



Hangar Soaring

August 2010

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

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Acknowledgement of Donors

Congratulations to James Wallis from Davis, CA
Winner of the WSPA quilt.

Thank you very much to all who bought tickets
We sold 323 tickets for a grand total of
\$1715.00

Watch for the announcement of the 2011 raffle



Photo: Carol Mulder

Participants of the 2010 WSPA Seminar at Air Sailing, Reno,
NV

(as usually some are missing in the picture)

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.
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BADGES

Recorded in SOARING June-
Aug.2010

Diamond Badge
Michael Graves #998*

Diamond Altitude Gain:5000m
Michael Graves*

Silver Distance
Jennifer Player,VA

B Badge
Carmen A. Vecchione, PA
Summer Gajewski, KS

A Badge
Maja Djuriscic, CA
Carmen A. Vecchione,PA
Kimberly Hein,TX
Cassandra Paige Ketcham, IN

STATE RECORDS APPROVED
South Carolina, Bermuda High
Jayne Reid, March 19 2010, DG
808S

3 records
1)General Category; Open Class,
Single Place;
Free O&R Distance
147.9 sm
2)Feminine Category; Open Class;
Single Place; free O&R distance
147.9 sm
3) Sports Class; Free O&R
distance128.7 hsm

March 20, 2010, Bermuda High
6 records

- 1)General Category; Open Class;
Single Place; Free Distance
Using Up to 3 Turn Points;
193.9sm
- 2)Feminine Category; Open Class
Single Place, Free Distance
Using Up to 3 Turn Points;
193.9 sm
- 3)Sports Class; Free Distance
Using Up to 3 Turnpoints;
168.7 hsm
- 4)General Category; Open Class
Single Place; Free Triangle
Distance 181.5 sm
- 5) Feminine Category; Open Class
Single Place; Free Triangle
Distance 181.5 sm
- 6)Sports Class;
Free Triangle Distance
159.7hsm

**SSA SYMONS WAVE MEMO-
RIAL AWARDS**
"Lennie I" absolute altitude of at
least 25 000' MSL
Michael Graves*

* Michael Grave is a WSPA mem -
ber



FROM THE EDITOR

Our new website is running since May. When you haven't seen it yet, go and have a look www.womensoaring.org. At the end of the top line you will find the word FORUM. This is now our new means to communicate (the old group mail is not working anymore). You have to sign in with your own password to participate but after Colleen Koenig, who is the administrator of the FORUM (not the web page itself) approves you, put the URL under "My favorite". This way you do NOT have to sign in anymore instead the forum will open once you click on the URL. It took me a while to learn how to use the forum (remember: I belong to the generation that did not grow up with computers). Colleen posted my trial and errors and questions and her coaching me under "HOW DO YOU THAT". When you see how much I posted over the weeks, you realize how quickly and how much I learned.

The 2010 Seminar is history and you can read more about it on page 6. We had almost record participation. The organization was superb and we had a great fleet of sailplanes available. The seminar created a lot of enthusiasm and got a lot of media coverage. But, as of this writing, we have no bid for next year's seminar. That fact prompted me to send Neita, our "mother superior" the following note:

Very few clubs can duplicate what you and Air Sailing did. For instance, my club could only accommodate about 30 registrants. I would be never able to get the kind of airplanes you were able to get. There are not many high performance double seaters on the East Coast. I also would never get in my club the support crew you had at Air Sailing. I think each of us who have hosted the seminar and are willing to do it again do the best we can do: some can do it as elaborate as



President's Note

It is with a sense of excitement about our organization that I share with you some of the highlights of our 2010 WSPA Seminar. With 60 participants, 44 of them pilots, 9 instructors, 25 gliders, 10 tow pilots, instruction from 8 am to 6 pm, dual cross country flights, dry lake landouts and 289 tows I can announce that this was an incredibly successful seminar. Beforehand we raised over \$9,000 for support of this seminar to keep plane rental and instruction rates uniform and low. Our largest grant came through the auspices of Laurie Harden of SoaringNV in Minden, NV and we encourage you and your friends to support her gliderport when coming West. Our local TV station, KOLO 8, did a feature on the seminar which was picked up by ABC affiliates all across the U.S. Additionally the newspaper "Reno Gazette Journal" ran an extensive article on the seminar (with photos) and this was picked up by AOPA and printed in the AOPA e-Brief: [Reno Gazette-Journal \(Nev.\) \(7/23\)](#) Our sixty participants pitched in to run this 25th Birthday of the WSPA and 34th Annual Seminar which was our "greenest" event as we used 'real' plates, glasses, silver and cloth napkins. Each person took turns recording on the flight line, running the line, fixing meals, washing up, cleaning bathrooms and showers, shopping,

Slovenia did last year and Air Sailing this year. But not many have the means. I think in the end it will boil down to: should we have the seminar every year even when on a smaller scale, shall we continue to rotate throughout the country and overseas or shall we only organize it when a super soaring site is available? I have by now been at 15 seminars, hosted one and was big time involved in running two others. Except for one, I enjoyed them all, whether big or small, elaborate or simple.

WHAT IS YOUR OPINION?

