



Hangar Soaring

February, 2008

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

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LOOK!

The 2008 Seminar will be held June 23-27 2008
at Central Indiana Soaring Society, Alexandria
IN

Discover

Women Soaring Pilots Association

Scholarships ► flight training...competition...
seminar participation

Seminars ►

2008 - Central Indiana...

2009 - Slovenia... 7/18/09—7/22/09

2010 - Air Sailing, NV



Support ► newsletter...e-mail...

INTERNATIONAL SOARING FRIENDSHIPS



Find us at www.womensoaring.org

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

ANNUAL DUES (JULY-JUNE) ARE \$10.
SEND TO :

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Badges

As recorded in SOARING through
Dec.07

Silver Badge legs

Altitude
Heather Pinsky

A Badge

Paula Johnson
Mary F. Hawkins
Maria N. Liberio
Theresa Whiting
Elisabeth B. McClaskey

B Badge

Paula Johnson
Maria Liberio

Elisabeth B. McClaskey

C Badge

Mary Grace Kamis
Heloise Holtzhausen

State Records

Minnesota: Marilyn Meline, pilot
Laura Hohenshelt, flight crew
feminine category, Open
Class.
Multiplace, Absolute Altitude
8756' MSL
feminine category; Open
Class
Multiplace; Altitude Gain
5736 ft



From the Editor

With this issue of Hangar Soaring I am beginning my 8th year as its editor. Looking back to 2001 when I took over from retiring Chris Schnier I wasn't too sure if I could follow in her footsteps although I had editor experience being at that time our club's newsletter editor for 20 years. (That and the advent of word processors and most important of spell checks made me learn to write in English). But I was not new to WSPA. I had responded to Bertha Ryan's original survey in 1972, which consequently led to a small newsletter, later called *Hangar Soaring*, to the seminar in 1978 and then in 1986 to the formation of WSPA. But all through these years I was not very active in WSPA affairs and attended my first seminar in 1990 at Bermuda High in South Carolina.

It wasn't until 2001 that I really started to invest much time in the promotion of WSPA and in setting a goal of making it an international organization. I succeeded with that since we now have members in many countries and connections around the globe. I also turned into a major fundraiser, sometimes to the chagrin of my fellow WSPA members. But my hard driving netted our treasury several thousand dollars.

With 2008 being an election year – not only in the big politics- but also at WSPA, I urge our members to donate a little of their time by volunteering for the next BOD, especially our younger members. The present Board is pretty top-heavy with age.

What we are looking for are 2 representatives of each of our 3 US regions (west, middle and east) and one representative from outside the US. The editor is a non-elected Board member and functioned more or less as a tie breaker at the time, when the Board consisted of 6 members only. With now 7 elected mem-

**Check the available scholarships
And apply for them.
See page 8**

WANTED

2008 is the year WSPA is due to vote for its regional representatives (6 in US 1 overseas). The regions are West, Central and East. The floor is now open for volunteers and nominees. From these 7 the positions of President, Vice President, Treasurer, Secretary are filled. Present Board members are welcome to stay on. By the time the November Hangar Soaring goes to the printer the new Board should be in place.

Sadly, Arleen Coleson will not be able to fill the position of our treasurer again.

Please donate some of your time and skills to the wellbeing of WSPA

FOR THE WSPA REGIONS SEE PAGE 3

bers on the Board this is not an issue anymore. Therefore I am planning to put my name on the ballot as a -maybe- representative of the Eastern region, while staying on as the editor. Beside the treasurer's and the editor's position all other jobs are only as active and time consuming as you make them. We presently have a Board member taking charge and planning of future seminars and she is investing a lot of her time into that project with the result that we have the sites for 2009 and 2010 lined up and are already looking forward to 2011. The Board decisions are usually made via e-mail, so no traveling necessary. Only when we have enough Board members present at the seminar will there be an official Board meeting preceding the General Meeting at the seminar. Therefore I urge everybody to get actively involved in WSPA and keep it as vibrant as it is now.

Frauke

NEEDED

Volunteers and Nominees For upcoming WSPA Board election

KNOW YOUR REGION

Eastern
 Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Delaware, Maryland, Virginia, West Virginia, Kentucky, North Carolina, South Carolina, Tennessee, Georgia, Alabama, Florida, Mississippi

Central
 Michigan, Ohio, Indiana, Illinois, Wisconsin, Minnesota, Iowa, Missouri, Arkansas, Louisiana, Texas, Oklahoma, Kansas, Nebraska, North Dakota, South Dakota, Colorado, New Mexico

Western
 Washington, Oregon, California, Idaho, Montana, Wyoming, Nevada, Utah, Arizona, Alaska, Hawaii

How to find cheap airline tickets

(our local newspaper published the following)

