



Hangar Soaring

May, 2020

THE OFFICIAL PUBLICATION OF THE WOMEN SOARING PILOTS
ASSOCIATION.

<https://womensoaring.org/>

IN THIS ISSUE

PAGE 2

Badges
President's Note
From the Editor

PAGE 3

Special Notice

Consider Condor On-line
Flight Instructions

2020 WSPA Scholarship
Recipients

PAGE 4

Welcome New Members.
In the News.
First Solo.

PAGE 5

2020 Convention Report

PAGE 6-7

Reflections on my 5-Day
Mountain Soaring Course
at Omarama, NZ.
Important Note from Ute
Karden

PAGE 8

Book List.
How to Stay Busy and
Connected to Soaring.

PAGE 9

Bertha Ryan Biography

PAGE 10

A Mothers' Day Adventure

PAGE 11

Group Photos from vari-
ous WSPA Seminars



**1956: the 1-26 Bertha Ryan
built** (immediately before 1st flight
in El Mirage, CA)

There is no thrill quite like making the first flight in a sailplane you
built yourself -- at least for me.

Bertha Ryan



**2019: The 1-26 is alive and well and residing at
M-ASA in Fairfield, PA**

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

BOARD

Cathy Williams
President
PO Box 336
Laporte, PA 18626

Elizabeth Tattersall
Vice President
PO Box 3388
Stateline, NV 89449

Val Paget
Secretary
1108 Fugate St
Houston, TX 77009

Mary Rust
Treasurer
26630 Garrett Ryan Court
Hemet, CA 92544

Irena Raymond
Scholarship Director

Ute Kaden
Membership Director
2174 Penrose Lane
Fairbanks, AK 99709

Irit Abramovich
International Director
Hasolelim 17905
Israel

Scholarship Chair
Alice Palmer
scholarships@womensoaring.org

HANGAR SOARING IS PUBLISHED
FEB, MAY, AUG, NOV.
editor@womensoaring.org
OR
FRAUKE ELBER, EDITOR,
1002 Old Denbigh Blvd #206
NEWPORT NEWS, VA 23602

Colleen Koenig, Webmaster
webmaster@womensoaring.org

Badges, recorded through
May 2020

C Badge

Catherine Cavanaugh, CO
Trace Dowel, CO
Grace Whiston, CO

B Badge

Catherine Cavanaugh, CO
Trace Dowel, CO
Grace Whiston, CO

A Badge

Catherine Cavanaugh, CO
Trace Dowel, CO
Grace Whiston, CO

UTAH State Record

Raily Blankley, Discus 2b,
Nephi
JUNIOR/ STANDARD 15M
Free triangle Distance 154.2 sm
FEMALE/ STANDARD, 15 M/
OPEN
Free Triangle Distance 154.2
sm
JUNIOR/ FEMALE/SPORTS
Free Triangle Distance 141 hmi
FEMALE/ STANDARD/ 15M/
OPEN
Free out and return distance
99sm
FEMALE/SPORTS
Free Out and Return Distance
91 hmi



From the Editor

This is my third attempt to write my observations and musings. Things happened I could barely have imagined three months ago, being presently under a total lockdown, lock-in or lock-up - whatever you want to call it. Living in a large retirement community with several level of living and care conditions the scare of virus infection is ever present. So far, the whole community is virus-free and residents and management are trying hard to keep it that way, even when it means imposed living conditions very few in the present generations have ever experienced. No outside visitors, even family members are allowed; all activities are cancelled; the dining rooms are closed (the meals are brought to our apartments). Getting together with fellow residents is not encouraged, shopping is mostly done via the internet, and food orders are picked up and delivered by a team member or dropped off at the front desk for pick-up by the residents. Outside the apartments we are required to wear face masks. Visiting residents in the other buildings is not allowed, which makes it impossible for me to visit Bertha Ryan. Fortunately, we have nice apartments and a beautiful campus which encourages daily walks. And luckily for me, the pool is still open, although no aqua classes are being held. And, as everybody is aware, outside of our protected complex, life has been reduced to a trickle. I hope we will return to nor-

President's Note



those in need.

And yet, for many of us, soaring and our soaring friends are central to our lives. Soaring can help fill your empty hours at home and provide you with some safe, enjoyable, outdoor activity when the time is right, and the appropriate precautions are instituted. Reach out to friends in your soaring operation. Instructors, mentors and fellow pilots want to know how you are doing. Some of you are still flying. Many, like my club, are offering ground sessions online and will soon begin limited operations for solo flights only. Others will remain closed for a still undetermined period of time.

