



Hangar Soaring

February 2011

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

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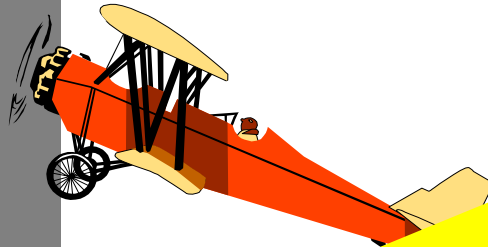


Photo: Tony Condon

Leah Condon after her first flight in her very own sailplane, a CherokeeII

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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 Dec. 1,
2010

Gold Badge
Tony Condon*

Gold Altitude
Tony Condon*

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STATE RECORDS APPROVED
Kansas
Toni Condon*, Cherokee II,
Youth Free 3 turn point distance

Tony Condon*, Cherokee II
Free, Triangle? Distance up to
three turnpoints

Leah Condon, Grob Twin Astir,
Free triangle Distance up to
three turnpoints



PRESIDENT'S MESSAGE

The soaring season has been non-existent for many in the central and eastern part of the U.S. Here on the West Coast we normally fly year round, but the soaring has been poor, in fact it's been one of the quietest winters in terms of lift and wave in the 15 years I've been flying gliders. But we can still think soaring: read, go over your flight manuals and prepare for your first flight of the season. For many that may mean April, others, May. You who are students, plan on getting your ratings as soon as possible. The longer you drag it out the more you have to relearn and more you have to pay. I keep hearing, "Well, I'll finish by the end of the summer." Heck, from my point of view this just reaffirms many women's lack of confidence in their own abilities (and I've been guilty too). Get going and finish up soon so you can get to the good stuff: cross country flying. I can hardly wait to hear about your flights.

Since September of last year we have been working for our July 2011 seminar in Ohio. We just received some very upsetting news from Caesar Creek Soaring Club. They withdrew their invitation to the WSPA to hold our 34th annual seminar there. Several of their board members were concerned that hosting the seminar would jeopardize the club's ability to be insured as a club, although the insurance carrier had made it clear that the seminar activities would be covered under the club's current policy.

A gliderport which is a pure club, like CCSC, has never been a problem for us. We've held our seminar at CCSC three times already. Over the years, at some clubs our participants became members, at others not. As has been the pattern for years, at Reno most flights were dual for we are a TRAINING seminar. Or people brought their own ships. Rates were club rates on those ships on which we would charge rates. At some seminars instructors who were members of the WSPA were allowed to instruct in those clubs' ships. Waivers were introduced in 2006.

Our first seminars were co-sponsored by the SSA and the host gliderport: Tehachapi, Ridge Soaring, then Ephrata (a Women's Wave

(Continued on page 3)



From the Editor

I am passing on this space to Pat Valdata for the Philadelphia report
Frauke

As you probably know, Frauke, Donna Morrison and I represented WSPA at the Philadelphia conference. I am preparing an article for Hangar Soaring but will give an overview here.

Donna and I were delayed by the heavy snow—my street was not plowed until nearly 10 a.m. Since my talk was scheduled for 9:00 a.m., I had to reschedule and presented at 2:30 on Friday. I was able to use the same room the 1-26 Association had their lunch in, and they were kind enough to let me use their projector to avoid an A/V charge from the hotel. I had about 14-15 attendees and it was nice to sit at luncheon tables instead of theater-style. The group was mostly male and they were terrific—one was a father who is a student pilot, and he brought his daughter. He spoke to me afterwards and seemed really glad to know about WSPA. Leah and Tony Condon also attended.

On Saturday we had our luncheon off site at a nearby restaurant, and that was very nice. Attendees were: Leah and Tony Condon, Donna Morrison, Frauke Elber, Sarah Kelly Arnold and her husband Jason, Kathy Devine, Tamra Kirkpatrick, me, and WSPA supporter Fred LaSor. Kathy and Tamra are from the Philadelphia club. Margaret Roy was snowed in and couldn't attend the conference.

The conference itself had a very small attendance, approx. 250 people. There were sessions on safety, winch launching, the 100th anniversary of soaring, and many technical sessions—there was an OSTIV track that was very full. The SSA staff at the registration desk seemed overwhelmed by the logistics. Personally, I think the SSA should move to a full

conference every other year, and in the in-between years just hold an annual meeting. I don't think it's worth the event planning time to do one of these again.

Pat

PS from Frauke: I sold \$100 worth of raffle tickets in Philadelphia Without a full convention the sale of tickets will be very low.

PLEASE SUPPORT WSPA, BUY RAFFLE TICKETS
(see back cover)

The following Board and Board member have agreed to work in the following departments:

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2012-2013 Seminar Sites:

RFPs - Maja Djurisc

"Hangar Soaring" Editor:

Frauke Elber

Flying Goddess and Limerick Contest:

Frauke Elber

(Continued from page 2)

Camp). We've 33 seminars in all, 25 seminars as WSPA and another 9 seminars were held before we were formed. There has NEVER been an accident at any Women Soaring Seminar.

In more recent times, we held our 2006 seminar at Chilhowee which is a commercial gliderport,, but most commercial operations have limited resources (few ships, few instructors) and can't handle the number of participants at our seminars. Few commercial operations allow us to have WSPA members act as PIC and very few allow WSPA instructors to teach in the operation's ships, thus increasing costs greatly for participants.

One of our goals is to always keep the seminars affordable and open to everyone of every ability. With good ship resources, a goodly number of instructors (and bringing in WSPA CFGs makes that possible) and the low tow and ship rates of clubs, we CAN do our training seminars.

If we had to go to commercial operations only it may kill our ability to hold seminars. It would also make the seminar elitist, meaning only people of means could fly, one of the issues which is hurting our sport. Gliders are being developed but all are of prices well beyond the average person. What we need are good inexpensive single place ships so that new glider pilots can buy a ship and begin cross countries. Cross countries lead to badges which can lead to contest flying. Without this pipeline, from where will come the competition pilots of tomorrow?