- Buy early** ticket prices usually go up at 21, 14 and 3 days before the flight. So try to book ahead of those deadlines.
- Predict the fares:** sites like farecast.com predict when fares will reach their low and can help you determine the best time for the final purchase.
- Be flexible:** the best deals are usually on Tuesdays, Wednesday and Saturdays. So travel mid-week and try adjusting the dates a few days. Don't buy on Monday. Airlines usually launch their sales on Tuesday and Wednesday.
- Compare airport options:** Be sure to check the same flight at all the local airports. (We here at the Tidewater Region of Eastern Virginia have three airport options searching for low coast airfares with different low-cost airlines).
- Don't give up** even after you booked your flight, some airlines will award

price difference refunds if you find the same flight at a cheaper price. Airlines don't advertise this policy, so call and ask. Agent at Southwest Airlines and US Airways say they will refund you the difference. Delta Airlines will not.

Source: Independenttravler.com
 Orbitz.com
 Cheaptickets.com

PS a note for anybody who is planning to attend the seminar in Slovenia: **GET YOUR PASSPORT EARLY.** These days you even need a passport traveling to Canada or Mexico.

National Women's Gliding Day in Holland

Editor's note: I frequently check the entries in our guest book on the web page. The last entry has been from Petra Boon from Holland. I contacted her and since then we have exchanged several e-mails. Petra has become a WSPA member and added another country to our international list. She also sent me the following report:

Last weekend (Saturday 16th June 2007) we celebrated the National Women's Gliding Day at our field. On the previous Thursday more than 100 mm rain came down. We did, however, manage to get the winch out and were able to do a reasonable amount of flying. Leading up to the event, many club members were busy with the preparations; we baked cakes; picked a lot of flowers; order some printed T-shirts and decorated our hangar. Not only pilots were busy but also their partners and children helped!!

On this Saturday 22 ladies from all over Holland visited the club. After a brief reception with lots of coffee and cake (delicious) and a serious briefing from our Instructor/Chairman Jos Minnema the lady pilots went to the airstrip. The other members had already put the planes and winch in place. In the morning we had some fine flying but as the weather was rather threatening, our very own weather guru (Renee de Dreu) kept a close watch on the developments. We did have some light showers at lunchtime but we could see on the computer images that after lunch we would get a small corridor of bright sky for some hours. Above all expectations we were able to fly up to 4 o'clock, but then we had to hurry home in severe showers with all our gear. While we were flying, a journalist visited the planes and also the local official. The PR committee did a fine job – we were in both the newspaper and on TV. The female journalist mentioned during her flight in the DG, that she would like to do some more gliding., and this was after she had a very short flight with the rope breaking during the launch. The participants were very satisfied with the flying. Due to so many helping hands, there was a lot of time to fly and to chat about flying ladies, who sent us kindest requests : about flying in our DG 1000 or antique Blanik - all the wishes were granted. Also the Twin II and the Junior were put into operation. After the rain, during tea time, we watched a DVD about flying in New Zealand with Gavin Wills and Lucy Wills.

Meanwhile, we set up small tables and music and the Chinese caterer brought our dinner.

There were more than 65 people for the rice and meat meal. After dinner we closed this day with a vote and Schinveld / Limburg (South of Holland) will be our host gliding club in 2009, and after that, the Frisian Glider club wants to organise a day for the ladies . Later with the music of our DJ Hopman some pilots showed us how to dance. A lot of the pilots and guests stayed right outside the hangar with the DG 1000 in her box, to look and talk about gliders. The atmosphere was excellent all day long and we can look back at a very pleasant day. It was so nice, some unexpected gliding club members joined us and the contacts with other clubs are now better than ever.....We did some nice soaring, however, not with spectacular thermals and even now there are 7 cm of water in front of the hangar. Due to all the help we received from our own (male) members and (not-yet gliding) partners, this day was really a success. One thing we could do better next time is to organise more bar tenders. Tom Bunck served 15 hours behind the bar all day long. Thanks Tom!!

Due to all this we can look back to a fantastic day. Thank you so much.

Petra Boon
and
Annet van den Berg
ZCNOP de Voorst Marknesse
boonpboon@hotmail.com

Petra on the left
Annet on the right



HEAR SAY

Famous German aviatrix, **Elly Beinhorn** has died at age 100

Storm Damage

The Central California Soaring Club in Avenal, CA host of last year's WSPA seminar was hard hit in December. Paul Hanson, a member in the club, lost his historic SISU. The club lost its 2-33 which was blown across the street. A hanger under construction was destroyed and the roof of the porch, where all the seminar activi-

ties took place was severely damaged.

An e-mail from **Laurie Harden** reports:

"I am starting a small glider school out of Minden. Check us out at www.SoaringNV.com See you there!"

