



Hangar Soaring

February, 2010

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

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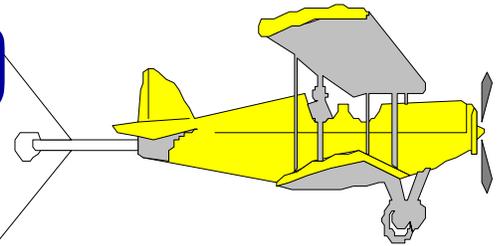
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Kolstad Cross Country
Awards

WSPA Seminar 2010

Reno, Nevada, July 17-23
Contact Neita Montague
neitalibelle@aol.com



Learn more about the quilt on page 2 and see it in color 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 \$15.
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Badges

Recorded through Dec. 15,
2009

Diamond Goal
Sarah Anderson, LS6 MN

Diamond Distance
Sarah Anderson LS6 MN

C Badge
Wendy Palatinus, CO
Louise C. Vickerman, UT

B Badge
Wendy Palatinus, CO
Louise C. Vickerman, UT
Lorrie Penner, OH

A Badge
Wendy Palatinus, CO
Louise C. Vickermann, UT

**NATIONAL RECORDS AP-
PROVED**

Cindy Brickner, Feminine cate-
gory; 15m class; free distance
using up to three turnpoints
379.5353 sm, ASW 27, May
2009, California City



From the Editor

Ever since the last treasurer's report and the realization how much money WSPA lost in the economic crunch I tried to find new ways and means of bringing money in again.

The raffle ticket sale for the quilt is going well and as of this writing we sold \$620 dollar worth of tickets. Neita and I waged an aggressive campaign at the convention with very good results. But it is my goal to reach \$1000 at the day of the drawing. We are more than half way there. Please help to reach that goal.

Another way of making money came to my mind. As most of you learned through the WSPA group mail and other mailings the film makers of the Film "BABAJAGA- Hexen im Aufwind (witches in Updraft) generously made the film available to anybody who would like to have it and has the patience to download it over several hours from the web page. The film was shot at the Women's World Championships in Klix, Germany in 2005. The contest is just the frame for the story how the women pursued the goal of having the contests recognized by the FAI as a World Championship, how they managed to overcome the Iron Curtain and had women from both the East and the West compete together. The film is in German with English subtitles provided by yours truly.

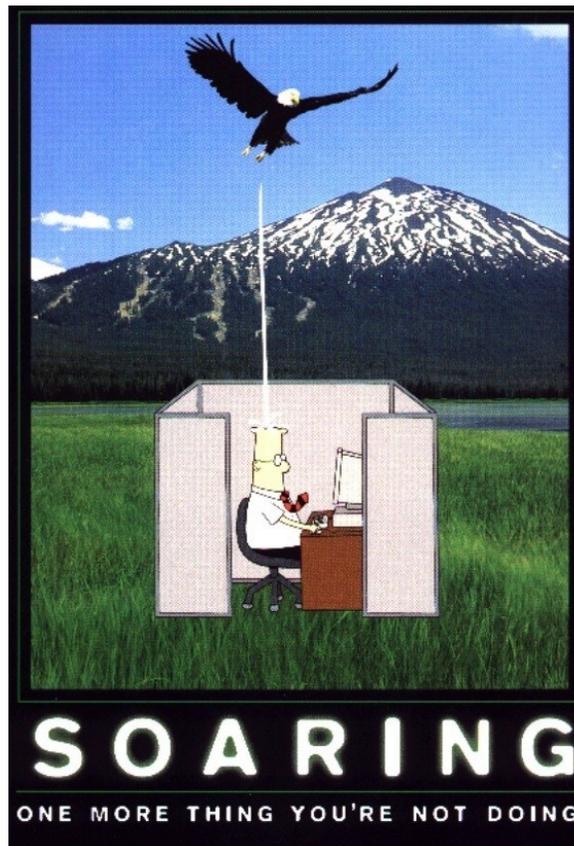
The film makers sent me the film already in the ISO version, so copying takes me only 20 minutes instead of hours of downloading. The film can not be sold. Here is my scheme: for a donation to WSPA (tax deductible) of \$30 or more I will send the donor a copy of the film.

Last summer I invited my club mates to a home cooked dinner at the gliderport. The proceeds of that dinner (over \$400) also went into the WSPA coffer.

Neita made some custom jewelry to sell at the convention and it brought in \$175 which will go into the Flying Montagues Fund

(Continued on page 5)

**The President's message is this time on
page 10**



Since for many of us who fly year around this year's severe winter put a damper on most of the flying activities, this poster says it all

Front page: The first of two WSPA quilts. Raffle tickets \$5 each available from Frauke Elber.

Mailing address in the side bar to the left. Drawing will be during the 2010 Seminar in Reno

From the SSA e-news

THE MICHAEL WALLACE MEMORIAL SCHOLARSHIP

The Michael Wallace Memorial Scholarship Fund is offering a \$1,000. grant for a student, age 14-22 years old, who wants to start or further his or her training in gliders. The grant can be used for flight and ground instruction, and aircraft rentals.