One of my personal goals is to have a WSPA Seminar where all instructors and tow pilots are women. While we have many male members who are highly valued by all of us and and who attend and fly and learn alongside us at our seminars, it has been recognized that female members need a different kind of instructing and mentoring then do males, hence a WSPA. The SSA recognized this in the 1970s with their first seminar for women. We now need the SSA's help.

Let us hope that the SSA is taking these insurance and cost issues seriously and will act soon to find a way to keep soaring available to all. And solving the insurance issue will keep our incredible training seminars available to all glider pilots. These seminars send well-trained and more safety-conscious participants back to their gliderports to pass this training on. And, by the way, reciprocal club memberships would go a long ways to helping SSA members fly at gliderports all across the U.S. passing on ideas and training and enthusiasm for the sport. Support for grass roots soaring must become a priority for the SSA.

Break Break. Check inside this newsletter and on www.womensoaring.org under Forum/Seminar. Look under "News" for an outline of your new and highly enthused board for an outline of what we guide our membership to do, besides our seminar: 6 scholarships, the Anne Morrow Lindbergh Trophy, OLC postings, The Flying Goddess and Limerick Contest, international outreach and education about women's soaring history, PR and outreach to the public to grow our sport.

And now, in your quiet evenings (if you have any!) take a half an hour to study or read on soaring. On the forum is information about a new set of fantastic study books which are fun and easy to use. For example, "Fundamentals of Instruction" which prospective CFGs must learn, is down to 7 (seven!) pages of information and all questions and answers can be studied in four hours. Average grade is 87%... this instead of the FAA book of 248 pages! Check out David E. Seymour's Private, Commercial and CFG books.

The glorious sunset that you see in old Westerns and paintings, I see outside my window right now. The rim of Lake Tahoe is rosy and partially covered with snow. Below, at my house in the valley, it is 59 degrees and dry. I saw some hard-bottomed clouds today and thought "Soaring!" I can't wait until Spring!

Neita

The Show will go on

Despite the seminar cancelation the raffle sale and drawing and the Limerick contest will go on
Watch for future details

Also:

09 Seminar in Slovenia is now at

<http://www.photoshow.com/watch/fu8Uj8jJ>



WSPA Soaring Scholarships

By Phyllis Wells, Scholarship Chair

As warm weather approaches and our thoughts turn to soaring, the Scholarship Committee encourages our WSPA members to consider applying for one of our scholarships. WSPA offers an amazing variety of scholarships, thanks to the generosity of our members and supporters. Whatever your level of soaring, there is probably a scholarship that fits.

If you are planning to attend the Women's Soaring Seminar this summer at Caesar's Creek, we have the **Briegleb** and **The Flying Montague Scholarships**, each for \$500. If you are under the age of 25 and working toward a Private Glider Certificate, there is the **Sky Ghost Scholarship (\$500)**. Women glider pilots working on advanced ratings are eligible for the **Maria Faber Scholarship** for \$500. If you are over 25 and working toward a Private or higher Glider Certificate/Rating you may be eligible for the **Mid Kolstad Scholarship** for \$1500. Any U.S. woman glider pilot who qualifies for a SSA sanctioned competition can apply for our **Competition Scholarship (\$500)**.

Scholarship application forms are on the WSPA web page: www.womensoaring.org. All applications must be mailed by May 15, no e-mail applications accepted. Applicants must be members of WSPA and SSA or an equivalent organization if they are not residence of the U.S. All scholarships, except the Competition Scholarship are available to U.S. and International members of WSPA. Members may apply for only one scholarship per year.



Pyper Ribble received the **Sky Ghost Scholarship** in 2010. She used the scholarship for several solo flights during the summer. She is now a student at Virginia Tech and plans to earn her Private Glider Certificate during the summer of 2011.



Elizabeth Tattersall used the **Maria Faber Scholarship** to help pay for her CFG rating. Her career is in education and she enjoys working with the youth in the Civil Air Patrol. She flies mostly at Soaring NV in Minden. Elizabeth received her CFG in November, 2010. She will be directing the Minden CAP Glider Flight Academy in June, 2011. She says she especially appreciates the moral support she has received from other WSPA members.

Elizabeth Collins (Mid Kolstad Scholarship) reports on her progress

"I have recently switched jobs and am in the midst of training - the fire hose is full on and we just finished systems ground school on the B757, it's been a full on race to get the information squished into my little brain and pretty much everything else got put on hold.

I think it's too late, but in answer to your question: I was working with Mark and Neita Montague, and despite difficult schedules, we were able to fly together out at Air Sailing Nevada.

Mark and I flew quite a bit in preparation for the commercial glider add on and the CFI-G. We had agreed that my training would not be the bare minimum necessary for a rating, but that we would do some real world soaring, using some of the special gifts that we get in Northern Nevada. We had some nice ridge soaring, thermals, mountain wave, windy days and days when there wasn't a breath of air movement. Neita helped out with ground school, moral support, and agreed to fly with me to prepare for the CFI-G check ride. We squeaked the Commercial check ride in just as the weather was turning "bad" and all of us expected that I would take the CFI-G check ride the following week, until we realized that I did not have the requisite time for the rating! I am looking forward to flying with Neita and Mark this summer, adding the CFI-G, then as my skill set grows, and helping others discover how much fun soaring really is, especially in Northern Nevada!

I am hoping that this new job will give me more time at home, more time to fly those beautiful long wings. Maybe we will see you in Northern Nevada or California?

Best regards and many thanks again for the help - without the scholarship I wouldn't have been able to do any of the glider flying".



Leah Condon (Briegleb Scholarship)

Helped to set a youth multi-place triangle record for the state of Kansas - August (or September) in a Grob Twin Astir with Husband Tony.