Frauke

**WELCOME
NEW MEMBERS**

- Bill Brickey
- John Apps, CA*
- Michelle Aragon, AZ
- Monica Augustyn, MT
- Pete Casti, NV *
- Valerie Dechamp, Alberta
Canada
- Maja Djuriscic, CA
- Biff Forbush, CT
- Athina Helms, FL
- Connie Pardee, CO
- Gary Phillips, NV*
- Selena Phillips-Boyle, Alberta, Canada
- George Popa, CA
- Makayla Reposa, VA
- Sponsored by Frauke Elber
- Gail Schippers, CO
- Denis Strbenc, Slovenia
- Pamela Sutton, NV
- Elizabeth Tattersall, NV
- Jim Wallis, CA
- * volunteers at the seminar

**Women Soaring Pilots Association
Balance Sheet
June 30, 2010**

INCOME		Expenses	
Membership Dues	\$5,300.00	Newsletter	797.92
Donations	\$6,110.00	Office Expenses	452.67
Raffle	\$1,960.00	SSA Convention	590.19
Misc Sales	\$30.00	Scholarships	4,350.00
Seminar (to date)	\$17,959.00	Website	900.00
Convention	\$873.00	Seminar (to date)	5,291.91
Total Income	\$32,232.00	Total Expenses	12,382.69

ASSETS

Chase Checking	
Scholarship Funds	\$7,024.00
General Funds	\$7,169.30
Chase Savings	\$8,500.91
Chase Total	\$22,694.21
Charles Schwab	\$53,557.41
TOTAL	\$76,251.62

Scholarship	40,359.00
Flying Montagues	1,819.00
Anne Briegleb	1,815.00
Maria Faber	500.00
Sky Ghost	685.00
Mid Kolstad	1,500.00
Space Camp	0.00
Competition	705.00
	7,024.00

LIABILITIES

Scholarship	
Flying Montagues	\$500.00
Anne Briegleb	\$500.00
Maria Faber	\$500.00
Sky Ghost	\$500.00
Mid Kolstad	\$1,500.00
Space Camp	\$325.00
Competition	\$500.00
	\$4,325.00
Total Liabilities	\$4325.00
TOTAL	
ASSETS/LIABILITIES:	\$71,926.62

keeping the golf carts running, going for propane, and flying, flying , flying!

A letter summarizing the seminar has just gone out to the 60 participants and if you'd like a copy, email me and I'll send it to you. An article will appear in "Soaring" and we have lots of good pictures to share. Check on the Forum at www.womensoaring.org soon for the newest information and links to photos and to Utube films.

We look forward to hearing about Private Checkrides from participants Leah Condon, Biff Forbush, Al and Susan Simmons and Maya Djuriscic, CFI-G Checkride from Elizabeth Tattersall and the Commercial Checkride from Terry Duncan, our Seminar Treasurer.

I'm pleased to announce that within two weeks of the end of the 2010 Seminar, participants Summer Gajewski from Kansas and Valerie Deschamps from Canada took and passed their Private Checkrides! Congratulations to you both!

Our coming year will be planning for our scholarships (we gave out four for the seminar and 4 others for a total of 8 for 2010) and working on our 2011 Seminar which will be announced by email before too long. In the meantime we would like you to consider nominating yourself for a position on the board: two people from each region. Elections are in November for the January 1 New Board. Board work is done by email and is a lot of fun and we could use your new ideas and enthusiasm for the sport. Our goal is to reach and support women in soaring and your input is most valuable. Email me with questions. I'd love to have you onboard. I've made some great friends in the soaring community through the WSPA and learned so much. I wouldn't be a CFI-G without you! I had such a blast this year that I am thinking of running for a board position again. And I must thank the current board which has done an incredible job, with the help of our members, in raising money for scholarships, in advertising our sport and our organization to women. I can't wait to see what happens next!

neita

WSPA ANNUAL MEETING MINUTES
JULY 23, 2009

*Air Sailing Gliderport
Reno, Nevada*

The meeting was called to order by President Neita Montague. The minutes of the 2009 annual meeting were reviewed and accepted. Lucy Anne McKosky presented the treasurer's report on behalf of Annie Moore, treasurer.

Old Business: Neita reviewed accomplishments of the past year.

Presentation at the Women in Aviation (WIA) convention , Orlando, FL(Neita Montague)
Presentation at the National Soaring Museum, Elmira, NY (Frauke Elber)
Presentation at the Museum of Flight, Seattle, WA (Frauke Elber)
SSA Convention booth. Little Rock,AK
SSA Exceptional Service Award to WSPA
Over \$9000 in grants and donations to support seminar
Record numbers of seminar attendees and pilots

The dues structure was discussed. Dues are kept at \$15 a year to encourage donations to support scholarships and other programs. The board is considering offering a discount for multiple-year membership to reduce the time and effort required to collect annual dues.

Anna-Laura Geusen, the 2008 winner of the Anne Morrow Lindbergh Trophy, displayed the trophy and encouraged people to apply for the award.

New Business:

Lucy Anne McKosky discussed nominations for the board elections to be held in November. She reviewed the four regions and encouraged people to consider running for the board. Nominations should be sent to Frauke Elber and must be received by October.

Carol Mulder presented a proposal to include Canada with North America instead of the international region. She recommended that British Columbia, Alberta, Yukon, and Northwest Territories be included in the Western Region, Saskatchewan and Manitoba in the Central Region, Ontario, Quebec, the Maritime Provinces, and Nunavut in the Eastern Region. A motion was made, seconded, and passed, to accept this proposal.

