



# Hangar Soaring

August 2009

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

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## LOOK!

The 2010 Seminar will be held at  
AIR SAILING, Reno, NV  
July 12-16, 2010

Contact Neita Montague  
[neitalibelle@aol.com](mailto:neitalibelle@aol.com)



Photo: Gary Carter

*Three great tow (and glider) pilots and their mounts  
Sarah Kelly, Linda Lee LaBerge, Jayne Read*

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

ANNUAL DUES (JULY-JUNE) ARE \$15.  
SEND TO :

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## Badges

Recorded through June  
15, 2009

### A Badge

Rachel L. Crawford  
Erin E. Federer  
Althea H. Johnston  
Meagan P. Kuchan  
Ashley D. Langston  
All above from the US Air  
Force Academy  
Claire E. Johnson, VA

State Record Tennessee  
Sarah Kelly/ Francois Pin,  
crew, Ka7  
1) General Category, Open  
Class, Multiplace,  
Out&Return distance  
113.34 sm

2) General Category, Open  
Class, Multiplace  
Free Out&Return distance  
114.628 sm

## Upcoming WSPA Event

SSA Convention, January 28-30, 2010  
Little Rock AR.  
Join the WSPA Breakfast on Friday Morning



### President's Message

Those of us who went to our 2009 Seminar in Slovenia should share with each of you the excitement of being with so many other women glider pilots. The venue was extraordinary, our hosts provided wonderful soaring experiences, the seminar was well organized and well run. But most of all what we will remember is the warm welcoming and the kind friendships of all we met at the Lesce Aero Club. The Slovenian Women Pilots Association should be very proud of the event and we salute them for all they did. Through the seminar they earned money for our WSPA scholarships, including the Briegleb, and we hope they will be starting their own scholarship fund.

There is still a lot of soaring weather left! One of the sad things I see is the habit of glider pilots to think only about their gliderport from Memorial Day to Labor Day. Some of the best soaring happens on the shoulders of the summer. In the East the best gliding I've heard of was in the Spring. Here in the West we have some great soaring through to wave month, November. So, just because the 2009 Seminar is over and it is nearly September, I'm hoping you will continue to think of the coming weeks as a great time to get out and polish your skills and stretch your distances.

Plans are beginning for the 2010 Seminar in Reno, July 19-23, late enough so that our European members can join us. We are structuring the seminar more towards cross countries and badges so we hope all of you will be working hard on your soaring NOW, until the weather shuts your gliderport down. And we hope you will be doing lots of reading over the winter. At the first sign of decent weather, be it February, March or April, take some good dual and promise yourself that you will do more soaring in 2010. Start polishing up your landings. By the time you come to Reno you'll be ready to go high and to go far! Hold onto your hats!



From the Editor

I am sitting in a small hotel on top of the Wasserkuppe, the birthplace of soaring, reflecting on the past week in Slovenia. I know that a fairly big group of Americans, Slovenians and Germans from the seminar are also here. But I haven't seen anybody yet since we arrived late last night while the group was at a BBQ. In the afternoon they visited at the Schleicher Sailplane factory (where all the planes that start with AS like ASW15, ASK21 etc being built). Thanks go to John Murray, Schleicher dealer from Ohio who made this visit possible.

I am sure that many reports from the seminar will trickle through future issues of Hangar Soaring and will be posted at the WSPA web site. In the meantime a daily seminar blog can be found at [www.opensoaring.com](http://www.opensoaring.com).

For me this seminar was the culmination of a dream I had almost 10 years ago when I became editor of Hangar Soaring: to connect the women glider pilots around the world. I never dreamed that a seminar outside the US would happen. Elizabeth Brock laid the foundation in 2004 that led to the Slovenian connection. But thanks to some movers and shakers on both sides of the Atlantic this first out-of the US seminar happened. 21 Pilots making the trip from the US came from California, Nevada, New Mexico, Texas, Arizona, Ohio, New York, Virginia and Florida. From the European side of the Atlantic they came from Germany, Switzerland and Slovenia for a total of 48 participants. Two WSPA members (from Belgium and Italy who were on the way to the Women's World Championships in Hungary), stopped by to say hello. Margot Aquaderni from Italy indicated that she would like to host the seminar at the Italian National Alpine Soaring Center in Varese sometimes in the future.

A sizeable group of seminar participants followed Sylvia Sella Geusen's invitation to the Wasserk-

*Neita*

uppe to experience gliding in its primordial stage: bungee launches in a primary glider. There WSPA member Petra Boon from the Netherlands joined the group.

