



August 2022

Hangar Soaring

THE OFFICIAL PUBLICATION OF THE WOMEN SOARING PILOTS
ASSOCIATION.

<https://womensoaring.org/>

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at the Region 5 North competition in Perry SC.

We have been hard at work preparing for the 2022 WSPA Seminar In GOGEOUS Chilhowee, Tennessee!!!! This is a QUICK REMINDER that you will be receiving a registration form for this event in the next few days with this years pricing. Please be on the look-out for it!!!!

I am excited that we will have Lucas von Atzigen give a day of acro rides and also a LECTURE during the seminar. Instructors will be John Good, Karl Striedieck., Sarah Arnold, Sylvia Grandstaff, Jason Arnold and Lucas von Atzigen and any of you superstars available. WHAT A STAR STUDED LINE-UP!!!!

I am making every effort to send this registration form to you several times, by email, on the WSPA website and by snail-mail as well. There will be reminders in HANGAR SOARING, SSA Magazine and emails.

If at all possible, PLEASE PAY BY CHECK!!!!!! Send your **registration form and check** MADE OUT TO WOMEN'S SOARING PILOTS ASSOCIATION to:

C/O. Lynda Lee LaBerge,
WSPA Vice President/ 2022 Seminar Coordinator
150 East Indian Hills Road
Norman, Oklahoma 73026

I apologize in advance for the increases in costs this year. We have made every effort to keep costs down, but inflation has made certain discounts prohibitive. On the Chilhowee Soaring website you can find current flying, instruction, towing, rental and camping rates. Additionally, a block of rooms have been reserved at a discount in Etowah at the **RED ROOF IN** for \$62.99-\$69.00 (depending upon the number of occupants). First come first serve...(423-781-7459).

We are so so so excited to see you all. Another unforgettable event in the beautiful Appalachian Mountains!!!

Blue Skies,

Lynda Lee LaBerge, 2022 Seminar Coordinator 730 313 4865
WSPA Vice President, Seminar Coordinator

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 2022

Silver Altitude
Adriana Iberri, GA

Silver Distance
Adriana Iberri, GA

Bronze Badge
Adriana P. Barragan, GA

Fresh from the Press

Team USA, Sarah Arnold/Karl Striedieck finished 9th in the just completed 37th World Championships in Hungary.



Karl Striedieck, John Good, Sarah and Jason Arnold

According to the SSA office there are 765 identified females in the SSA membership. (In some cases, judging by the name it is not clear if it is a male or female name and they are not counted). Only about 150 are WSPA members, including our oversea members.

President's Note



Summer greetings to all our WSPA members and friends. The high temperatures this year have certainly made our ground operations uncomfortable, but have also given us some nice soaring conditions. At my club we are seeing record student training and some long cross country flights.

For me, setting soaring goals and working to achieve them is the key to progress but also to maximizing enjoyment of our ever challenging and rewarding sport. When success comes it is sooo sweet, but the fun along the way is really what maintains my love of soaring. There is a different but equal pleasure in contributing to others' successes. Instructing and mentoring are privileges that allow us to improve our own skills while sharing in the triumphs of our students and mentees.

I have truly delighted in watching my mentee, Judith Galbraith, progress from a newly rated glider pilot to an experienced cross country and contest pilot. I hope I have helped her along the way, but I know I have gained a treasured life long friend and flying partner in the process. Judith has been the recipient of two WSPA scholarships. WSPA scholarships offer financial assistance plus a mentor. I encourage all our members to consider applying for a scholarship that addresses your goals or offering to mentor one of the awardees.

Our 2022 seminar at Chilhowee, TN is rapidly approaching. Please consider registering now and joining us on September 12 through 16. Hostesses Lynda Lee Laberge and Sarah Arnold have insured that the location, staff and impressive group of instructors and speakers will provide an outstanding week of camaraderie, learning, and soaring accomplishments. Spending a week of flying with a group of women soaring pilots can be just what you need to invigorate your soaring experience. Seminar information and the registration form is on the WSPA website. The WSPA General Membership meeting will again be held during the seminar. Mark your calendar to attend in person at Chilhowee or by Zoom on Thursday, September 15th at 8 PM Eastern time. An announcement and Zoom invitation will be sent in the future.

Wishing everyone success with your soaring goals and achievements but, most of all, your enjoyment of wherever soaring leads you.

Cathy



From the Editor

Looking now back to 60 years in soaring, I try to remember scenes that happen during all these years, good and bad ones. I have documentation of all the sailplanes I have flown over the years, most of them double seaters with an instructor or owner of the plane in the back seat. Compared with these, I have flown very few single seaters and no fiberglass ones, even we had two in the family (my husband's and son's). I flew our Ka 8 for 27 years. That plane had become a "family member" and I shed a few tears when we let her go.

By the time I stopped flying after 47 years, I had accumulated about 1000 flights, 450 of them safe winch tows. The following is a list of planes I have flown over the years (the country where I flew them in parentheses):

Ka7 (my primary trainer), Ka2b, Ka4, Bergfalke, Ka13, Kranich3, Doppelraab, Goe4, (a side by side glider), Grob 103 (all in Germany), Bijave, Janus -over the Alps (in France), T21 (in England), 2-22, 2-33, 2-32, Lark, Pratt Read (side by side glider), LK10, Grob Aero, ASK21, DG 1000 -the last one I flew (all in the US), Boci-an (in the former East Germany shortly after the fence came down), Puchasz (Australia).