Everyone can enjoy this latest edition of *Hangar Soaring*. Read or review those books in your soaring library. Take advantage of some of the many online learning opportunities offered by the SSF, FAA, NTSB and others. Use this time to prepare for that written test you have been putting off. Make plans for how you will maximize your flying once it resumes. I hope that might include attending the August 2020 Women's Soaring Seminar in Vermont. There is still plenty of time for any age student to apply for this year's Briegleb Scholarship which pays for seminar registration and flying.

WSPA continues to work for women soaring pilots. Congratulations to our scholarship awardees for 2020. The Anne Morrow Lindbergh (AML) trophy will be awarded this summer. The new trophy committee (Mary Rust, Kristen Farry and Judith Galbraith) will be announcing a second trophy soon.

Descriptions of the awards and requirements are easily found on the WSPA website www.womensoaring.org

This is a year we must elect new board members. Thank you to Phyllis Wells and Ute Kaden for agreeing to serve on the nominating committee. If you get a call, please consider agreeing to run for the board. Even better, contact any nominating committee or board member and volunteer to run. The continued success of this organization totally depends on our mem-

(Continued on page 3)

mal soon.

But looking back to 1951, I have gone through a similar situation. Our then state "Saarland" (under French rule at the time) was under full quarantine due to a polio epidemic.

I was 10 years old at the time and I remember that we, as children, were not allowed to play outside or congregate. There was no TV, no Internet, even no telephone yet. Movie houses, ice crème parlors and other commodities were closed. I don't remember how we passed the time, but I found some diversion by guarding cows all summer (and thus being in the fresh air all day long). This quarantine must have lasted about 3-4 months. Our schools started a month late after the summer vacation. I don't remember how our parents and the general population handled that situation.

This time, I am able to "escape" once in a while and drive out to the gliderport. Our club keeps flying, although no dual flights, flight instructions or guest flights are conducted. Social distancing is guaranteed and again, I can be out in the fresh air all day long.

VIVA SOARING

Stay safe

Frauke

NOTICE

Due to the quarantine at our retirement community, there will be no hardcopies of this month's HANGAR SOARING.

I hope that when the next issue is going to be published in August, things will have normal-

(Continued from page 2)

bers' willingness to volunteer!

Membership dues will be due in June. Check on the website. You will be encouraged to pay online and indicate choices for your listing on the new member accessible, password protected WSPA membership list.

Everyone stay safe and well. Plan for the day when we can all return to the soaring that we love.

Cathy

Consider Condor Online Flight Instruction

CFIG Scott Manley has generously offered to support the development of women soaring pilots by providing simulation-based flight training at zero cost. Scott is well known for his expertise in online glider instruction using Condor/Skype. He has written a series of articles on the subject for *Soaring* magazine and presented informational sessions at the recent SSA convention. He has a web site and study guides accessible to all. Many nonpilots, students and rated pilots have been introduced to the experience of simulation-based glider flight training while participating in his demo sessions at the 2019 WSPA seminar, the 2020 SSA convention, CAP events, Oshkosh and other aviation themed events. His instruction comes highly recommended by his past and current students.

He is offering two forms of support as described by Scott below:

1. Training/support of flight training staff, either CFIGs or FTM's (Flight Training

Mentors). This is the "teach the teacher" concept.

2. Working directly with women soaring pilots and glider rating candidates.

Simulation-based flight training, especially at a distance, is a highly-effective way of connecting students with extremely rare instructional staff. In particular female instructors/mentors in cases where that is the student's preference.

Scott asks that any interested women CFIGs, FTM's or students contact Cathy Williams for further information and referrals to Scott. This is a very generous offer from Scott and very timely considering recent flight operation shut downs.

Cathy Williams

CLSOAR2@GMAIL.COM

717-253-1764

2020 WSPA Scholarship Recipients

It is my pleasure to let you know that the 2020 scholarship judging is complete. I want to thank our 2020 Scholarship Judges, who are also members of the WSPA Scholarship Committee, for their careful and objective evaluations this year: **Phyllis Wells, Cathy Keller, Elaine Ernewein, and Susan von Hellens.**

I also want to give a special thank you to all WSPA Scholarship Mentors, past and current, who devote their time to ensure our scholarship recipients have the help and encouragement they need to achieve

their goals.