Maybe 5 years from now we can make the trip across the Atlantic again and hopefully have even more international participation. In the meantime I keep dreaming.

Frau

WOMEN SOARING PILOTS ASSOCIATION  
BALANCE SHEET  
As of June 30, 2009

INCOME

Membership Dues	\$1110.00
2008 Seminar	1438.33
Misc Income	401.80
Donations	<u>584.00</u>
<b>Total Income</b>	<b>\$3533.41</b>

EXPENSES

Newsletter	\$ 704.14
Website	80.00
2009 Seminar	215.96
2010 Convention	225.00
Operating Costs	<u>171.92</u>
<b>Total Expenses</b>	<b>\$1397.02</b>

NET INCOME **\$2136.39**

ASSETS

Checking/ChaseMorgan Bank	\$4248.48	
Savings/ChaseMorgan Bank	1500.24	
Charles Schwab Mutual Funds	31318.77	(does not reflect
<b>\$18482.09 Schwab losses)</b>		
Charles Schwab Barclays	13200.00	
Charles Schwab Cash Acct	<u>1600.87</u>	
<b>Total Assets</b>	<b>\$51868.36</b>	

LIABILITIES

Eileen Collins Space Camp	\$ 325.00
Sky Ghost	500.00
Kolstad	1500.00
Flying Montagues	<u>1000.00</u> (estimated)
<b>Total Liabilities</b>	<b>\$3325.00</b>

**TOTAL LIABILITIES & EQUITY \$48543.36**

Respectfully Submitted, Annie Moore

**2008-2009 Donors**



- Kathy Taylor
- Ana Klasek
- Anna Dobrin Schippers
- Annie Moore
- Arleen Coleson
- Bertha Ryan
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- Christoph Merrick
- Dale Roberts
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- Mary Rust
- Marye Anne Read
- Neita Montague
- Pamela Dabolt
- Pat Valdata
- Patricia Laverty
- Peter Selinger
- Phyllis Wells
- Robin McDaniel
- Rosalie Keene
- Sharon Smith
- Sylvia Sella-Geusen
- Virginia Farnsworth

**WSPA BOARD MEETING  
JULY 21, 2009**

*Alpine Flying Centre  
Lesce, Slovenia*

Present: Neita Montague, Marti Klemm, Irena Gornik, Lucy Anne McKosky,  
Frauke Elber, Sharon Smith

President Neita Montague called the meeting to order at 6 p.m. She reviewed the agenda for agenda for board members and discussed publicity for next year's seminar at Air Sailing near Reno, Nevada.

Sharon Smith reported on her plans for redesigning the WSPA website. The new site will incorporate the capacity to upload text and photos. It will have a "Members Only" section which could include a forum for members, the membership roster, and other things which would be restricted to WSPA members. Sharon proposed including the newsletter in the "Members Only" section to provide an incentive for people to join the organization. Frauke suggested asking Ulrike Franz to design some artwork for the new site.

Neita asked Irena to put together a list of seminar participants and requested that board members respond promptly to e-mails involving board business.

The board discussed how to grow the organization. Several ideas were suggested:

- More actively recruiting international members*
- Individual members sponsoring student pilots*
- "Be a member, get a member" campaign*
- Contacting non-renewing members*
- Offering a prize for the person who recruits the most new members*

Pat Valdata requested board approval for a display at the Martin State Airport Museum in Middle River, Maryland. The board concurred, and she agreed to prepare the display.

The meeting was adjourned at 6:45 p.m.

Submitted by Lucy Anne McKosky

**WSPA ANNUAL MEETING MINUTES  
JULY 21, 2009**

*Alpine Flying Centre  
Lesce, Slovenia*

The meeting was called to order at 9:35 p.m. by President Neita Montague. Lucy Anne McKosky read the minutes of the 2008 annual meeting, and the minutes were accepted as read. Marti Klemm presented the treasurer's report on behalf of Annie Moore, treasurer.

Frauke Elber presented a membership report. WSPA has members in seven countries, totaling about 230 people. Total membership may drop due to advancing age of members. All members are urged to work on recruiting new members.

Pat Valdata reported on the exhibit she is developing for the Martin State Airport Museum in Middle River, Maryland. The exhibit will represent WSPA in a display on women in aviation.

Sharon Smith reported on her plans for upgrading the WSPA website. She asked for members' suggestions on features they would like to have as part of the website.

The meeting was adjourned at 9:48 p.m.