In contrast to these the only single seaters I flew were the Ka8, L-Spatz, Grunau Baby and the 1-26.

It has been fun to be exposed to such a large array of sailplanes, many of them now "antiques" (like me).

In addition to this I have been at 5 World Championships, two of them in an official function. Watching the present Worlds in Hungary, in which Sarah Arnold and Karl Striedieck fly in the multiplace category, I miss very much being part of the action

Frauke

END OF YEAR FINANCIAL REPORT
June 30, 2022
[Fiscal Year: July 1, 2021 to June 30, 2022]
By Margaret Roy

Income: \$26,447.66 YTD			
Briegleb Schol. Fund	\$262.00	Full Mem. Renewals	\$2,270.07
Competition Schol. Fund		LIFE Mem's.	\$1,750.00
Gen Schol. Fund	\$11,060.06	New Youth Mem's.	
Monique		New Full Mem's.	\$75.00
Seminar	\$6,736.00		
Sky Ghost Schol.	\$35.00	Renewal Youth	\$120.00
WWGC Schol.		WSPA Store	\$265.00
Kolstad Schol.		Amazon Smile	\$5.00
GliderGirl Schol.		Gen. Op. Fund	\$58.53
Expenses:14,091.73 YTD			
Cash Box		Posters	
Faber Schol.		Accountant	\$100.00
Judges' Grants		Seminar Hosting Costs	\$9,086.00
Kolstad Schol.	\$1,020.46	Sky Ghost Schol	\$1,200.00
Office Mgmt.	\$815.03	SoaringNV	
PayPal Fees	\$47.63	SSA Convention 2022	\$540.00
Office Supplies		TFM Schol.	
Gen. Postage		Website	
HS Postage		Ad's & PR	
HS Printing		GliderGirl Schol.	\$414.00
Gen. Schol. Fund	\$500.00	Annual Corp Texas Fee	\$5.00
Bookkeeping Services	\$336.00	Bank Fees	\$27.00

Top Charts

Gen. Schol. Fund
(Women X-C Camp)

June 30, 2022 Assets

PNC Bank Checking	\$39,553.07
PNC Bank Saving	\$13,650.54
Schwab Investments	\$122,852.11
TOTAL ASSETS	\$ 176,055.72
June 30, 2022 Liabilities	
Scholarships	\$ (12,015.54)
Seminar/X-C Camp	\$ -
TOTAL LIABILITIES	\$ (12,015.54)
NET (assets vs. liabilities)	\$ 164,040.18

Bottom Charts

PayPal Balance \$201.16

In the News

Bill Vickland, a WSPA member and longtime WSPA supporter passed away on April 1, 2022. He earned his laurels as a longtime 1-26 pilot.



Sylvia Grandstaff finished 3rd after Tom Holloran and Jared Granzow at the Region 5 North contest in Perry, SC (photo: Tom Holloran and Sylvia by Bozena Michalowski)

This year's 1-26 Nationals at Chilhowee gliderport in Tennessee featured amongst the 23 participants 4 women (a first for the 1-26 competition).

Sarah Arnold finished 3rd, Cathy Williams 14th, Kristin Farry 18th and Judy Galbraith 20th. Becky Kinder from Colorado crewed for Kristin (see article).



L to r: Lydia Olsen, Emma Tetley, Nerissa Zobell, Allison Diaz, Stephanie Zilora, Mia Trkulja

The women pictured are all members of Skyline Soaring Club in Front Royal, VA. The picture was taken during SSC's annual Week of Training, which was held July 11-15, 2022 at W99 in Petersburg, WV.

Emma, Nerissa, and Mia are all

current or previous winners of various scholarships awarded by Skyline Soaring Educational Foundation. Allison is a CFI and CFI-G, Stephanie is currently the President of SSC.



Ute Kaden (far right) reports: Six girls ages 14-18 from all over Alaska participated in our yearly glider academy at Clear Airport (PACL) in Alaska. Two female CFIGs, Clair Porter and Ute Kaden, made sure that 2 of the girls soloed.



Team USA at the 37th World Championships: John Good (captain), Karl Striedieck (pilot), Sarah Arnold (pilot), Jason Arnold (Crew)

WSPA Membership Renewal - Please renew your annual membership before your Due Date. You will receive a reminder with your renewal date (except for LIFE Members and Honorary Members).

To proceed with your renewal, login to our website:

<https://womensoaring.org/login/>

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: Margaret Roy - Treasurer, PO Box 1197, Central Islip, NY 11722-0950

By PayPal while on-line, or you can go to your own PayPal Account and send us the dues amount plus PayPal 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.

Thanks.

Margarett Roy
WSPA Treasurer

It was my first glider contest ever, and I planned to crew for my WSPA Scholarship Mentor, Kristen Farry, whom I'd never met. It was Day 6 and weather hadn't been very cooperative. In the early morning quiet there were two gliders being assembled, so we offered to lend a hand. Ron Schwartz brought us into assembling 680 with clear instruction. It was the first sip from the fire hose.

Chilhowee Gliderport has a considerable grass runway surrounded by a sod farm. It's just East of a ridge so covered in trees that one can only assume they're rooted in dirt. Three tow planes launched 23 gliders and several relights (relaunches)—in approximately 50 minutes. (Sarah and Jason Arnold towed before competing!)