The deadline to submit an application is March 15, 2010 and the grant will be awarded by April 30, 2010.

For more information, a poster and an application form go to www.cypresssoaring.org. Click on the "Scholarship" button and then the link to download the .pdf form.

"PAPER" PILOT CERTIFICATES EXPIRE MARCH 31, 2010

From the Soaring Safety Foundation:

As explained in the article by Burt Compton in the October 2009 issue of "Soaring" magazine, if you are still holding a "paper" pilot certificate, you should apply for the new plastic pilot certificate NOW.

FAR 61.19(h) reads:

Duration of pilot certificates. Except for a temporary certificate issued under §61.17 or a student pilot certificate issued under paragraph (b) of this section, the holder of a paper pilot certificate issued under this part may not exercise the privileges of that certificate after March 31, 2010.

This means that you cannot fly as PIC with a paper pilot certificate in your possession. This rule does not apply to Student Pilot Certificates.

For online processing go to
http://www.faa.gov/licenses_certificates/

To use the FAA online service, log in if you already have an account. If not yet registered, you must create an account. Establishing this account will also allow you to receive airman notices such as FAA FSDO safety seminars in your area.

For mail processing see the instructions on the same www.faa.gov website and download FAA Form 8060-56, "Application for Replacement Certificate." Mail the form with a check for \$2.00 to:

Federal Aviation Administration
Airmen Certification Branch, AFS-760
P.O. Box 25082
Oklahoma City, OK 73125-0082

Allow 4 to 6 weeks for mail processing, 7 to 10 days for on-line processing. Do it today or you are grounded after March 31, 2010.



Wanted,

one time project: website redesign for the WSPA, to help our Webmaster and first president of the WSPA, Sharon Smith. Be creative and help your women soaring pilots!

E-mail: neitalibelle@aol.com



Instructors sought

WSPA has received an inquiry from a generous FBO in Colorado who has a group of eight 14-year-old girls he is willing to sponsor for a soaring camp at his field. He is looking for women instructor/role models to do the instructing for this camp to be held in 2010. If you are interested, please reply backchannel (i.e., to pvaldata@zoominternet.net) and I will put you in touch with the FBO.

Pat Valdata

Celebrate 100 years of licensed women pilots

On March 8, 1910, Raymonde de Laroche, an experienced French balloonist, was the first woman to earn a pilot license worldwide. She was first but certainly not last. One century later, the woman pilot population has grown tremendously and women pilots are making breakthroughs each and every day.

However, women pilots still represent less than 7% of the pilot population in most countries. One of the challenges of the next century is to encourage more women to become pilots.

On March 8 2010, to celebrate the Centennial of Licensed Women Pilots and Women's Day, women pilots from around the world will attempt to set a worldwide flying record: the most women pilots introducing a woman to flying in one single day.

Please help promote this event within your membership. As a token of appreciation for your support, your association logo will be displayed on the official website and the event brochure, if you choose to provide me your logo in a digital format.

For more information, visit www.centennialofwomenpilots.com or email me.

Mireille Goyer
Event Organizer
mireilleg@centennialofwomenpilots.com
www.centennialofwomenpilots.com



Dianna Fleming (11-18-09)

I got out to fly at Chilhowee just this last Sunday. Before that, it was July. And did I tell you that I finally got to fly over here in the valley a little bit?!!!!!! Sarah held a soaring camp at the end of March and beginning of April. I was

blessed to be able to fly quite a bit! It just goes to show that if I could fly closer, I would be able to fly more! Less gas expenditure means more flying! I have gotten to fly more this year than the past two years put together. It still doesn't satisfy my flying sickness though! ;-) I am still set on getting all my badges, Bronze through Diamond. It is just taking a little longer than I originally thought it would. I am pleased to be able to still fly, in spite of all the change and economic upheaval here in the USA. I just downloaded the latest Hanger Soaring and am looking forward to reading it over the next couple of days.

In Memoriam

Claire L. Walters, twin sister of Betty Lufek dies at 85; flight instructor co-founded Palms to Pines air race

Her Santa Monica flight school graduated thousands of pilots. She also competed in numerous woman-only air races and was a key fundraiser for the 99s Museum of Women Pilots.

After the model plane Claire L. Walters built failed to fly, she piled all of her dolls into a wagon and pulled them through her Santa Ana neighborhood as she tried to sell them. She was 3 and longed for the cash to buy an airplane that would soar into the sky. By 1941, at age 17, she had flown solo and was on her way to fulfilling a goal first declared in grade school -- to become a pilot and teach others how to fly.

Meet our Australian member Anita Taylor (from the web page of the Australian Women Soaring Pilot Association)



In January 1987 I watched Top Gun at the movies. I was so inspired I came home and said to my father "I need to fly". He suggested we go up to the local gliding club at Mangrove Mountain to give it a go. Within several months of that weekend, Dad and I both went solo. It was fantastic! I was very lucky to have 3 female instructors who were also great role models.

