexible crane positioned off one side of it, motored VERY slowly alongside the length of my truck & trailer to scan its entirety. Multiple passes to/fro ensued, then more Customs discussions were observed amongst the herd of officers.

Finally, one officer walked over to me and asked: "Do you have any instruments in your plane?" Answering Yes, I said IF they would let me back near my glider, I would show them. Two of them walked me over to the trailer, where I climbed up on the trailer frame, leaned over one wing, and pointed out the covered cockpit. One officer produced a hand-held instrument (a modern day Geiger counter?) that he ran lengthwise along both sides of the fuselage, stopping finally near the instrument panel. I uncovered enough of the cockpit to point out the bare number of instruments, including the original wet compass. More hand-held instrument readings were taken, and all the officers dispersed except for one. He told me, with a smile now, to move my truck and trailer laterally toward the huge Customs administration building, go in through a specific door, sit down, and wait to be called. I carried all of my purchase paperwork with me, expecting to sit through more Q&A, which as a retired law enforcement investigator of 23+ years could be interesting. After only ten minutes of waiting, another uniformed officer called me to a counter, smiled and said, "We are done. You can go now." No other explanation was offered; I wisely asked no questions, just said "Thank you" and headed for the door.

Southward ho thru Buffalo rush hour traffic with my beloved 1-26D #400 restoration project in tow.

Yes, it was the low level of radiation sensed by custom's sensors that one must initially pass through before even pulling up to an officer's booth. The decades old instruments apparently triggered a threshold of radiation, hence the all-hands response by officers. A lasting lesson learned by me of what to expect next time. I also want to emphasize that ALL of the Custom's officers' interaction was VERY professional, from start to finish, which made the experience OK with me. No harm, no foul.

Reprinted with permission of the editors of BUNGEE CORD Spring 2018

My litte Sparrow (L-Spatz 55)

By Sandrine Gressard

I did it! I finally did it! I bought my very own glider. It's a vintage ship: a 1964 Scheibe L-Spatz 55 made out of wood and fabric except for the nose, which is fiberglass.

Now, this glider is absolutely unique... in so many ways, but first of all, here is its story.

A man named Mr. Michaud was based in Germany in the 60's and while he was working on a Canadian Air Force base there, he decided to buy a glider and flew it there for several years. In 1972, he came home to Canada and had the glider shipped with him... in style. It was brought into the country in the belly of a Hercules as it was part of his personal belongings! Once it arrived here, something absolutely astonishing happened. Transport Canada wouldn't let him transfer the German registration to a Canadian one because the glider had been bought while on a military base. It took Mr. Michaud almost a year of back and forth letters with Transport Canada to get the aircraft finally licensed, and once it was, the letters chosen by the Government employee were: CF-FAG!!!

Jump to 2015, two years after getting my licence, when a new member arrived at our club with this very peculiar looking glider. It is a single-seat vintage performance ship. I took one look at that little, feminine-looking glider and thought "Wow. I would love to have a little ship like that. Especially with that registration!" At the time, Sam Michaud had just bought this glider to take up soaring again, an activity he used to do on his Dad's lap when he was a tiny little 2-year old boy. Yes. You guessed right. Sam Michaud is Mr. Michaud's son. He bought back his father's glider. Unfortunately for him (fortunately for me), he wasn't able to maintain the maximum pilot weight of 168 lbs. to fly this featherlight glider (404 lbs. empty weight). So, he put it on the market during the summer of 2017. With a registration like that and such a limiting maximum pilot weight, only a woman could be the next owner!

Now, some of you might be saying, "Why would anyone want to fly an old machine like that?" Well, call it emotions, call it nostalgia, call it what you will, but I only enjoy flying the older ships. Indeed, my partner owns a Schleicher Ka-7 from 1966 and I learned to fly on an ASK-13 at my gliding club. There were other modern ships that I perfected my skills in, but all of my nicest flights always took place in the Ka-7 or the ASK-13. I love to "feel" the airplane fly. The wood and fabric and basic instruments make flying so much more pleasing to me.

Finally, on May 18, 2018, I flew my glider for the very first time. Prior to take-off, I went through the entire spectrum of emotions: fear, excitement, doubt, anxiety, happiness,... you name it! Although I had flown 8 different models of gliders over the course of 5 years, I was totally freaked out by the idea of flying this light sailplane and making it safely through the tow and back onto one of the three grass runways of our Club.

While John and I were washing both of our vintage ships, our friend Karl stopped and said, "Hey! The Vintages!" Something tells me that nickname will stick. We prepared the radios and other electronic devices and walked them out to Runway 08. Here is the nice family photo of our two ships. Another friend at the club, Luc walked by and said, "Hey! There's Mini-Me!" The L Spatz-55 does look like a mini version of the Ka 7.