Browsing through the US clubs' webpages in search of material for the Club News column I found the following about Erika Novelli, WSPA member from Georgia:

From Southern Eagle Soaring Inc. page

Erika Novelli

It's May 1, 1955. World War II is over, and once again recreational flying has returned to the citizens of Germany. A teen age girl rides out to the airfield with her uncle. He started flying gliders in the 1930's. During the war, he flew Stuka dive bombers. Today is different. He's a glider instructor, taking his niece out for her first glider flight. No introductory ride in the seat of a sleek fiberglass ship, with an instructor at the controls!

We're in the era of the primary glider. Think of strapping a lawn chair under a wing, and add a tail. Now load the contraption onto a slingshot, have a seat in the chair, hold on (no seat belts here), and fire the slingshot. Oh, by the way, did I mention there is only one seat. Where's the instructor? He's standing along side the glider, shouting instructions to the student.

During the same search for Club News I came across this

(Hear Say on page 8)

The 2008 Convention from the WSPA view

This year's convention was a huge success for WSPA. The support the organization got was overwhelming. There were always people lingering around the booth (mainly we had a big bowl with cookies-some home-made by Arleen Coleson- on the table). The booth crew was always on hand to explain what WSPA stands for and what it is doing. Thanks to Colleen Koenig -who also had turned her house into a WSPA hostel-, Andy Simpkins, Anne Mongiovi, Neita and Mark Montague, Mark Hawkins; they all did a tremendous job promoting WSPA. We gained 16 new members and had one (late) renewal. John Good had made a big, beautiful, wooden bowl especially for WSPA which was auctioned off in a silent auction and boosted our money by \$100. THANKS JOHN. Pat Valdata and Alexis Lartner donated some of their books for us to sell. I also chipped in two books and sold them very quickly. We have a few of Pat's and Alexis's books left. There is a good chance that we will gain another scholarship out of this convention. We left the convention with over \$1000 in the kitty. The WSPA breakfast was very well attended with more than 30 participants, several of them new members.

Also WSPA members were very visible on the lecture schedule. Kathy Fosha reported from her adventures and hair-raising flights during the Junior Worlds in Rieti, Italy last summer. I regretted that she did not have two hours for her presentation. Cindy Brickner in her lively style talked about what the NTSB reports don't say. Neita Montague and Anne Mongiovi in a joined presentation talked about what clubs can do to become more visible. Anne will be the SSA representative at Oshkosh again. Frauke gave a presentation on the ups and downs in her club over the last 43 years. The highlight of the women presentations was a lecture by Amelia Adams (16) titled "Healing the Patient". Amelia as a Junior in High School rebuilt -as an IB project- her club's LS 4. She got a standing ovation. You can learn more about this project at www.adamsfive.com/soaring. We signed Amelia up as a member after this lecture.

The general impression of the convention: less vendors, less visitors, less sales for the vendors who wanted to sell their ware. But it is always nice to see old friends and make new ones.

The big surprise for everyone was the announcement that Diane Black Nixon, SSA Board Chair and WSPA member was putting up a \$25,000 challenge grant to get the SSA out of the financial hole quicker.

The place for the next convention in 2 years has not yet been announced.

The following signed up as new WSPA members during the convention:

Ana Gromacki, HI
Christina Stoltz, MI
Gwen Erickson, VA
Mark Hawkins, VA
Erin Burns, AZ
Willette Sedor, NM
George W. Lauman, AZ
Kim Stawinski, TX

Lisa Setz, NJ
Jessica Wilson, NY (sponsored by Lisa Setz)
Jenna-Bijl-Coyne, CA
Clare Wade, NM (has a balloon license)
Anne Christensen, CA
Jim Hardy, OK
Mary F. Hawkins, NM
Amelia Adams, CO (sponsored by Frauke Elber).

WELCOME TO ALL and see you at the Indiana Seminar



WSPA Booth



The plate John Good made for WSPA

Germany, after World War II, was divided into the German Democratic Republic or GDR (East Germany) under communist domain and the German Federal Republic or GFR (West Germany), a Western democracy. Both Germanys formed their own sport teams, including soaring teams and therefore two German women teams competed in international soaring competition with the East team heavily government supported, trained and sponsored.

In the early years (1970ies) these contests were called "International Women Contests in which for several years US women participated. In the Mid 60s Monika Warstat petitioned the FAI to recognize these contests as International Women World Championships. The request was shelved until in the mid 70s these contests were granted the status "European Women Championships". It wasn't until 2001, almost 40 years after the original petition that the contests got the status of "Women's World Championships" The following interview by Michael Schneider and Thomas Siegel was conducted as part of the film "Babajaga" which has the 3rd Women World Championships as a frame but tells the story of the two top pilots of each of the two German teams and also features Gill van den Broeck, a WSPA member from Belgium, who played an essential role in the International Women Championships development. I was asked by the film makers to translate the interviews for English subtitles in the film. Here is the story of a divided country and its divided women team.

