



Hangar Soaring

August 2023

www.womensoaring.org

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New VFR Charting Changes
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More Limericks



Celestial Flight

By Elizabeth MacKethan Magid, WASP
In memory of her classmate Marie Michell Robinson, WASP

She is not dead-
But only flying higher, higher than she has flown before
And earthly limitations will not hinder her no more

There is no service ceiling, or any fuel range,
And there is no anoxia, or need for engine change.

Thank God that now her flight can be to heights her eyes had scanned.
Where she can race with comets, and buzz the rainbow's span.

For she is universal like courage, love and hope
And all are free, sweet emotions of vast and Godly scope.
And understand a pilot's fate is not the thing she fears.
But rather sadness left behind. Your heartbreak and your tears.

So all you loved ones, dry your eyes
Yes, it is wrong that you should grieve,
For she would love your courage more,
And she would want you to believe.

She is not dead.
You should have known
That she is only flying higher,
Higher than she's ever flown.

Read at the memorial service for Bertha M. Ryan on June 17, 2023

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 July 2023)

Gold Distance
Kristin Farry, VA
Adriana Barragan Iberri, SC

Silver Distance
Julia Karasinski, PA

C Badge
Jenna L. Cooper, CO
Vivian Pfleger, OH
Amelia S. Anderson

B Badge
Deborah L. Ings, CO
Jenna L. Cooper, CO
Mia Gonzales, TX

A Badge
Deborah L. Ings, CO
Jenna L. Cooper, CO
Odessa Cuny, TX
Lola Montana, TX
Amalia Viveiros-Silberer, CO

CENTURY AWARD
Lauren Reed 100 km, CA
Lauren Reed 200 km, NV

STATE RECORDS APPROVED

Tennessee Records
Adriana Barragan Iberri

Female open
Free Out and Return Single-
place: 103.16 sm
Free Distance: 52.72 sm

Female 15 m
Free Out and Return Single-
place: 103.16 sm
Free Distance 52.72 sm

Female 13.5 m
Free Out and Return Single
Place 103.16 sm
Free Distance 52.72 sm

Female Standard
Free Out and Return Single
Place 103.16 sm
Free Distance 52.72 sm

General 13.5 m
Free out and return Single
place 103.16 sm
Free Distance 52.72 sm

(see Badges on page 3)



From the Editor

I am dedicating this HS issue to the late Bertha Ryan, the Grand Dame of US soaring.

One of my favorite sayings is:

*It's not what we have in life,
But who we have in our lives
That matters.*

During the 1970 Smirnoff Cross Country Race Bertha was asked why so few women were in the sport of soaring. She didn't have an answer, but as a result she sent out a questionnaire to find out how many women glider pilots were in the US at the time.

I responded, and that's how we made contact. We stayed in contact first by mail, with Bertha being in California and I in Tidewater, Virginia, meeting in person for the first time during the 1995 WSPA seminar in Vermont and throughout the years at SSA conventions and events at the National Soaring Museum in Elmira, NY.

Bertha initiated the first seminar and started a small newsletter called Hangar Soaring. When WSPA was founded years later, its official newsletter retained this name.

In 2001 WSPA needed a new editor, and it was Bertha who encouraged me to take the job helping me with it in the beginning.

During the last 5 years, Bertha and I have been living in the same retirement community, she in Assisted and I in Independent Living. (Her niece, Mary Eagan is to be blamed for that). I saw Bertha last the week before her death delivering the May 2023 Hangar Soaring to her. Even then the wellbeing and the future of soaring were on her mind. Bertha passed away on May 18, 2023, two weeks shy of her 95th birthday.

Four gliderpilots, Marita Rea and Husband CB Umphlette, Kristin Farry and I attended the me-

President's note

Thank you!



Summer is winding down. Let's all make the most of our soaring plans for the remainder of the season. It has been a busy time for WSPA.

I am dedicating this column to send out many well deserved "thank yous!" First, let us all give personal thanks to the many selfless instructors, tow pilots, contest staff, crews, mentors, association officers, committee chairs and role models who work hard so that we can progress in our sport. Be aware that many of these essential

individuals are women.