I'm not sure how it happened, or when. Maybe seeing just how easily and well the 1-26 assemblies, or maybe it was the undercurrent of excitement, or the familiar sense of self-awareness within a group of pilots...or the sight of gorgeous 1-26s on the grid under a brilliant blue sky...or watching them scratch their way into a successful contest day, or realizing that my heart skipped a beat as the tow plane started on the final day, but somehow it happened: I'm hooked. I absolutely love 1-26s!

Kristen had built a good case for these little planes before we'd arrived. It's common knowledge that they're inexpensive, easy to assemble and fun to fly. They provide good pilot protection and are easily repaired compared to the glass ships. She didn't mention how beautiful they are or a key component of the 1-26 Championship, that by flying the same model aircraft the contest really does emphasize the skill of the pilots. A 1-26 can "stay up in a sneeze", but with only a 23:1 glide ratio they don't usually travel far. Apparently, "If you don't land out in a 1-26, you're not trying hard enough."

There's a saying that "The 1-26 Championship is really one big retrieve party". I participated in two retrieves, both well-prepared and executed, and injury free to both pilot and plane. Some say the 1-26 pilots are mellow about their contest, but I'm not sure that's true. These pilots came serious and prepared, but they also value their friendships. An undercurrent of excitement pervades even their laughter during an otherwise serious briefing. They focus intensely on the competition, but make time to include new members, greet guests, and visit. It was a privilege to be among these amazing people.

Crewing for Cathy

My WSPA Scholarship Mentor, Kristin Farry, is an excellent ambassador for both WSPA and 1-26s, and she was all we could have asked, but one unexpected joy at the 1-26 Championship this year was meeting Judith Galbraith and Cathy Williams. Judith has made great strides, and it was great fun congratulating her on completing a task for the first time in that contest. That's a major milestone and she handled it beautifully! (Congratulations once more!) She'd followed the instructions given her by her mentor, none other than WSPA President Cathy Williams.

Cathy exudes enthusiasm and energy; it's exhilarating just being in her orbit. Although she had her own prep to do, she made a point of welcoming me and introducing herself. Before long I realized she had only one crew member who might appreciate another hand.. Mike is also a pilot and had come hoping to learn and willing to crew. We could easily help them both. Cathy immediately worked me into her process.

2022 1-26 Championship at Chilhowee

By Becky Kinder



Becky Kinder (Maria Faber scholarship recipient and Kristin's mentee), Cathy Williams, Sarah Arnold, Kristin Farry, Judith Galbraith, competition scholarship

Our easy chatter led naturally into some sound expectation setting. She assembles thinking several minutes ahead, and so prefers crew awaiting instructions rather than taking initiative. That seems an obvious approach to me. She made a point—as did others—of warning us that landing out can be stressful, and that pilots can be pretty testy when they do. I don't doubt it! Cathy didn't land out, but the retrieves I saw were both handled with professionalism.

Expectation-setting done, I watched as she finished prepping, going through her check list out loud. She didn't comment much other than minor requests such as, "Hold this" or "Now we need the belts". It was a weak day and after scratching long and hard they missed the contest "day" minimum miles by only a tiny fraction. Cathy was thermaling well, but expressed frustration with her flying. She knew she had a whole other level of ability than her performance demonstrated. It was a real privilege to hear her self-analysis.

We'd arrived on Day 6. By the last day there had still only been two contest days. Since we'd established our routine, getting her glider set on the grid. went fast and we had a break. Once under a shade tree I asked if she could tell me about flying 1-26s. For the next forty-five minutes she poured knowledge into me. It's unlikely I've ever learned more waiting for a flight. Suddenly we heard the sniffer's engine start. I hoped our talk hadn't interfered with her prep.

I needn't have worried. Cathy moved into the plane without fuss. I think she found that missing rhythm in her flying because she won the day! She'd placed well before, but never won a day in this competition, and so achieved a personal milestone. (Congratulations!)

Our trip to Chilhowee gave us perspective on 1-26s, introduced us to contest flight environments, and broadened our horizons in the soaring world, but the people we met made the trip unforgettable. Kristin's watchful eye and experience and Judith's thoughtful sharing were especially welcome, and Cathy's openness and enthusiasm will be with me for a long, long time

Editor'd Note:

It was for the first time that 4 women competed in the 1-26 contest. Sarah Arnold finished 3rd, Cathy Williams 14th, Kristin Farry 18th and Judy Galbraith 20th. Thus Sarah was awarded the Virginia Schweizer trophy



CarolAnn Garrat (organizer)

What a GREAT week. The second XC Women's Cross Country Camp is officially over; however, as I'm writing, we still have one woman up in the air thermalling at an altitude close to final glide to home. Her confidence is up and together we've identified areas that need improvement and how to go further.

Eight participants gave us very positive feedback on the content of the week's presentations and expressed their enthusiasm for the camaraderie, flight tasks and debriefs. We also had reasonably good weather and flew all five days although the first day was limited by the early arrival of storms across the airport. During the week we had cloud bases up to 16,000 feet (9,800 AGL), benign winds and thermal strength of 4 to 6 knots.

The ladies arrived with differing abilities and experiences, but all learned a lot in the morning sessions, starting from relatively basic concepts through more advanced techniques and how to continue progressing after they return home. We also include local experienced male and female glider pilots who give presentations on their area of expertise.

Feedback included:

From VA: "I really liked your incremental, confidence-building approach."

From MA: "Loved the calculation exercises. Good review and application to our own gliders."

From CO: "Exceptional ground crew support, safety and patience."

From NM: "I felt so supported and encouraged."