My favourite memories of gliding include a late afternoon flight in the club Pilatus not long after I was solo. There was a sea breeze coming in and a convergence line set up parallel to the airfield. I was able to climb up above cloud base and soar back and forth along the cloud front. It was exhilarating, it felt like magic, as most of my flights from Mangrove Mountain were short and hard work to find lift with such a low launch height. Another would be flying in the French Alps in a Nimbus 4D including a fantastic beat up of the Glacier Blanc.

the Glacier Blanc.

I am interested in the area of performance psychology and competition flying. This stems from the sports psychology work I have done with my husband Bruce with his competition flying. I had the privilege to sit in on some sessions run by an AIS Psychologist and several Australian Squad weeks! I get a lot of satisfaction out of helping Bruce (and others) address competition issues. Crewing is also hugely rewarding. I have crewed at 3 World Championships, 4 World Grand Prixs, and countless Nationals and State Comps. I also really enjoy the social aspect as the gliding community is a huge and supportive family, the world over.

I love flying for the sense of freedom it gives me. It's a huge challenge and I find that I need to have determination. There is a sense of achievement for every flight. Sometimes you get to dust the clouds, fly with eagles, get away from low heights, and you see incredible scenery. It's such a privilege. I feel so lucky to be able to experience flight, especially solo gliding, because it's just you and the environment.

(Continued from page 2)

A 3rd way of stuffing the money hole would be for all of our Honorary Members (Diamond Badge holders) to donate a one year membership dues of \$15 to WSPA. It would provide for additional \$300.

On another money note: it is disappointing to see how few people apply for the scholarships we have available. And this is not only a WSPA complaint. Remember: there are several money sources within the SSA and WSPA available. See if you qualify and go for it.



Frauke

Welcome new members

The following were added to the roster during the seminar in Slovenia

Jania Černič, SI
 Marijejeta Lovrič, SI
 Boža Martinčič, SI
 Silvia Cvetko, SI
 Tanja Pristavec, SI
 Heribert Geusen, DE
 Holger Geusen, DE
 Joachim Schippers, CH

The following became members at the Convention

Angela Cheadle, OK
 Angela owns a LS4
 Roy D. Clark, WA
 Bill Batesole, NH
 Bill is a master aircraft restorer and FedEx Pilot
 Leah Condon, KS
 Leah owns a CherokeeII which was a wedding gift from her new husband
 John Earlywine, IN
 John brought his beautiful DG1000 to the seminar in Indiana
 Richard. A. Friedman, TX
 Julia Finestone (13), PA
 Richard. A. Friedman, TX
 Kristin Nowell, ME
 Janine Nunes, KS
 Susan M. Simmons, CT
 Dave White, TX
 Summer Grajewsky, KS

2010 Convention or the Year of the Women

By Frauke Elber

I knew before I left Newport News that weather was going to be a problem and deep inside I hoped that it would bypass Little Rock and this year's soaring convention. No such luck. I arrived Wednesday, set up the WSPA booth and visited with the other exhibitors before going to the hotel. There was visibly less activity and less exhibitors on the floor and a smaller number of booths than in previous years. Blame it on the economy.



Cindy Brickner buys a raffle ticket. Neita Montague and Annie Moore are looking on

By evening several of us had arrived and we went out to dinner together. Thursday the real action began with the cutting of the ribbon at 5 min. before 9:00AM and within the first half hour WSPA had a couple of new members. Also the raffle ticket sale was brisk. I was only able to go to two presentations: the first right at 9 o'clock, a presentation by George Moffat and Bob Drew about the reissue (and re-mastering) of the classic film "The Sunship Game" (When you weren't around in the early 70ies when the film originally came out, you have to get it. It's available at the SSA). The second presentation late in the afternoon was by Cindy Brickner. Cindy is always entertaining, even when she covers serious subjects like different landing approaches. Late in the afternoon Ulrike Franz and her husband Heiner Beutel arrived from Alabama. They have recently moved from Germany to Alabama and at least for the next three years we will have Ulrike's artistic skills available. (For several years she has provided us with her colorful soaring water colors).

Friday morning winter had moved in. The short walk from the hotel to the exhibition hall became treacherous and Little Rock shut down. No flights came in or went out, the hotel staff being in the hotel did not get home and the ones not yet in the hotel didn't get in. Stranded were also many that had registered for the convention. Despite of this we had a good turn-out (24) at the WSPA breakfast with a few new faces attending. At the exhibition hall the WSPA booth was very busy mainly because Ulrike had brought a big container full of home baked goodies, something like pretzels, a specialty of her Region in Germany. This alone attracted many visitors which we then conned into buying raffle tickets. Arleen's quilt was much admired.

Saturday: more the same. The weather hadn't improved, Little Rock and its airport were still shut down. Despite the inclement weather the final banquet saw a good turn out. A special attraction for many was Preston Burch's presentation about the Hubble Telescope.

Now back to why this was a women's convention: it were the women who raked in most of the awards. The day before the banquet Kathy Fosha was honored with 6 National Feminine records, Cindy Brickner with one, Val Paget with a National and at the banquet with a World record in the World Class which she flew in the flat lands around Houston, TX not in any exotic place. At the same event Dianne Black Nixon received the Warren E. Eaton Memorial Trophy the highest award the SSA bestows and WSPA received the Exceptional Service Award, the first time ever that an organization, not an individual received this honor. (there was a mix-up with the actual plaque. Neita is now waiting to get the real thing and Hangar Soaring hopes to have a photo of it in the May issue).