Specifically in 2023. Thanks to Ulrike Franz, her husband Henry Beutel and all the supporting club members for the tremendous success of the long anticipated 2023 seminar in Übersberg, Germany. Thanks to Karl Striedieck, one of our most generous supporters, for conducting a special WSPA winch class for 3 of WSPA's advanced pilots. Thanks to CarolAnn Garratt for offering the 3rd Women's Cross Country Camp at Moriarty in September. Thanks to Anne Mongiovi for organizing (and ensuring girls were well represented in) the youth Cross Country Soaring Camp in June. Thanks to our outstanding Scholarship committee (Alice Palmer, Cathy Keller, Elaine Ernewein, Susan van Hellens, Judith Galbraith) who solicit candidates for our 8 scholarships, evaluate applications, award scholarships, find and assign mentors, and provide updates on the progress made by the recipients. Thanks to the SSA for awarding us a recruitment and retention grant of \$25,000.

(President on page 3)

morial service on June 17. At the reception Kristin read a letter from the SSA office and I delivered one of the eulogies.

I am very grateful to have known Bertha, and that she was for more than 50 years my friend and mentor.

Have a great flight west, Bertha
Frauke



Photo: Ruth Parbitt
Delivering the eulogy

Bertha Ryan Service Award

In honor of Bertha, the WSPA Board established an award called: **the Bertha Ryan Service Award** recognizing WSPA members for their long-time active involvement in the organization.

First recipient of this prestigious award is **Mary Rust**: "For forty years of service to Women Soaring Pilots Association and the soaring community."

Mary Rust was active as a soaring pilot for 40 years. She was a CFI-G for twenty years, in parallel with her school teaching career, instructing at Hemet fulltime in the summers and parttime during the school year. She holds Silver and Gold Badges plus an Altitude Diamond. Her flying career filled 23 logbooks.

She joined WSPA early in the Association's formative years. She organized and ran seminars including those at Tehachapi, Hemet, and Italy. She served on the WSPA Board for many years, most notably as Treasurer for six years. She also stepped into many other positions including President when others were unable to complete their terms. She has served on Trophy and Scholarship committees.

Mary continues to serve WSPA in archiving documents and representing WSPA at the SSA Conventions (including the 2023 Convention in Reno, NV.)

(Presiden from page 2)

Thanks to the WSPA members who show us and the soaring community what women in soaring are achieving. Sarah Arnold, 2020 Women's World Champion and recent first place winner (with Karl Striedieck) in the 20 meter 2 place Nationals. Kathy Fosha and Sylvia Granstaff, who represented us at the July, 2023 Women's World Glider Competition in Spain. The WSPA members who competed (many for the first time) in US national, regional and 1-26 competitions. WSPA scholarship recipients who have completed glider ratings, aerobatic courses, cross country flights, badge legs and seminar attendance. Women who upload their flights on We Glide and OLC. All the women and girls who share their achievements on the pages of Soaring Magazine. We are so proud of you all!

Mark your calendar: The 2024 WSPA Seminar will be held at Sunflower Gliderport in Yoder, KS; sometime in August. **The WSPA Annual General Membership Meeting will be on Saturday, October 14th by Zoom. 4 PM in Europe, 10 AM eastern, 9 AM central, 8AM mountain, 7 AM Pacific, 6 AM Alaska.**

Make the most of the heat wave and enjoy the wonders of late summer and autumn soaring!

Cathy

(Badges from page 2)

Female Open

3 Turnpoint Distance: 199 sm

Female 15 m

Free 3 turnpoint distance: 203 sm

Female 13.5 m

3 turnpoint Distance: 199 sm
Free 3 Point Distance: 203 sm

Female Standard

3 turnpoint distance 199 sm
Free 3 Point distance 203 sm

General 13.5 m

3 turnpoint distance 199 sm
Free 3 turnpoint distance 203 sm

All flown in PW5

Women's World Championships results

Kathy Fosha and **Sylvia Grandstaff** participated in the Women's World Gliding Championships in Spain. The winners were:

Club Class:

Louise Rodrigues (F), Michaela Krizova (CZ), Daniela Wilden (D)
Sylvia Grandstaff finished 14th and Kathy Fosha 16th.

Standard Class:

Barbora Moravcova (CZ), Aude Undersee (F), Marilyne Abodie-Bérard (F)

18m Class:

Alena Netusilova (CZ), Mélanie Gadoulet (F), Anne Decarouge (F)

Team Cup

Czech Republic, France, Germany

Contest flying

An unprecedented number of women flew (up to HS deadline) in this year's competitions.