The next Camp will be held from September 3rd through the 8th, 2023. We will limit attendance to ten participants. Women who have had their glider license for a year or two, who have done lots of local thermalling but haven't flown out of final glide from their home airfield are invited. We've all been there and we have step-by-step progressive lessons to help you spread your wings and fly away.

If interested or if you would like more information, please send an email to cagarratt@gmail.com with XC Women's Camp in the Subject line. We hope to see you in Moriarty, NM, in September 2023.

Cathy Keller (participant)

I was one of the attendees of the second XC Women's Cross Country Camp in Moriarty, NM the first week of July. What a great experience it was for me. After an area introduction flight with Colleen Koenig in her Perkoz, I knew the emergency rope break fields and how to find the airport and the water tower IP. Learning first hand the effects of low density altitude on take-off, tow, and final approach was in-and-of-itself a new experience for me, a New England flyer. Making decisions flying at an airport with long paved cross runways with other glider pilots calling in for landings was valuable, too.

Each morning, I enjoyed the many workshop talks. Alice Palmer described our flying exercises for the day with details on finding the

The Women's Cross Country Camp in Moriarty, NM

From L to R in front of Orville and Wilbur Wright, Deb Ings, Alice Palmer, CarolAnn Garratt, Becky Kinder, Colleen Koenig, Julie Kinder, Cathy Keller, Mary Hawkins.

turnpoints; they planned a progression of tasks with turnpoints in glide range to Moriarty up to longer distance XC tasks. Colleen gave a talk on how to assess a good land-out field – do you know where the best place to land in a crop circle is? CarolAnn Garratt taught us how to track our improvements in thermalling. Another valuable thing I learned was that the declared 300k Gold badge task can have three turnpoints, chosen so you can zigzag past your home airport.

And then there was the amazing afternoon flying to put classroom teaching into practice. My three most memorable flights were: (1) getting to know the local area, flying the specified local racetrack twice (was my second time faster?); (2) doing a lead-follow flight with CarolAnn where I discovered I can identify ranch airstrips and local airports from 7000+ ft AGL; we went places that were out of glide range to Moriarty; (3) getting towed away from

the airport to a cloud-covered area with convergence lift that I explored, making a decision on when I should land before the distant storms came our way (it was different for me to be able to see so far and wide: always raining somewhere in the distance). I am now inspired to take the lessons learned at the camp and fly XC! Many thanks to the amazing XC camp instructors and hard-working crew. I highly recommend this camp.

My husband, Shaun Keller, and I drove for four days each direction to get to Moriarty from Massachusetts with our LS-8. Seeing the beautiful countryside changing from New England, New York State, the midwest, and the southwest was pretty interesting. It was wonderful how we always managed to find parking at every hotel and restaurant we visited including a strip-mall Chinese restaurant with delicious sushi rolls in Vandalia, IL, a small-town cafe with amazing pies in Saint Clare, Missouri, and a delicious vegan diner in Indianapolis, Indiana. So was the experience worth it? YES. Thanks Shaun for fully supporting me in this adventure.

Becky Kinder (participant)

It's common knowledge that many pilots get their certificate but never break away from home. Going beyond final glide seems huge, the path to readiness, mirky; but XC is supposedly one of the best kinds of flying. I needed stepping stones. Besides, this Spring our runway was out of service for six weeks, and its reopening was delayed, and so the XC Conference became my best hope for getting into the air. I signed up.

Moriarty Municipal Airport is a real soaring Mecca located five minutes from the Southwest Soaring Museum, a treasure trove of glider history that generously opened its doors to us. Operations that support the XC Conference also include the Albuquerque Soaring Club and Sundance Soaring, a commercial operation, and they work well together. The airport facilities are delightful and they operate with care.

The ladies that run the XC Women's Conference are excellent pilots: Kind, knowledgeable, and thoughtful. CarolAnn Garratt spearheads the effort, bringing her considerable experience with distance flying in powered aircraft into the XC glider world. She focuses on communicating what participants need to know. Several other CFI-Gs compliment her. Colleen Koenig expresses herself clearly and keeps the process fun. Connie Buenafe's quiet insights and excellent timing were invaluable to me this year. My dear mentor, Alice Palmer, draws from her depth of

(Continued on page 8)

From the Scholarship recipients

Judith Galbraith (Competition scholarship)

Dear WSPA Scholarship Committee and all WSPA members, whose contributions to the scholarship fund helped me attend the 1-26 Championships as the 2022 recipient of the Competition Scholarship. I hope this brief note is worth reading...and worthy of the honor and privilege of the scholarship. It is, admittedly, all to brief when compared to the benefits I gained from the scholarship.

The competition scholarship was definitely a huge help. I spent every bit of it (and then some) on contest fees and tows, taking advantage of this support to make a couple of flights the day before the first practice day and relights every contest day. I accomplished my rather modest contest goals and, as always, learned tons. Even though it is unlikely I will ever win a contest, contest flying is definitely a great way to learn a lot from all those who do make the top of the list and are always willing to share their expertise.

Goals:

Complete at least one task. Yes! I did this early in the contest and then didn't have the chops/nerve to follow up on subsequent days. I didn't want to win the award for landing out inside the start cylinder. I did make one turnpoint another day and then went home instead of to turnpoint #2, which was a "safe" but boring choice, especially since my crew was standing by ready for a retrieve. Next time....

Have a good time. Always! 1-26ers are the best! And Chilhowee is a great place to fly.

Don't break anything or hurt anyone. Mostly. OK, some helpful person, while pulling #157 off the runway, managed to snap off the altimeter adjust knob – a \$75 repair. But it was at the end of the contest, so I wasn't grounded.