Received my Private Pilot Glider Certificate - November 2011

Flown my Cherokee II Sailplane for the first time - November 2011

Started to recover my glider to get it ready for next season (it is wood/fabric)

Got a backseat checkout in a SGS 2-33

Attended the SSA conference in Philadelphia January 2011

Congratulations to all

All it took was a suspicious spot on a lung x-ray, (which turned out to be benign), to act as a catalyst for a "Bucket List" trip to New Zealand & Australia for six mid-westerners last fall. The group consisted of three couples from Wabash Valley Soaring Association near the Indiana/ Illinois border of central Illinois: Bill & Geneva Jokerst, Dave & Betty Schuur and Lee & Mary Cowie. There were four pilots in our group hoping for the chance to fly gliders in both countries. Our trek began with a flight from St Louis to LA. Then the 13 hour flight to Auckland, NZ put us at the mercy of our bodies' adjustment to the drastic time change. After two days we picked up our minivan & started driving. We arrived at an airport near Lake Taupo on the north island on what was a national spring holiday for the people of NZ – Labor Day. We were fortunate to have excellent sunny warm weather with high cumulous clouds. Dave was the first one to ride dual in a ship that we were all somewhat familiar with – an ASK 21. When it was my turn I was offered a ride in a glider that I had never heard of – a Grob Twin Astir. As I took off behind the towplane, a Pawnee, I hoped, as I always do when behind a new towpilot, that I would become atuned to his turns and not struggle and have to play "catch up" in my flying. I found that I was comfortable in this plane after my initial feeling of "new cockpit, new airport, new surroundings" quieted. Our surroundings were spectacular: in the distance the vast expanse of Lake Taupo surrounded by a mountain range with it's peaks still capped with winter's snow; just below pastures greening up, boiling white pits of volcanic sulphur and a small mountain that appeared gold in color which I found out was pine tree sawdust chips destined to be made into pellets for wood stoves. The harvesting and replanting of their pine forests is a huge industry in NZ. I was fortunate to have found stable lift and could have sustained flight all afternoon but had already agreed to spend only an hour with the club's good about allowing take off and landing. As when you have accom- you are most pleased Both Lee and Bill flew was flying the Grob. memories of the kind Gliding Club.

It was here at the air-first opportunity to drive drive vehicle to get the endangering the vehi-myself. Our journey north island with its trees, sheep and volca- where we crossed over by ferry and picked up Days were filled with trekking through rain exotic plants and birds Franz Josef Glacier. Wanaka, a resort town annual international made a stop at the decided, that if he was

chance to fly a Tiger Moth, this was it. He was able to take a half hour dual ride as PIC in a civilian Tiger Moth that has been teaching people to fly in NZ since 1938. I believe this was the highlight of our entire trip for him. We also flew in a Cessna 207 to Milford Sound Fiord. The flight over the mountains and back was truly spectacular. Our weather for our 12 days in NZ was supposed to be rainy & cool because it was spring. Instead it had been unusually warm and sunny. We expected it be warmer and sunnier in Australia.

When we reached Australia the people there were all excited because it had just rained. They were hoping that the 16 year drought had been broken - little did they know at that time. We really don't want to make it known that the rains started when the six Americans arrived but it did..... We were fortunate that most of the inclement weather occurred at night but not all of it did. From Sydney we flew to Melbourne where we were met by sailplane enthusiast John Ashford. The following day we drove to Bacchus Marsh to enjoy a day with his flying club. There they maintain the Australian Gliding Museum. We saw numerous gliders in all stages of restoration. Originally they were going to winch launch us in their T-31 open cockpit Slingsby but the weather conditions were not conducive. Instead we were offered the chance to fly a one-off sailplane – a Platypus ES 65. It is a side-by-side two place with great visibility and benign handling controls. Each of the four pilots had the chance to fly this glider and/or a Ka4. It was unique to each of us to experience flying low tow all the way to release altitude. It occurred to me that I would have stronger neck muscles if I did it on a regular basis. They feel that this is a safer way for glider & tow plane because of some accidents they have had in Australia. As weather conditions continued to deteriorate flying for the sake of flying is all that happened that day. When flying was over and sailplanes put to bed we met in the Geelong clubhouse and spent hours talking about flying in our respective countries as well as enjoying the refreshments provided by Jeannie & David Goldsmith for this occasion. Unfortunately they have not had a flyable weekend since then due to the horrific rains and the conditions they leave at this grass runway airfield.

To complete our 18 days in Australia the three couples drove the Great Coast Road; visited Kangaroo Island; took a train ride to Alice Springs where the river that never flows – did flow while we were there. (Perhaps you've heard about the boat race (cardboard boats) on foot that they have every year?) Our last stop before flying home was to enjoy the sunny Great Barrier Reef area. Can you imagine snorkeling on the Great Barrier Reef in pouring rain? This was our opportunity never to be offered again – besides the fish all enjoyed the conditions.



The BUCKET LIST TRIP

By Mary Cowie

spending only an Grob. Gordon was me to do both the all pilots know plished this well with your flight. the ASK 21 while I We left with fond people at Taupo

field that I had my our right hand feel of it without cle, our friends or took us through the myriad of pine noes to Wellington to the south island another minivan. sea kayaking, forest, seeing and a walk through When we reached known for it's bi-warbird show, we airport. There Lee ever to have a



Photo: Morgan Hall

Saturday November 27th, 2010

By
Morgan Hall

With a reasonably strong front forecasted for Saturday and unpleasant weather in Los Osos in the morning, it wasn't looking too promising for thermal soaring. There was a decent chance at wave forming up though and Steve had already made the drive down from the Bay Area to tow for the day.

Everyone else on the schedule dropped off, probably due to the rain in the forecast or just being out of town for the holiday. Julie and I were headed out with the plan that at a minimum I could get some work done around the airport and she could go visit her grandmother in Fresno. As is usually the case, the best way to bring on good soaring is to set your mind on accomplishing other things. By Paso Robles, things had cleared slightly and there was just a scud layer at 6 or 7k. By Cholame, the scud was breaking up and two clearly identifiable wave bands were showing over the mountains west of Avenal. The base of the clouds looked to be about 6000 or 7000. With sunny conditions and clearly some wave action out there, we decided to set up the Duo and give it a go when we got to the airport. Worst case: we'd take a 5000ft tow to the mountains if that was what it took to see what was out there.

