



Hangar Soaring

May, 2007

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

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WSPA RAFFLE

LOOK!

The 2007 WSPA seminar will be held June 18-22, 2007

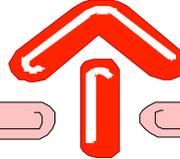
at **Central California Soaring Club at Avenal CA.**

For Information contact Kathleen Morse at

kathleen.morse@sbcglobal.net

650-210-8937 (H)

Please send in your registration form ASAP



Winner of the 2006
Majewska Medal:

**Ghislaine Facon,
France**

See story on page 6

Photo courtesy of
Ghislaine Facon

Ready for take-off
(notice the moon high in
the sky and the head
band flash light)

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

ANNUAL DUES (JULY-JUNE) ARE \$10.
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No women badges or records listed in SOARING up to the April issue (May issue not received at deadline)

June is due renewal month

This is the time of the year, when Arleen, our treasurer, has to go into high gear and this can be righteous frustrating because often this drags on into October. All of us work as volunteers and some of us with a high input of time. Arleen has also to look after an elderly parent and she is a vivid quilter. Beside that the renewal of membership is directly tied to the Editor keeping an up-to date mailing roster.

Please make this job easier on the two of us
by paying your dues in time

Frauke



President's Notes – Spring, 2007

Along with the daffodils and tulips, spring brings us dreams of soaring. Around here, we're getting our gliders ready and waiting for the field to dry out. I hope you're finding opportunities for flying – with lots of lift.

I'm really excited about our seminar coming up next month at the Central California Soaring Club in Avenal. Neita Montague and Kathleen Morse have been working hard to line up outstanding speakers and to organize every detail so that the participants can use all their time and energy for flying. It promises to be a great week.

If you haven't participated in a seminar before, let me assure you that they are a FANTASTIC opportunity to experience different soaring conditions and develop your flying skills. But most of all, you will meet a terrific group of women pilots. For me, the support and encouragement I received from these women was a key factor in giving me the confidence to go for my license. Getting together once a year and bonding through our common love of soaring is such a great experience. I want to share it with all WSPA members.

If you haven't made up your mind about coming, I encourage you to visit the CCSC website at www.soaravenal.com. The soaring conditions there look outstanding! Their fleet will be supplemented by some two-place ships that participants are bringing. There will be opportunities for dual and guided cross-country flights, so it's a great opportunity to move to that next step in your flying career. If you have any questions at all about the seminar, Kathleen and Neita will be happy to give you more information. You can reach Kathleen at kathleen.morse@sbcglobal.net, and Neita at neitalibelle@aol.com.

I hope I'll see you at Avenal!

Women Soar!



From the Editor

Dear WSPA members, this time I come with the joyful news that we as an organization, which fosters and supports women soaring pilots were able to send the Junior Team in the name of Kathy Fosha \$2050. My offer to match any donation to the fund dollar by dollar up to \$500 was met in less than two weeks by only 8 members whose donations ranged from \$5 to \$200. The WSPA treasury added the remaining \$1000. When I informed Kathy that the check to the Junior team was in the mail, I received the following e-mails:

"Thank you very much for your support! It's a very good feeling to have the WSPA standing behind the juniors as we head to Italy! I'll be certain to write excellent reports for the WSPA!"

From Doug Jacobs:
"Let me add the thanks of the US Team Committee - very generous of the WSPA to support Kathy in this way - many thanks DJ"

Billy Hill, Junior Team team Captain to Kathy:
"Great going. Glad to see you are getting that kind of support from WSPA"

Thanks to all who met the challenge, you really came through.

This year, Hangar Soaring can look back to 35 years continuous publication. What started out as a nameless little survey sent out by Bertha Ryan evolved into a 12 page international newsletter. I only regret that we are financially unable to publish Hangar Soaring in color. Members, who can get the newsletter from our web site www.womensoaring.org are able to enjoy it in color.