The following WSPA members have been selected for scholarships this year:

Becky Kinder



has been awarded the \$1500 Mid Kolstad Scholarship. She flies with the Black Forest Soaring Society in Colorado and is close to taking her Private Pilot checkride. Becky achieved a 98 on her FAA Knowledge Test and was awarded the club's Student of the Year award for 2019. She has her A and B Badges and is working on her C and Bronze Badges. She's an active volunteer with her club, as well as an aircraft maintenance volunteer with the Vintage Aero and Flying Museum (VAFM). Her ultimate goal is to become a CFIG. Becky's WSPA mentor is **Terresa Morgan.**

Fiona Harnischfeger



has been awarded the \$1500 Glider Girl Scholarship. Fiona is a 23-year-old Food Science and Technology PhD candidate at Cornell University. She flies with the Harris Hill Soaring Corporation in Elmira, New York, and earned her Private Pilot-Glider certificate in November 2019. After completing her doctorate in early summer, she is looking forward to using the scholarship funds to work on her Commercial-Glider certificate this summer. She has been involved in STEM student outreach and teaching in the past, and her ultimate goal is to become a CFI so she can give back to her local soaring community. Fiona's WSPA mentor is **Phyllis Wells**.

Danica Cerne



has been awarded a \$700 Judges Award with funds provided by WSPA members **Neita Montague** and **Marianne Guerin**. Danica learned to fly gliders as a teenager in Slovenia and became an instructor there in 1995. After moving to the U.S. in 2016, she has been working toward earning her Commercial-Glider and CFI here in the U.S. Danica is a 2018 recipient of The Flying Montagues Scholarship. She has passed her FAA Commercial Glider Knowledge Test and these additional funds will help toward her Commercial checkride. Her WSPA mentor for these scholarship awards is **Marianne Guerin**.

Staying optimistic about the Vermont Seminar scheduled for

late August, I want to remind everyone that the Briegleb Scholarship deadline is June 15. This scholarship is open to pilots currently taking glider lessons who want to attend the Seminar. Also still open is the Competition Scholarship, which has a flexible deadline based on contest registrations. If this year's Seminar and/or SSA contests must be cancelled, please keep these and the other scholarships in mind for next year. More details on all scholarships are available on the WSPA website. www.womensoaring.org

Alice Palmer WSPA Scholarship Chair

Welcome New Members

Daniela Ernst, VA
Lisa Elefritz Heinze, WV
Rus Howard, FL (rejoined)
Sarah Curtis Jameson, VA*
Luana Lambert, VA
Colin Mead, FL (rejoined)
Cindi Roth, FL
Kimberly Slawinski, TX
Sydney Whistler, CA
Karl Striedieck, PA (life member)

Correction

*Sarah Curtis Jameson was listed twice under two different names in the last newsletter.

Please let me know when you change names. In the past I had two members who changed names 3 and 4 times. The latter one I knew but in the first case it took me years to figure out that I was always dealing with the same person just under different names.

First Solo

By Becky Kinder

(first published in the May 2020 Airworthy Newsletter)

It's been a little over a year since February 2, 2019, and I've already forgotten so much...! Some things about

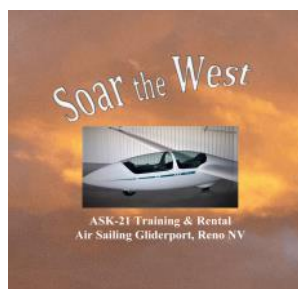
In the News

I'm delighted to announce that my third novel, *Fall Squared*, will be published in November by Moonshine Cove Publishing!

Pat Valdata

The following announcement was published in the April 2020 SOARING magazine:

SOAR the WEST – New



Glider operation CFI-Gs **Neita Montague** (longtime WSPA member and past WSPA president. ed) and **Rob Stone** are pleased to announce a new glider operation, **SOAR the WEST**, at Air Sailing Gliderport, Reno, Nevada. Their new-to them and beautifully maintained ASK21 is equipped and ready for all levels of training from first lesson through CFI-G. Air Sailing Gliderport is open year-round and is an ideal location for learning and refining your thermal and ridge soaring skills. Also planned are

introductions to cross-country soaring, transition to gliders from power pilots, flight reviews, orientation rides, and rental to qualified pilots. Come get current and enjoy flying in our wild wooly west.

Neita wrote on Feb.21

Yesterday I joined other aviation women to give a talk on learning to fly gliders. There were 45 women there to learn about flying, aviation careers and scholarships. I'll be giving a presentation next week on Pathways to Aviation. It's important to reach out to our young people and tell them about the opportunities to fly through soaring..... just for fun, as a stepping stone into a career to flying, for hire. And as a place to return between jobs or when retired.

Congratulations to **Colleen Koenig** who became a CFI-G on March 16, 2020 by passing her FAA Checkride in Moriarty,



Photo: Neita Montague

that day I'll always remember. It began cold and cloudy, but eventually warmed and cleared off. Kindhearted elves had cleared the runway of a recent snow. We just worked pattern tows. My daughter Julie walked my wing all day and didn't fly once.