Monika Warstat

My flight training in Auerbach progressed pretty quickly. I spent a lot of time there and it was my second home and maybe even my first one. It was always fun, something was always happening there. One missed a lot on the days not at the airport. In 1964 the club in Schoenhagen conducted a flying camp and they invited a bunch of women. Walter Schmeier took them on a pattern flight to determine their skill level and the feasibility of further training. For me Schoenhagen was a very nice experience. I even spent my vacation there because they had airplanes available. It was during that time that I met my future husband. He was on the National Team and that set for me the goal to become a team member also.

Gisela Weinreich

Wolfgang and I got married in the city of Hamburg in 1968. At that time he was a pilot for Lufthansa based in Hamburg and I was a Stewardess also with Lufthansa. That's how we met. I became a member of the Hamburg Club, which was based at the "Hornberg". In Spring of 1968 I had 10 days of vacation left, for the rest I had made plans already. Wolfgang suggested to go to a flying school. Well, I just registered at the Hornberg for ten days. I was so scared. Every day I thought and dreamed that I would crash the plane. It was horrible. Almost a nightmare. But it turned into the most beautiful vacation I ever experienced, a fulfilling, beautiful time and fantastic weather.

Monika

Contests in the socialist countries were always high points, especially since the international skill level was determined by the Polish women and

by the Russian pilots who had flown world records. In the forefront were Adela Dankowska and Pelagia Majewska, because they had the best opportunities and they were outstanding pilots.

And one day I had an idea. We could have a World Championship. No harm done by suggesting it. So I sent a petition through General Secretary Degenhard Lueck to the president of the FAI and ask him to establish a World Championship for women. Well, the outcome...the response: " After extensive discussions the decision was made to postpone the discussion on a separate Women World Championship and to put it back for consideration in 1972 and 74."

The atmosphere amongst the competitors was excellent. In the air we were fierce competitors, but in the evening we had great get-togethers and nice events including this Witches' Sabbath



Gisela

Fred Weinholtz and Ingrid Blecher were the first who pushed the movement (for Women World Championships) forward. All others said "What sense does this make? Soaring is not a muscle sport, why having separate contests? We didn't have that in previous years, why now?" But we could see -and that's what we strived for- that the Polish women pilots were far ahead of us as were the women of all the East Block countries. These gliderpilots had more contest skills and had more contest experience than we had. The reason for that was that the system got them involved. The outstanding ones went to training camps, they were sent to contests or encouraged to fly in contests. And this moved everything a step forward.

Gill van den Broeck

And then in 1977 came Oerlinghausen. This was proclaimed the test if women deserved contests that were called "championships". Fred Weinholtz was the organizer in Oerlinghausen. Everything went so well that we were granted European Championships. The first ones took place in Dunajvaros in Hungary and it was decided to hold these European Championships alternately in the East and the West.

Monika

Until three days before the departure date it wasn't clear if the Central Committee of the GST (*Society for Sport and Technique, the head organization of all sports in the East*) would give the green light to go. Rolf Peter, our coach asserted during the deciding meeting: " I guarantee a medal." Such a promise is impossible, there is no guarantee. In the end he was glad that he hadn't made any empty promises.

Gisela

It was such a great gathering, which led to deep friendships. It made no difference to come from the East or West, from a communist, socialist or western, capitalistic country. We didn't care. We had outstanding connections to all pilots. It was more complicated with the GDR team, much more subdued probably from both sides. We knew that they were not supposed to have any contacts because that would have caused only problems. For us they were just a German team...a strange situation. Despite this we tried to behave as normally as possible. I always thought to myself: why that? Politics should have been left out. They are our soaring buddies and beside they are Germans too. How could we be stern and keep sepa-

rate from each other and not knowing anything about each other? Very cautiously we opened up to each other. I remember that Monika stood in front of my door one day cautiously peeking left and right that nobody was watching and just sneaked in our room. Nobody was allowed to know about that. We talked about god and the world.

We, (*in the West*) did not utilize our planes to their full potential, did not utilize the performance that was imbedded in these machines. We had so little experience. We were left behind by the others. I think, I never saw Monica in the air

Monika

I was determined to hold on to my second place and I mobilized all my strength. All I needed was to get around the course and be fast and not to land out. I was totally relaxed during my final glide and thought that I had succeeded to hold the second place. Well, after the roll-out I looked around to see when the other pilots would arrive and there is Gill running towards me all exited. You know her and her temperament. She had already calculated that I had enough points to be in first place. (*Ed.note: and thus Monika became the first European Woman Champion*)

But when we came back home we learned that a whole family had fled to the West. And somebody in the government, I don't know who, ordered that something had to be done to secure the safety in aero-sports.