The important things I learned reinforced the things that we hear/read about that I had not actually successfully put into practice before:

Adjust a circle to match those thermaling black vultures for best climb.

Fly along a lift line instead of stopping to thermal in order to make the turnpoint, then come back to the thermal and climb for the next leg.

Things I learned that weren't based on success:

Thermalling in a gaggle is really challenging. Everyone I asked about it gave me different – and sometimes conflicting – advice.

When taking that first flight in unfamiliar territory, mark the home airport on your flight computer/sectional *before* you launch.

Downhill, downwind landings are *long*; adjust aimpoint accordingly.

Don't believe anyone when they say you won't need the rain fly on your tent.

Having Cathy Williams as my ready and willing mentor was, as always, super helpful. She shared everything from suggestions on flying the task of the day to organizing the trailer for a retrieve to the best lunch to pack and when to eat it. Her making the coffee in her RV every morning was not only essential, it was a wonderful time to debrief from the day before and plan for the day ahead.



Jennifer Hunt (Flying Montagues Scholarship)

In July of 2022, I finally made the transition to a single place ship, an L-33 named Keilani. She is an absolute joy to fly, and handles like a sports car!

Either forgetting to deploy spoilers on landing or having them unknowingly deploy has resulted in the L-33 having a reputation for being difficult to fly; such that it took 10 years after earning my Private Pilot Glider License before I made the leap. I found the Bob Wander Transition to Single Seat Gliders book helpful to get familiarized with the glider and what to expect, along with talking with my CFIG and other pilots who had flown the L-33 before. Sitting in the glider and being able to locate all of the flight controls with eyes closed also helped to ensure I knew where everything was. I also found that having flown multiple two place gliders before helped in getting used to transitioning between ships. The advice from my CFIG with taking a high tow, boxing the wake, spending 1,000 ft just playing with spoilers, and performing stalls, sideslips, and other maneuvers surprisingly put me more at ease as I was able to get familiarized with how she flew on the initial flight.

I would encourage anyone else who is wanting to transition to a single place glider to just go for it once you are ready. I am looking forward to pursuing the commercial glider rating, and learning to soar with Keilani.



Susan Peirick first solo

I started my glider pilot instruction in late November after catching the excitement of soaring from a friend. I have no prior aviation experience, but soon I knew I was going to fly. After my first instruction I joined the Tucson Soaring Club and have been getting instruction 2 to 3 days a week. My solo flight was a long time coming since high winds and other factors limited opportunities for about 6 weeks. I was nervous preflight but once we started rolling down the runway I became very focused. I called 200 feet and flew behind the towplane. At 3000 AGL I released the rope, called that I was off tow, and banked to the right. What a fabulous feeling!!! I looked for lift but only managed to gain about 200 feet so I played and enjoyed the quiet beauty of the flight. I was up for 22 minutes, flew the pattern, and completed a solid landing. Once I came to a stop I shed a few tears of joy. So cool for me was the rush of pilots congratulating me, and I even got a round of applause from the Air Force who were using our field that day. A truly stellar day!!

Outside of flying I have an engineering degree and work in the aerospace industry, I'm a single mom, I run marathons, and I generally live a full, happy life!



(Continued from page 6)

experience and thorough research to encourage and empower students. Several men bring their own expertise to lectures and beyond. DPE Rick Kohler, Airport Manager Bob Hudson, and CFI-Gs Mark Hawkins, Uli Neumann, Gary Osaba and Mark Palmer went out of their way on our behalf. We were surrounded by instructional expertise enthusiastic about giving us a boost XC.

The conference benefits from limited numbers. It's a great place to ask ANY question. Morning classes make the prep feel accessible. Afternoons are about stretching boundaries without fears or foolishness. Mentored flights can take several forms, but the goal is as much independence as participants can comfortably handle.

My first "distance" flight stayed within final glide of Moriarty using basic turnpoints designated by our instructors, who walked us through preparations. I don't own a plane, so Connie Buenafe kindly took me in her Duo Discus. It took us the better part of two hours to cover the race track, but we made it! Uli Neumann sacrificed a week of vacation to share his beautiful Caproni during the conference. Our flight lasted about three hours, mostly using a cloud street from Sandia Peak across Hwy 285, but we never left final glide. What a joy!

I came away better equipped, more confident, and honestly excited to apply what I learned. Driving home I found myself analyzing an incredible cloud display: Where is lift? Where will it be in a few minutes? What options might there be...?

Now the cloud street is calling and the sky will never look the same.



Tim Hawkins

Deb Ings in her Libelle (which was previously owned by Sylvia Grandstaff)

This camp is not organized by WSPA but is supported by the Association with \$500

A note from Holland

I am looking for Hetty van Amade, she came from Holland to the US around the sixties. If she is still alive she should be around 92 years old. In 1961 she became 2nd at the Dutch Nationals.

Now in 2022, 51 years after, we have a first female Dutch champion in gliding!

If Hetty is still alive we like to contact her.

Kind regards,
Frouwke Kuijpers

Ed. note: **Hetty van Amade** was known in this country as **Hetty Freese**. She was on the first US team that represented the US at the first International Women Soaring Meet. Frouwke (my namesake in Dutch) is the head of the Dutch Soaring Federation. Is anybody out there who knows what became of Hetty?