Stan Bissell, my flight instructor, was terrific, patient and encouraging, and demanding in his own quiet way. I'd had a mix of frustrations and successes and it had been a long day, but finally, FINALLY Stan asked me if I could repeat the flight I'd just done—alone. I paused long enough to assess

my own fitness, almost a second. Most of getting from there to the launch is a blur, although I distinctly remember suddenly thinking of Allan Shepherd's prayer in "The Right Stuff" just before being pushed out. "Please dear Lord, don't let me [foul] up" (I was later told it's the Pilot's Prayer, which by then made great sense.)

Todd Hunt towed me to 9000'. When I'd cleared the tow plane, he wished me a good flight—by name. Moments later the sky was all mine. My instructions were simple: Tow to pattern altitude and return. I chose a wide right 270 that would set me up for a clean 45 entry. Shadows were just starting to lengthen. It's a good thing my ability to multitask has greatly improved as I've learned to fly, because somehow I found the occasional split second to enjoy the view despite an intense awareness of *aviate *navigate *communicate. It was still pretty hazy off to the South, but not problematic. Pike's Peak stood majestically as ever, snowcaps fresh. It felt almost personal, a friendly presence. The truth is that it has never looked the same.

When we chose to learn to fly at Kelly, we had no concept just how great the set-up is; how terrific the support is from the BFSS; or just how beautiful an area we'd be in for such a special season. I kinda feel sorry for anyone who didn't get to learn in the shadow of Pike's Peak!



Photo: Stan Bissell

(Mary) We had a wonderful time at the SSA (Soaring Society of America) Convention in Little Rock, Arkansas Feb. 19 - 22!

Again, this year, Frauke Elber helped work the WSPA booth, and when the Exhibition Hall doors opened, we were ready with smiles, cookies, and warm greetings to all our glider friends, new and old! What fun we always have at the SSA Convention!

(Frauke) As usual, Mary and I arrived at this year's convention site in Little Rock, AK two days before the convention commenced. Wednesday was spent with setting up the WSPA booth and having a chance to meet old friends during the day. With the various exhibition planes arriving throughout the day, it became apparent that, except for the two vintage planes, a Standard Austria and Kristin Farry's beautifully restored 1-26 (#400), the emphasis was on self-launching gliders, both single and double seated and also on various types of propulsion from solar powered, electrical to mini-jet engine and traditional gasoline powered systems.

As usually the WSPA booth had some magnetic power and drew visitors in droves (it might have been the cookies we offered). We gained several new members, including Karl Striedieck who became a LIFE Associate member. Several people stopped by and renewed their lapsed memberships.

The WSPA breakfast was held on Saturday morning

2020 Convention Report

by
Frauke Elber/ Mary Rust



Photo: Mary Rust

We are ready for business

and boasted an overflow crowd (we need a bigger room with more tables next time).

At the SSA general meeting and the banquet a sizeable number of WSPA members received awards and recognitions for a wide variety of contributions to the sport.

Alice Palmer, as the most active SSA instructor for A,B,C and Bronze Badge program in region 9 and 1st place over all in the USA

Melanie Nichols, Spratt Award, for making a major contribution to the support of soaring competition

Toni Condon, most active Region 10 SSA instructor

Colin Mead, Exceptional Service Award, exemplary service as US Team Captain at the 1st FAI Pan American Gliding Championships

(Mary) The top presentation at the Awards Banquet was done by Kathy Fosha, Sylvia Grandstaff, and Sarah Arnold, the Key-note Speakers, who recently returned to the US from Australia, where the Women's World Gliding Championships were held. These three women performed with

an outstanding team effort, received several standing ovations and made us all very proud of our WSPA member USA Team!

They were an impressive force fighting for the Gold against other top women glider pilots from all over the world! Sarah won the Gold Medal and brought home the Gold Cup! This is the first time a US pilot has won the Gold since Doug Jacobs did it in 1985 and the first US woman

e v e r !

(Frauke) Although we were spared an ice storm like the one that plagued the 2010 convention in Little Rock, it seemed like this convention was not as well attended as the ones in previous years. Mary and I made it back home safely, but both of us had a story to tell.

Our next "adventure" will be (hopefully) the WSPA seminar in Vermont during the last week of August.



Sylvia Grandstaff, Sarah Arnold, Mary Rust, Kathy Fosha at the WSPA breakfast



Toni Condon, Alice Palmer, Melanie Nichols at the Award Ceremony

Visiting new places and attending interesting soaring seminars around the world add to the knowledge and skills of a pilot. Omarama, in the middle of the South Island of NZ, was my soaring destination in January 2020. GlideOmarama, NZ (www.glideomarama.com) is a well-known operation for offering cross country and mountain soaring courses in an effective and enjoyable way tailored to any experience level. The quickly changing weather and wild mountains make for challenging soaring and provided an excellent learning environment.