As reported in the May HS, **Sarah Arnold** and **Susan Simmons** flew in the Seniors in Seminole Lake Gliderport, FL finishing 2nd.

Three women flew in the 1-26 Championship in Caesar Creek, OH: **Cathy Williams**, **Kristin Farry** and **Judith Galbraith**. At the end of the contest the final placings were:
Cathy Williams : 6th
Judith Galbraith: 10th
Kristin Farry: 13th



Photo: David Hard

Three mixed teams flew in the 20m contest in Mifflin, PA, two finished 1 and 3

Striedieck/ Arnold in Duo Discus (won the contest with 4 days in 1st place).

Weissenbuehler/ Schlosser (finishing 3rd in Arcus).

Kerlikowski, Simmons (in Arcus M) competed only 3 days (finishing 11th).

Adriana Barragan Iberri flew in the Sports Class contest in Cordele, GE.

Sylvia Grandstaff and **Sarah Arnolds** flew in the 15m Nationals in Cordele, GE.

Team Hawkins/Koenig flew in the Region 9 contest in Tucson AZ.

Brooke Hughes and **Avery Simer** competed at the Air Sailing, AZ. Sports Class contest.

Scholarship Update

by Alice Palmer

Ishitha Arekapudi, Private Pilot certificate (2022 Sky Ghost)

Berea Boerrigter, Private Pilot certificate (2023 Sky Ghost)

Olivia Tate, Commercial Pilot certificate (2023 Glider Girl)

Adriana Barragan Iberri, competed in a Regional contest (2023 Karl Striedieck Competition Scholarship)

Lawson Simpson, flew at WSPA seminar in Germany (2023 Briegleb Scholarship)

Julia Clitheroe's note:

The gliding season here in southern Ontario began late because a flooded field lasted a while after the snow melted in the spring. However, I already progressed in my cross-country soaring

(Scholarship on page 4)

(Scholarship from page 3)

ing skills. This season I began flying my club's more advanced gliders. I got into the Discus 2B and the Duo Discus, a significant upgrade from previously flying SZD-51 Juniors and ASK-21s.

I participated in my first soaring competition at the beginning of July. It was a local competition with about 11 other cross-country glider pilots in my club. Although the weather was a challenge, I was still able to learn all about competition soaring and got coached by experienced soaring pilots.

In August, I will be living at the airfield in a trailer. I am going to volunteer at the Canadian National Gliding Contest as the Launch Boss and assist with other tasks that will come up, such as landout retrievals. I look forward to learning a lot from Canada's top soaring pilots at this competition. After the competition, I will fly many cross-country flights to work up to my 300km distance flight goal for the Gold Badge.

I am thankful for the Maria Faber scholarship and my WSPA mentor Cathy Keller. The scholarship and mentorship allows me to work towards flying farther, faster, and higher.

Donor List 2022/23.

Jeanny T. Beatty
Wendy H. Fleit
Chilhowee Soaring Association
Susan M. Simmons
Sharon & Byron Lowry
Soaring Society of America
Quest Richlife
Kristin Farry
Paul Esser
Catherine Williams
Karl Striedieck
Mark Olinger
Marie Ernst
Frauke Elber
Larry Ernewein
Ed Bransford

\$1070 were donated to the Women's World Gliding Team.



the 22/23 Treasurer's Report will be in the November issue of Hangar Soaring.

In the News

Cross Country instructors

The SSA initiated a new Cross Country Pilot Program issuing a certificate to participating instructors. Amongst the first 15 listed were two women: **Sarah Arnold** certificate #4 and **CarolAnn Garrat** certificate #14 (listed in the May SOARING)

Youth Members

On Friday, July 7, **Maxyn Hallare**, 2022 TSS scholarship student soloed in Cessna 172. She also completed her knowledge test. Her PPL-G checkride will be in August.

Maxyn through TSS received an SSA grant to continue her training at TSS past the solo flight.

Ralitsa Hovanessian (17) is one of three 2023 TSS scholarship recipients. During a 10 day intensive daily soaring camp she soloed on her 31st flight on July 20 and made a successful off-field landing in a peanut field on her 3rd solo flight. She has become a WSPA youth member sponsored by Frauke Elber.

In Memoriam

Suzanne Moffat

Passed away on May 16, 2023 at age 83

From the official obituary;

"Suzy's life, as a Force of Nature, brightened the life of innumerable people, as she made her way adventurously and lovingly from education at Rochester University and the Sorbonne, to teaching, sailing, and sailplaning around the world. She leaves behind an uncountable number of people, whose lives were enriched by her presence, now left bereft by her absence".