Submitted by Lucy Anne McKosky



Photo: Mary Rust

36 of the 48 seminar participants (you never get them all into one picture) posing for the group picture

## SEMINAR 2009

By LucyAnne McKosky

*Imagine soaring high over mountain ridges, a hawk wheeling on your wingtip, the Alps silhouetted in the distance. Imagine an emerald lake, with a fairytale castle perched high above and a mystical tower on a tiny island. Imagine evenings under a cheery tent, an ample buffet spread with delicious local dishes, wine and good spirits in abundance. Imagine warm and welcoming soaring sisters, going out of their way to make sure we have everything to make our stay complete. Imagine all this – and you'll have some idea of the magical experience that was our first international seminar hosted by the Slovenian Women Pilots Association at the Alpine Flying Centre in Lesce, Slovenia.*

*After two years of intense preparations, everything came together beautifully. Irena Gornik, Nataša Marzidovšek, and Dani Volčanšek Černe headed the organizing team, assisted by Jasna Jerman, Boža Martinčič, Marjeta Rigač, Vesna Stergar, and other members of the Slovenian Women Pilots Association, as well as many volunteers from the Aeroclub ALC Lesce.*

By Friday evening, July 17<sup>th</sup>, more than forty WSPA members had gathered, with several more to arrive in the following days. Twenty-one made the trip from the U.S. Saturday morning dawned rainy and overcast. After a briefing on airspace regulations and local flying procedures, the weather had not improved, - but not to worry! A bus arrived and whisked us off to the mammoth Postojna Cave, one of the natural wonders of Slovenia. We returned in the evening for dinner at the airfield and high hopes for the next day.

Sunday morning, we were greeted by blue skies and the kind of white, puffy clouds soaring pilots love to see. After an interesting lecture on Slovenian aviation pioneers by Dr. Branko Brodnik, Chief Medical Officer of the Slovenian Air Authority, we eagerly swarmed onto the field to begin our flying adventures. Dani and Irena performed scheduling wonders, providing opportunities for everyone who wanted to fly. In the evening, we shared stories of awesome flights over dinner under the tent.

Monday morning we met Andrej Kolar, the developer of the SeeYou flight analysis software, who discussed his experiences developing and using the software. Later, several participants had the opportunity to fly with him, as he is an instructor at the club. After an afternoon of flying, we traveled to the nearby town of Radovljica for a banquet at Gostilna Lectar, an inn with its own living history museum – a gingerbread bakery. Each participant received a personalized gingerbread heart to commemorate the event. As usual, a number of awards were presented at the banquet. The Geusen family swept the field, with Anna Laura (age 18) receiving the Lindbergh Award for best cross-country flight and Nora (age 14) winning the limerick contest. To make the evening even more festive, the organizers had gathered a host of prizes, from gift bags of lotions to plane tickets, and many participants went home winners.

Tuesday and Wednesday followed similar patterns. On Tuesday, we visited a plant that produces composite parts for sailplanes and ultralight aircraft and a shop that repairs and rebuilds sailplanes. Margherita Acquaderni stopped by on her way to the Women's World Championships in Hungary, and Gill van

*(Continued on page 8)*

## SKY GHOST RECIPIENT COMMISSIONED

by CDR Paul F. Quinn, USN (RET)



Courtesy of Paul Quinn

Paul Quinn, Bob Cox (tow pilot on Aileen's 1st solo) and Eileen Lennon

Aileen Lennon, 2004 WSA Sky Ghost scholarship recipient, was commissioned Friday 14 May 2009 as an Ensign in the United States Navy during Naval Reserve Officer Training Corps commissioning ceremonies at Rensselaer Polytechnic Institute, Troy, New York. Ensign Lennon's oath of office was administered by Commander Paul Quinn, USN (RET).

Aileen attended Curtis High School in Staten Island, NY where she was enrolled in the Navy Junior ROTC program headed by CDR Quinn. Showing an interest in aviation, CDR Quinn sponsored Aileen as a student member of Nutmeg Soaring, Freehold, NY during the 2003 and 2004 seasons. Aileen's first flight with Nutmeg was on 17 May 2003 and her last was on 25 Jun 2004. During that time she flew 40 dual and three solo glider flights accumulating 13.6 hours. Her first solo flight was on 30 June 2004 endorsed by instructor Jeff Driscoll.

Over the ensuing five years, Aileen became totally engrossed in her studies at Rensselaer Polytechnical Institute, Troy, NY. She graduated on Saturday 15 May 2009 with a BS degree in Industrial Management and Engineering.

As a Midshipman she received flight training in the H-60 helicopter and other fixed wing aircraft. She is assigned to pilot training at Naval Air Station, Pensacola, FL where her first choice for advanced training is helicopters.