Arriving at the airport Steve was already there trying to get the gas cart hooked up to his car. Issues with an off-size hitch were holding things up. The plane was essentially empty, the jerry cans empty and the fuel cart was empty. Steve made a run with the jerry cans to Coalinga for fuel in order to get us into the air as soon as we were ready. We set up 5H and set about prepping for the flight.

The lenticulars formed and ebbed and shuffled around a bit. By 11:30 we were ready to go and had pulled 5H out to the launch area. Winds on the ground were still calm. Steve prepped the towplane and pulled it out of the shade structure. He hopped in and went to fire it up. The prop turned ever so slowly. Not a good sign. A few more cranks and it's barely turning over and won't fire. Steve hopped out and hand propped it a few times with everything off while I held the brakes. We let it sit in the sun for a bit and called Dan for any suggestions. Nothing too much that he could help with from a distance, but we hoped that a little warmth and the hand priming might get us going. Otherwise we were looking at needing to work out a jumpstart or battery charger. Steve climbed back in and cranked it over a few more times. Nothing, it was struggling just to turn over let alone have the strength to fire. With that, we decided to go old school and hand prop. I had Steve shut everything off so I could pull the engine through a few times and get a feel for the timing of the compression stroke and make sure I was moving away from the engine at the right time. It only took one pull and the engine fired and roared to life. We were in business.

Steve taxied out and I hooked up the towline to the plane, then ran back to the glider and hooked it up. Julie was already set and ready to go so I hopped in back and got situated. Julie took the takeoff and with the crisp air we were off the ground quick and climbing well. Steve orbited the field once to give us some altitude before heading north towards the nearest lenticular. We didn't see much turbulence. I think we towed north along the low portion of the wave band and missed all the rotor that might have been around. Climbing through 2000agl our climb rate picked up. By 2500agl I was thinking that we were probably in wave and around 3800msl (3000agl) we were pretty clearly climbing way too fast for a Cessna 150 and Steve came on the radio confirming our suspicion. We released and slowed down in the lift. It wasn't too strong, but 2-3 knots and steady. We worked north up past the gravel pit and found a bit more strength in the lift so we worked that. Climbing through 5k we were nearly level with the base of the lennie. The climb picked up a bit more to 5knots or so and we edged around a bit to work out where the best lift was at. This climb rate held all the way through about 10k. At 12k or so there was a higher cap of cloud blowing over from upwind.

We opted to press forward and try to jump up a waveband towards the mountains. We pushed up towards Black Mountain, but didn't really connect with any decent lift. There was a good lenticular forming to the south down towards Orchard Peak. Julie handed over the plane to me and we headed south. I wasn't able to find any significant lift, but not much sink either. As we neared the lennie, I pressed upwind and finally connected with a bit of 2-3knot lift. We poked around in this a bit and then moved a bit farther SE and found 5knots. This started to fill in and we were able to press a bit farther south and west feeling out the lift. The route back to Avenal was still clear. The Avenal valley was staying open and clear, but up north towards Coalinga and Center Peak it was dark and looking a lot like precipitation was falling. We were now climbing through 12k at nearly 8 knots and the winds were picking up. Pointing into the wind was now showing groundspeeds in the teens.



Photo: Morgan Hall

Below us, the Foehn gap was open, but to the west was a lot of moisture and with every turn we kept an eye out below us for our options. To the NE the clouds were building and it looked like a solid sheet of cloud all the way to Fresno. To the East it was very clear all the way to Tehachapi. I switched on the oxygen and hoped that we'd be able to top out at 18,000. The climb was consistent just downwind of Orchard Peak. We had clear air to the East as a worst case escape route. Back towards Avenal, the valley remained clear, though the clouds were building. Climbing through 17,000 the view was spectacular. The Sierra to the East were crystal clear and we could hear a sole other glider on the frequency out of Cal City. It was a strange turn of events to be hearing someone in the Sierra Wave at 14k and knowing we were several thousand feet above them out of little ole Avenal.

Pointing straight into the wind at 45knots I could get our groundspeed down to just about zero. There appeared to have been a nearly perfect gradient for forming strong wave off of even a relatively small ridgeline like the Temblor range. At 17,750 I started to accelerate. We were still climbing at 4-5knots and I needed to get out of the strong lift before we broke any rules.

We topped out at about 17,900. Any higher and my transponder might have turned me in. It's a shame we couldn't have gone higher. I'd have pulled out the facemasks and taken it up a bit more, though the clouds were building below and with our dog in the car, we didn't need to find ourselves stuck on top with nowhere to go but East to Bakersfield. We were 5000 over pattern altitude at Tehachapi according to the flight computer and with the entire southern portion of the SJV clear we had plenty of options. We headed south for a ways. With so much altitude, it was a shame to not go a little bit farther. About 30 miles out from Avenal, we had a beautiful lenticular running the full length of the Temblor range. It looked like a milk run to go to Maricopa or Mt. Pinos. Looking back to the NW was a completely different story. Foehn gaps were filling in and our options to get back into Avenal appeared to be limited. I despite the allure of a long run at speed, I turned around and headed back upwind. Back near orchard peak it was clear that the Avenal valley was still open, but the overcast had filled in over Avenal. It was time to come down unless we didn't want to land back at Avenal. We crossed over the primary wave bar and into the Avenal valley south of Hwy 41. From there, the whole valley was clear and although it was overcast at Avenal we were going to be able to get under it easily since the base was about 5k. We had to downsoar the backside of the cloud to get down. It was strange to be seeking out so much sink, but 14 miles out and 12k was a bit high for final glide.