The result was that approximately 50 percent of all airports were closed, that security checks were implemented in a scale that must have been unprecedented in Germany. Out of formerly 8000 active glider pilots only 3000 remained. The ones that were expelled –the official version being that they were not certified- were good, solid people which were greatly missed. They were the flight mechanics, winch mechanics, instructors and many who provided valuable work at the airfields. Some of them were there from the beginning and then had to stop at once. This caused big hardships for many

Gisela

Through the creation of a National Team (in West Germany) we were able to get federal government support for our training camps. Also the sport support federation provided assistance. Additional support was available when we flew successfully. We were on the sport panels and we had a team representative at the board meetings. Not only did we develop flying-wise we also developed in sport-politics. We saw improvements on all fronts, suddenly we were moving forward. We flourished on all levels

Monika

We knew the next championship was going to be in France (1981). Actually we didn't have much hope and had no expectation (to participate). But we dreamed about it nevertheless. But then something started moving, something we didn't know anything about, we just had no idea. Suddenly people we didn't even know engaged themselves in our behalf, people who behind our backs wrote to the Central Committee or the Sport Federation, stating that they considered it unjust that we were not allowed to participate. Much later we found out who all was involved in that. In the end- after a lot of discussions and fights- it became clear that we were allowed to go. This was fantastic. We didn't think this was real until we had crossed the border with our vehicles and trailers. Up to this point we did not believe that it was true.

(Ed. Note: The 1983 championship was supposed to be in Orel, Russia, but the organizers had to cancel because the facilities weren't ready. Belgium on very short notice decided to host this championship)

Gill

That all happened in 1983. And, it was all too late. We had only 5 months (*to organize a European Championship*). But having nobody take over, the movement would have been dead. One can't interrupt for two years and then pick up the loose ends again. It doesn't work. We had no other choice then to organize. And we said: ok let's give it a try

Gisela

By mid May I said to Wolfgang that I am totally unprepared and that I haven't had any flights. The weather was horrible that spring. We had rain and floods everywhere. Why should I fly there, I will be last anyhow? Well, and then.....suddenly I was first. I just couldn't believe it, I don't know how it happened but I was in a fighting spirit and unyielding to the end. I fought my way through and with the experience I had gained I reached good results.

In 1983, I remember well, we were asked to dress up because that evening was the Babajaga party. One of the French pilots didn't know what that was about and refused to participate. What a shame.

I first experienced this event in Poland 1978 in my first championship I participated in, 1978 in Graudenz. At that time the tradition already existed. The young Polish women pilots, who participated for the first time in a championship where admitted to the circle (*of flying witches*). And that was when they had the witches' Sabbath in the evening. One talked about one's soaring background and dressed up as a witch. The atmosphere around the camp fire was nice. This was then taken over into the European Championships. In my view it is a tradition and a funny one. Sometime they go overboard, I think. Sometimes you have to make sure that it doesn't become ridiculous. On one side is the sport and there is no place for it there. On the other hand it has to do with the sport because the Code Sportive declares : "Why championships? Certainly to find the best pilot, but not only that. It is suppose to foster soaring friendships, friendships amongst all soaring nations". In this sense it is a great contribution. How often did I hear that in the general championships the pilots are fighting hard, that the different nations don't communicate with each other, that it was a fight between the nations, which often led to animosities instead to friendships. And often in these hard fought championships the nations did not get closer to each other. It was totally different in our championship.



Photo: Frauke Elber

Gill

In Poland they had this before but only on a national level. Only after the FAI approved contests for women became the Babajaga, an international club. Later the custom of finding a godmother was added, preferable a godmother who doesn't speak the language of the inductee at all. She has to recite the oath (*to be repeated by the inductee in the language of the "godmother"*). But from the beginning they know that this is serious. The idea is to promise fair play and such. Well, this was turned into something funny. The novices have no idea who their respective godmother will be. The godmothers know they will be called up. It's funny.

Monika

Today we are celebrating the third Women's World Championships Ed. note: in Klix 2005), 2001 were the first. But it took 33 years until it became reality. I was very happy when I learned that we would have the first World Championship 4 years ago.

And so has soaring in the two Germanys, despite different approaches and development, produced women who achieved a lot on international level. Naturally I watched this through the years. During one's active years one looks at things differently. And now one sees it with more distance.

Now, one belongs to the old witches (*already*).