Terry Duncan presented statistics for the seminar. There were 60 attendees, including 44 pilots and 16 support people. There were 12 dual sailplanes and 4 single-place ships. Seven towpilots made a total of 289 tows.

Lucy Anne McKosky, Phyllis Wells, and Marti Klemm presented certificates and awards to outstanding participants and contributors to the seminar. Thanks were expressed to our corporate sponsors:

Soaring NV – Laurie Harden
Sparrowhawk and Perlán Project – Neva and Greg Cole

Several non-profit groups were recognized for their support, including providing aircraft and instructors:

Nevada Soaring Association – Rob Stone and Bob Spielman
Bay Area Soaring Association – Ed Lord and Matt Gillis
Northern California Soaring Association – Monique Weil and Paul McDonald

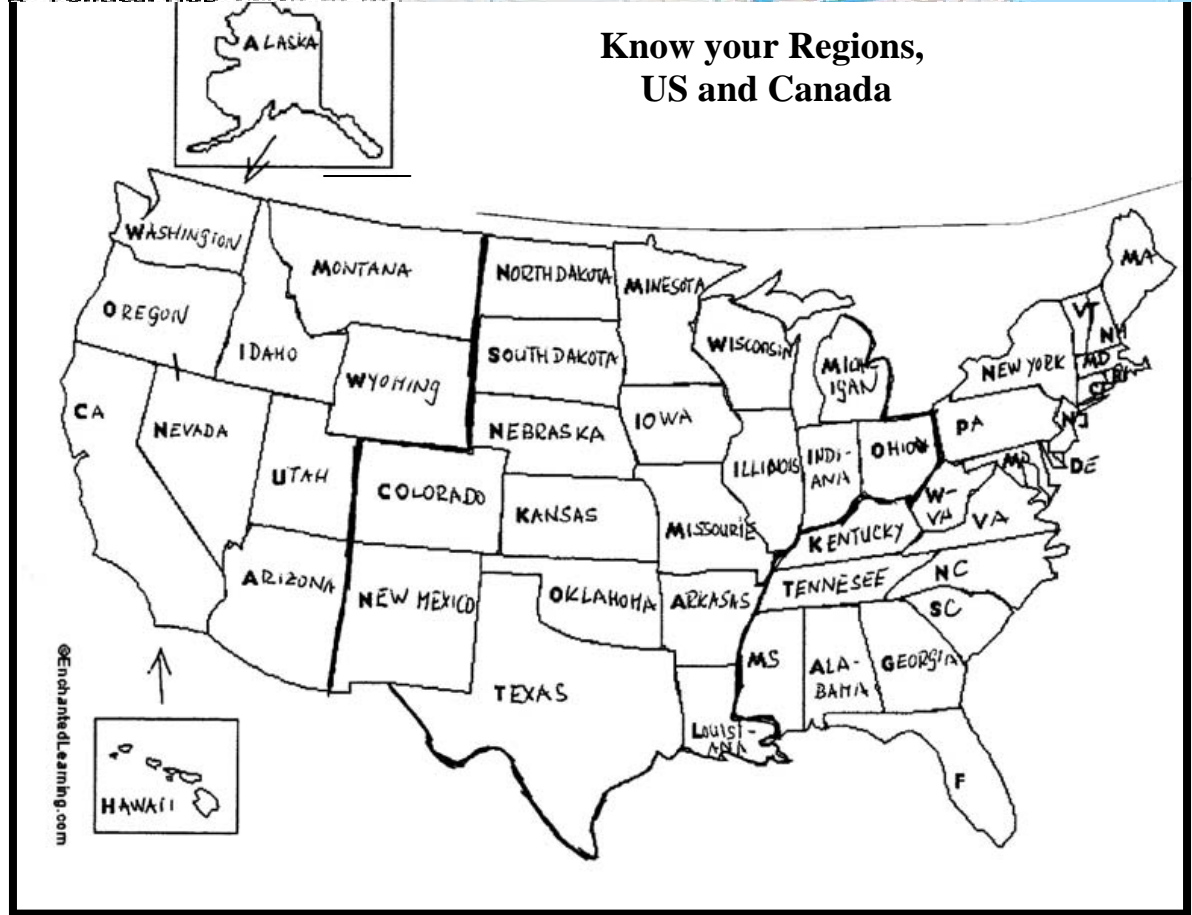
Individuals who lent aircraft and gave dual rides were recognized:

Mike Green
Morgan Hall
Bob Spielman

Neita presented additional awards to people who had been especially helpful to her in running the seminar.

The meeting was adjourned at 9:45 p.m.

LucyAnne McKosky



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 (Canada: Ontario, Quebec, Maritime Provinces, Nunavut)

Central

Michigan, Ohio, Indiana, Illinois, Wisconsin, Minnesota, Iowa, Missouri, Arkansas, Louisiana, Texas, Oklahoma, Kansas, Nebraska, North Dakota, South Dakota, Colorado, New Mexico, (Canada: Saskatchewan, Manitoba,)

Western

Washington, Oregon, California, Idaho, Montana, Wyoming, Nevada, Utah, Arizona, Alaska, Hawaii (Canada: British Columbia, Alberta, Yukon, NW Territory)

International (outside US) Europe, Australia

VOLUNTEERS for the BOARD 2011/2012 needed. Ballots due in November.