Nutmeg members CDR Paul F. Quinn, USN (RET) (left) and Mr. Bob Cox (center, her tow pilot) were on hand to present ENS Lennon with a photo taken just after her first solo flight. It was signed by all of her instructors and tow pilots. CDR Quinn, her Navy Junior ROTC instructor, was honored to administer the oath of office and commission her into the U.S. Navy.

### Allene Lindstrom

from the summer 09 newsletter of the SW Soaring Museum)

By George Applebay.

Allene Santilli introduced me to Allene Lindstrom in 1985. At that time Allene was serving as part time tow pilot for the Albuquerque Soaring Club. Allene was a commercially rated pilot who flew her own single engine Mooney aircraft. After some time Allene recognized my interest in older gliders and admitted she had a Laister/Kaufmann LK-10 that her father had owned for many years, eventually passing it on to her. We talked about my interest in starting a soaring museum in Moriarty.

My interest in the LK-10 was more than just a passing fancy as I knew it could be the kingpin glider of the start of a collection of interesting

museum aircraft. Allene suggested that if I were to help her restore the LK. She would give it to the proposed new museum. Several years passed until one day Allene appeared at my company workshop hangar with a very sad looking steel tubing frame work of an LK fuselage with wings that mainly only existed from the main spar forward. She asked where do we start? It required several workdays to remove the evergreen branches from the inside of both wings and fuselage that had been deposited by some type of animal that built homes in the structure.

Allene flew her Mooney from Los Alamos to Moriarty nearly every day she had off from her regular duties at the Los Alamos National Lab, often bringing friends to help with the restoration.

She organized a meeting with the SSA Directors at Hobbs NM and flew a group of interested museum volunteers to Hobbs in

a 210 Cessna piloted by herself and owner Phil Ecklund, a United Airline pilot. After the SSA Board of Directors approved development of the museum, Allene wrote the Articles of Incorporation for the new museum and got it approved by the Corporation Commission of Santa Fe, NM. Following this major effort, Allene took the initiative to apply to the IRS for 501(C)(3) status for the museum and got that approved.

The LK-project was finished on a Friday evening in Mid-July 1995 and the plane installed in its trailer. Early Saturday morning it was off to Elmira, NY for the first IVSM (International Vintage Soaring Meet). Chief pilot Al Santilli made 16 soaring flights with all restoration members getting a flight with Al. The aircraft performed as if it had just come out of the factory in Saint Louis, MO.

Allene went on to setting up the US Southwest Soaring Museum Foundation, Inc. She also applied with the IRS for the 501(C)(3) status for the foundation and got that approved.

Allene wrote an article some years ago that expressed her feelings for all the effort she put into making the museum projects such a successful operation. To quote Allene, "Do we need to require our children to reinvent the concepts of powerless flight or can we retain in the museum what we have learned so that they may learn and advance upon it?" I must admit, the dozens of young children that I have shown through the museum have all enjoyed the experience and have sent me, through their teachers, many messages of thanks for having been there.

Allene, Thanks Sincerely,  
George Applebay.

### [WASP To Receive Top Civilian Honor](#)

Legislation honoring the Women Airforce Service Pilots (WASP) who flew more than 60,000,000 miles from 1942 to 1944 on every type of assignment but air combat has passed both houses of Congress. The Hutchison-Mikulski Bill on June 16 passed the House, sponsored by 334 representatives. It had passed the Senate in May, co-sponsored by 75 senators. Upon the signature of President Barack Obama, the bill will award the women with the Congressional Gold Medal in recognition of their service. The medal, awarded by Congress, is the highest honor a civilian may receive, along with the Presidential Medal of Freedom, and is bestowed for exceptional acts of service to the United States. Said Senator Hutchison of the Bill's passage, "The day that surviving WASP, and the families of those who have passed, get to hold these medals in their hands is at last on the horizon." During their service, the women were never awarded full military status, were ineligible for officer status and afterward were not granted veterans' status until 1977. Some 300 of the women have lived to see the bill pass. The medal will be custom-designed to uniquely represent those being honored. Once minted, the medal will leave its first copy on display at the Smithsonian Institution. Congressional Gold Medals will be awarded to all 1,102 pilots or, in their stead, surviving family.

Source:AVwebFlash 200592

### WSPA Member in the News: Dianne Black -Nixon

(The following article was published in the March 2009 edition of Gliding International)

On a Saturday in the autumn of 1974 I watched a sleek fiberglass plane do a low pass over the field at Randall Airport in Middletown New York. That was it. I fell in love with that sport of soaring. Although I had not known about flying when I was growing up – in fact not until I had been out of school and working for many years, it seemed to me to be the most beautiful thing in the world. Having taken power lessons for sporadically over a year it now was a new challenge to learn to fly with the precision of not being able to go around the pattern again if you didn't do it right the first time.