Keep the stories coming to keep the newsletter healthy.
HAPPY BIRTHDAY HANGAR SOARING

Lucy Anne

Frauke

Landout Communications

Cindy Brickner has these thoughts:

Soaring commonly happens in remote places, with poor cell coverage. Sometimes, the best means of communication will be an airliner flying overhead. In preparation for a possible landout, a pilot flying in any area should acquire local information on the approach/departure ATC frequencies for the neighborhood. You can write these on your chart indelibly, for handy reference. Failing that simple precaution/pre-flight prep, most handheld radios now have a scanning function. By choosing "scan," the radio will halt on a frequency where conversation is happening, and you have range to respond. Or you can contact an airliner on the "guard" frequency of 121.5.

Once you have identified a working frequency, wait for a polite break in the conversation. Then address the aircraft in flight, ask them to join you on a "glider" frequency or on 122.75 or 122.85. Most pilots will readily relay to your crew or base of operations. You also can ask them to relay the info to ATC, if you are not speaking on ATC frequencies. Be prepared with your coordinates handy before beginning the conversation.

A pilot who has landed "away" in the desert environment can easily be in an urgent situation if folks have no way to locate him, or if he didn't carry along adequate supplies. I know of two separate stories from my site alone, where a pilot was within voice Range of humans, and yet in a dire situation.

Personal locator beacons (PLBs) are intended for "urgent" or emergency situations also. But I would not use them in a frivolous way, as it is going to trigger a pretty large scale and expensive effort, for which the county, state or federal search crew may decide to present a billing, should they feel you acted in a frivolous manner. We don't need that kind of press coverage for soaring.

Another alternative is a short term rental of a satellite phone. This can be arranged for under \$150 in most cases. It just depends on what style of flying territory you expect to encounter.

Most of these problems can be prevented by appropriate preflight planning, communication of intentions with ground crew prior to launch, and having a good "recovery" plan for communications at day's end. This can include call back plans to remote voice mail boxes, a human at home, or using a FSS station for a call back point.

We talk about soaring being an individual sport. In reality, you are foolish if you don't brief a friend about your intentions prior to launch; or if you deviate largely from your plan. I can tell tales of extensive searches for a pilot who landed safely, and his soaring friends spent hours and dollars on distressing search efforts. Plan ahead. Be kind to your fellow soaring pilots by being easy to locate at day's end.

I would make a note of caution about firing flares for a locating tool.... most places we fly are remote rural areas, with brush and grass nearby. Igniting a fire, with no suppression capability may make a much too large light source.... and create untold damages, like the San Diego fire of a few years ago. Homes and lives lost....

I know a pilot used flares just north of Cal City in the 80's, and ignited a brush fire. His crew found him, and a lot of locals, and the Fire Department. No one was very happy with the city idiot on the loose in the country. He nearly burnt up his Jantar in doing so. Not a good idea in our dry, fire prone southwest.

On the same topic, Gary Bushouse makes the following comment:

While crewing for Captain Sunshine (Kevin Wayt) in the Dust Devil Dash a couple of years ago, he taught me an interesting lesson. While he was out of direct contact with me (as I was weaving my way through canyons and passes in Nevada chasing him all the way to Idaho), we did indeed utilize guard (121.5) to contact airliners.

As long as these guys are on their enroute segments, they're more than happy to break the boredom. We just asked that they relay a message via 123.3 (which was our selected frequency) and they were delighted to do so. We used this quite successfully 2 or 3 times while I was figuring whether to head for Wyoming or Idaho chasing Kevin. Probably not a good idea to overuse the frequency, but when you're down and the prospects of spending the night begin to loom large then why not?

And John Frerichs comments:

When I flew I always carried a 2 meter handheld Amateur Radio transceiver with me. In case the cell phone didn't have service, I could almost always count on a 2m repeater around that would have someone available to relay a message (or maybe do a phone patch).