Suzanne, still Suzanne Bundy, became an outstanding glider pilot in her own right, having earned Gold C #255 completed in 1965. But to the international community she became well-known as the dedicated, faithful crew for ex-husband George Moffat for whom she put her own soaring career on the block.

We met first at the 1974 World Championships in Waikerie/ Australia, again at the Worlds in 1983 in Hobbs, NM and over the years at US contests mainly at the Seniors in Florida where she wrote the following, moving poem:

Frauke

Wing World

And who are you?
I'm crew, that's who!
I do wings.
I hoist them, wash them,
Water them full.
I walk them, run them,
Keep them safe.
I tape them, trailer them,
Polish them smooth.
Then I polish his wings, too!
For his, like Icarus',
Can melt like wax-
Can droop, can fray,
Can fold at last.
So-
Fluff them, groom them,
Feather them fine,
Taking care 'til again they shine!

But what about these wings of mine?

"Oh, angel-child,
Your wings are fine!"
Well, my halo slips,
But my wings are strong-
Strong enough
to hold his tight
to stroke them well
to fold them close,
So that I, being me,
Can release them free
And be -
That wind beneath his wings.

Suzanne Moffat, March 1999

Anne Morrow Lindbergh Trophy

Cathy Keller was named the recipient of the 2022 AML Trophy



She writes:

It was a great surprise and quite an honor to find out that I won the Anne Morrow Lindbergh Challenge Trophy this year. My flight was pretty modest compared to flights that the expert cross country pilots take without flinching, but it was certainly a good one for me, someone still trying to venture out. It was more than two airport hops (about 50 km away from home) in each of the directions in which I ventured. So when the final reminder email arrived from Kristine Farry to submit flights to the challenge, and knowing that I would get extra handicap points for only having my Silver badge, I submitted my best flight of the season. The trace is here on the online contest (OLC) website. <https://www.onlinecontest.org/olc-3.0/gliding/flightinfo.html?dsId=8897015#map> Since then, I've attended the Women's Cross Country Camp 2022 in Moriarty and I've continued to venture out on a good day. So I strongly encourage you to venture out from home, to record your flights, and enter the challenge next year; I will!

Other News

On June 17, 2023, **Pat Valdata** introduced the second (revised) edition of her book "Where No Man Can Touch" a volume of poetry that consists of a series of monologues by record-breaking aviators (Dick Davis).

On July 14, 2023 Pat gave a reading at the Warwick Retirement Community of some of the poems and presented biographical notes about the women she presented. Here is a sample of the poems:

La Prima Donna

(Thérèse Peltier (1873-1926). First woman to solo an airplane 1908):

I flew two hundred meters in Turin-
Not high, not fast, but first.
I flew an aeroplane, no zeppelin.
I flew two hundred meters in Turin.
I'm being called a heroine
In papers sold by Mr. Hearst
I flew two hundred meters in Turin-
Not high, not fast, but first.

353 (53%) women, 289 (49%) men:

18-24 years	women dominant
25-34 years	women dominant
35-44 years	women dominant big time
45-54 years	total interest (women) declined to under 10%,
	women still lower than men
55-64 years	women under 10%, men slightly higher
65 plus	women about 8% men 14%!

Great book to read

SKYBOUND, by Rebecca Loncraine (one woman's Journey in Flight)
ISBN 978-1-4472-7387-5



SEGELFLIEGEN the excellent German soaring magazine is now available in English language
<https://segelfliegen-magazine.de/download-der-digitalen-ausgaben>
6 issues/year, EUR 59.00

Interesting Face Book Statistics.

(as of May 6, 2023)
(ed. note: I recently went on the WSPA Face Book site, which I very seldom do and found the following statistic)

"Like" clicks from countries:

US	370
Canada	35
Philippines	17
Germany	15
UK	15
Brazil	15
France	12
Italy	11
Argentina	10
India	8

No listings for Scandinavia, Israel, Slovenia, Australia, Japan

Interesting stats from WSPA Facebook (as of May 6, 2023)
People who like the page in the following age groups:



The Art of the Winch Launch Comes to Arizona

By Susan Peirick

(Ed. note: This summer, several WSPA members had the opportunity to learn and practice winch launches, a common method in Europe to launch gliders. I myself, had 450 safe winch tows when I came to this country. Susan Peirick was the first one who took the opportunity that was offered to WSPA members this year. As mentioned in earlier pages, participants in the WSPA seminar also were introduced to this launch method. And last month, Karl Striedieck also offered a winch camp to three WSPA members.-(hoping to get a report on that).