Once soloed, my goal was to become a competition pilot – a dream of many, but a realism of few. Soon after, I earned my private certificate followed not long after by a commercial license.

The following year the need for a new operation came about at our airport and I soon became a partner in a commercial gliding operation that we ran for 17 years before transitioning it into what is now the Valley Soaring Club. One thing I am proud of is the 3 dozen or so young people who soloed under our work/scholarship program. I flew rides, kept records and did pretty much whatever needed doing.

I was reminded that competing was for the young folks, so at the age of 40, I decided to become the best crew a pilot could ever want. Crewing for Hank Nixon proved to be challenging, strategic, and gave me as much competition as I needed. Having owned, personally, a Schweizer 1-26, and a 1-35, the challenges of soaring were great experiences but my niche seemed to be in the behind the scenes tasks like managing US teams for the Club Class Worlds in both Australia and Germany in the early part of this decade and serving as a founding member of the U S Team Committee.

As for my paying job – North American Engineering Compliance manager for Aston Martin, Jaguar, and Land Rover pro-Italy, the Midlands of throughout the United States was many frequent flyer pilots go to several We later transitioned a club which found me recently serve as club Drafted by as a Regional Director America in the early somewhat daunting; tasks that were interested me to become the Directors after just a The ultimate challenge



Dianne Black-Nixon and husband Hank Nixon (UH)

year as Chair. Surprisingly, we learned of embezzlement of funds from the SSA that had gone on already for several years and this caused the lack of money for programs, and the inability to pay bills to many regular SSA vendors. Government documentation had not been submitted; funds had walked and we were in severe financial difficulty. I remember well the Thursday morning conference calls with the Hobbs office to determine just what bills would be paid each week. This went on for months and months, but in the end all bills were paid and we felt we had gotten control of the SSA back again. While there are some who would say that others did all the work, I can guarantee that Denise Layton, Judy Blalack and I spent untold hours sorting out the finances such that we could start showing that we were going to survive.

The good business practices I had learned over the years helped considerably in working to develop the proper processes and procedures at the headquarters office in New Mexico. The Hobbs staff and the Executive Committee worked hard to run the SSA more like a business.

The SSA Executive Committee and the Board all worked as a team along with the staff, to complete our turnaround.\*

Now that I have stepped down as chair, I can look back and see the improvements that an entire team worked to achieve. I plan to have more time for flying, crewing for my husband as he makes the contest rounds each year, for contributing to my flying club, and to raising awareness of the sport of soaring. My two grandkids are both learning to fly, my grandson will solo in April this year and it will be an exciting day knowing that three generations of family are glider pilots.

\*Dianne's generous matching money that got the SSA out of the financial morass faster than anticipated.

(Ed. note: it was Dianne who conned this editor to start the Club News column in SOARING)

vided the opportunity to fly in England, and in many sites States, and a side benefit miles that helped US team World Championships.

out commercial operation into as founding president. I cur-book keeper.

my club to run for a position of the Soaring Society of part of this decade was being elected was to give me ing and full of challenge and Chairman of the Board of couple of years as a director. came 7 months into my first

(Continued from page 5)

den Broek spent two days with us, regaling us with tales of women soaring pioneers and past women's contests.

Five days flew by, and the seminar was over too soon. We parted company with cameras full of pictures, heads full of memories, and hearts full of gratitude for the hospitality of our Slovenian hosts. Our farewell wish to our European sisters – "See you in Reno!" became a prayer that the bonds we have forged will remain strong and that we will continue to share soaring adventures as women of the sky.



Photo: Milan Korbar

Limerick winner:  
Nora Geusen

### The winning Limerick

By Nora Geusen

A young girl in a Blanik  
Made the towpilot get in panic  
Loops and rolls  
She performed while in tow  
Hopefully a future expert in aerobatic



Photo: Milan Korbar

Raffle winner: Lucy Anne McKosky

### Winner of the Anne Lindbergh Challenge Trophy

Because shipping the trophy to Europe would have been prohibitively expensive this year's trophy winner Anna Laura Geusen (18) from Germany was presented at the banquet with a framed picture of the trophy and a certificate. Anna Laura's name will be engraved on the actual trophy.