2010 WSPA Seminar, Air Sailing, Nevada



At Air Sailing dusty and dry,
Gathered dozens of women to fly,
Ground school and rope breaks
Land outs on dry lakes
Spirits soared as they took to the sky

Laurie Harden

Photo: John Pierce



Air Sailing 1985

The 2010 seminar returned to WSPA's place of conception. It was here in 1985 that the idea sprang up to form a Women's Soaring Pilot Association. (Who are the people in the picture?) The legal move was concluded a year later at the Tucson seminar, when WSPA was incorporated.

This year's seminar was the second biggest ever (Black Forest in 1993 had over 70 registered participants). With all the helpers from the hosting club and outside the total number of people spending the week at the airport easily was over 70. 44 of the registrants were active pilots, 14 of these students. Charlotte Taylor, Carol Mulder, Julie Butler brought their single-seat gliders with Charlotte having the honor of trailering her plane the furthest, Neva Cole bringing her double seater from Oregon. Laurie Harden provided two gliders (and instructors) from her commercial operation. 16 sailplanes were available for instruction or a taste of high performance soaring. WSPA's

own instructors were: Neita and Mark Montague (with Neita getting the honor of the most instruction flights beside all her organizational duties and having gotten her Instructor rating just a week before the seminar), Monique Weil and Mary Rust. Our participants came from Germany, Slovenia, Canada (Alberta) and US (CT, NY, VA, FL, AL, OH, KS, MI, MO, NM, AZ, NV, CA, OR). Some came on the shortest and direct way by plane or car. Others took more adventures means of transportation. Colleen Koenig and Mark Hawkins took a 9000 ml detour through Alaska on their motor bikes, Ulrike Franz used the trains from Alabama to Reno detouring through San Francisco and San Diego. Frauke and Wolf Elber took 4 weeks driving their motor home across the country and visiting many sites on the way. LucyAnne McKosky and her husband Mike did their first cross country trip in their newly acquired motor home. But the most frustrating and adventures trip goes to our Slovenians thanks to airline screw ups. (I hope one of them will tell their story).

Several participants had arrived by the middle of the week preceding the seminar to give Neita a helping hand. -Special thanks to Charlotte Taylor and husband Roy, to Mary Rust and Dale Roberts and his wife Kate who were the advanced party.- Neita had organized accommodations for many in camping trailers stationed at Air Sailing, some stayed in her house (while she and Mark stayed at the airport), a few had to do the daily commute to a motel.

Throughout the week the operation was tightly scheduled to maximize utilization of planes and instructors. First flights usually took off about 8:15 AM and some days the last planes did not land until 7:30 PM. Seminar participants were scheduled for operational duties and were in charge to prepare breakfast, lunch and dinner and the clean-up afterwards. Never mind if you were a bona fide participant or accompanying husband, significant other or parents, you were scheduled to work -the military would have envied that operation. Neita had the food planned for every day and all food items were at the airport labeled for every days use. Considering the nearest grocery store was over 30 miles away and feeding three meals to about 70 people made this alone a monumental task. One unsung hero was Terry Duncan who was glued to the computer doing registrations and the bookkeeping.

Before the official beginning of the seminar two excursions were planned for the early arrivals: a visit to Virginia City, an old Silver and Gold mining town that has shrunk from 25000 inhabitants in its hay days to about 1800 now (and many tourists). I special treat was the guided tour through the town's famous cemetery by costumed actors who brought some illustrious townspeople of the past to life again. Lunch was in a Chinese restaurant the owners being descendants of Chinese who were part the town's history. Marye Anne Read and Terry Duncan lead this excursion. The other excursion went to Pyramide Lake just to the north of Air Sailing. A refreshing dip into the slightly alkaline water was a most welcome break from the desert heat. A planned visit to the nearby Paiute tribe museum was nixed because the museum is closed on Sundays. During these pre-seminar days as many as possible check-outs were conducted but this continued until Tuesday, which on Monday led to a record day for Air Sailing : 68 tows. The unsung heroes of that day were the tow pilots and instructors.

Monday was a bit chaotic but by Tuesday the seminar had turned into a well greased operation, everybody doing their part as scheduled. Flying started at 8:00 AM. Students were scheduled in two tracks: the first flying while the second one had ground school. Later in the day that was reversed. The two Duos and the DG 1000 were not used for instruction but for two participants/day to experience advanced soaring in a high performance plane. Young Kate

Redick, who just prior to the seminar had soloed in a 2-33 had an almost 5 hour and over 400 km flight with Morgan Hall in his DUO. Mike Green in his DUO and Matt Gillis and Ed Lord in the DG 1000 provided equal excitement for several seminar participants. This plane with Ed Lord in the back seat and Jana Jerman in the front went on a successful mission to Minden to retrieve the PASCO egg, that was snatched away from Air Sailing the week before by Laurie Harden from SOARINGNV. Our solo flyers were awed by the thermals and altitudes they reached, Charlotte in her ASW19 thinking her vario got stuck. She had never experienced at her home port in Illinois thermals that strong nor such altitudes. Monday evening after dinner participants engaged in a game of Yankee Trader and it became a lively and fun evening.