Then, John and I went up in the Ka 7 to allow me to practice side slipping and complete my first flight of the season since my check out a few days prior. I didn't want to take my single-seat glider up until I felt confident that my skills were adequate. The weather was ideal: 8-10 knot winds, blue sky, 17°C and all the high-performance ships competing in MayFly were far away from the field. Our flight in the Ka 7 was great! My boyfriend/instructor checked me out and confirmed I was ready to go.

Moments later, I was sitting in my very own glider, on the flight line doing my checks. For several minutes, I was a nervous wreck... I had to ask John to leave me alone a few minutes and although the tow pilot was

(Continued on page 8)

(Continued from page 7)

ready to go, I thought of every piece of advice I had received over the years... "if you need more time, if you want to take several minutes to do all of your checks and check yourself internally, by all means, do it!" So, I did. I sat there breathing deep and after an emotional moment of tears rolling down my cheeks, I finally realized that I was ready. I wanted to fly my ship and take her soaring high above the ground. I called upon John and gave him the thumbs up. He passed me the canopy and I locked myself in.

The tow was uneventful yet very different than any other tow. This sailplane weighs a total of 585 lbs. with me and my parachute on board! But its wing span is 15 metres! So, the tow pilot has to keep the speed at 60 MPH not a notch above and even then, I had to side slip or skid continuously to keep the rope tight.

At 2400' AGL, I released and started to flying my little ship. What a great feeling! I screamed "Wooo-hooo!" at the top of my lungs and went back to find that thermal I had just felt... I soared up to 3500' and flew level for a bit. John had planned to take-off again in the Ka 7 to join me in the air. I stayed around the field thermaling here and there to wait for him and then watched him take-off behind the tow plane.

Within 5 minutes, we were soaring together in the same thermal. John had brought along our Nikon D3000 camera and took these great shots! I felt like a Million bucks! My man and I were both flying our vintage ships together in a thermal at 3000'! How many couples get to say that!?!?

Once I was ready to bring her down, my anxiety shot up ever so slightly because of all the warnings I had received (the spoilers on the L Spatz-55 aren't very effective, but the rudder authority is unbelievably strong. So, if you're willing to accept that every landing will involve side slips, you're home free). So far, my flight with her was going extremely well, so, within seconds, the anxiety was replaced with confidence. I prepared a circuit for runway 08, but simultaneously, a couple of pilots competing in MayFly had just called in their intentions to land on the same runway. I called in my changed intention and chose to land on runway 13. I side slipped on my turn to base, and side slipped again on final with a full stop 50 ft. short of the P-patch. I had heard another pilot saying he was landing short on 13 as well and didn't want to be in his way – I wanted to land longer, but under-estimated how quickly she stops.

Needless to say, I stepped out of C-FFAG with a huge smile on my face and bent over to give her a big kiss on the nose! I am now looking forward to completing my Silver Badge with her and hopefully even my 150km badge prior to July 1st, 2018.

So, gents and ladies, get ready to see a tiny red and white vintage ship up in the skies and hear SG on the radio!

P.S. Thank you, Sam Michaud, for taking the time to teach me how to rig her, for providing me with pictures and the full story of her life. Thank you, Don Henry, for giving me the insight and also helping with the rigging. I feel really blessed to own this 55-year young ship!



In the News

Concratulations to **Eulalia Nichols** and **Bertha Ryan** to their 90th birthdays. **Monique Weil** will join this distinguished club on Set. 9.

Thanks to all who sent a birthday card to Bertha (at your editor's address). It was a big surprise for Bertha. And even a bigger surprise was the coming of Karl Striedieck. Bertha and Karl hadn't seen each other for almost 40 years. Bertha processed Karl's first World Record in 1968.



Presenting Bertha with all the birthday cards

Photos by Mary Ryan Egan

Three old gliderpilots
Bertha Ryan (90), Karl Striedieck (81)
Frauke Elber (77)

Team Striedieck/Arnold won the first 20m Multi Seat Nationals



2nd place Team Reitter/ Burner, 3rd place team Barber/Steward

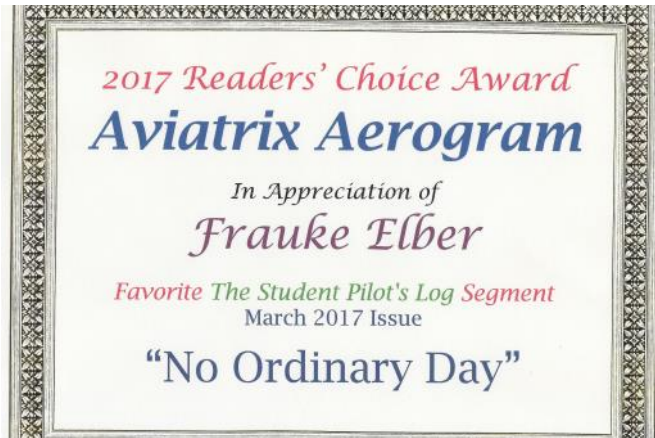
Sylvia Grandstaff finished 2nd in the Region 5 Contest, in Cordele/ GA.