Photo: Mary Rust

The former Presidents were recognized

Sharon Smith 1986-1997  
Pat Valdata 1997-2001  
Janet Sorrell 2001-2004  
Lucy Anne McKosky  
2004-2008

Sharon, Pat and Lucy Anne were present at the seminar

### Scholarship recipients

Briegleb: Ana Klansek  
(Slovenia) \$1000

Sky Ghost: Mary Herman,  
(Virginia) \$500

Mid Kolstadt: Tabi Thomas  
(Ohio) \$1500

### More Limericks

There once was a Blanik from  
Lesce,  
Which hoped for a priest who  
would bless her.  
When she buzzed by St. Peter  
The nuns waved to greet her  
And prayed that great sink  
would not test her  
Dale Roberts & Kate Harps

A new gliderpilot humble and  
brave  
Took to thermaling, ridge-flying  
and wave.  
But on her first day in Slovenian  
Rainstorm made soaring incon-  
venient  
So she spent all day in a cave  
Kitty Houghton

A big Thank You to all the  
seminar volunteers

### Slovene Women Pilots Association

Irena Gornik  
Nataša Marzidovšek,  
Dani Volčanšek Černe  
Jasna Jerman  
Boža Martinčič  
Marjeta Rigač  
Vesna Stergar  
Silvia Cvetko  
Ana Klanšek  
Janja Černič  
Tanja Pristavec

### ALC Lesce-Bled

Gaber Pesjak  
Milan Jukič  
Andrej Fijavž  
Miha Avbeli  
Andrej Marn  
Branko Brodnik  
Pavel Ahčin  
Andrej Fioreli  
Benjamin Reseren  
Bine Avsenek  
Srečo Mohar

Dominik Poženel  
 Andrej Ambrožič  
 Aljaž Meseg  
 Uroš Meseg  
 Ivo Ropret  
 Milan Korbar  
 Tone Čerin  
 Štefan Količ

More on this memorable seminar in the November issue of Hangar Soaring



Photo: Frauke Elber

Customized gingerbread hearts

### Welcome New Members

Ulrike Franz\* and husband  
 Heiner Beutel, Germany

Julie Butler, CA

Patty Haley, CA

Mary Herman, VA\*\*

Pyper Ribble, VA\*\*  
 (sponsored by Frauke Elber)

Jerry Robertson, AZ

Christine Rubel, no info

Jaqueline Shortridge, AZ

Mara Morgenstern became  
 Mara Orescany

\*For many years Ulrike provided us with her art work at costs for us to sell. She and her husband will be moving to Alabama later in the year

\*\*Mary Herman and Pyper Ribble are two of three TSS scholarship students.

WSPA USA wants to thank all sponsors who Supported the first overseas seminar.  
 (this editor's apologies for any omissions or spelling mistakes)



Lesce Aero Club  
 Adria Airways  
 Albatross Fly  
 (light aircrafts and carbon parts manufacturer)  
 DALI  
 GEOEN&CO.  
 LETALSKA ZVEZA  
 SLOVENIJE  
 (Aeronautical Association of Slovenia)  
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 (Slovenian Air Navigation Services)  
 MIGRO  
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 AEROproduct  
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 Matjaž Poklukar, Pekarna Magušar  
 Rona Trade d.o.o. Simp d.o.o. Radovljica  
 Slovenska vojska, Trgovina Modelar, Stjepan Količ s.p.  
 Turistična zveza Slovenije, Vojko Dolenc  
 Paloma d.d.o

Thanks also go to all who provided "taxi" service to US guests from and to various railway stations and airports



Photo: Milan Korbar

The shakers and movers (Nataša Marzidovšek is missing in this picture)  
 l to r: Ana Klanšek, Jesna Jerman, Marjeta Rigač, Boža Martinčič, Dani Černe, Vesna Stergar, Irena Gornic and WSPA President Neita Montague

German born at the upper, the in the of north many pioneers gliders from top and that they rising air climb the sky.