Photo: "SKYLINES newsletter"
Composite picture of a winch launch

Winch launching has been an interest of mine since I began my aviation career a year and a half ago so when I saw the subject line from Cathy Williams in the WSPA Google group, "Winch Launching Learning Opportunity for WSPA Members", I quickly read on. Within minutes I was on the phone inquiring about the opportunity.

I feel so fortunate to have been presented with this unique opportunity at a new glider operation, Superior Soaring, only a 2-hour drive from my home. Superior Soaring is based at Superior Municipal Airport (E81) located in the beautiful town of Superior, Arizona within the Tonto National Forest 70 miles east of Phoenix.

Frank Gomez, the chief pilot and operator of Superior Soaring, and his son James Gomez, are both CFI-Gs that instructed me early in my glider training. In fact, James gave me my very first glider instruction

(winch page 10)



In Memoriam: Bertha Ryan

June 6, 1928—May 18, 2013

Reprinted from Hangar Soaring, May 2020

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.



Bertha's early days in aviation

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



Bertha's home-built 1-26

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.



Lifting Body M2-F1

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 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 news-letter 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.



Bertha's Piper Cherokee

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.



Bertha's PIK 20

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.



Bertha and Einar Enevoldson in 2010

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 worked 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.

3 Hall of Famers:

Bertha Ryan,
Ginie Schweizer, Doris Grove

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

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



left: Front of Majewska Medal. Right: Bertha and Pres. Reagan at the Reagan Library.

All pictures unless otherwise noted from the Ryan Archives



Bertha at the 2004 induction of Gunther Voltz into the HoF



Bertha, Karl Striedieck, Frauke Elber at Bertha's 90th birthday



Bertha's last visit to a gliderport
Tidewater Soaring Soc. 2018



Photo: Melinda Weber, with permission from Reutlinger Generalanzeiger

Back row l to r: Horst Adam, Moritz Weisser, Joachim Reichel, Margaret Roy, Uwe Kaiser, Rolf Knappmann, Mary Rust, Manfred Konzi, Heribert Geussen, Anna-Laura Geussen, Vivian Hilker, Nora Geussen, Andreas Bleisch, Fiona Harnischfeger, Christina Kaiser, LucyAnn McKosky, Ruth Naujokat, Kristin Farry, Ute Kaden, Britta Schlenker, Matthias Schleinzer, Erich Naujokat, Shaun Keller, Cathy Keller.

Front row l to r: William Taylor, Heinrich Beutel, Louisa Fischer, Lawson Simpson, Ada Grosser (Limerick-winner) with mom Katharina Grosser, Gail Schipper, Jakob Grosser, Elke Fuglsang-Petersen, Cathy Williams, Barbara Kaiser, Elaine Ernewein, Stacy Taylor, Isabelle Zick, Sylvia Sella Geussen, Ulrike Franz

WSPA's 2023 Soaring Seminar was hosted by the soaring clubs based at Übersberg Segelfluggelände, (gliderport) in the Swabian Alb district, a pre-Alps high plateau with ridges dotted by ancient castles near Pfullingen, Germany, July 3-7, 2023. Hosts were Ulrike (Eule) Franz and her husband Heinrich (Henry) Beutel. We had a total of 27 participants (15 from USA, 1 from Canada, 9 from Germany, plus 2 visitors from Germany). The Übersberg gliderport is home to four glider clubs. Many local club members helped make us feel very welcome by serving in roles ranging from flight instructors, pilots, tow pilots, winch operators, flight leaders, cable retrievers, wing runners, and sometimes cooks and bottle-washers.

Most of us from North America did not get German licenses, so German pilot regulations required that we either fly front-seat with a German instructor in the back or back-seat with a German pilot in the front. We enjoyed both. The exception from the US contingent was our WSPA president and US CFI-G Cathy Williams – she received her German “holiday” license the first morning of the seminar, a culmination of six months of effort including an FAA Class III medical. Matthias Schleinzer loaned her his classic Ka-6 (95) to fly for the week. She logged over ten hours in this

beautiful ship during the week. The Reutlingen newspaper did a story on the Seminar and Cathy's first flight as PIC.