Sunday, although Little Rock was still under snow and ice, I was able to fly out and arrived back home on time just to be stuck in front of the sky way at the Norfolk, VA terminal where we had to wait for the ice and snow to be removed so we could debark the plane.

The next full convention will be in 2012 in Reno. In between will be a scaled down version of a SSA gathering without exhibition.

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Kathy Fosha proudly shows her six National Records

The following story was a writing project in an adult writing class. John Cabeen is member at the Tidewater Soaring society and instructor of the writing class. Lisa Drago is a student in that class and she had a couple of rides with John



A GLIDER RIDE

John Cabeen
Lisa Drago



As he drove out to the little Cloud Street Glider Port, Dusty wondered why anyone would want a glider flight on Easter Sunday. He was grateful that he didn't drink any more and wasn't hung

over. He'd stopped that after his divorce, probably why he had to get a divorce in the first place.

Greg's phone call had awakened Dusty from a deep sleep. Greg owned the little glider port where Dusty instructed on weekends. Being an old fart flight instructor was the only thing Dusty had left in his life anymore, so he really didn't mind going out on an Easter Sunday. Plus, Greg knew he wouldn't be in church. He gave that up a long time ago, before he quit drinking.

The bright morning would make for a severe clear day. Dusty noticed Hal, the tow pilot, and Greg, the owner, pulling the Schweizer 2-33 out of the hangar as he drove up. "Dusty, your ride's inside," Greg hollered.

Dusty let the door slam as he went into their hangar office. He headed straight for the coffee pot, but out of the corner of his eye, he could see someone sitting at the other end of the room. He poured a cup of coffee and turned around to get a full view of his passenger. She was wearing a scarf on her head and a full length skirt over pants that went all the way down to her shoes. He guessed it was some type of religious garb. Better watch your language, he told himself.

He went over and sat on a chair across from her. She was reading a pamphlet of some sort. "Are you my glider ride?" he asked. When she looked up, she seemed so peaceful and at home with herself. Dusty hadn't looked closely into a woman's face since he'd broken up with Julie, his last girlfriend. That was over a year ago when he'd found out she had given him herpes. It seemed this face had something to offer him that he didn't know he needed. He was at a loss for words.

Thirty years of giving flight instruction, flying skydivers, and occasionally doing charter work had left him more than a little cynical about whoever else got in an airplane or glider with him. An affair with a female student that ended his marriage, and another student who threw up in his face, were two unforgettable situations. Now, he wanted to find out as much as possible about the people who got into an aircraft with him.

"Yes," she said. "I wanted to take a glider flight on Easter morning because someone told me it's so quiet and peaceful up there. It's like you're touching the face of God. What better day to do it?" She extended her hand and Dusty shook it. "My name is Rosa."

Her soft voice reminded him of the brook in the lobby of the Japanese restaurant he visited once in a while. He always tried to sit as close as possible to the water and he enjoyed the peaceful sound as much as he enjoyed the sushi. His divorce and his breakup with Julie had not left him with fond memories of the female voice. And when she was angry, his ex-wife's voice could peel a pineapple.

"I'm Dusty, have you ever flown in a small aircraft or glider before?"

"No, this will be my first time." He liked her voice the more he heard of it. Her soft brown eyes were not bad, either.

"Well, let's head out and start getting ready."

He thought there might be some thermals beginning to percolate as it was coming up on mid-morning. Maybe they could catch a thermal or two and stay up longer than the usual twenty minute sled ride. He sized-up Rosa as he did any passenger: Height for cushions, size for possible weights. Seemed like she might need a cushion and a weight, so he took one of each along.

Hal and Greg already had the glider in the launch position. Dusty did his usual walk around check of the glider while Rosa followed and observed. He carefully explained which controls did what on the glider. Even in the midst of this work, he couldn't help but wonder about her religious-type clothing.

"Where will I be sitting?" Rosa asked. Her voice had a little tremor in it.

"Front and center." As he laid the seat belts and shoulder straps out of the way and placed the cushion on the seat, he wondered how she was going to get into the seat with the bulky skirt she was wearing. But before he knew it, she was in the seat -- with no assistance. Strapping her in, he asked, "Do you have sunglasses?"

"No, I want to be able to see the blue sky," she replied with a bright smile.

"Okay, you'll just follow me through on the stick and rudder." Dusty went on and explained how she could help him by adjusting the trim since the trim adjustment for this glider was near the front seat only, but added that if she couldn't reach it, he could still fly. Next, he showed her the tow plane release and told her not to pull it until he gave her a signal.

Greg came up with the tow rope for Dusty to check and then hooked them up as Hal was already taxiing the tow plane into take-off position. They did the tow rope release checks. As pilot, seated in the back, Dusty asked Greg to make sure Rosa was strapped in and the canopy was shut and latched. When Dusty gave him the thumbs up, Greg lifted the wing and Hal began taxiing forward.