Photo: LA McKosky

soaring was Wasserkuppe - highest point Rhoeun region central Germany. Here aviation launched their the mountain-discovered could use currents to higher into Now, it is the home of the Sailplane and Modellflug Museum and the Oldtimer Segelflugclub, as well as a modern glider operation. Readers of *Hangar Soaring* may remember the account of the Geusen family's adventures with bungee launches of primary gliders at the Wasserkuppe, which appeared a couple of years ago. Sylvia Geusen offered to set up a similar trip for seminar participants, and several WSPA's leaped at the opportunity. Sylvia arranged with the Oldtimer Segelflug Club to do bungee launches with their "Schulgleiter" primary trainer on the Friday and Saturday following the seminar. The day after the seminar, a caravan of Slovenians and Americans left Lesce and made its way north to the Wasserkuppe. We arrived late in the evening to a warm welcome by members of the Oldtimer Segelflug Club and settled into our bunks in the youth hostel. We awoke Friday morning to wind and rain - poor weather for bungee launches, but fine for our visit to the Alexander Schleicher factory. Here we learned about all phases of high-tech sailplane construction and saw the intimate details of some of our favorite sailplanes, like the ASK-21 and the ASW-27. The weather did not improve in the afternoon, so after a delicious lunch with fixings provided by Sylvia, we visited the Sailplane Museum. Their excellent collection of gliders and models shows the entire history of European soaring, from replicas of Otto Lilienthal's hang gliders to the development of modern composite sailplanes, including many early models never seen in the U.S. When the rain stopped, we explored the mountain paths, and in the evening, we feasted on an outdoor barbecue at the youth hostel. Saturday morning was still very windy, so we waited anxiously as our host, Wiel Zillen, repeatedly checked the weather briefings to see if conditions would permit any flights. By afternoon, he judged the situation safe

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enough to pull out the glider, so it was loaded onto its trailer, hitched to the tractor, and pulled to the hillside launch area. The bungee cords were laid out, and Wiel instructed the "rubber dogs" on the proper launch procedure. The club instructor took his seat as the first pilot, and we took our positions and ran with the ropes, following Wiel's commands. When the people on the tail cord let go, the glider lifted off, flew for about fifteen seconds, and settled back down in the grass. The flight was successful, but the instructor felt that the wind conditions (about 20 kt!) were too severe for novice pilots, so we loaded the glider back on its trailer, coiled up the bungee cords, and hauled everything back to the hangar. At least we had witnessed a primary glider bungee launch.

Seminar participants who made the trip to the Wasserkuppe included the Geusen family (Sylvia, Heribert, Anna Laura, Holger, and Nora), Neita and Mark Montague, Kathy and George Taylor, Dani Cerne, Irena Gornik, Ana Klanšek, Margaret Roy, Lucy Anne McKosky, Sharon Smith, and Monique Weil. In addition, WSPA member Petra Boon and her husband came from Holland to join us, and two families from the Geusens' club in Germany, took part, along with several members of the club from ALC Lesce. Frauke and Wolf Elber came part of Saturday and spent their time in the museum together with Peter Selinger and his wife Fritz as museum's guides.

We learned that the Oldtimer Segelflugclub schedules two weeks of bungee launches each summer, which are open to any interested pilots. If you would like to try bungee launches, you can find next year's dates on their website, [www.osc-wasserkuppe.de](http://www.osc-wasserkuppe.de), listed on the calendar as "Schulgleiterfliegen 2010".

**Hangar Soaring hopes to get more reports from seminar participants, about their travels to and from the seminar**

## Hear Say

### Latest news

In an e-mail dated 8/17/09 Val Paget writes:

The Badge Lady has sent out notice of my World record Claim for 433 km, World Class Fem. Three Turn Point flight I made last Saturday. I hope the claim will be approved by the FAI in France.

It was not a great day. The ceiling was in the 4000' range most of the time. On my final leg, I faced 19 kts headwind, which challenges a PW 5 after 5:30 PM. I did make it back with altitude to spare in 7:05 flight time.

Now back to my quest for a 500 km+ flight. The moisture in South Texas may keep the chances of that down. (On a cross country flight yesterday, I made a save from 732' MSI = 331' AGL. I don't recommend anyone doing that unless you are flying a ship that is hard-wired into you brain.)

On 5/16/ 2009 Cindy Brickner posted a 621.18 km flight on OLC and is claiming a US feminine 3 turn record. Cindy flew an ASW27

On June 28 Kathy Fosha flew 785.84 km flight in her Standard Libelle

Carol Mulder, from Alberta, Canada ( our only Canadian member) flew 352.23 km in a Std. Jantar and finished her Gold Badge with this flight and also claimed a Diamond leg.

Neita Montague finished her commercial glider license late in May.

Neita was awarded the 2009 Young Eagles Award during the Airshow in Oshkosh. Neita regretted that she could not accept the honor in person since she had fun in Slovenia at the same time.