Wednesday evening Frauke Elber showed a slide show from last year's seminar in Slovenia. Thursday evening Gavin Wills, famed instructor from Omarama, NZ, who presently is spending time in Minden and had flown in with Johann Posch in a DUO talked about soaring in the mountains of New Zealand and the following morning he and Johann analyzed their flight from Minden to Air Sailing using the SeeYou display and analyzing program. (Both departed in the earlier part of Friday to return to Minden, Morgan Hall and Julie Butler joining them in Morgan's DUO, which netted them an over 700km flight (see OLC).

Thursday's and Friday's flight operation included practice off-field landings at Flannigan Dry Lake, 35 miles away. 8 seminar participants had the opportunity to plan and execute an off-field landing with instructors in the back seat.

Friday evening concluded this most thoroughly planned and conducted seminar with the traditional banquet, during which prizes were awarded, the Limerick contest took place (15 Limericks were entered) and the drawing for the quilt was held. Winner of the Limerick contest was Laurie Harden and the quilt went to WSPA member Jim Wallis from David, CA (it was hand-delivered by Terry Duncan on her way home to the Bay area). As the 289 flights (towed with two tow ships) at the end of the seminar prove, this was a flying seminar, well organized and structured, which reminded me of soaring camps I attended in my early flying years in Germany.

The following are the 2010 scholarship winners:

Mid Kolstad scholarship \$1500
 Maria Faber scholarship \$ 500
 Sky Ghost scholarship \$ 500
 Flying Montagues scholarship \$ 500
 Briegleb scholarship \$ 500
 Competition scholarship no applicants

Elizabeth Collins
 Elizabeth Tattersall
 Pyper Ribble
 Carol Mulder
 Leah Condon

scholarships for this seminar only

Billy Goat Scholarship \$ 500 Summer Gajewski
 Billy Goat Scholarship \$ 500 Kate Redick
 Cliff Robertson Scholarship \$ 500 Phyllis Wells

Except for Elizabeth Collins and Pyper Ribble all recipients were present at the seminar.



Frauke making dinner



Jasna and Ed after retrieving the PASCO egg



Three scholarship winners: Leah, Summer, Katie



Official airport dog: Baer



WSPA water rockets: Kate, Jeannie, Frauke, Lucy Anne, Terry, Joyce

For more pictures go to:
<http://picasaweb.google.com/wspapictures>



International Diplomacy

Air Sailing, NV Canada has long been considered the 51st star in the Union Jack. At the just concluded WSPA seminar a small band of women achieved what neither Washington nor Ottawa thought possible: the Canadian Provinces are now part of the US (WSPA) regions. The two Canadian seminar participants from Alberta petitioned not to consider Canada a foreign country but be included in the WSPA regions. No opposition to this petition was voiced at the General meeting. Welcome Canada. Maybe WSPA should invite the policy makers in Washington and Ottawa to have a look at this political model and encourage them to apply it to the big politics

WORLD CHAMPIONSHIP NEWS

4 women participated at the just completed World Championships in Slovakia and Hungary

In Prievidza, Slovakia:

In Standard Class:

Sue Kussbach from Germany finishing 35th out of 46. (Sue is holding German and US citizenship and has flown for the US in 1997)

Club Class:

Nathalie Hurlin, France finishing 31st out of 47

In Szeged, Hungary

15m Class

Susanne Schoedel, Germany finishing 22nd out of 49

18m Class

Nina Shalvena, Russia finishing 45th of 51

Voices of the seminar

I'd like to echo the thanks to Neita and other WSPA organizers, especially Terry and Mary. And a special thanks to all of the "W" for making the guys feel welcome. It was a fantastic week.

Regards,
Biff

I had a wonderful time in Nevada and the members of my club asked me, if you give me a brain washing, because I was coming back and have flown the duo discuss the first time alone. Before coming to Air Sailing I considered the DUO very clumsy, but it is really good to fly. Although, the Schweizer was also very nice to fly. I have discovered, that soaring is fun. PS: I have gotten already my aero towing endorsement.

Christine Rubel

My thanks again to all the people who made this seminar work so well, including all the WSPA attendees who ended up working hard all week, and all the great ASI and PASCO folks who really showed us what serious soaring is about and what real soaring hospitality is (and hopefully they've gotten some rest by now).

I look forward to seeing and flying again with all of you sometime soon,

Charlotte Taylor

The photos and videos of high altitude soaring south along the Sierras were a reminder to me. A reminder that with regular practice and the setting of priorities (i.e. putting soaring near the top), I, too, could become skilled enough to do the amazing cross countries our WSPA friends were doing every day during the seminar. Nobody said it would be easy. But the hard work of becoming proficient at therma-

ling and decision-making puts soaring pilots in a world all their own, leaving the power pilots to the routine of low altitude airways and noisy engines.

Kitty Houghton

There was a lot of flying going on over the last week! This was a "Flying" WSPA seminar.

WSPA was impressive. It was well organized and there were very nice sailplanes for the participants to fly in with great instructors and plenty of tow pilot support.

Since Bob Spielman did get Red Tow out of the shop in time for the Air Sailing Sports Class Contest and WSPA, we did fine with Red Tow and Blue Tow humming along for the last two weeks, getting their job done.