Our associate members **François Pin** and **Toni Condon** won the FAI Handicap Class and Region 10 North Sportsclass respectively.

Former WSPA member **Kelly Naber**, who towed at last year's seminar is now a fully certified Air Traffic Controller.

Kristine Ciesinski, 65, of Victor, Idaho, and passenger David Ross, 65, of Salt Lake City, died in a sailplane crash in the Grand Tetons.

Frauke Elber received the on-line AVIATRIX AEROGRAM 2017 Reader's Choice Award



Carol Ann Garratt presents WSPA President Mary Rust with a \$820 check for WSPA's Operation Fund, matching the money she raised for ALS-TDI Research Institute by selling her books at the seminar.

Nominations for the 2019-2021 Board are open now. Send your nomination to Phyllis Wells: pwells1634@gmail.com Nominees will be listed in the November Hangar Soaring.

PLEASE VOLUNTEER.

Welcome New Members

February to June 2018

- Caitlin Acker, Canada
- Catherine Bodenstein, NV
- Gordon Boettger, NV*
- Allendra Brunjes, Canada
- Susan Charlson, WA*
- Pilar Cifuentes, Canada
- David Cole, Canada
- Tony Condon, KS*
- Christine Covell, CA*
- Kathy Fosha, CA (life), rejoined*
- Andrea Garcia
- Judi Gordon, CA
- Ariana Grimm, VA (sponsored by Frauke Elber)
- Grieve, Maxine
- Rollin Harness, WA*
- Hanna Hovarth, Hungary
- Eleanor Johnson, NC
- Kathy Keller, MA*
- Shaun Keller, MA*
- Mark Palmer, CO*
- Jizelle San Miguel, TX
- Kacey Steward AZ
- Bill Vickland, VA*

* joined at the SSA Convention in February 2018

Women's World Gliding Championships Fund

WSPA wants to support three women trying to participate in the next WWGC in Australia. Up to June 30, (end of fiscal year) \$3054 has been raised. Much more is needed.

The following persons have donated to the Fund:

- | | |
|--|---|
| <ul style="list-style-type: none"> Leeann Ho Linda Hivert Lucy Anne McKowski Marmad Takallu * Mary Crawford Max Ravazzold Michael Rust Robert Driscoll Robert Kuhlo* Scott Gross* Shawn Keller Tomasz Sielicki Gabe Bourbeau Gaile Schipper Greg Reese* J.R.Lazar Janet Barslow Jeff Wreck Christine Covell Tim Bakeslee* Danny Phelps* Don Post Ed Bransford* Elaine Carlson Frauke Elber* | <ul style="list-style-type: none"> Anonymous Anonymous Billy Montgomery* Brett Spires* Camelia Ravanbakht* Cary Kennedy* Christine Covell Jim Clark* Jim Dobberfuhl John Mittell Kathy Taylor Leah Condon |
|--|---|

***all these donors are in the same club donating about \$1000. Note, what advertising can do.**

Please spread the word

The following is from a series of articles the National Soaring Museum recently published in its NSM Journal, articles that were published in the early 30ties. This one is dated June 21, 1934 and was originally published by The Wenatchee Daily World

FLYING ARTMANS RECONSTRUCTING GLIDER FOR ATTEMPTS ON WORLD'S SOARING RECORD

Cloyd And Audrey Do All Work On Homemade Glider



When Audrey Artman, 19-year-old Oroville girl, recently established an unofficial world's glider record for women by staying in the air two hours and five minutes her skill with needle and jig-saw played as an important part in the record as flying ability. Audrey has taken an active part in building the glider with her brother, Cloyd, and in repairing it after minor mishaps. She specializes in sewing on the cloth for the wings and to dopping the material. She also assisted in making the ribs and other delicate parts of the plane.

-Has Made 43 Flights-

Audrey has made 43 flights for a total flying time of three and one-half hours.

Her biggest thrill, of course, was when she broke the woman's record for sustained flight and altitude. To break the latter she soared more than 1,200 feet above her take-off point and more than 3,000 feet above the valley floor at Oroville.

"It was a lot of fun, but I don't think I'm interested in making any longer flights until the cockpit is enclosed - I nearly froze." Audrey said as she landed at the end of her record-breaking flight.

Cloyd, who astonished the flying world a few weeks ago by remaining in the air for more than eight hours in his glider, is as proud of his sister's accomplishments as he is modest about his own achievements. His record is remarkable in that it was made in a primary type glider while other maintained flight records have been made in more advanced types.