We snuck down under the cloud deck and found the rotor set up right over the field which tossed a few things around the cockpit once or twice. Winds on the ground were SW, but not too strong so runway 13 was reasonable with a stiff right cross. We landed and rolled up to the trailer. A good way to fend a great flight. That lenticular to the south will just have to wait for another day to let us explore it.

Absolutely couldn't have had this flight without Steve's support. Driving all the way down from the Bay Area and only getting a single tow in. No way to say thanks enough for that!

Photos can be found here:

<http://picasaweb.google.com/morhall/AvenalWaveDay1127>

Toni Condon reports

Leah Condon passed her Private Checkride on November 13th at the Wichita Gliderport. Picture includes from L to R: DPE Charles Pate, Leah, ground crew Bruce Latvala, and towpilot Bill Ashby. Leah did all of her training at the Wichita Gliderport and Sunflower Aerodrome with the Wichita and Kansas Soaring Associations. On November 15th she celebrating having her certificate by taking her first flight in her Cherokee II.



Soaring over Llano Estacado

By Tony Condon

Ever dream of soaring like a bird? Most people have, I believe, and it was this dream that brought me to Littlefield over Labor Day 2010. When faced with the long weekend I analyzed the forecast and decided Littlefield was the place to be. I wanted to go for maximum distance and altitude and conditions looked ripe for both.

My ship, like all sailplanes, is a compromise. Designed in the 1950's to be built at home it sacrifices performance for simplicity and low cost. The structure is aircraft quality wood with fabric covering and all told it weighs in at 600 lbs with me aboard. The compromise results in a forward run of 23 feet for every foot lost while flying at 50 mph. As a result I'll need to stop and thermal more often and spend more time to cover the same distance, when compared to some of those sleeker sailplane designs.

I came seeking international recognition. Sailplane pilots are recognized with several levels of achievement and I was looking for Gold and Diamonds. I wanted to gain 9,800 feet (3000 meters) from my lowest point in flight for Gold Altitude and to finish my Gold Badge. Only about 2500 pilots have achieved this in the USA since the award was established in the 1930's.

The Diamond? A 186 mile (300 kilometer) triangular flight that would have me returning to Littlefield at the end of the day. The plan was to launch from Littlefield as early as possible and drift with the wind to Hereford. From there, a turn southwest into the wind to Portales through the middle of the afternoon, the hottest part of the day, with the strongest thermals. After Portales, a quick glide back to Littlefield to finish the day.

The flight started out slow. I launched from the Littlefield Airport at 12:30 PM and started to climb in the first thermals of the day. Wind was out of the southwest a 20 mph. I was unable to climb higher than 7000 ft for the first few hours as I worked towards Hereford. It was definitely dicey flying that low as there was several times where I thought I was going to have to land. Thankfully I was able to find another thermal each time and continue the flight. Once I passed Dimmit the conditions became more typical of soaring in the Texas panhandle. I quickly climbed to 14,200 feet at about 700 feet per minute!

Now things were starting to heat up and with the extra altitude I could afford to fly faster. I quickly rounded the Hereford airport and headed towards Portales. I dove away at a blistering 75 mph. With the higher speed I lost altitude faster, but the speed allowed me to cover more ground as I battled the 20 mph headwind. As is typical with high thermals they were spaced far apart. I managed to find a good one about every 10 miles, usually after dropping down below 10,000 ft, sometimes as low as 6000. I did my best to stay above 10,000 though so that I had a good cushion and didn't have to worry about landing.

Of course, Mother Nature had other ideas and as I neared Bovina I started to get low. I quickly sank below 10,000 feet with no indication of a thermal. As I crept below 7000 and then 6000 I really worried that my day was about to end. I was down to about 5000 feet over the large cattle lot there when I found the thermal I was looking for, and boy was it good! I rocketed to 15,000 feet at 800 feet per minute! My Gold Altitude was in the bag! I celebrated the accomplishment and kept pressing on, past Clovis and towards Portales.

By now it was getting to be about 6:00 PM. Often the soaring weather starts to weaken by this time of the day; however I could see several dust devils around. These columns of garbage, dirt, and dust are caused by strong thermals tossing skyward whatever they pass. For me they were a welcome sight, indicating that the day was still working. However I was starting to get a little low again and all of the dust devils were out of my range. I started to work around the north side of Portales as I headed towards the airport, 5 miles to the southwest. I had been low before and was not particularly worried but as always I had a few good looking fields picked out in case I needed to land.

Well the save was not to be this time. I searched all over for a thermal but none were to be found in my area so it was time to land. I found a nice looking open field and made a nice smooth landing.

Editor's note: Tony was awarded Gold Badge # 2599

Linda Mathias, Tidewater Soaring Society/ Foundation Scholarship coordinator, flight instructor and FAA Examiner wrote the following:

As TSF/TSS scholarship coordinator, I commend Louise Hibbard for her faithful support of the scholarship program and her dedication to flight instruction in general. Louise has been our most active instructor in this program and she has dedicated many hours to the students who were lucky enough to be assigned to her. Not only does she educate them well, she also transfers her passion for soar-

ing. For the 2010-2011 scholarship recipients, I asked Louise to undertake an experiment by teaching two students in a team fashion. With two who attend the same school and had the opportunity to travel to Garner together, I thought it might ease the time burden on the instructor and also enhance the experience for the students. With Louise's dedication and the focus and hard work exhibited by Derek and Patrick, this experiment was a resounding success. If the opportunity presents itself in the future, we will likely try it again.

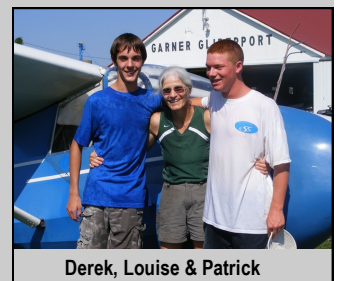
Louise produced two very good pilots as she always

does; she expends a tremendous amount of time on ground instruction which is crucial to turning out good pilots. TSS is lucky to have such a dedicated instructor; her enthusiasm is contagious. Lots of credit also goes to Derek and Patrick; at their age, many other things can create distractions and cause them to lose focus. However, they both were faithful to the task at hand and set their goals high; they certainly performed to the high standards Louise requires.