Gisela became 5 time European Champion while Monika received the crown as the first Women European Champion. I had the great pleasure to get to know Monika, Gisela and Gill (and many other great women glider pilots) during the 2005 World Championships in Klix, Germany (formerly East Germany)

This year WSPA will be offering a new scholarship the Mid Kolstad Scholarship in addition to the five scholarships which have been available to members for several years, for a total of six scholarships available to members. Applications for all scholarships must be received by **May 15, 2008**. Those who are interested in applying should read through the descriptions of the scholarships to find one that meets their needs. The scholarships are for women who are members of WSPA and SSA (or an equivalent organization if living outside the U.S.) Applications are reviewed by a committee of three WSPA members. They are judged primarily on realistic goals and dedication to those goals.

Scholarships for the Women's Soaring Seminar

This year the seminar will be held at Central Indiana Soaring Club June 23-27, 2008. The scholarships are to help pay for registration and flying expenses while attending the seminar. The applicants may be working toward a Private or Commercial license in gliders or a CFI - G rating. The first place winner will receive **The Flying Montagues Scholarship** for \$1000. The second place winner will receive the **Briegleb Scholarship** for \$500.

Maria Faber Scholarship

This scholarship is for a licensed glider pilot seeking advanced training or additional glider ratings or for a licensed power pilot seeking a tow plane endorsement. The scholarship is for \$500 and can be used at a training facility chosen by the applicant.

Sky Ghost Scholarship

This scholarship is for a student glider pilot under the age of 25 to help pay for lessons toward a Private License. The scholarship is for \$500 and can be used at a training facility chosen by the applicant.

Mid Kolstad Scholarship

This scholarship is for a student glider pilot over the age of 25 to help pay for lessons toward a Private Glider License. The scholarship is for \$1500 and can be used at a training facility chosen by the applicant.

Soaring Competition Scholarship

This scholarship is for an experienced, licensed US glider pilot who wants to begin soaring competition. To qualify the applicant must meet all the requirements for a specific SSA sanctioned contest. The scholarship amount is \$500.

To receive an application form, indicate which scholarship you are interested in and provide your mailing address. Contact:

Phyllis Wells, Chairman,
WSPA Scholarship Committee
1938 15th Street, Penrose CO 81240, USA
pwells1634@aol.com

(Hear Say from page 4)

Cindy Brickner flew for the first time in the Dust Devil Dash and finished second Here is her report

"It was a marvelous day. I was glad to be able to fly the Dash for the first time, thanks to the generosity of Christian Mackin. He both lent me his ASW-27, and he crewed for me. He got to Elko in record breaking time, and we had the glider in the box before 8 pm. The drive home was spectacular in many different ways.

This was my personal longest distance flight, my second longest duration ever, and my first free distance task. Thanks to Christian, to Mark Grubb for pointing out the obvious, to Marty for a great thermaling climb together north of Cache Peak, to Derek

Lisoski for tending Caracole so I could go, and to Ian for running the event for RESCO.

If I have to be second to someone, it is nice to have Doug Levy in the lead. Those Schweizers have a vicious handicap!

Whhheeeee!

Bounced e-mails

The following e-mails bounced recently when I sent a message to the whole roster:

Pam Dabolt
Elizabeth Deener
Sonja Flesberg
Jane Jacobs
Maryanne Mc Daniel
Donna Morrison
Susan Personett
Diane Stanford
Bill Levison

Frauke

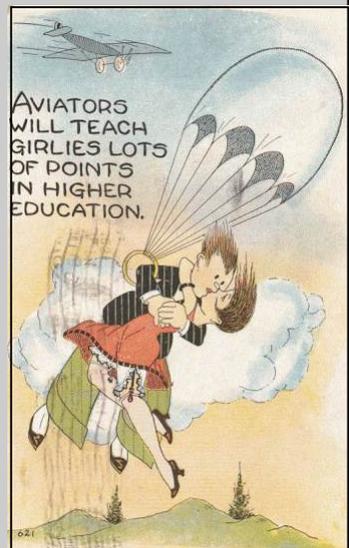
Welcome New Members

Petra Boon, who had inquired about WSPA through the guest-book and has become our newest overseas member. Petra lives in Holland.

Ann King, from Olympia, WA
Ann sent the following note:

Ann joined because she is writing a book about her aunt who became a licensed glider pilot in the late 1920's in San Diego. She hopes to attend the conference in late June because she has no flying experience and wants to learn about it first hand. In her non-writing life she is the education director for a regional theatre arts organization located in Olympia, Washington and is also in the interior and color design business. She

is having a great time learning about her aunt's flying days and would love an opportunity to fly!