I think Terry said there were 287 tows during WSPA. Neita had 37 flights as a CFIG, so she was busy as the WSPA President and in the air.

Also, at least three local pilots allowed their private sailplanes to be flown by WSPA participants and that worked well. Kudos to Ed Winchester, Bob Spielman, and Mark Montague. NSA allowed one WSPA member to fly their L-33-I think she flew them at her home club.

Thursday and Friday had trips to Flanagan Dry Lake.

Most of the week was blue, but Friday saw clouds appear. One one flight today, Ed Lord, in the BASA DG-1000, got near FL180 and saw the chance to head for Minden and capture the PASCO Egg (Laurie captured it from us last week). His mission was a success! Jasna Jerman from Slovenia was in the front seat, so she had a great ride. SoaringNV brought the egg out to the DG and Ed and Jasna only spent 5 minutes on the ground at Minden and didn't even get out of the cockpit before towing out. Then they soared back to Air Sailing.

What a week!

Blackhawk (Lee Edling)

A few days after the seminar Val Deschamps did her flight test today, completing the last of her requirements for her Canadian glider licence.

Congratulations Vall
Carol Mulder

Part of Slovenian expedition arrived home without seeing the other half of America (at the expense of US Airways). For those who don't know, our trip to AS took over 50 hours (US Air guilt), with extra visits (not in plan) to Philadelphia-Boston-Phoenix. Back trip was normal, less than 24 hours.

Our unique experience would clearly not be possible without our American mother (Neita), who has taken care of us with all the information, reservations, organizations, ..., with over 130 e-mails. We also must admit that her new CFI-G license makes her teaching approach something new - different in some special way.

Neita thanks again for all your efforts.

We want to thank many. For example Paul and Monique, for an interesting panoramic flying around AS. Not to forget Ed, who helped to capture PASCO egg. Very informative was first flight around AS with Al in his Diamond motor glider. We're very glad to had opportunity to fly solo, so thanks goes to Bob S. for Cirrus, to Ed W. for Russia, where we upgraded our beautifully experience with unique feelings in the air. Not to forget the tow pilots who have done a huge work. Also it couldn't be done without instructors, who also contributed so much to our pleasure. As seminar participants, despite the large quantity of members, we got a good impression for safety.

And it couldn't be done without you dear friends and participants. Special thanks to every new and old friends in the USA, who made our visit even more enjoyable.

Among other nice events, lectures, games, remain in our memory beautiful T-shirts, music in the flight, great company with Sierra

Nevada and Blue Moon, and many more. The most beautiful memories we left in Air Sailing. It was awesome, as we learned from pretty awesome girl Kate.

The only disadvantage of this seminar was that it ended too soon.

PS

The last day of our visit in the USA Dani and Denis flew some more over AS and broke through the magical 17,999 feet. We were at 32,000 feet or above, (courtesy of US Air)

We do not know even if you are aware of the fact that one of the seminar participants has his place in the Walk of Fame in Hollywood (Pictures attached).



With warmest regards
Jasna, Danica, Denis

PS: Irena and her family also arrived safely back in Slovenia.

Tabi Thomas, recipient of the 2009 Mid Kolstad scholarship writes:

I just wanted to send you an update. I soloed this past Sunday at Chilhowee !! I just wanted to send another huge thank you out to WSPA for the opportunity to be the recipient of the scholarship last year, without it, I wouldn't be where I am now!

Space Camp Winner

Alyssa Millitello is this year's winner of the WSPA scholarship. She was chosen by her Middle School counselors from the 8th grade at Horseheads Middle School. Alyssa was a wonderful choice for the camp, very interested in all that was offered.

Norm Smith,
National Soaring Museum

Meet Summer Gajewski

Aviation has not always been a passion of mine, in fact, it I had never even considered it before last year. Before I became another "airhead", I was involved in many different things that I felt passionate about, but none which I considered doing for the rest of my life. Believe me, I had been trying to find something that I loved enough to pursue as a future career for quite a long time, but nothing ever seemed to hold my interest long enough to justify me putting one hundred of myself and my resources into.

Interests I had always seemed to involve something that either my family or friends were into. The first of these interests involved the performing arts. My brother had been cast as Oliver in our annual community theater program, and being the younger sibling I had to be involved in whatever my brother was into. Performing in that one single musical later evolved into me trying out for any play that I had time for, and then later into me taking dancing lessons for seven years.

Dancing up until this last year had been the center of my life. I loved dancing, and anything to do with it. Dancing made me feel unique and free, plus a good bonus was that it kept me in excellent shape. I took seven years of classical ballet, four years of modern dance, and two years of jazz dance. These three types of dance took up most of my free time after school, and made it to where I didn't really have time for anything else. Which was usually fine by me, because I didn't really have any other interests at the time, so I figured why not? The only other thing that I would have rather been doing was acting, and that would have taken up just as much time as dancing did. So for the longest time I stayed with dancing. I never had any illusions that I could have a future in it, I knew I was good, but not *that* good.

Then one day I was sitting in my Cooks, Bakers, and Chiefs class during my junior year wondering, as I usually did, what I was going to do with myself after I had completed high school. I knew I was going to go to college, but for what? What did I consider interesting and important enough to commit the rest of my life to? I loved the performing arts, but I knew that unless I wanted to become an acting teacher, that they were *much* too volatile for a career. Plus, I didn't want to deal with the 24/7 drama of the people associated with them.