A SUNBIRD IN THE RAIN by Alice Palmer

During the three long years working on the 2-33 restoration project, for some mysterious reason, **Mark** and I began to think about Schweizer 1-26s again. This time, we were toying with the idea of finding a ship in good mechanical condition that just needed a recovering job. And, it had to be a round tail 1-26 (an early model), because they just look so wonderful! So we mulled that over for a long time and never made any decisions, mostly because we didn't have space large enough at home to do a project like that.

We have never lost our love of 1-26s. My dad, **John Goodlette**, bought 1-26E, serial number 606, which we called "Go Fast," as I was finishing up my Private Pilot Glider certificate. He knew it would be the perfect ship to build time and have fun. And it was. I flew it to 30,000 feet in the wave. I got all legs of my Silver Badge in it. Later Mark and partner **Larry Harvey** also had many memorable flights in it.

Fast forward 20 years, and Mark and I found we had to step away from soaring for a while for various reasons. It was time to sell our beloved "Go Fast." Our hearts never forgot the good times we had with that ship.

Last summer at the Women's Soaring Seminar in Vermont, **Bill Batesole** so generously gave us the opportunity to fly his 1-26, serial number 003. We had never flown a round tail before and it was love at first flight! (Anyone interested can read the article on flying this ship in the September, 2021 *Airworthy*.)

Over Christmas, Mark was reading Wings and Wheels ads and dreaming (a favorite pastime of his), and saw a 1-26A, serial number 182 (a round tail, of course) for sale by a private owner at the Texas Soaring Association (TSA). Restored in 2013, with (the ad said) a good trailer. And a reasonable price. He showed me the ad and said with a devious look in his eyes, "Do you want a round tail 1-26 for Christmas?"

We had been chatting with **Deb Ings** about our mutual love of 1-26s (she used to own one too), and with our longtime friend **Jon Stark**, who, as owner of countless unique aircraft present and past, is always up for a new adventure. How would they like to go in together as partners? Both immediately said, "Yes, I'm in!"

So after a bunch of research, Mark and I ventured to TSA in Midlothian, Texas, in February during about the only week that didn't have heavy snow or ice storms in one place or the other. There, we met **Ralph Farra**, who showed us his lovely little bird. We spent the day looking it over. It was in good shape, but, as with most older aircraft, it had some issues that needed to be sorted out. Nothing terrible though, so with the partners' blessing, we loaded the ship onto the aircraft carrier of a trailer and headed north—with 20-knot crosswinds, trying to beat the next wave of bad weather.



The trip home, or at least the first 3 or 4 hours, is a story in itself. We're still amazed that we didn't damage anything since our seller had forgotten a few details about securing the ship on the trailer. We

did a lot of improvising on the shoulders of busy highways during strong winds. By the time we got home, we were battle weary and just relieved to have the ship, still on its trailer, safely tucked away with the Phoebe in Jon's hangar.

It sat there for a number of weeks due to high winds and weather, but we finally got it assembled and put into its new home in Jon's southwest hangar bay. We enlisted the help and IA skills of **Mark Buist** to help us do the annual and solve a few of the issues. The most troublesome was

the problem with the brake band adjustment that prevented the spoilers from opening more than 60°. No wonder Ralph had told us, "you need to slip that bird on every landing!"

But over a number of weeks, Mark B and the partners got that problem solved, the annual done, oxygen system installed, battery relocated, aileron pushrods cleaned, new tire and tube installed, and various other things done. Thank you Mark!! We still have work to do, but finally it was time to fly our little bird. We have dubbed it **Sunbird** because of its sunny yellow-orange color.

So, on Saturday, June 18, after the runway opened, three of the partners (Alice, Deb, and Mark) were able to have short flights in less than ideal weather. Just after Mark landed, the heavens opened up and the Sunbird and its flyers got drenched. Jon didn't get a flight but will be flying it soon. After our first day, wet, but happy, we all look forward to more fun flights. FUN is the main reason to own a 1-26!

We had long planned to send Ralph pictures of the Sunbird after its first flights in its new home. Sadly, we learned that Ralph passed away a few weeks ago. We hope he knows how much we will love and care for his little bird. Thank you, Ralph. We are so glad we crossed



Sunbird and Friends

EILEEN COLLINS TO HOLD BOOK SIGNING AT THE NATIONAL SOARING MUSEUM ON SATURDAY, JULY 9

Colonel Eileen M. Collins will be signing copies of her book, *Through The Glass Ceiling to the Stars*, in the lobby of the National Soaring Museum, 51 Soaring Hill Dr., Harris Hill, Elmira, NY from 10 AM thru 12 PM on Saturday, July 9.

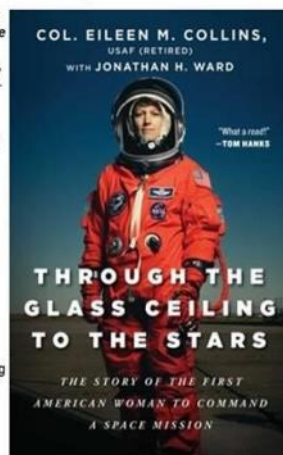
Elmira native and NSM supporter, Eileen Collins, was an aviation pioneer her entire career, from her crowning achievements as the first woman to command an American space mission as well as the first to pilot the space shuttle, to her early years as one of the Air Force's first female pilots. She was in the first class of women to earn pilot's wings at Vance Air Force Base and was their first female instructor pilot. She was only the second woman admitted to the Air Force's elite Test Pilot Program at Edwards Air Force Base. NASA had such confidence in her skills as a leader and pilot that she was entrusted to command the first shuttle mission after the Columbia disaster, returning the US to spaceflight after a two-year hiatus. Since retiring from the Air Force and NASA, she has served on numerous corporate boards and is an inspirational speaker about space exploration and leadership.