Thanks also are due to some of the club members who contributed to the success of these two young men; in some cases, they wish to remain anonymous and we will honor that re-

quest.

Again, my thanks to Louise for all she does for the scholarship program; she is definitely an instructor to emulate!



Derek, Louise & Patrick

Book review by Val Paget

Soaring Beyond the Clouds, Einar Enevoldson Reaches for 100,000' has just been published by the SSA. The WSPA's own Bertha Ryan is the author. Ryan, a MIT educated aerospace engineer and much honored aviator, puts you in the backseat and takes you through Enevoldson's many amazing and often tense moments as a glider pilot, Air Force pilot, and NASA research test pilot.

Einar Enevoldson is forever connected to the world record altitude flight he and Steve Fossett made, but that is just one of his amazing flights. Recovery from a flat spin while testing an F-14 and his land-out in an F-104 are just two of the "interesting" moments described. The Appendix, a four page, two-columned list of the planes Enevoldson has flown, adds the final "Wow!" factor.

Bertha Ryan presents the complexities of the aviation design, flight characteristics and aviation weather in ways that both the general reader and an aeronautical expert will find fascinating. The information about such phenomena as the Stratospheric Polar Night Jet deepens our understanding of the world of high altitude flight. The stories about Enevoldson and other illustrious people in aviation, and the many pictures make this book an essential part of any aviation collection.

Ryan is generously donating all proceeds to the SSA. Go to SSA.org and order copies for yourself, your friends and family.

Culinary Specialty from Ulrike Franz's hometown Reutlingen

Ed. note: the nice part of our international membership is that we not only talk about soaring but also food (and other things). On Epiphany Day Ulrike Franz sent a picture and the recipe of a tradition in her home town of Reutlingen in Germany

Mutschel-Bread

It is salty and sweet a little bit, 15 g salt and 10 g sugar, no meat, Here the receipt: make dough out of

1 kg white wheat – flour
80 g yeast
½ l Milk
1 spoon sugar 40 g
1,5 spoon salt 60 g
150 g butter

1 egg-yellow for surface-paint

more about Reutlingen-"National-Holyday"-baking:

<http://en.wikipedia.org/wiki/Mutschel>

<http://www.swr.de/tv/bw/-/id=3160/did=7484422/pv=video/nid=3160/j0astc/index.html>
little tv-Film



Last note from Neita

The 2010 WSPA Seminar at Air Sailing made \$2,782.96. A portion is set aside from registration fees for next year's Brieleb Scholarship and the rest will go into the other scholarships funded from our own resources. See our website! www.womensoaring.org



Bill Elliott & Rand Baldwin
Editor@SoaringCafe.com
www.SoaringCafe.com

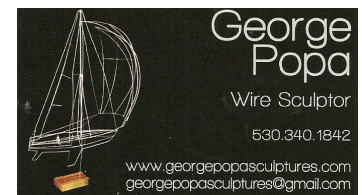
Grab your cup and find your favorite booth at the Café

A free online magazine about all things soaring.

- Articles, Blogs, News, Reviews, & Classifieds
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Why become an active contributor at the Café?

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Sales will benefit WSPA
(mention WSPA when ordering)

Welcome new members

Jamie Morris, OH (rejoined)

Roger Wood, CA

List of new ratings in 2010!

Private Glider Rating:

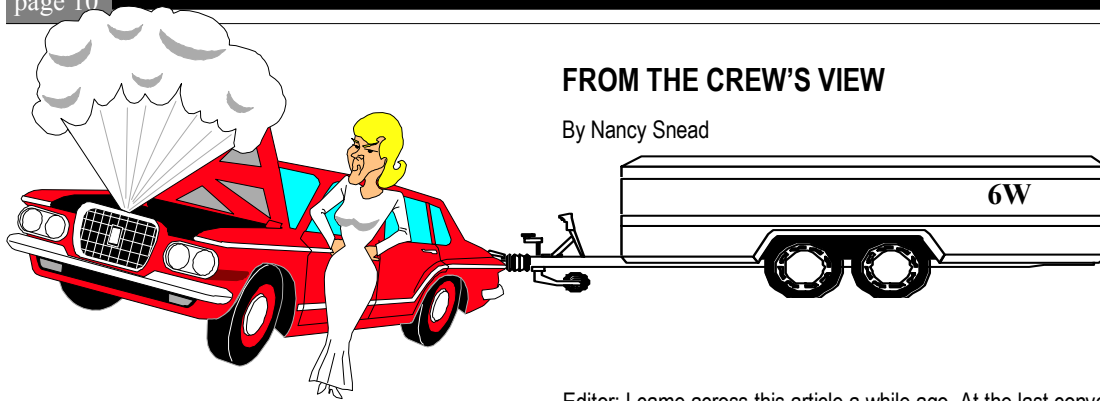
Leah Condon
Summer Gajewski
Marye Anne Read
Susan Simmons
Al Simmons

Commercial Rating:

Elizabeth Collins
Terry Duncan

Flight Instructor Rating

Elizabeth Tattersall
Neita Montague
Mike Graves (WSPA member)



FROM THE CREW'S VIEW

By Nancy Snead

Editor: I came across this article a while ago. At the last convention I met Nancy Snead and ask permission to use it for Hangar Soaring)

I have always loved to travel by car. I can study the landscape, the flowers, the birds, the wildlife and I see some awesome sunsets, so in that respect Bill really lucked out!

Before we married I learned of his love of flying. I realized I had better learn about gliders or I would never see him. He was smart enough early in our marriage to take me out to a vacant parking lot and "trained" me to back a trailer into any space. I am proud to say that I am quite good and receive many compliments from men when I back our large pontoon boat down a boat ramp with great ease.

After 37 years of being out at airports or flying with Bill, I have learned to read the clouds fairly well so that when Bill is going cross-country I have a good idea where to look for him if we loose radio contact.