From the Junior Team web page

Kathy Fosha

[Talented 24 year old commercial pilot Kathy Fosha has flown over 300 hours in gliders since her solo at age 19 in Minden, Nevada flying a Grob 103. Kathy has competed successfully in two National championships and holds numerous records including the Colorado 15m Feminine Altitude Gain and Free Distance. Kathy is Co-Holder \(with Mike Westbrook\) of New Mexico Multi-place Free Distance, Free Out and Return Distance and Out and Return Distance, Absolute Altitude, and Altitude Gain. Holder of New Mexico 15m Feminine Absolute Altitude. In addition Kathy has earned many awards including the Gogos and Kolstad honors, the Sky Ghost Scholarship and is a graduate of three time world champion George Lee's elite cross country and racing school in Australia. A recent transplant to Southern California from Fort Collins Colorado, Kathy now works with advanced aerodynamic design and analysis at Northrop Grumman Corporation in El Segundo Calif. "I love competition flying because it truly is a test of pilot skill. While differences in aircraft performance can cause a difference in the standings, a very good pilot can overcome these differences. Taking advantage of the energy inherent in the sky to fly great distances is an awesome thing", says Kathy. She is looking forward to flying and competing with a large group of Junior pilots at the WGC in Reiti and hopes to fly Standard Class.](#)



Kathy Fosha

From the Seminar organizers: (Kathleen Morse, Neita Montague)

Dear Women Soaring Pilot members,

Neita Montague and I are chairing the WSPA Seminar in Avenal, CA this year. We have an exciting agenda as you can see from the description below. Because we need to plan ahead for food arrangements, facilities, ect, we need to have a good idea of who will be attending as soon as possible. **Please send me an email (kathleen.morse@sbcglobal.net) if you plan to attend and please register early.**

We have some **great speakers planned** including:

Dale Master will present "Common Errors". He will also bring copies of his book "Soaring Beyond the Basics".

Dr. Dan Johnson will discuss Physiology issues. <http://amygdala.danlj.org/~danlj/AviationMedicine/index.html>

In addition, we will have other wonderful speakers on topics such as cross-country flight, SSA badges, and Allan Silver will talk about parachute use.

There will be **several 2-place gliders available for rent and instruction**. These include an the Blanik L-13, and two Schweizer SGS 2-33. The single place Schweizer 1-26 will also be available. In addition, **several 2-place gliders will also be available for instruction and rides**. These include the ASK-21, the Duo Discus and the Grob 103. Guided cross-country flights will also be offered.

Movies of Soaring from around the world will be presented in the evenings. Women, who have flown at these different sites, will be attending and can share their experiences.

The registration for the Seminar is inside the Hangar Soaring Issue that is attached to this email. Please note that there are two registration options.

We hope that you can attend! Again, **please register early!!**

Happy Soaring!

-Kathleen Morse and Neita Montague

Neita sent in the following:

Starting with this 2007 Seminar, I am creating a binder so that those who follow us for leadership in future seminars have an outline of tasks and ideas, of volunteer needs, waivers, letters of agreements etc.

If anyone has a handout from a WSPA seminar they attended which lists the attendees and volunteers, a page which lists the program for the week, or anything you think might be of help to make future seminars even better, I would appreciate your mailing them to me (or scanning and emailing?) at

Neita Montague
2007 Co-Chair
7840 Tamra Drive
Reno, NV 89506

Anyone who has a binder of a past seminar, I'd be glad to keep anything you sent me as an archive for the WSPA. And I will pass these on to the next board.



Best wishes for a successful Seminar - I wish I could join you. But I started soaring 66 years ago, so I'm no longer flitting about the USA for conferences! Sure wish I could!. Say "hello and best wishes"

to all who remember me, and my Kolstad family. We are pleased to have awarded 50 a college scholarship grant in honor of our son Paul Kolstad.

Now we are looking forward to finding a category to award some young soaring pilot (preferably female) a possible new award called the 'Mid Kolstad Award'. I hope we can make this a reality.

I'll be eagerly awaiting the results of your discussion, if you do bring up this idea. We plan to endow it, so that the award can be taken from the yearly interest.

Soaring has been important to me for a long time.

Think lift!

Mid Kolstad

BEOWAVE

By Dennis Moss. First printed in "Birdseed", Colorado Soaring Association's newsletter.