After flying commercially to Queens-town, getting a rental car and driving for 3 hours on the left side of small and windy roads, I arrived at the Omarama airfield. It is a purpose-built gliding site with outstanding facilities.

The 5-day mountain soaring course

After settling into my roomy RV home and a good night's sleep, I was ready to rock and roll. The mornings started with a weather brief for all pilots. Afterward, the course participants attended their daily seminar about the "How, Why and Where" of thermals, ridge and convergence soaring, and wave flying. Especially interesting were the debriefs of our completed flights. We replayed the IGC-files on the computer and discussed strategy and decision making as a group. The mountain course included 15 hours of soaring time. The weather forecast for the week looked mixed. I was very skeptical about how to accomplish this goal. Milán Kmetovics was my flight instructor for the week and assured me that 15 hours was an easy goal. It turned out that he was very right. Flights were conducted in a well-equipped and maintained Duo Discus XL. Start time was around noon each day with a strategically planned aerotow to a ridge for entry into the thermal world.

What did I learn

- Soaring in New Zealand is different. The closeness to the ocean, the long and alpine mountain ranges, steep ridges, and volatile wind conditions created fast changing thermal conditions, and wave flying opportunities.
- Patience was critically important when learning to read convergences, trying to find the next thermal or wave, and navigating the ragged mountains.
- Flying the Duo Discus, equipped with LX NAV, FLARM anti-collision warning, transponder, SPOT-safety tracking, and a modern oxygen system for about 3 to 6 hours daily, covering distances from 100 to 500+ miles, was a lot of fun, a great learning experience and required concentration and good physical abilities.
- Flying as a Duo-Team successfully needed understanding of effective crew resource management and teamwork. Milán Kmetovics was an experienced instructor and great flying partner. It was wonderful not having to worry alone about out-landing fields, decision altitudes, or navigation. Shared decision making resulted in shared excitement and a feeling of

Reflection on my 5-Day Mountain Soaring Course at Omarama, New Zealand

By Ute Kaden



accomplishment at the end of each day.

Highlights

Yet, my last day came soon and started slow. We were flying low along local ridges and had trouble staying up. I glimpsed toward Aoraki /Mt. Cook, New Zealand's tallest mountain (12,218 ft). Majestic Aoraki was clearly visible, but about 100 miles away and no good way to get there. Finally, after 2 hours of patient and at times frustrating local flying the wind speed increased. We searched for and found the developing wave and made our way to the big mountain. Soaring around Aoraki /Mt. Cook and admiring glaciers, ice fields, and the birth of

a lenticular cloud on the top was unforgettable. I felt very humbled being so close to nature. It was a privilege, accomplishment, and pure happiness- just priceless.

Thanks, and final thoughts

During the 5 days, we flew over 23 hours and an average of 250 miles daily in the Duo Discus. Two of the days were challenging and interesting wave days. Cross country flying in New Zealand's beautiful alpine areas and experiencing the wild mix and quick changes of soaring conditions was an impressive learning experience. I highly recommend it. I like to thank flight instructors Milán Kmetovics and Gavin Wills and all the staff including tow-pilots, ground crew and mechanics.

On a sad note, a week after I left Omarama the flight school indicated problems with recertification of operations. 22 jobs were lost and the impact on tourism was unimaginable for the community. Pilots from around the world were shocked and provided testimony and support. We all hope that the soaring tradition in Omarama continues.

My useful flight planning and weather links

For your personal computer I recommend the website **SOARINGLAB** (www.soaringlab.eu). Create a free account and download your IGC files for visualization, review, and preparation. You can see 3 of my flights in NZ (Login: ukaden PW: BlanikL23).

SkySight soaring weather (<https://skysight.io>) is a great tool for weather information and flight planning. You can start with a free trial.

News from Omarama

As of March 28:: Glide Omarama is now shuttered and isolated and the unfortunate glitch with the CAA (New Zealand's FAA Version) is behind us. Reopening planned for September.



Aoraki /Mt. Cook, New Zealand's tallest mountain (12 218 ft)



Lenticular cloud forming on top of Mt Cook



Ridge soaring around Omarama



Ute Kaden with Milán Kmetovics and Mt Cook

All photos provided by Ute Kaden

A note from Ute Kaden, Membership Director and Mary Rust, Treasurer

Please visit our new WSPA Web Page at www.womensoaring.com. We are still building it and welcome your feedback.

Currently, we are in the process of adding a new and secure membership database, where you will be able to create your own membership profile, look up other members and easily track and pay your dues. We would like all members to participate in this (Full Members, Life Members, Associate Members, and Honorary Members). Youth Members may only participate if they have written permission from their parents. Watch for an email with more details and a temporary password to come soon.

If you would like to be included in the on-line password-protected membership list and you do not have an active e-mail address, please contact Mary Rust for support.