Then suddenly I saw a plane flying over head just outside the window, and this crazy idea popped into my head. What if I could be paid to do that every single day? I had always loved flying on big airliners as a child, so why not give it a try? Well, first off I knew it was going to be expensive, and what if I spent that money and then discovered that it wasn't for me? Next, how in the blazes was I going to tell my parents about this hare-brained idea? I could just see my mother rolling her eyes and then ignoring the idea until I let it drop, because I had done this before. First with wanting to be a vet, and volunteering at a zoo for the summer, then wanting to be a chief and taking cooking classes, and now this crazy, dangerous, and probably very expensive idea of wanting to become a pilot? Ha! My father, however, reacted slightly differently (probably because he has the same hare-brained tendencies as me most of the time). As soon as he heard me telling my mother he spoke up and said that he would introduce me to a friend of his called Brian Bird (ironic name huh?), who just so happened to be a long time pilot, and the president of our local soaring club.

Brian introduced me to soaring to start out with, and said it was a good way to figure out if I was cut out for flying or not. Well, as most everyone knows by now, I loved it like a fish loves and craves water. I couldn't get enough of it! The feeling of freedom, the soft sound of wind moving over the wings, the light feeling your heart gets as you move through a thermal, and the caring, slightly eccentric, brilliant people involved in it was enough to make me high just thinking about it. Well, after that flying has been my only drug of choice, and by now I feel like a grade A addict to it. Plus, in addition to dancing all the time, I had also been a working all the time as a lifeguard, but never really had anything to spend my money on, so I had a nice nest egg to get started.

The rest is history, I quit dancing my senior year, because I realized that if I wanted to fly for a career that I had better make it the main priority in my life. I said goodbye to acting when I tried out for my last play, *The Miracle Worker*, and was cast as the teacher Annie Sullivan. I am sure I will go back to acting one day, but for now I am content and busy enough to just stick with flying. But who knows what the future will hold, or what new challenges will come around the bend? Well, whatever they are I'm sure I will soar above and beyond them.



1938

In Memoriam: Olga Klepikova

Olga, the legendary Russian glider pilot, passed away on July 27, 2010 at the age of almost 96. She called herself "Grandmother of the Russian glider pilots". Her legacies are many National and World Records. Her most spectacular flight took place in 1939, just before the outbreak of WWII when she flew a free distance of 749 km from Moscow to Stalingrad. This record stood for 12 years when it was broken by Dick Johnson (see article in Nov. 2001 *Hangar Soaring*) and wasn't broken by a woman until 38 years later (by Adela Dankowska from Poland)

Initiated by the German glider pilot Irmgard Morgner who had befriended Olga decades before, a small delegation from Irmgard's club in Magdeburg traveled to Kiev in 2005 to visit Olga. Surprisingly they did not find an old grandmother, but a pensioner full of life and temperament. She recalled with a passion her efforts for equal right of women in aviation. She was delighted about the journey of the small German delegation and the newly established connection between the Magdeburg and Kiev Club.



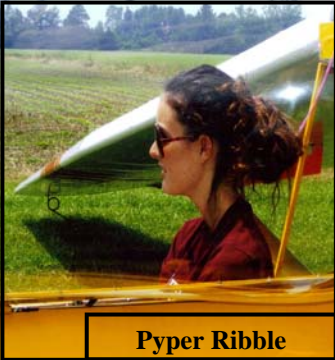
2005

WOMEN RECEIVE SCHOLARSHIPS by Phyllis Wells

This year Elizabeth Collins was selected to receive the Mid Kolstad Scholarship. Elizabeth is a Commercial Pilot with an ATP rating. She lives in California and works for a regional airline. It only took a few glider rides in the Truckee area to convince her that she also wanted to fly and instruct in gliders. The Mid Kolstad Scholarship was established in 2008 to help women obtain either an initial or an add-on glider rating. The Kolstad family is well known for their support of aspiring glider pilots. Mid left an important legacy when she established this particular scholarship which awards \$1500 annually.



Elizabeth Collins



Pyper Ribble

Pyper Ribble is 18 years old and is a member of Tidewater Soaring in Eastern Virginia. She is determined to earn a Private Pilot Glider Certificate and has already soloed. Pyper was awarded the Sky Ghost Scholarship for \$500. This scholarship is funded by the Gross family, in memory of Dr. Frank Gross who designed several early gliders. This scholarship is specifically for a woman under the age of 25 who is working toward a private glider license. Pyper plans to continue flying gliders as a hobby while she attends Virginia Technical University.

Elizabeth Tattersall is an active member of the Civil Air Patrol in Nevada. She will use her scholarship to obtain a CFIG rating so she can instruct CAP cadets. She flies at Minden NV, one of five designated glider sites of the CAP in the Pacific Region. With two CAP gliders at Minden she will have plenty of opportunity to instruct and encourage young CAP members. Elizabeth already has a Commercial Glider Rating and has been giving CAP glider orientation rides to cadets ages 12—18 and has given rides to teachers, grades K—12. Elizabeth received the \$500 Maria Faber Scholarship.