"He's taking the slack out of the rope right now," Dusty remarked to Rosa.

Rosa observed everything in silence, seemingly living in the moment.

When the rope was taut, Dusty did a full deflection of the rudder pedals -- the movement of the rudder being the signal for the tow pilot to take off. As usual, the glider was off the ground quickly.

"We just hang out here in this position behind the tow plane," Dusty said as the old Piper Pawnee's tail lifted and the plane took to the air. He continued with his usual passenger orientation chatter.

It truly was a stunning day, not a cloud in the sky. They were 3,000 feet above the ground in less than ten minutes. "Okay, you can go ahead and pull the release knob," he told Rosa. "Don't forget, as we climb to the right, to look off to the left and watch the tow plane with the string, the tow rope, slipping away." A moment later, he said, "Go ahead, reach down and bring the trim handle back a couple of notches like we talked about on the ground."

Rosa had said nothing up to this point in the flight.

"Well, what do you think," Dusty asked.

"It's beautiful."

He watched her turning her head from side to side, taking in the view, and he knew she meant it. Still curious about her garb, he said, "I don't mean to sound dumb or rude, but what's your religion?" They were flying a rectangular course around the glider port.

"I'm Catholic," was all she said. Her tone was confident and upbeat.

"Shouldn't you be in church on Easter Sunday?"

"I chose this day to seek out a glider flight because this day is the first anniversary of my dear father's death. He'd learned to fly in his 50s as a way to break out of the rut that was his life." She paused for a moment. "Although I loved him, my life always seemed to be going in the opposite direction from his. We talked on the phone often. He knew about my deep longing to find God, and so one day, he told me, 'I will have to take you up in a glider sometime. You will feel that you are touching God.' He died before that flight could ever happen."

Dusty said nothing, but he wondered if soaring in the glider would help Rosa find God or maybe find her father.

They continued gliding, hitting a thermal and circling until it dissipated. Although he had just met her, Dusty was starting to feel a deep connection to Rosa. She seemed to be a seeker in her own way, as he called himself a seeker. Sometimes he felt like an outsider when he was alone and sometimes he still wanted to be a part of something greater than himself.

Rosa continued to take in the sights of the peaceful countryside. Suddenly, she asked, "Do you believe in God?"

Startled by her direct question, Dusty took a deep breath. "Yes," he answered. "I believe in a supreme being. I have trouble with some old guy with a long, gray beard or some old woman with long, gray hair floating around the sunsets and thunderstorms with a clipboard writing down every time I say the 'F' word." He thought he heard a little chuckle. "I've been very lucky in my life," he continued. "I've nearly died a couple of times. . . . I guess my issue is with organized religion -- without wanting to offend you," he added.

"That's an issue for many people. . . . but I'm glad you believe in God."

"Are you not a real nun? I thought you had to do whatever the Mother Superior told you to do?" Dusty recalled that nuns took some kind of vow of obedience.

"No, I am not a nun, but I've spent time living in monasteries and hermitages as a laywoman. I'm still trying to figure out what I'm supposed to be doing with my life." She paused, glancing out each side of the glider. "I feel called to a deeper life with God, so I joined a Catholic association of lay people who live a very traditional, devout lifestyle that includes guidelines for modest clothing. . . . I really don't know what else to do with my life at this point."

Dusty looked at his watch and noticed they'd been up over forty minutes. That was pretty good. He observed some clouds forming in the high skies overhead. That would probably bring an end to the baby thermals they were finding.

"You know, I've never experienced anything like this," Rosa said. "Now I know why my father wanted to give this to me." She sounded as if she were about to cry.

"Put your hand on the stick." Dusty instructed, hoping to help Rosa out of her pain. "Follow me through a demo of the three axes like we talked about on the ground. We'll do a turn here to the left. First, look and make sure there's not another glider or plane out there. . . . We take the stick to the left and the left wing goes down. Then, we have to neutralize the stick back to center. We want to keep the yaw string straight up on the pitot tube on the nose in front of us by stepping on the side the string is not on. . . . 'Don't step on the string,' I tell my students."

"I can see us turning on the horizon."

"Okay, let's roll out level and head back to the glider port. You see it over there, don't you?" Dusty asked as he leveled the glider.

Rosa glanced toward the left. "Yes, I do," she said in her usual peaceful tone.

Tapping her on both shoulders with both of his index fingers, Dusty indicated to Rosa that she was flying. "You got it," he said.

They glided straight ahead about five minutes. They were less than two miles from the glider port at 2,000 feet, plenty of altitude to make it back. "Do you think you can make a turn to the right?" Dusty asked.

"Let's see. I move the stick to the right, then neutralize."

"You got it." She wasn't doing half bad. "Keep the yaw string straight." She put in just enough rudder to line the string up.

Dusty allowed her to fly much of the way back to the glider port. "Okay, follow me through. Go ahead and set that trim lever forward like it was when we took off. . . . We're going to land opposite the way we took off since there's little wind. Keep your hand on the stick and your feet on the rudder pedals. Since we want to descend now, we put in some spoilers to get us on the ground quicker. We do that with that handle on the left. . . . See? The spoilers come out on the wings as we make a steeper descent angle."