VALENTINE CARD 1929

Sent by Anna Dobrin Schippers

Women's Soaring Seminar 2008 Registration Form

Name:		E-mail:	
Address:		Telephone:	
		SSA #:	
Soaring Experience:			
Are You Current?	Yes	No	Rating: _____
Most Recent BFR:		Total Glider Hours:	
Total Hrs in gliders 35:1 or Greater:			
I'm bringing a glider		Make and model:	
(proof of insurance will be required on site)			
Seminar Goals			
My Soaring Goals Are:			

I Want To Fly:

Local	Solo Cross Country	Dual Cross Country	Badges/Records
With an Instructor:	Definitely Yes	Maybe	Definitely Not
	Local	Cross Country	Both
Lead & Follow X-C:	Definitely Yes	Maybe	Definitely Not
Just for Fun X-C Competition:	Definitely Yes	Maybe	Definitely Not
Pilot Skills (spot Landings, Bronze Badge):	Definitely Yes	Maybe	Definitely Not

Housing Preference	
Local Motel *	College Dormitory *
Camp (tent)	Motor home (no hook-ups at field)
Sharing a Motel room	I will share with: _____

* List provided at a later date.

Costs

\$195 WSPA Member (includes shirt, speaker fees; does not include banquet or flying)

\$220 Non-WSPA Member (includes shirt, speaker fees; does not include banquet or flying)

Shirt Size Desired: Small Medium Large X-Large

(Additional shirts will be available for purchase)

Questions and Payment

Questions: Contact Cheryl Beckage at (317) 513-3890 or Cheryl@time2bead.com

Payment

Make Check Payable to:

Central Indiana Soaring Society (CISS)

Mail Check to:

CISS

c/o Marty Hudson

203 N. Blake Street

Sheridan, IN 46069

We look forward to seeing you at the 2008 WSPA Seminar!

Any funds remaining at the end of the seminar, not required for seminar expenses, will be donated to WSPA scholarships.* See the WSPA web site for a list and description of these. Some are available to help attendees with expenses.

Central Indiana Soaring Society at Alexandria, Indiana is hosting the Women Soaring Society's 2008 Seminar.

Submitted by Cheryl Beckage and Marty Hudson, seminar chairs

Mark your calendars for June 23 to June 27! Central Indiana Soaring Society (CISS) is hosting the 2008 WSPA seminar. Bob Gillan, a retired school teacher, ex-WWII Navy Pilot, gentleman farmer, painter, and glider instructor from CISS, wrote this poem that perfectly captures the essence of the location for this summer's WSPA seminar:

Summer Soaring in Indiana

I circled with a hawk one day that soared about the fields and streams
I heard the sounds of wings at play and I saw a view just made for dreams.
The beauty stretched for miles around with nature in her brightest gown.
When winter's snow piles round my door and summer skies have gone away,

I'll dream about that sun-lit day and then my heart leaps up on high
to where the hawks and eagles fly.

CISS was founded in 1960 with less than ten pilots. After two moves and forty-seven years, it now has over seventy active soaring pilots at Knotts' Field, Alexandria. The club has hosted two successful Soaring Society of America National Conventions, one in 1990 and another in 2001. This will be its third hosting of a national event.

Building additional flying skills will be the focus of the 2008 WSPA seminar. Class sessions focusing on thermalling techniques and cross country techniques in flat conditions are planned. Expect some surprise visits by some WWII airplanes, parachute jumpers and other surprise guests. CISS has two Pawnee tow planes and five or more tow pilots. The club has two Blanik L-23 ships and a Grob 103 that are available for use by seminar participants. In addition, there are two single-place ships, a PW5 and a Grob 102. We have between four to six CFIGs.

Here are some details about our field. Knotts' Airfield (199, Elevation 920') is located approximately 1.5 hours northeast of the Indianapolis International Airport. It is a privately-owned strip with little powered traffic. The runway is an east/west paved runway with a maintained grass strip adjacent to the hard surface that we also use for landings. The prevailing winds are from the west. The paved runway is 2591 feet long and 60 feet wide. Operations may be staged at either end of the runway. The surrounding area is primarily farming and the farming community is mostly supportive of land-outs although many public and private strips within a 50 kilometer radius of Knotts' field make true landouts a rare occurrence. The location of airports and private strips will be thoroughly covered in a pre-flight briefing with all WSPA seminar participants.

This part of Indiana is flat, flat, flat. During the seminar week, a good thermalling day would give us 200 – 500 up with a cloud base from 4000-6000' AGL. Even so, CISS is very active in cross country soaring. On a good thermalling day, many pilots log flights of an hour or more, several pilots 3 hrs or more. Many CISS members have earned their silver badges locally during the same time period proposed for the seminar.

Because we are on daylight savings time (EST), the best soaring occurs between the hours of 1:00pm and 5:00 pm, although soaring can continue until approximately 7:00 pm, depending on the day.

Although it never rains on important soaring days in Indiana, here are some of the other activities in the area.

National Model Aviation Museum. Located within 20 minutes of the field. This museum features all different levels of flying models, from simple balsa flyers to elaborate radio controlled airplanes.