Winch launch was the preferred (and cheapest) way to get into the air there, although aerotow is an option. Aerotows in Germany are usually done with “light” aircrafts like the Robin Remorqueur or motor gliders with 100-200 PS. Many clubs, like the ones on the Übersberg are using composite Ultra Lights “UL” with modern, more than 100PS 4-cylinder engines. The novelty of the winch attracted most of us from the US. The winch that launched us was designed and built 40 years ago by our host Heinrich Beutel and fellow students, as his diploma project in Mechanical Engineering. The search for parts and constructions compounds and the actual construction of the winch with the help from club members took almost 8 years.

Winning Limerick

There was a Cathy from America

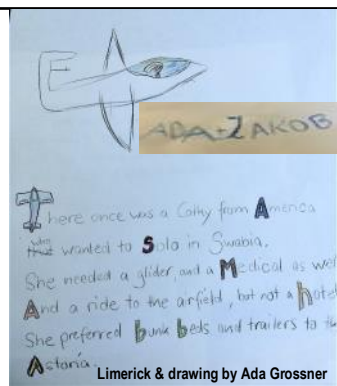
Who wanted to solo in Swabia

She needed a glider and a Medical as well

And a ride to the airfield not a hotel

She preferred bunk beds and trailers

To the Astoria



We all were a little apprehensive about the winch at first. Our German hosts had all learned on the winch and were more comfortable with this method of getting airborne. Winch operators in Germany have to earn certifications and have to be glider pilots. While the winch is much cheaper and faster to operate than aerotow, it requires a lot of people who know what to do and when, working as a team.

The weather was great, so we had many long flights launched by the winch. The landscape of the Swabian Alb is dotted by castles, villages with red-tiled roofs, farms, forests, and limestone cliffs. Flying with local instructors and pilots gave us the luxury of a little sightseeing. Cross-country flying is made easier by the very large number of gliderports in Germany. There are dozens in the Stuttgart (the nearest big city) area alone. It's common to take off on a nice day and fly to another club, visit a bit, and then take a winch tow there to fly home. I got a sense of this when I visited Musbach gliderport in the Black Forest region on Sunday, July 2nd, before the seminar began. Elke Fuglsang-Petersen (our 2013 Anne Morrow Lindbergh trophy winner) dropped out of the sky there in her glider. Her goal was Übersberg, but she didn't quite make it. Still, she had flown across 2/3 of Germany from North to South! Her flight gear included a sleeping bag, and she spent the night in it under the stars before she finally made it to Übersberg. What a classy way to travel to a soaring meet!

On the first day, Monday, we basically flew pattern flights to become familiar with the area and winch tows. That evening, Stephanie Gester, representative of the AMF (Angelika Machinek Förderverein), the German equivalent of WSPA gave an excellent presentation on the goals and operation of that organization, named in honor of Angelika Machinek (five-time German soaring champion with nine FAI records and two Silver and one Bronze medal in World Championships, who found her untimely death in an airplane accident). AMF's mission is to encourage women's cross country and competition flying, including loaning gliders to promising young female pilots. After that presentation we started a move of collaboration between the two organizations. The exchange of experiences after the lecture was very intense, partly due to Stephanie's great performance and absolute excellent English. It was considered to have another camp next summer on the Übersberg and AMF members. Target date is July 15 -20, 2024.



Photo: U. Franz

On the second day we had longer flights. Being the 4th of July and to honor the American participants WSPA members Anna Laura Geusen and her mother Sylvia Sella Geusen baked a Stars and Stripes cake. In the evening, those of us interested in farming were treated to a tour of one of the

nearby research farms affiliated with the University of Hohenheim, which has the region's top agriculture school, where we learned about experiments with unusual crops, pork production, and extracting protein from grass – and unfortunately the drought.

On Wednesday, a rainy day, we made a trip to Kirchheim/Tek and the Schempp-Hirth factory, birthplace of many famous sailplanes, where Tilo Holighaus and his whole family welcomed us and where we got a glance what it takes to build a modern fiberglass sailplane.



Photo: U. Franz

Visit at Schempp-Hirth

From there we continued to the town of Grabenstetten to the Streifeneger factory which specializes in servicing sailplanes, mainly Glasflügel ones and its small museum. There Christian Streifeneger treated us to cake and cookies.