Write to her at:
Mary Rust
26630 Garrett Ryan Ct.
Hemet, CA 92544

Phone: 909-519-0420 or e-mail treasurer@womensoaring.org

Booklist

For all of us "sheltered at home" books have become good friends again. Since soaring has been put on the backburner at this time, books on soaring and especially women in soaring and aviation in general can keep us immersed in the world we love. I have a big collection in several languages..

Last week I received the following quote:

"A scientific survey finds that reading books for up to thirty minutes a day increases your life span by almost two years. Scientists credit cognitive processes, but I think it has more to do with meeting others on the page. It is a small thing to leave a book, and it is a small thing to take a book, but it is no small thing to be invited into our shared humanity."

~ Jennifer Bowen Hicks, "The Library,"
May 2019 issue of The Sun magazine

According to this quote, I easily could reach the ripe old age of 100!!!!



The following are some books I have on my shelves.

Crosswind by Pat Valdata, a novel *

Where No Man Can Touch by Pat Valdata, a collection of poems about women aviation pioneers*

Naomi the Aviatix, by Nick Thomas (foreword by Frauke Elber) (copies of the above books are available through Mary Rust (copies were donated to WSPA by the authors)

On Silver Wings I, II, III by CarolAnn Garrat, recounts the author's 3 flights around the world in her single engine Mooney (one a speed world record).*

Available by contacting cagarratt@gmail.com. All proceeds of the sale of these books go to ALS research

See ya' at the airport by Charlie Spratt (when you need a good laugh, get this book)
available at the National Soaring Museum

Soaring beyond the Clouds by Bertha Ryan (Einar Enevoldson Reaches for 100,000 feet) *

Exploring the Monster, Mountain Lee Waves: the Aerial Elevator by Robert F. Whelan
These two books are available from SSA

First Lady of the Air, Anne Morrow Lindbergh by Kathleen C. Winters**

Amelia Earhart by Kathleen C. Winters**

Flying is my Life (republished as **The Sky is my Kingdom**) by Hanna Reitsch (originally in German)
These three books available at Amazon

(Editor's note): This originally 1951 published book (Fliegen mein Leben) arose in 1957 my curiosity about soaring, never dreaming I would one day do it myself.

*WSPA members

** deceased WSPA member

Have fun reading

Frauke



How to stay busy and connected to soaring.

The following is an excerpt of an article written by Piet Barber, member of the Skyline Soaring Club in Virginia

Perhaps your goals are different than mine. A lot of spare time on your hands could be used to study for your FAA Knowledge written test. You could sign up for many FAA Wings Programs. You could read that book about soaring weather. You could read up on old issues of Soaring Magazine. You could look at the classified ads for used gliders. If you don't know much about that glider, go find a back issue of Soaring to read about Dick Johnson's flight report for that glider! You don't have to have an insanely expensive setup to fly Condor missions. Just a joystick and a reasonably fast computer will do. Keep those flying skills less rusty by doing some Condor missions.





Bertha M. Ryan Bio:

Bertha Ryan was born in Boston, Massachusetts in 1928 and had three older brothers. Her father, an attorney, passed away in 1931. Bertha fell in love with aviation during the mid '30s probably due to the exploits of Amelia Earhart. When WWII started, her three brothers volunteered and served in the Pacific area and, while still in high school, Bertha went to work for Raytheon testing and packing tubes to earn money for flying and college.

As the end of the war approached, she started flying lessons in a Taylorcraft and soloed in October, 1945 – flying only as she could scrape the pennies together but very much encouraged and helped by the people from whom she was learning – eventually receiving her Private license. She went to Emmanuel College in Boston (with two scholarships and three jobs) graduating in 1950. With an enormous loan in hand (repaid in ten years), she started graduate studies at the Massachusetts Institute of Technology, first in the Mathematics Department where she initially worked part time, later full time in operations research. Then she transferred her studies to the Aeronautical Engineering Department where she worked for the Aeroelastic and Structures Research Laboratory specializing in unsteady aerodynamics, flutter and boundary layer transition.

At MIT she discovered soaring, joined the Aeronautical Engineering Society (glider club) and flew a glider for the first time, a Schweizer SGS 2-22, in October 1950. She soon had a Private glider license, started towing and instructing for the club and earned her glider commercial and instructor rating. She flew the flying club Cessna 140 around the northeast and went on excursions to various soaring sites with the glider club to New York and the New England states, sometimes putting on air shows. She received her MIT degree in 1955, accepted a position with Douglas Aircraft in Santa Monica, California and purchased a Schweizer SGS 1-26A kit which she completed in California.

While in Massachusetts, she was the SSA Governor for New England, published a newsletter, helped establish the New England Soaring Association, and was President of the Northeastern States Soaring Association.