After all these years of following Bill, I have developed a "homing pigeon" sense and usually am within 30 minutes of where he lands so I feel very comfortable striking out on a cross-country retrieve.

Part of our system of planning is to have all our equipment in buckets, baskets and boxes---ready to go! Cleaning buckets hold rags, sprays, and sponges; tape, paper towels, and grease in another; tie downs, stakes, and ropes in the little red bag; maps, pencils, and contact paper; radios, batteries, chargers, extenuation cords; computer and disc; hats, sun screen, and long sleeve shirt; tools and gloves; water bottles, food items; umbrellas and folding chairs. Everything in its place and a suitcase partially packed. We double-check each other as we look over our baskets in preparation for the launch!

My duties at the airport are to help put the glider together, do a positive control check, tape the wings and seams, clean the glider, and make sure the necessary items are in the glider. My personal duties are to make sure Bill smears on sun screen, wears his big hat, drinks extra water and Gatorade, puts on a long sleeve shirt and eats his lunch. It is a little early for lunch on this day but he forces it down because he does not like to fiddle with much food in the cockpit.

When all these phases of the planning have been achieved, when the documents are signed, and the tow pilot is ready, I give him a "good luck" kiss and I always tell him to have fun! He is off and away and I head back to the car to put out the radio antenna, rearrange the car for travel, secure the trailer, and sit by the radio to hear a radio check and the words, "lets go". I stop at the local gas station to fuel up, as it will be awhile before 6W gets ahead of me. I start moving slowly along the road toward Lampasas. Bill radios that it is weak and slow and he is low over Lampasas. I take this as a sign to grab some lunch, as there is not much between Lampasas and Brownwood. I pass Ellen and Bob as they are on their way to the same contest in Lubbock. By the time I come out of the Taco Bell, Bill is calling for the ground temperature and I see the first tiny cu forming out west. My spirits lift as I feel he now has a chance of the day developing and the goal is achievable. I spot 6W thermaling as the sun glints on the wing. I press the accelerator a little firmer as I begin to see more and more of those beautiful cu pop up in the bright blue sky in front of me. We had already made the decision for me to drive north out of Brownwood to Cisco and then west on I-20. I expected to fall behind because the route is not direct. Our radio contact is now static and weak, but I keep getting reports of 6W pressing on as the lift is booming. I am approaching Abilene and get several strong calls from my pilot inquiring about the temperature on the ground. I have observed that as I drive over old gray pavement that the temp is 104F, but when driving on newly laid blacktop the temp soars to 107F! I report this to Bill and he delights in the strength of the cu and informs me he is really "cooking along" and we might loose contact. By the time I reach Sweetwater this prediction comes true. I can tell by the multitude of cu that he is having the time of his life. I press the pedal a little harder! "Go, go" I am saying out loud, "you can make it". I do, however, search the western skies for signs of overdevelopment as in the past Bill has had to detour off course. I make a guess at the direction he might take if storms develop. I am in a sense of heightened awareness. To my delight no storm clouds are in the sky. It is just the perfect day! I drive a little faster. There is not much to see in this part of Texas. Just a long ribbon of highway cut through rugged, rolling plains. My trusty trailer follows behind and I am almost unaware as it is so well balanced. The one thing I insisted on when we decided to get back into soaring was a good trailer! It is essential for a "happy" crew! Easy to handle and well fitting parts enables us to rig in 10 minutes or less. We have had our share of "trailers from hell".

I am getting reports from Bill that he is flying high, having fun, and pressing on to his goal but he cannot hear my replays. I press harder on through Lubbock as I figure he is 40 to 50 miles ahead of me. I leave the interstate at Hale Center and head toward Dimmitt. I have traveled the interstate many times and am familiar with the scenery so the chance to explore the back roads offers up new excitement. The land is now lush and green with vegetation. Small communities, cotton gins pickup trucks, farmhouses, and irrigation---- lots of water in the rows! I call Bill. Concern because thermals will be weaker over wet land and the day is late. He cannot hear me. He soon reports that he is doing fine and has achieved the first goal. Yahoo! Bill decides he can push on to Dalhart. I say "go for it". He reports that the land is very rough near the Canadian River so he must get enough altitude before striking out. Soon I hear the delight in his voice that he has made it over the rough part and is on his way to Dalhart. I search the sky for the last of the cu as the sun is sliding down in the west—I search the map for possible landing sites—just in case! I am now driving through the rocky terrain and gulp! Glad he made it.

Just out of Hartly I hear those words—"I have Dalhart made and a record". I am about 20 minutes away. Bill gives me last minute instructions as to the direction of the airport before he lands. I roll in 15 minutes before sun set. Getting out of the car I glance at the odometer—572 miles! We celebrate with shouts, hugs, kisses, and a picture of the gentlemen who witnessed the landing (I like to send a picture back to those people because so many have never seen a glider) and we put our "baby" in the trailer as the sun is setting.

Up, Up and AWAY.....

The Eileen Collins Aerospace Camp

This year's Eileen Collins Aerospace Camp took off like a rocket with a full complement of 60 campers and a waiting list containing several more. This growth is a testament to the success and popularity of the program.

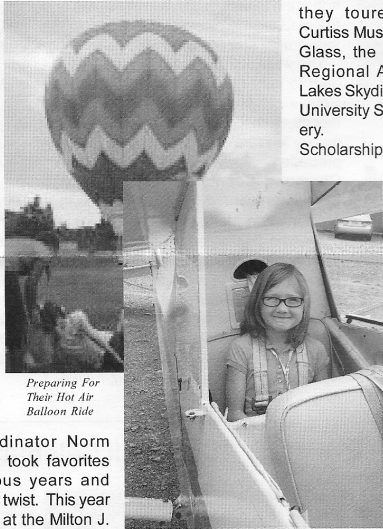
Aged 9 through 14, the aspiring pilots and scientists learned principles of aerodynamics all wrapped up in fun activities and experiences. Long time camp coordinator Norm Smith again took favorites from previous years and added a new twist. This year it was a day at the Milton J. Rubenstein Museum of Science and Technology. It is this continuing revitalization that has the kids coming back year after year.