Elizabeth Tattersall

Two WSPA Scholarships are for women who are attending the annual Women's Soaring Seminar. This year the seminar was held at Air Sailing, North of Reno NV. Leah Condon was selected to receive the Briegleb Scholarship and Carol Mulder received The Flying Montague Scholarship, each for \$500. Leah is fairly new to soaring, but she has already helped her husband refurbish a Cherokee II vintage glider. At the seminar she was able to fly a variety of gliders and to improve her soaring skills. Carol, an experienced pilot from Canada, brought her own glider to the seminar. She enjoyed the challenge of flying in a different environment and learning some new techniques from the many local pilots who helped with the seminar.



Carol Mulder

Leah Condon



In Addition to the scholarships awarded by the Women Soaring Pilots Association, two scholarships the Billy Goat Hayes Scholarships - \$500 each-, were provided by Air Sailing. Summer Gajewski and Kate Redick. were the recipients. Summer is an 18 year old student from Kansas. She had soloed last Fall. Summer's parents also attended the seminar and all three of them worked the

entire week, helping in anyway they could.

The second Billy Goat Hayes Scholarship went to Kate Redick from Reno, NV, who turned 18 during the seminar and who just prior to the seminar soloed in the 2-33. Kate got an idea, what high performance soaring is all about when she and Morgan Hall had an almost 5 hour flight in Morgan's DUO Discus. Kate's parents also lend a helping hand during the seminar



Summer Gajewski and Kate Redick



Phyllis Wells

Phyllis Wells, a member of WSPA since 1986 and a CFIG, received the Cliff Robertson Scholarship. Her goal at the seminar was to increase her cross-country skills. A successful flight to a landing on a dry lake was the highlight of her week at the seminar.

Latest News

Summer Gajewski received her PPL-G on August 15, 2010.

Congratulations Summer

IT TAKES A VILLAGE..... to conduct a successful seminar

Sailplanes available and their providers:

NSA - 6 gliders (2-33s, 1-26, 1-36, Pegasus, L-33)
SoaringNV (Laurie Hardin) - ASK21 and LS-4
SoarThe Sierra - ASK21
Windward Performance (Neva Cole) - Twin Astir
NCSA - G103
BASA - DG1000
Mike Green- Duo Discus
Morgan Hall - Duo Discus
Bob Spielman - Std Cirrus
Mark Montague- Libelle
Ed W. - Russia

Tow Pilots

Rob Stone
Bob Spielman
Aaron Deringer
Lee Edling
Roger Harris
Charlie Gore
Tristan Armstrong
Tim Tobin

Instructors and non instructors giving dual rides

Gary Phillips - Air Sailing
Mark and Neita Montague, ASI and NSA
Monique Weil - NCSA
Tristan Armstrong - ASI and NSA
Rob Stone - ASI and NSA
Pete Casti - ASI and NSA
Gabe Bourbeau - SoaringNV
Matt Gillis - BASA
Ed Lord - BASA
Morgan Hall - (CCSC)
Mike Voie - NCSA
Mike Green
Mary Rust

The tireless helpers

Neita - our heroic leader!
Terry Duncan, our computer guru
Dani Cerne, who made the neck
laces for all participants
Kate Harp
Mike McKosky
Al Simmons
John Apps
John Pierce
Mary Anne Read
Karey Redick
Roy Gereau
Wolf Elber
Annie and Kent Gajewski
And all the seminar
participants who lent

Thank you to all made their campers available at the airport

Thank you very much to all who made it such a great seminar.

(Please let me know when I accidentally omitted some one. I will list a more complete list in the November issue.)

LATEST NEWS FROM SEMINAR PARTICIPANTS

What a year it has been!! I started this year as a student pilot with solo flights only on winch. Early on I was sent solo on air tow. Then I went to a provincial contest and had the opportunity to fly a Puchaz. July saw me take the oral exam for Aviation Language Proficiency and a couple days later I wrote the Transport Canada Glider Pilot License Exam. After that I came down to Air Sailing, had over 7 hours of flight training, learned lots, met alot of wonderful people, another memorable experience. The following weekend I was down in Cowly at the wave camp and got to fly another ASK-21. Then on August 7th I finally did the required check flights to get my license and got signed off. A couple days later I was offered a share in a single seat glider and accepted. This weekend I flew truly SOLO (no back seat). Looking forward the rest of the year,

Valerie Dechamp, Canada

THE SEMINAR NAPKINS WERE ON LOAN: PLEASE RETURN THEM TO Marye Anne Read at 15935 Rocky Vista Rd, Reno, NV 89521.

FOR SALE

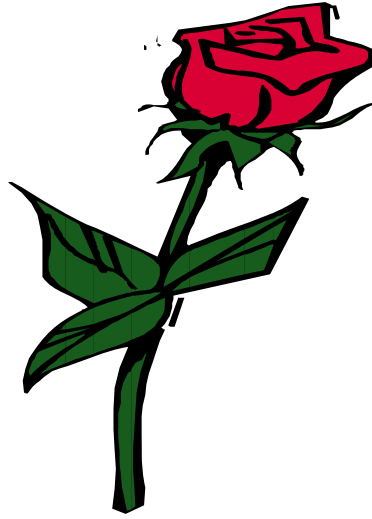
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