The calm wind made for an easy landing. Dusty put the glider back where they took off in front of the little shack. "Let me get out of this thing first," he said. After he got out, he held the nose of the glider down while Greg helped Rosa out of the front seat. She looked so contented.

"That was wonderful," she said softly as she smiled at Dusty. "I want to learn to do this. Could you teach me?"

"Is there a God?" he answered.

A letter to Phyllis Wells from Mary Herman, 2009 Skyghost Scholarship recipient

Forgive me for not corresponding with you earlier. I have recently made my first glider solo on the 8th of November, 2009. It went very well and I thoroughly enjoyed it. I have attached a few pictures of the occasion. Since then, due to

poor flying conditions, I have only gone up in the air three more times (two being solo). I would like to thank you once again for your support of my flight training. I am still working very hard on achieving my pilot's license. I am also one step closer to becoming a member of the acrobatics team at the Air Force Academy, as I have received my letter of assurance and have been informed of receiving Congressman Wittman's nomina-

tion. I have the fullest intent on going to the Academy starting this summer. Thank you again.

Sincerely

Mary Herman



Photo: Frauke Elber

Ed. note: Mary is a member of the Tidewater Soaring Society in Virginia and also the recipient of the TSF (Tidewater Soaring Foundation) scholarship

This year it took a bit of courage to go and attend this traditional meeting of the German women gliding pilots. The roads were treacherous in severe winter conditions that made every travel by car an adventure. Two women needed 7 hours for 200 km. I myself went by Thalys, the high speed train that runs between Brussels and Frankfurt, which was 55 minutes late, then by S-Bahn (kind of light rail train) to the "Stadion station" in Frankfurt. I was unable to hail a taxi and request one by phone: "NO, this is a too small a distance", was the answer I got. So 20 minutes splashing through muddy snow. Still, in spite of the price for a new pair of shoes, this weekend was more than worthwhile attending. Over 100 happy participants met again with old and new friends, welcomed by...who else.. Ingrid Blecher – yes, the same dynamic lady as on the very first Witches meeting, 36 years ago. Incredible!

Starting with greetings and "*coffee and cakes*", the women's team coach, the ever present and inspiring Walter Eisele was presented with the "Golden Witch" award, only the second man to be granted this honor (after Fred Weinholtz).

Following this ceremony, Andrea Fentzau Lehmann, more than once best woman in the all-gender European aerobatic championships reported on sailplane aerobatics. Many male participants congratulated her, but Andrea has the impression to be just "tolerated" (or is envied?) in this male company. Another regret: so few women participants in this branch of soaring. Maybe the film clips of her loopings etc., with the visible stretching effect of the G's on her face, has a little frightening effect, even ending in a happy smile.

In the next presentation, there face of CarolAnn Garrat. What a pilot who flew her single engine days, together with her friend and The whole set-up was a promotion donated to ALS – research for cal disease which had also killed called the "Lou Gehrig-disease who died from it)

It was incredible, how CarolAnn in a very lively way. Take off was than a year of thorough preparations, knowledge of air space regulations for maintenance and of customs and immigration for the preparations also meant sitting upright, sanitary handling, to be passed over!). Name it, they The first leg brought both to San of flight. Then on to Hawaii, where few hours of sleep in the now no position. Next stop Guam after 23 hours of sleep! Almost half way "difficult countries" Crossing the avoid India. Calculate the advantage luck: no fuel available at the first of a 4 day holiday. Improvisation needed – fortunately this was a spot where friends stood by to help. Then came Oman, Yemen, Golf of Aden...35 hours without a bed. Over Ethiopia permission was only granted if flying at 16.000 ft – luckily the oxygen provision was amply calculated. After Djibouti the instruments told the sad story: the providers had tanked 30 gallons short. Quick decision, another airport...Burkina Faso, Senegal, Dakar, up to the Cape Verde Islands- no hotel. An early departure because menacing conditions were forecasted at the estimated arrival time in Orlando....where they beat the storm by 40 minutes. A NEW WORLD RECORD in 8 days, 12 hours, 20'.

A question from the women pilots in Frankfurt: "*did you lose weight*"? "Just a few pounds, of course a Weight Watchers regime would require more than 8 days..."

Memorable moments never to forgotten!

After the presentation quite many queued up to buy her book (and DVD) "Upon Silver Wings", all proceeds again going to ALS..

Two world champions spoke about their competitions in Szeged, Hungary, trying to explain their last minute victory (9 competition days). Sue Kussbach conquered the Standard Class title, when the night before everyone was still expecting Cornelia Schaich (world champion 2003) to win that class. The same expectations for Katrin Senne, defending her 2007 world title now going to Susanne Schödel.

Clearly, their victories were "on the edge" and I am convinced results could have been different, IF the organizers had not imposed an AAT task (Assigned Area Task) where "staying together and observing" is not the same as in a racing task..