Of course the highlight is the sailplane rides along with the power plane outing and tethered balloon ride. The program gives the campers a solid background in the history of flight, which along with the principles of aeronautics, deepens the appreciation of their experience here at the camp. The campers

learned to use the flight simulators and to build and fly rockets and RC planes. In addition to tours of the National Soaring Museum and the Rubenstein Museum, they toured the Glenn Curtiss Museum, Hands on Glass, the Elmira-Corning Regional Airport, Finger Lakes Skydivers and Cornell University Spacecraft Imagery.

Scholarship assistance was made available this year to qualifying campers by Eileen Collins, Peter and Joyce Daniels, the Elmira Zonta Club, Horseheads Sunrise Rotary, Elmira Rotary, Horseheads Kiwanis, Women's Soaring Pilots Association and Anderson Evans Foundation. We thank them for providing financial assistance to these campers.

Signups for next year's camp will be starting soon. If you know a budding aviation enthusiast give us a call today at (607) 734-3128 or email norm@soaringmuseum.org.



Preparing For Their Hot Air Balloon Ride

The smile tells it all - everyone's favorite camp event - the sailplane ride!!
Camper Sandra Bowman

SOARING100 . . .

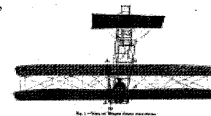
To kick off Soaring100, Friday October 21st, the US Postal Service will have a commemorative postmark and souvenir mail will be flown in either a vintage hang glider or a 1911 Wright glider replica. NSM will also have a dedication ceremony establishing Jockey's Ridge State Park, Nags Head, NC as the 16th National Landmark of Soaring. The text on the plaque will read:

"The steady winds and gently sloping dunes of soft sand on North Carolina's Outer Banks have been attracting soaring pilots since the early 20th century. The Wright brothers flew many pioneering glider flights at Kitty Hawk between 1900 and 1903 with Orville Wright returning to set a 9 minute 45 second soaring record there in 1911. The area again achieved soaring fame when Francis Rogallo and others introduced hang gliding in the 1970s. These same coastal winds and dunes continue to bring pilots from around the world to soar Jockey's Ridge today."

Saturday, October 22 will begin with a Historical Symposium. Throughout the day there will also be a variety of displays, exhibits, the NSM flight simulator, and films, as well as a glider rib building workshop from the NSM to be staged in the Wright Brothers workshop, a children's story hour and a kite building workshop. In the afternoon, the plaque that was created by Captain Ralph S. Barnaby in 1963 will be re-dedicated, after being restored to its original beauty by the National Park Service. NSM will also host the 40th Annual Ralph S. Barnaby Lecture. It will be held at in the Flight room at the Wright Brothers National Memorial and Darrell Collins, Chief Historian at the Wright Brothers National Memorial will be the speaker. Sunday will offer the same displays, exhibits and workshops as Saturday.

Other weekend activities include soaring, paragliders, hang gliding, kites, and flight demonstrations (weather permitting). There will also be a display of a replica of the 1911 Wright glider and significant sailplanes of the past seventy years.

The centennial celebration will close on Monday, 24 October, the actual 100th anniversary of Orville's soaring flight, with a fly-by of a hang glider and a modern sailplane.



Air Sailing announces the following camps for 2011

CIFG Camp

<http://airsailing.org/CIFGcamp2011.html>

(Please note there is a special price for WSPA members (\$225, a 25% discount)

Thermal and Cross Country Camp

<http://airsailing.org/thermalcamp2011.html>

Female pilot leads Canadian aerobatics team

Pilot Maryse Carmichael leads Canada's Snowbirds military aerobatics team as the first woman to hold the honor. "If you love what you do, you will put in the hours and you will be dedicated to being the best you can be," said Carmichael. She received her private pilot's license at age 17, after flying gliders at age 16. [The Vancouver Sun \(British Columbia\)](#) (1/25)

The newspaper reports:

"Maryse Carmichael was about five years old, the youngest child and only girl among four siblings growing up in historic Beauport, Que., when she first caught a glimpse of what her future would hold.

The moment came at an air show as she watched Canada's elite Snowbirds military aerobatics team swoop and dive through the sky with breathtaking speed and accuracy.

Carmichael's two-year tour flying the number-three position with the Snowbirds from 2000 to 2002 shattered gender barriers around the world. Until then, no other woman had ever flown in a major military air demonstration team anywhere in the world.

Last spring, she broke more ground when she was promoted to lieutenant colonel and appointed to command 431 Air Demonstration Squadron, the first woman to lead the Snowbirds in its 40-year history.

Carmichael credits growing up in the company of her three older brothers for her interest in both the military and flying.

"I was used to working with men ... they really trained me quite well," she said.

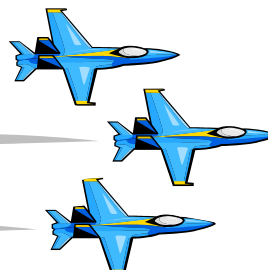
Following her siblings' lead, she joined the air cadets in 1984 and started flying gliders when she was 16 years old. By 17, she was a licensed private pilot. Two years later she enrolled in the air force, completing her pilot training in January 1994.

In November 2000, Carmichael beat out dozens of other top-notch hopefuls to land one of only nine positions flying the CT-114 Tutor jet with the Snowbirds aerobatics team. "

dahansen@vancouver.sun.com

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Read more: <http://www.vancouver.sun.com/business/Snowbirds+pilot+brings+success+story+Vancouver/4161481/story.html#ixzz1C51ylvbc>





2011 Raffle

**Bowl made and donated by Col. Ray Kleber.
Tickets (\$5.00/each) available from Frauke Elber
fandw_elber@cox.net**

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



First Class Mail