In the evening we enjoyed traditional Swabian food at the club, cooked under the supervision of gourmet cook Britta Schlenker, (attended the 2019 WSPA seminar). Uli Schwenk, the German world class pilot and for many years German team member gave a presentation on cross-country flying in the Swabian Alb.

On the last two days we had super weather. Many Seminar participants had long flights to Regensburg, the Black Forest and lake Constance. Cathy Williams had a 6-hour flight in the loaned Ka6E. (One of the very young club members flew his first 1000km flight). Benjamin Scheel, who had grown up in the US and being a relative of Ulrike, was easy prey for a presentation. As an ecologist-biologist affiliated with the Lifthof Biosphere, he explained the unique Swabian Alb terrain, biology and caves. Ute Kaden (WSPA Board) talked about her flying journey from teenager in former East Germany to Alaskan flight instructor, Civil Air Patrol pilot and university researcher encouraging young people to pursue STEM careers.

The final tally of the seminar was: 115 winch tows, 12 aero tows, 94 hours and uncountable cross country kilometers All in all, a fantastic experience: great friends and flying with the bonus seeing famous castles from the air.



Photo: U. Franz

Photo: K. Farry

Cathy Williams in Ka6E on the ground and in the air

Lawsen Simpson, the youngest WSPA participants and 2023 Briegleb Scholarship recipient, wrote the following:



Photo: P. Selinger

Lawsen Simpson (left)

My trip to Germany was the most unique experience I have ever had the fortune of perceiving. Before I start off about my trip I would love to thank the WSPA organization for giving me a scholarship to be able to attend the WSPA seminar in Germany. Without it I would have been unable to go.

So thank you to all of those people. When I got to the Übersberg gliderport I was amazed at how similar it seemed to mine back at home. The kindness and the comradery that was shared among them. Once I started flying, the whole area was so much different. All of the German castles and the Alps in the background were truly amazing. The winch flights were very scary but it was easy to get the hang of them. I thoroughly enjoyed the whole adventure aspect and the other voices of women in aviation.

Thank you to all
for a job well
done



Our hosts:
Heiner (Henry) Beutel
and Ulrike Franz

Photo: P. Selinger

winch from page 5)

flight! I arranged with Frank to come for the winch training the following Tuesday. The experience was absolutely wonderful! Frank paired me with my friend and local Designated Pilot Examiner (DPE), Chuck Schroll, to shadow Chuck in learning ground operations.

Mike Groves, founder of SkyLaunch Limited which designed the winch, Simon Adlard, Ed Jones and Pete 'the winch' Salisbury, all from the UK, were operating the winch, training winch operators, and training ground crews. Fairfax O'Riley, principal owner of Superior Soaring, was also on hand at the winch.

Frank took me up for my first winch launch, which is an entirely different experience than aerotow. Frank was on the controls with me following along. Seconds after the winch took up slack we were in the air. From the front cockpit of the SGS 2-33 I saw only the clear blue Arizona sky before me. Within a few seconds Frank released the cable and we were quietly gliding 1000 feet off the ground toward the beautiful Picket Post mountain. Later James and I made 3 launches: 2 patterns and a short flight.

Over the 2 days I spent with Superior Soaring I learned a great deal about winch launching, ground operations, and the winch itself. I reached out to Mike for more information about the SkyLaunch winch and he gave me some insights to share:

"The winch uses a powerful all-American powertrain, combined with the pre-set launch control system and cable tension monitoring. This makes it easy for even novice winch drivers to give safe and controllable launches for all weights and speeds of gliders. The rest of the machine is designed to be robust, and as simple to operate and easy to maintain as possible. Cable drums are high strength (so will not distort), large diameter, and narrow so any pay-on/level wind is not required.

The winches are light enough to easily tow on the highway and can be supplied to run on gasoline, propane, or electric. Dyneema/Spectre synthetic cables are fitted along with specially developed parachutes, ropes, connections etc. Complete launch packages are supplied including training for pilots, winch drivers and ground crews, so everything required to start safe winch launching is supplied except for the actual glider. Almost all Gliding Clubs in Europe, and many other countries use winch launching as a safe and cost-effective alternative to Aerotow and find that the price benefit of winching encourages younger members to the sport."

As an engineer and soaring enthusiast, I find the winch to be quite beautiful, both aesthetically and in operational efficiency. I now have yet another goal added to my aviation list: winch operator! Because who doesn't want to learn a new aspect of flying?