After dinner... the tables were moved to make some kind of dance floor, to allow the women to stretch their legs dancing. The 2 women-orchestra was named: "die Taktlosen"-which in German could have a double meaning: 1. the ones that couldn't keep a beat or someone with bad behavior. However, most time was spent in friendly exchange of old and new memories (5 times European champion Gisela Weinreich of course was also present).

The repeated question asked was: who is organizing the 37th HEXENTREFFEN 2011?

On Sunday everybody was free to pick his or her own activity: a guided tour of Frankfurt airport, a visit to the Palm Garden, the Museum quay or a hop-on hop-off tour of Frankfurtor hurry home by car on the "surprise" roads....



was not a glimpse of regret on the fascinating woman, this American Mooney around the world in 8 1/2 copilot Carol Foy.

tional tour. All proceeds were therapy of this terminal neurologi-her mother. In America this is (after the famous base ball player

commented the whole adventure at night in Orlando, FL, after more tions, calculations, weather analy-lations, permissions, ordering avgas fuel, equipment, knowledge malities, procedures etc. Part of learning to sleep just 2 hours, life-raft usage (quite some oceans tried it!

Diego, after more than 16 hours they could enjoy the luxury of a longer accustomed horizontal hours of flight – what a joy, 4 through the journey came the mountains of Thailand, trying to tage of tail wind. What a stroke of next landing, because it was the

WOMEN SOARING PILOTS ASSOCIATION (WSPA)

Women's Soaring Seminar 2010 Registration Form

Name (and nickname or call sign): _____

Address: _____

Cell Phone: _____

Home Phone: _____

E-mail: _____

SSA Membership: Yes/No # _____

Gliders: We'll have many two-place gliders available for dual all week. **I am flying dual** _____

We will have several single place ships.

I will fly single _____

I'm bringing my glider and will bring a copy/proof of owner/renter insurance _____

Glider make/model & # _____

Current Experience (circle all that apply):

Student – Dual

Student – Solo

Private

Commercial

CFI-G

Bronze Badge

Silver Badge

Gold Badge

Diamonds

Mostly local flying

Cross country flights

Regional competition

National competition

Total glider PIC hours: _____ **Total hours THIS year:** _____ **Date BFR** _____

US pilot? ____ EU Pilot and have made application for the U.S. License **Y/N** ____ *Note: If you plan to fly solo, you are required to have a US license & a current BFR (Biennial Flight Review). You can do the BFR at ASI*

Seminar goals you'd like to see us include:

My Personal Soaring Goals are:

Each pilot will be required to attend the Monday morning Field Checkout and have a Flight Check with an instructor. After that I want to fly: With an Instructor ____ With another pilot ____ Solo ____ Dry lake landout! ____ Lead and follow cross country ____ Spot landing skills ____ Badge flights ____

Housing preference (circle one):

Camp on field: my tent my trailer our trailer (shared) my van

Local homes (we will have only one or two houses available, travel time is 40 minutes)

Hotel/casino (travel time is 30 to 40 minutes)

I will share with:

We strongly urge you to arrive by Friday night to acclimatize to our high density altitudes well before the seminar begins. There will be a special Saturday tour to historic Virginia City, play and lunch, leaving at 10 AM, returning between 3:00 and 4:00 with a few flight checkouts available before and after. Cost: \$40. I'll come to this very special event ____. Sunday afternoon we will go to the nearby Paiute Museum at 2:00 PM for a talk by Native Americans and go for a swim in Pyramid Lake. Cost: \$10 donation to the museum. **I'll go to the museum and swimming** ____

Seminar Cost: Sunday evening through Friday night: \$225, includes all meals starting Sunday evening, banquet, tee shirt, seminar materials and donation to the Briegleb Scholarship. Not a WSPA member? \$315 which includes \$15 membership in the WSPA and all of the above. Tows, instruction, oxygen, plane rental charged separately. There will be a daily rate for those who can only come a short time.

Shirt Size Desired: (small, medium, large, xl, xxl, male, female, child)... please write out ie, for Neita:

2 female medium, 1 male large, 1 child medium Note: One shirt is free. You may order extra shirts.

Questions: neitalibelle@aol.com and check out www.airsailing.org and www.nevadasoaring.com



President's Message

My warmest congratulations go to each and every one of you: for the WSPA received the first ever SSA Exceptional Service Award given to a group in the history of the Soaring Society in America! I was very proud to accept the award in our name during the banquet on the final day of the Convention in Arkansas. I will bring the actual award to Reno, Nevada to show it off to our 2010 Women Soaring Seminar attendees. Most of you are on our email list at wspa@womensoaring.org and have read of our great time in Little Rock, so I will use this space to talk about the upcoming seminar, July 17-23, 2010.

Air Sailing (ASI) in Reno, Nevada will host us and give you an opportunity to truly soar. How do you like being at 14,000' or even 17,000'? And remember, here you can see 100 miles on most days! The seminar will help you to grow and learn in a very supportive venue. Air Sailing is one of the premier teaching facilities in the U.S.

We have an incredible program planned for students, low-time pilots and those wishing to start cross countries. How about lead and follow cross country? Kathy Fosha who just flew six National Soaring Records will be one of our Lead Pilots. For those who have cross country experience and want to stretch your legs, this is the place to do it! With great thermals you will be able to travel! Then there are pre-planned dry lake landouts with a towplane available to get you back up to soar home.