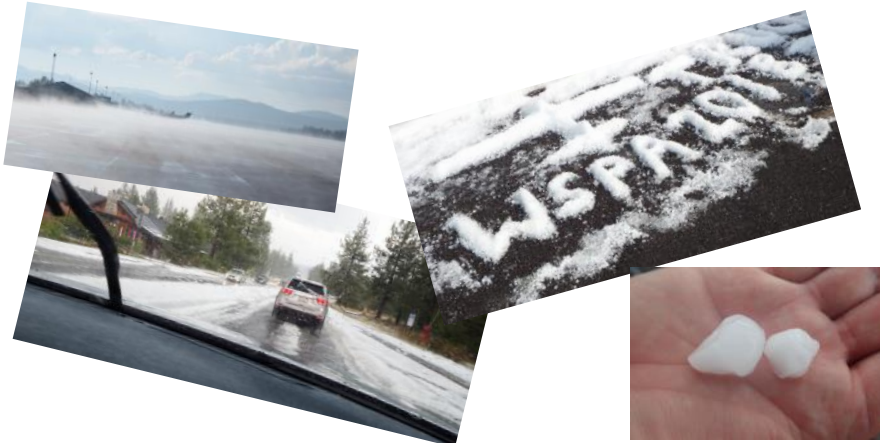
-Will Install Radios-

He is now building a new sailplane -type tail assembly for his glider. The cockpit will be enclosed, making an advanced primary type of it. In cooperation with radio amateurs at Oroville the plane is also to be equipped with a short-wave sending and receiving set. It will be installed as soon as Cloyd gets his operator's license. The glider used for the various record flights has a span of 33 feet, and the wing width is five feet, three inches. It weighs 175 pounds empty and is of the training glider type. He began construction on it in 1930, teaching himself to fly it, and later instructing his sister.

Cloyd is the main provider for his family, his father being dead. Both he and Audrey plan to attend college next Fall. He has already enrolled at Washington State College where he has promise of a janitor work. He plans to attend college for two years, then join the army air service for the 18-months' training course. Eventually he plans to complete his college work.

Ed. Note: Cloyd died in a glider accident the same year at age 24

Scenes from the 2018 WSPA seminar



This past May, several of our pilots exchanged first cross country flights experiences. The following is by CarolAnn Garrat. I had become aware of CarolAnn about 2 years ago, frequently checking the OLC listings and noticing that she had posted many long flights. Who was this women, nobody at WSPA had never heard about? We found out at the seminar.

The lead page in her third book: **“Upon Silver Wings III, People and Places around the World”** reads: In 2003 CarolAnn Garratt took her Mooney on a 7-month journey around the world and wrote her first book : **“Upon Silver Wings: Global Adventures in a Small Plane”** to raise donations for ALS research.

Wanting to do more, she set a new world record in 2008, flying around the world in just 81/2 days. Then she wrote her second book **“Upon Silverwings II: World-Record Adventure”** and has raised almost \$350,000 for ALS research.

About 2 years ago CarolAnn became a gliderpilot . The following is her story:

“I’m new to Women Soaring PA and relatively new to soaring. This will be my third season of x-c flying. I’m hooked!!



In 2016 I participated in an x-c camp at Seminole Lake, FL, and was scared to death when I did my first 167 km x-c, but elated! We had classes every morning and a task in the afternoon. I was flying with a friend who was also new to x-c, each in our own glider. The second solo day, I went over 228 km. There are plenty of fields in Florida and also lots of private airports. I was always within gliding distance to one of them, but made it home each day.

Three months later, I participated in two camps at Air Sailing, NV, a Thermal Camp and an X-c Camp. Boy did I learn a lot and Marianne G. was my mentor pilot for the x-c camp. We also learned how to fill out the forms for our badges. I got my Silver distance and altitude that first year and went on the do several flights of over 300km. I was really hooked.

Last year, my second season of x-c, I completed my Gold Badge tasks and did two of my Diamond Badge tasks at Moriarty. With friends, we flew the 300km Diamond Goal task in a blue day. I would never have thought that possible two years ago! Also, after many attempts, I completed my first and so far only 500 km distance task. I have to admit, I have a GREAT glider, a DG 800B, that does all the work.

This year I’m heading to Moriarty, Truckee, Logan and Driggs to have a great season of x-c soaring. Looking forward to seeing many of you at Truckee.





Come Fly With Us!
The Women Soaring Pilots Association



Announcing Our 2019 Seminar:
July 1-5, 2019
Highland, Illinois

Join us at the *St. Louis Soaring Association* for soaring, ground school, good old grass-field flying, and more!

► **Open to women and their families at all levels of soaring** ◀

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