Photo: Susan Peirick

"vorseil" the part of the rope attached directly to the glider, consisting of a portion of the cable covered by a rubber hose to avoid wrapping around the wheel at the sudden acceleration and a weak-link latch that is depend of the weight of the glider towed



Photo: Superior Soaring

Fairfax O'Riley on the field in front of the SkyLaunch control panel



Photo: Susan Peirick

Dual drum "SkyLaunch" winch



Photo: Superior Soaring

Mike Groves, Simon Adlard, Ed Jones, and Pete 'the winch' Salisbury, of SkyLaunch Limited

NEW VFR CHARTING CHANGES FOR WIND TURBINES TAKE EFFECT IN AUGUST

Copied from the **AIRWORTHY** Aug. 2023 newsletter

Effective on or around August 10, 2023, the FAA's Aeronautical Information Services (AIS) Visual Charting Team will begin implementing charting enhancements to Sectional Aeronautical, VFR Terminal Area Charts, and Helicopter Route Charts to more clearly depict the location of wind turbine farms. This change will also be published in the Aeronautical Chart User's Guide at [bit.ly/FAAChartGuide](https://www.faa.gov/airports/airport_info/charting/FAAChartGuide).

The VFR charting changes will:

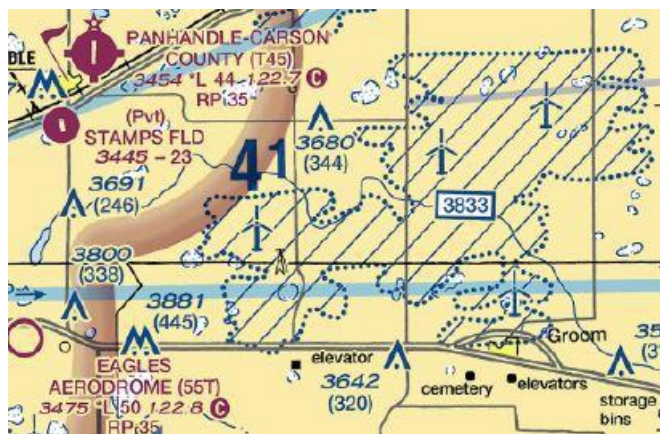
1. Replace the current dashed line border with a zipper border (aviation blue) for easier identification of the boundaries of the wind turbine farm.
2. Add 45-degree (diagonal) cross-hatching lines within all wind turbine farms for increased conspicuity.
3. Revise the masked elevation box to include a white background and include the mean sea level (MSL) elevation figure of the highest obstruction (wind turbine rotating blade tip at the 12 o'clock position) within the wind turbine farm. The letters UC are added to depict a wind turbine farm *Under Construction*.



Pilots are reminded that wind turbine blades and/or blade tips are not lighted. Wind turbine obstruction lights are located on top of the nacelle (generator) at the hub of wind turbines, which in some cases can be 200 to 300 feet below the rotating blade tips. In accordance with FAR 91.119, pilots must maintain the appropriate separation (laterally and/or vertically) from wind turbines.

Additionally, pilots are reminded to check for other obstacles, such as antenna towers, that may be taller than the turbines located within (or adjacent to) the wind turbine farm.

Finally, pilots are reminded of the basic VFR weather minimums contained in FAR 91.155 and that some wind turbines may significantly exceed 499 feet above ground level (AGL) and extend into Class E airspace (700 feet AGL floor and greater).



Wind turbines as depicted on a sectional map

This topic might not be of great importance for pilots flying near the East coast, but windmill farms are numerous in the Center States and in the West and increasing in numbers constantly.

Runner-up Limericks

2nd place

Three years of your work in the making
The planning, the painting and baking
Your effort paid off.
With every take-off
Flights for all were there for the taking.

Author unknown



The winner, Ada Grossner (6) with her parents Katharina and Jakob Grossner and Cathy Williams (right)

3rd place

The pilots of the WSPA
Came to Deutschland after two years delay.
The flying was great,
It was well worth the wait.
We hope to come back some day.

LucyAnn McKowski

WSPA DUES

WSPA Dues - Due Date: (except for LIFE Members and Honorary Members)

Full Members (women) and Associate Members (men) = \$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: Margaret Roy - Treasurer, PO Box 1197, Central Islip, NY 11722-0950

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
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First Class Mail