And 300k away, Bishop Airport has a Thai restaurant on the airport. Imagine the celebrating we'll do! We have a volunteer who will tow a glider trailer down for the retrieve. And the drive back along The Sierra is spectacular.

And we have some really interesting touristy things for you to do also. Due to our high density altitude, which gives us those booming thermals, you are highly encouraged to arrive a couple of days ahead of the official flying start on Monday the 19th, to join us for our already planned events for the Saturday and Sunday. We will be doing Flight Checkouts these days also and first registration in gets to fly first! Because ASI is remote (the grocery store is 30 minutes away, so it is a one hour round trip and we'd rather you be flying and enjoying the gliderport and friends rather than driving back and forth), the registration fee will include all meals from Sunday night through the banquet. Everyone will also sign up to help with one breakfast or lunch plus one dinner. ASI is a volunteer gliderport so we all cook, clean and run the line.

Sunday night we will have a briefing by ATC on airspace and communications, of vital importance for flying in the Great Basin and along the Carson Range and the Sierra Nevada Mountains. So plan on being at the gliderport by 6:00 PM.

Get your San Francisco and Klamath Falls Sectionals now so that you can be planning out your cross countries. Email me and I'll send you an old one snail mail as long as my batch of them lasts. For the more experienced pilots, think of flying up to Truckee and back or down past Minden towards Topaz International. Or go west across to Quincy and up to Susanville and back.

By April we should have details on gliders available, rental, instruction, oxygen, etc. Do know that we'll have lots of two-place gliders, from 2-33s to ASK 21s and a Duo Discus single place ships so far are 1-26, 1-36s, LS 4, L-33 (Mini-Blanik), and a Standard Cirrus which you'll need to reserve ahead of time. Mark is lending his Libelle to one of our participants who is coming from Germany. We are expecting, so far, 8 to 10 Europeans.

We are keeping costs as low as possible and offering shared rented trailer space on the field at \$15 a person a night with about 21 spaces available. Additionally, I'm putting up 10 or more people in my house and we have one or two other houses available for 4 to 8 or more people. You can also tent in the Memorial Grove on site, sleep in your van, sleep in your glider trailer as many of us do, or stay at a hotel or a real Nevada casino. Casino room prices in Reno are quite reasonable and if you sign up for their casino card you also get some free slot or table play.

For those staying on the field, the nights cool off beautifully and the view of the stars and the sound of the coyotes and the smell of the desert sagebrush are wonderful. See you in Reno!

Neita

WSPA received the following note from the SSA

On behalf of the Board of Directors and Staff of the Soaring Society of America, we want to take this opportunity to thank you for your efforts in making the 2010 SSA Annual Convention a success. We received many, very kind complements from attendees.

Your tireless efforts on behalf of this event are truly appreciated.

Again, thank you

Signed
 Kathey Pope
 Gaynell Temple
 SSA Convention coordinators

Check SSA web page for scholarships available

KOLSTAD YOUTH CROSS-COUNTRY AWARDS

A pin and patch, featuring a white glider and cumulus on a blue background, are awarded to soaring pilots who are between the ages of 14 and 20 (inclusive) and who complete a soaring flight of: 100 km (Century I), 200 km (Century II), or 300 km (Century III). Send application and documentation for validation to SSA as if for an FAI Badge. Only one pin/patch set is awarded per flight submitted. Young pilots also qualify to apply for the Kolstad Scholarship by earning one of the Century Awards

Testimony:

SUCSESSES for the KOLSTAD Century Badges

Kathy Fosha (2003 Kolstad Scholarship Winner) was trying to complete her FAI Silver Badge to become eligible for the scholarship. The weather was not cooperating in allowing her a 5 hour flight as the days were getting shorter. She switched her plan to trying for a straight-out 100km flight in the Colorado Soaring Association's 1-34. That did the trick and, in the process, she flew over Scott's Bluff, NE, where Paul Kolstad had landed for his 300km in 1966, and landed at Kimball, NE, where Al Parker had ended the first ever 1,000km flight in 1961. Sure enough, a local asked "did you fly from Odessa, TX, too?". The following year, Kathy flew her first Regional contest and then Nationals and over Christmas break, the SSA Youth Committee selected her to go study soaring with 3-time World Champion George Lee in Australia.

Kathy not only won the Kolstad Scholarship that fostered her soaring career. Her road to success started with the Gogo scholarship (since then discontinued), continued with the Sky Ghost scholarship. In the 2003 summer a Pegasus sailplane was made available to WSPA by a pilot who wasn't able to fly that season with the stimulation to make the plane available to a worthy young woman. Kathy was the chosen one and she flew several advanced badge legs in that sailplane.

In 2007 Kathy, then a member of the US Junior team flying in the Worlds at Rieti, Italy, received WSPA support (not a scholarship) of \$2000 mainly through private donations.

Scholarships make a difference



Don't forget the **WSPA** scholarships

For information and eligibility see the WSPA web page
www.womensoaring.org

Or contact

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