Her responsibilities at Douglas included supersonic drag reduction and wing/body interference studies. The SSA office was located at the same airport as Douglas so she soon became very active with Soaring Society operations. Upon completion of the 1-



26, she flew the first test flight at El Mirage -- a big thrill in her life. She continued instructing and started cross-country soaring – going mostly to the east towards

Las Vegas, sometimes to the southeast towards Phoenix and occasionally north towards Bishop. She explored other soaring sites in northern California, Arizona and Texas. The type of soaring she liked best was straight out thermal soaring but she also did some wave soaring.

In 1959 she became an aerospace engineer for NASA at Edwards Air Force Base where her first tasks were fluid flow problems and sonic boom studies. Her major effort was the lifting body project – analytical and experimental, both wind tunnel and flight. Glider techniques were followed throughout the testing and the program grew from the M2-F1 wooden



Lifting Body and the Pontiac Convertible

shape with a steel tube internal structure towed by a Pontiac convertible and then by the R4D airplane to the heavy weight M2-F2 and HL-10 lifting bodies which were launched from the B-52.

She wrote columns for SOARING and for some regional soaring publications, was scorekeeper for several national competitions and one world competition and for 18 years was responsible for the Record Homologation Committee of the SSA. She also served as SSA Treasurer and a Director. She published a newsletter as SSA Governor for southern California and worked very closely with the publication of the regional newsletter (The Thermal). She helped establish the concept of state records and was instrumental with others in developing the photographic technique for turn point identification. She flew some competitions, but this did not appeal to her.

In 1967 she went to work for the Navy at China Lake, California, where her main interest was aerothermodynamics with specialties in aerothermal heating, wing/body interference and boundary layer transition. She became an associate fellow of the American Institute of Aeronautics and Astronautics, served on the General Aviation Systems Committee, was Chair of the AIAA China Lake Section, and continued publishing technical papers.

She began flying her sailplane out of nearby Inyokern and encouraged a towing operation (the previous one had closed a few years earlier). Additionally, she soared at several other Mountain/desert sites during this time. Her soaring flights from Inyokern were mostly to the north and she fell even more in love with the mountains (Sierra Nevada) now that she lives beside them.

She then earned her commercial and instrument for airplanes and purchased a Piper Cherokee 140B which she flew across the country several times. She was the scorer for all the Smirnoff Derby races from the west coast to the east coast and several times flew along in her Cherokee to accomplish the task.

It was during a Smirnoff Derby that the question came up of why don't more women fly sailplanes? So, with the help and encouragement of SSA, she sent a questionnaire to women members trying to find out (still don't know why). She continued the correspondence for a while with the name *Hangar Soaring* starting with the second mailing. When the Women Soaring Pilots Association was formed, they took over and formalized this publication.

Soon a more formal soaring FBO started at Inyokern. Bertha teamed up with a fellow whose main interest was enjoying flying

sailplanes cross country in the Sierra, as did Bertha. She then purchased an Eiri Avion PIK 20B which could get between the strong desert thermals more easily than the 1-26. There were several enjoyable years of soaring in this remote desert/mountain region. This was a good time.

Since then she has started writing for additional national publications as well as SOARING again including a monthly column and has written a book about Einar Enevoldson, the initiator of the Perlan Project who in 2006 together with Steve Fossett flew a world altitude record reaching 50,722 ft (this record was broken on Sep. 3, 2018 in the specially designed Perlan II glider, piloted by Jim Payne and Morgan Sanderock reaching 76,124ft.) She works

with John Leibacher to make an index to SOARING available on his web page and served as a trustee of the National Soaring Museum where she has taken on the task of collecting oral histories of United States Soaring Hall of Fame members and writing short bios of them. She was elected to the Soaring Hall of Fame in 1972. Her other awards include the SSA Eaton Trophy, the Schweizer Life Time Service Award, twice

the SSA Exceptional Service Award (1967, 1980) and the FAI Pelagia Majewska Medal, the latter she considers the greatest honor she could ever receive.



Majewska Medal



Top: Bertha, Karl Striedieck, Frauke Elber on Bertha's 90th birthday in 2018

Bottom: Frauke Elber, CarolAnn Garrat, Bertha Ryan, Oct. 2018

To read more about Bertha's exciting life go to:

read:https://historycollection.jsc.nasa.gov/JSCHistoryPortal/history/oral_histories/NASA_HQ/Herstory/RyanBM/RyanBM_6-13-01.htm

A Mother's Day Adventure

by Frauke Elber

Our gliderport is located deep in the very rural county of Isle of Wight in South Eastern Virginia.. The landscape is flat, with a lot of water, swamplands, and pine forests, but there are also plenty of fields to land in when the thermals quit and one doesn't make it home. The local population speaks a distinct dialect, which for me the foreigner is very difficult to understand. Since this adventure took place long before cell phones and GPS, off-field landings could be exciting.