Indianapolis. Located 70 minutes from the field. Indianapolis has great shopping, museums, and other activities. We will provide more specific information as needed.

Wilbur Wright Birthplace. Hagerstown, Indiana, approximately 60 minutes from the field. Restored farmhouse and interpretive center where Mr. Wright was born in 1867. Includes life size replica of the first flying machine.

Mounds State Park. Anderson, Indiana, approximately 20 minutes from the field. 288 acre park which includes ancient Indian ruins. Camping, hiking, and other attractions available. Park entrance cost is \$5 per car for out of state, \$4 for in state. Camping is additional and requires reservations.

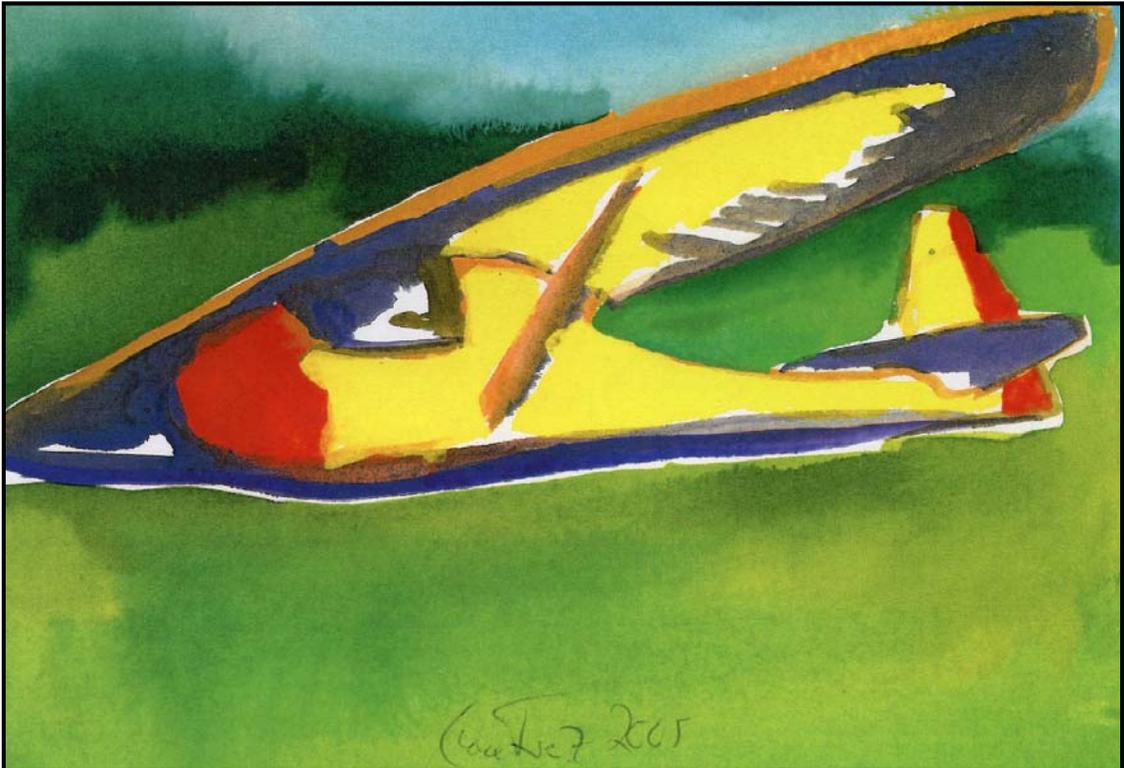
Hoosier Horse Park. Anderson, Indiana, approximately 20 minutes from the field. Standard and thoroughbred horse racing.

Conner Prairie Living History Museum. A recreation of an 1835 community with live re-enactors. South of Noblesville, IN, within an hour's drive.

Those of you that stay through until Saturday will have a special treat. We will be organizing a group to attend an outdoor concert at Conner Prairie. This is one of our favorite summer events, other than flying.

Plan your trip now – this is going to be an exciting event! Best commercial flight options will be to Fort Wayne International Airport or Indianapolis International Airport in Indianapolis. Both are about 90 minutes drive time by interstate highways. A rental car will be necessary to reach our field. Marty and I will be keeping a list of who's coming so that we can consolidate rides and rooms.

To register for this event, log on to the WSPA web site at <http://womensoaring.org/Seminar/seminar.html> to download the registration form. If you have any questions, contact us at cheryl@time2bead.com or mchuds@aol.com.



This year's WSPA raffle is the water color original of this picture by Ulrike Franz. The picture depicts the famous vintage glider "GRUNAU BABY". The picture is matted.
To see it in full color go to the WSPA webpage www.womensoaring.org. Raffle tickets are \$2 each and can be downloaded from the net. Please send to below address and make your check payable to WSPA

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



First Class Mail