Sarah Kelly won the Sports Class in the Region 5 East contest. The following reports of the contest were posted on the SSA web page

The following are excerpts from the contests reports on the SSA web page:

Monday, June 1

Jake Alspaugh won the FAI class with 44 mph, and Sarah Kelly won Sports with a smoking 50mph, flying a borrowed 13.5m Silent 2 ultralight! When asked about her flight, she said she had a crummy first half and a good second half, and was also troubled by an intermittent PDA/recorder setup and no sleep, having arrived here at 3am from Chilhowee. Man, I'm just glad she's flying in Sports class and not kicking our butts in the FAI Class

Tuesday, June 2

Sarah Kelly won the day again in Sports class with 40.79mph handicapped speed, but at least she didn't also crush

The FAI Class speed.

And at the summery of the contest

Sarah Kelly and Jason Arnold were officially engaged just after the pilots meeting and before grid time. The ring is absolutely beautiful and Sarah was weighed on the grid to be sure her new engagement ring addition did not incur a weight penalty! She proudly showed her lovely ring to friends and admirers. Jason admitted that he was a bit apprehensive and planned to pop the question when he knew she just couldn't get away. After all, she was in the lead in Sports class at grid time, she had to stay to defend her position!

At the banquet, we made it official: The 2009 Region 5 East champions are George Green in the Std/15m Class, and bride-to-be Sarah Kelly in Sports.

Tabi Thomas, who attended last year's seminar in Indiana sent the following

*WOW! I got an award at our recognition dinner. It was for the most unique hobby. So, that opened up an opportunity to share with ALL my teacher friends!*

I have been asked about my hang gliding so...I just thought I'd take a moment to clarify my "unique hobby" as Mr. Harvey so fondly called it last night. I do have a unique hobby that I am passionate about, but it is NOT hang gliding. I am a student glider pilot. For my 30<sup>th</sup> birthday present to myself (last year) I started taking lessons. It's perfectly safe...I even let Logan go last summer when he was just 2 years old. He loved it so much he fell asleep about 15 minutes into his flight! Some of you will love the next part...I won't even let Logan ride on a 4 wheeler or motor cycle in the yard...it's too dangerous! But I let him go in the glider!

(Editor's note: Tabi was awarded the Mid Kolstadt scholarship and hopefully was able to fly with Sarah Kelly this summer)

Tidewater Soaring Foundation ( the non-profit arm of Tidewater Soaring Society) named the 2009/10 scholarship recipients. Beside Nick Maliniak two women were the lucky winners

**Mary Herman (17)**

is a rising senior at Lafayette High School, Williamsburg, VA with a GPA of 3.94. She is in the Lafayette Band, Key Club, Civil Air Patrol and the Patrol Leader of Girl Scout troop 1087. Her hobbies are playing the flute and recently gliding. She hopes to attend the U.S. Air Force Academy, where her brother just finished his freshman year, and become an electrical engineer. She joined the Tidewater Soaring Society to gain my gliders license. She says: "I get an enormous thrill from flying and seeing the world from a whole new perspective"

**Pyper Ribble (17),**

is a rising Senior at Kempsville High School in Virginia Beach, VA. She has been introduced to aviation by her father, who is building a RV6.

In her school Pyper is involved in DECA, soccer, field hockey. She is Senior Class treasurer, models and is holding a job. Her immediate goal is to get her glider license and then aim to become a fighter pilot.

Ginny Farnsworth finished 4<sup>th</sup> Sportsclass in the Region 11 contest.

**STAR**

The 1-26 Association dropped the Sailplane Crew Union Members (SCUM) out of its vocabulary and named it STAR (Sociable, Tenacious Aircraft Retriever) which the Associations considers very appropriate and fitting for 1-2ers.

The SCUM originated many years back-when I remember right in New Castle, VA- when got rod pilots (one in particular) yelled and screamed at his crew, well treated her like SCUM, during contest preparation.

Have you ever wondered why so few wives and girlfriends crew these days?

**Libelle Meet**

There were 4 WSPA women at Air Sailing for the Libelle Gathering Friday, July 3 through Tuesday, July 7..... one H-301 Libelle and 3 H-201 Libelles: Cindy Donovan, Terry Duncan, Kathy Fosha and Neita Montague

**Results from the 5th Women's World Championships In Hungary**

And the winners are:

FAI Club Class

Nathalie Hurlin, France

Standard Class:

Sue Kussbach, Germany

WSPA member Gabi Haberkern who participated for the first time finished 5th)

15m Class

Susanne Schoedel, Germany

(WSPA member Margot Aquaderni finished 8th)

Liz Geiger (AKA Liz Schwenkler) did not fly for the US because of becoming a mom too close to the contest)



**Neita Montague and Irena Gornik are honored with the seminar t-shirt design**

By Matjas Pokular

<http://www.karikature-mato.com>

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WSPA thanks Matjas for his funny and free contribution to a great seminar

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**First Class Mail**