With the worst-case scenario in mind, I carefully planned my flight. My final destination was to be the airport in Emporia about 40 miles to the SW of my home field in Isle of Wight. From there, our tow plane could come and tow me and the glider back to the gliderport. Included in my planning was the possibility of not making it to Emporia but having to go down in a farmer's field. I wanted to look for a big farmhouse, owned by a probably better-off farmer whose drawl I might be able to understand. Also, more than likely a telephone would be available, so I could get in contact with my crew (my husband) to tell him where the off-field landing had occurred.

I was towed to 3000 ft AGL (above ground level) and soon connected to a very good thermal, which got me up to 5000 ft AGL, an altitude that made it safe to leave the home field and head south toward Franklin Airport. I arrived there with plenty of altitude to turn west toward Emporia. Navigating from Franklin to my destination was easy, since the town of Franklin and Emporia airport are both located along US Rt. 58. I just had to follow that major road from Franklin west. But the thermals to the west weren't as juicy as those in the early part of the flight and I slowly started sinking. Before me lay a vast forest and swampland that I had to cross. So, my choices were, either to make it back to 5000 ft AGL altitude or more, or to stay local until the aerial elevator kicked in again; but should I get lower than 2000 ft AGL, I would look for a suitable field to land in. The latter became the case.

I picked a beautiful big field, big enough to land in any direction. Since it was freshly seeded with peanuts, I knew it provided a smooth, obstacle-free surface. I decided to land towards the farmhouse, to avoid a long walk. Everything went as planned. I had a very short roll-out, then dropped my left wing into the accessway to the field so that my crew would not have to drive the trailer into the field. I came to a stop right in front of the farmer's kitchen window. Emerging to have a closer look at the plane in his "back yard," that gentleman's first question in his deep southern drawl was "Do you want something to drink?" (That's "southern hospitality".) My first inquiry was about my location. He talked about "Cowland". I didn't know any "Cowland" in the area. And language problems continued from there: I couldn't understand his local dialect; he couldn't understand my English with its heavy German accent. I finally got my husband on the phone and told him, "You have to talk to the farmer, I can't understand him." My husband couldn't understand him either. The description of my whereabouts was: "You drive to "Cowland" (by then my husband had figured out that it was the town of Courtland), at the barbershop you turn right, and she is a ¼ mile down in the field to the left." So, my husband, with the long trailer in tow, headed out to Courtland looking for the barbershop when he came into town. He crossed through Courtland twice, no barbershop. He finally asked a local and the answer he got was "Oh yea, there was a barbershop 5 years ago, it's now a real estate office." Shortly thereafter, pilot and crew were reunited, first taking the plane apart, then stowing it in its trailer and thanking the farmer profusely for his kindness. I could not have asked for a better landing field.

Thus ended my 1982 Mother's Day adventure.

At the 1985 seminar, the participants decided to form an organized group of women soaring pilots (the seminars started several years earlier). At the 1986 seminar WSPA was founded and incorporated.. The following pictures are some of the group pictures I have. (I know I have more, but have to find them). Anybody, who has a group photo not shown or can identify participants, please send a note to Hangar Soaring.



2003 Moriarty, NM



Tucson 1986: the group that founded WSPA



2006: Chilhowee, TN



2012: Chilhowee, TN



2017 Chilhowee, TN



2019 Highland, IL



2004: Harris Hill, NY: 1st seminar in which 5 overseas participants took part. Center front row: the legendary Gini Schweizer



2008: Anderson, IN



2009: Lesce-Bled, Slovenia. 1st overseas seminar



2013 Moriarty, NM

WSPA DUES

WSPA Dues - Due Date: July 1st of each year (except for LIFE Members and Honorary Members)

Full Members (women) and Associate Members (men/ or women who are not pilots) = \$25/yr.

Youth (young women 18 yrs. and under) = \$10/yr.

Life Membership = \$350 (one-time)

Can be paid:

By personal check written to “WSPA” and mailed to: Mary Rust - Treasurer, 26630 Garrett Ryan Ct, Hemet, CA 92544

By Pay Pal on-line at our website www.womensoaring.org , or you can go to your own on-line PayPal Account and send us the dues amount plus extra \$2 for PP Fees to: treasurer@womensoaring.org

Note: If you use your business PayPal account or another family member's account, please put a note on your electronic payment with your full name, so we will know who to credit.

Hangar Soaring
1002 Old Denbigh Blvd. #206
Newport News, VA 23602



First Class Mail