Eileen retired from the Air Force in 2005 and from NASA in 2006, having logged more than 6,751 hours in thirty different types of aircraft and spent 872 hours in space. She is the recipient of the Distinguished Flying Cross and NASA Outstanding Leadership Medal and was inducted into the Astronaut Hall of Fame, among many other honors. Since retiring, she has traveled the world as a motivational speaker. Col. Collins serves as an advisor to the National Space Council and is a board member of the Astronauts Memorial Foundation. She is married, with two children, and lives in San Antonio, TX.

Eileen's co-author, Jonathan H. Ward, works to bring the thrill of the space program to life for the general public as a Solar System Ambassador for the Jet Propulsion Laboratory and as a frequent

speaker on space exploration topics to interest groups and at regional conferences. A fellow of the Royal Astronomical Society, he is the coauthor, with Michael D. Leinbach, of *Bringing Columbia Home* and author of two previous books on space exploration. He lives in Greensboro, North Carolina.



Peggy Kimball, a Hero From My Own Town

By Cathy Keller

A few months ago, the Lexington, Massachusetts, Historical Society had an event highlighting the life of a young woman artist and pilot in the 1930's, Margaret (Peggy) Kimball, as seen through a recently acquired scrapbook. What a pleasure to find that such an aviatrix heroine grew up about one mile away from where I live in Lexington. My husband and I were able to meet with the archivist and get a closer look at some of Peggy's scrapbook items.

Newspaper clipping after newspaper clipping in Peggy's scrapbook shows how active she was as a young pilot. She obtained her transport pilot license in 1933 and her glider pilot's license in 1934; she went as far as obtaining her "Non-Scheduled Instrument Rating" (NSIR) in 1937, only one of three women holding that rating at the time (Amelia Earhart being one of the others).

Peggy started flying because of a challenge made to her by a young male pilot during their conversation at a party. The next morning, she met the dare, showing up at the East Boston Airport to receive a demonstration flight. She must have liked it because before noon she signed up for lessons. About a year into her flying career, she was taking off in her biplane at the East Boston Airport, when the engine failed at about 100 ft. She "expertly maneuvered her craft into a right bank and glided safely to the mud flats just off of the airport. Peggy did not receive a scratch, but the plane's nose tipped over into the mud. At least one news story proclaims that up until then, her flying was unknown to her family.

During her flying career, she was a member of the National Aeronautics Association, the Soaring Society of America, the Ninety-Nines in New England, and the Aero Club of Boston. An article in *Airwoman* Magazine talks about how Peggy was a promoter of aviation in New England, giving lectures in Lexington's evening education program and starting an aviation club. Peggy started the Kimball Cup which she awarded each year to the "girl flier who does the most to foster aviation."

Peggy and a fellow aviatrix, Barbara Southgate, did a dawn-to dusk flight on December 8, 1934 (starting off IFR in the snow) in a "red-cabin Waco" to visit each of the 41 recognized airports in Massachusetts, swooping down to drop a messenger bag filled with Aero Club of Boston invitations to upcoming events. Pretty cool.

A bit more about [Peggy Kimball is written here](#). Below are some photos I took of some of Peggy's scrapbook items. The Lexington Historical Society is [raising funds](#) to restore Peggy's scrapbook. Let me know if you are interested in more information.

Items in Peggy Kimball's Scrapbook





NSM Journal

Fall 2011

Cloyd and Audrey Artman, Washington State Soaring Pioneers by Linda Chism



Cloyd Artman

Museum director Peter Smith said, "I'm really delighted that Linda Chism is nice enough to come all the way across the country to tell us about Cloyd Artman and his sister Audrey."

There is an annual Seattle Glider Council Cloyd Artman award. But Chism, a SGC glider and tow pilot said, "I didn't know what it was for. I asked people who or what Cloyd Artman was and no one seemed to know." They just told her that he had done some amazing things and that he passed away. So Chism decided to find out about this fascinating piece of Washington State's soaring history.

Artman built his own training glider and taught himself to fly while still in high school. A short time after the 1929 National Geographic story on German gliding was published, Popular Aviation magazine started a six issue series on glider construction. It was written in German and translated to English so that any boy could build his own primary glider. "The last installment was how to fly," Chism recalled. Artman's glider, called the "Golden Dawn," was finished while he was a senior at Oroville High School. It had a 30-foot wingspan, wings covered with muslin from a dry goods store, and butcher paper cov-

ering the tail. He rigged a pick handle for rudder control and had a surveyor's altimeter on a string around his neck.

His Manual Arts teacher, Mr. Nelson, and his wife towed "Golden Dawn" with their car. The self-taught gliderman mounted a camera on his landing skid and took a picture looking back at himself. If it was going to be a long flight, Artman carried food, his harmonica, and sometimes a bugle or coronet that he played over town. "I think that he used it to make some noise as part of a signal if he wanted Audrey to clear a landing," Chism said.



Cloyd and Audrey Artman

One of his launch schemes involved a home-made winch. He blocked up the rear end of his Model A Ford and replaced one rear wheel with a half oil drum, on which the tow line would be coiled. "Someone would hit the gas, and WHZZZ, away they'd go!" But most commonly they used young boys from town to launch the glider. Chism talked with a few of his helpers from Oroville who are now in their 80s or 90s. "They spoke about it like it was the most fun they ever had. Some of his glider flights

were pretty amazing even by today's standards," she said. Artman founded the first glider club in the state, taught a college level course in aircraft construction, and organized the first competitions. He promoted soaring through air shows throughout the state while earning money to attend college.

Audrey was Cloyd's first flight student. She became Washington State's first female glider pilot and had 30 flights in "Golden Dawn" by the end of 1932. "I think he damaged the glider a lot, but it was always repaired," Chism said. "In one article he told a reporter that he was on his third set of wings."

Sometime in mid '34 he decided to design and build a secondary glider that he referred to as "the sweetest little crate that ever took to the air." It had a 33-foot wingspan, weighed 170 pounds, and was built for \$70. His mother called it the "Lone Eagle." The name stuck, and the logo can be seen on the tail.

In the late summer of 1934 he gave exhibitions in north central Washington towns to help make money to repay his loans for mechanical engineering studies that fall at Washington State. Piloting his "Lone Eagle," he was launched by elastic banded inner tubes, and in an even more bizarre mode, from atop a greased board tilted off the back of a Model 'A' Ford. That September he gave glider demonstrations at the Grand



The view from Steptoe Butte, the WSC Aero Club's favorite training site.



NSM Journal

Fall 2011

Coulee Dam construction site to the delight of about 15,000 workers, in the "Lone Eagle." "I think Audrey flew just once at the Grand Coulee. She caused a considerable gasp when the glider slowly slid off the rocky point and skidded 100 feet before straightening out. Press and Pathe' News photographers loved it," Chism said.

Artman founded the WSC Aero Club. The idea was not only to learn to fly, but to build gliders as well. One of the first things the Aero Club did was to purchase a Mead primary glider kit. They built it together in the basement of one of the fellows who lived in town.



Cloyd Artman and the Lone Eagle 2.

Then disaster struck: the Lone Eagle was destroyed in a trailer accident in April of 1935. While driving back from the club's Steptoe Butte launching site the Lone Eagle partially blew off its trailer and was hit by an oncoming car. Artman told a newspaper reporter the ship had logged 312 flights, and 62 hours, 14 minutes at the time of its destruction. Right away he proceeded to build a replacement, all his own design: the "Lone Eagle 2."

He received increasing national coverage in the summer of 1935 when a Popular Mechanics cover featured a drawing of his greased board launch off the Coulee wall. In September he was invited to be the opener at the three-day Norton Field air show in the "Lone Eagle 2."

In June the following year, he organized the first Northwest Soaring

Meet at Wenatchee. With a balloon chase to kick off the meet, there were drum tows, aero tows, and glider aerobatics. The well-known "Yakima Clipper" was among the five participating



The Snake River.

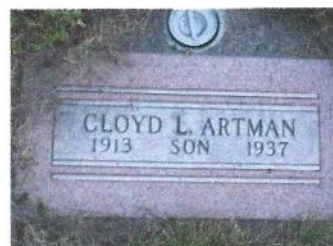
gliders. So with the roughly 10 enthusiastic glider pilots in attendance, it was decided to make the contest an annual event. "No longer at Wenatchee, but at Ephrata now," Chism said.

At this time Artman, an assistant instructor for the WSC Engineering Department, designed the "Comet." It was a new two-place, low-wing, high-performance glider. Built with the rest of the class, it took 2,300 hours of work over 1936 and 1937. The "Comet" had a control wheel instead of the conventional stick, and a retractable landing gear. As the most experienced of the group, Artman checked it out solo for three days, April 5, 6, and 7.

Chism described the tragedy that followed. "Cloyd and his student, Frank See, took off at the Snake River site for the first two-man flight of the "Comet". They soared for seven minutes, then the left wing folded up and the glider went straight downward and crashed 1,200 feet below the launch point." Both men perished instantly.

Engineering professors and Glen W. Neel, the regional inspector examined the

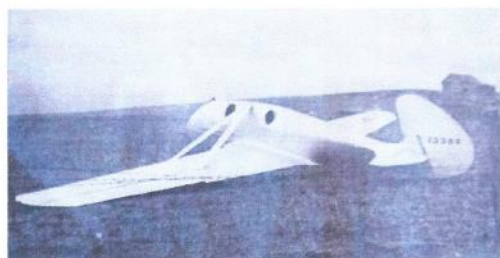
wreckage," but no clues were found and the glider club burned the remains of the glider where it came to rest." Chism said. Artman's heartbroken mother never wanted his gliders flown again and later had her husband burn the "Lone Eagle No.2" as well as other personal material at home. Cloyd Artman is buried at Oroville Riverview Cemetery with a gravestone in view of Mt. Ellingham, where he first flew.



Memorial stone at Riverview Cemetery near Oroville, with a view of Ellingham Mountain, Artman's first mountain soaring site.

Audrey married a Canadian miner and had a daughter. "According to her sisters," Chism said, "she never flew again."

At the end of her presentation and question period, NSM Director Peter Smith said, "Thank you Linda. When Paul Schweizer first initiated these symposia, his primary purpose was to increase our knowledge of soaring history. I think he would be very happy with your talk."



The ill-fated, low wing, two-place "Comet." It had dual controls, retractable landing gear, a lighting system, and a small compartment for food, cameras and notebooks

Editor's note.

Linda Chism is a former WSPA member from the Seattle area. As it turned out she is the niece of my best friend here in Newport News. It's a small world. I was one of the presenters at the same symposium.

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.

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