Having heard of Dillon's excellent adventure in the wave, and his subsequent attempt to spin down from altitude, it suddenly struck me that such adventures need to be preserved for posterity. In the past such excursions rated epic poetry. But everyone knows how boring Beowulf was to read in English class, so I have chosen a more palatable form of poetry – a limerick.

*A young glider pilot named Dillon,
Found a hapless young lass who was willin'
To go soaring one day.
And the tow she would pay,
for a ride that would be thrillin'.*

*So they hooked to the mighty Pawnee,
And these surly bonds they did flee.
Looking handsome and brave,
They flew into the wave,
And ascended straight up at mach 3.*

*Soon they found themselves very high,
Looking down on the earth from the sky.
"But we are stuck here" he said,
In a voice filled with dread.
"Don't know how we'll get down but I'll try."*

*Then Dillon knew just what to do,
As he started to suck on O2.
"I'll breath this for a while",
He said with a smile,
"till my fingernails aren't quite so blue".*

*Then the fog quickly cleared from his head.
"We'd better get down or we're dead!"
He said with a grin,
As he entered a spin,
And came down like a brick made of lead.*

*Then into the pattern he flew,
And landed as soft as the dew.
"I know she's impressed,
And she thinks I'm the best,
'cause my piloting skills are true blue.*

*But this train of thought hit a snag,
When his passenger puked in a bag.
She turned lightly green,
Muttered something obscene,
Then said "Hey man this is a drag!"*

*So the moral of this epic tale,
Is one that I've never seen fail:
If you want to get girls,
Buy them diamonds or pearls,
Because flying won't get you no tail!*

PS Dillon is presently flying and towing at Tidewater Soaring Society. He also was Kathy Fosha's instructor in Colorado

To the upcoming seminar participants: sharpen your Limerick skills. There will be a Limerick contest at the seminar



Photo: Dan Johnson

Table 1: l to r (seated) Cindy Brickner, Maria Heverly (Doris' daughter), Doris Grove, Pat De Naples, Mary De Naples, Sharon Smith
Standing: Linda Laberge, Frauke Elber, Christa Joschko (guest from Germany)



Photo: Dan Johnson

Table 2: l to r Inta Kraft, Velta Petere (guest from Lithuania), Phyllis Wells, George Taylor, Kathy Taylor, Charlotte Taylor, Anne Mongiovi

WSPA Breakfast and booth At the Memphis Convention



Photo: Dan Jonson

Seated front l to r: Frauke Elber, Sharon Smith, Mary De Naples. In the back: Anne Mongiovi.
Front: Christa Joschko
Displayed art work by Ulrike Franz / Germany

See these pictures and all others in this issue in color at www.womensoaring.org

IN HARMONY WITH THE MOST WONDERFUL MANIFESTATION OF THE NATURE

By Ghislaine Facon, France

The dream

As a child, my dream to fly came from the beauty of the land.

As a young adult, my dream to fly came from the beauty of the sky.

As a mother, my dream to fly came from the beauty of the fantastic show of the lee waves in the sky over the Pyrenees stretching from the Mediterranean sea to the Atlantic ocean, from sun rise to sun set. This lovely invitation of the sky triggered only one thing in my mind: to discover this enormous energy, to go inside the heart of this nice phenomenon, and to live in harmony with this wonderful manifestation of Nature. Finally, to have the great pleasure to live this dream in reality.

But at altitude over 4000 meters, the conditions are very serious: oxygen, not enough to survive, has to be supplied. The rays at high altitudes pose a danger especially for the eyes. The cold with temperatures under -30°C is hard for both human and material. Freezing is always possible. The strong wind often blowing up to 100 km/h induces serious turbulence up to the limit acceptable even on the ground during take off and landing... So even the experienced pilot, to fly safely in these specific conditions, needs to learn more.

Learn to fly the lee waves

Since my beginning to fly, at age 15, I gained a lot of experience in the French, Spanish and Moroccan mountains, (Vosges, Alpes, Pyrenees, Atlas,...) but mainly in thermals, although, I have flown sometimes in waves. But when I decided to fly in the strong lee waves of Pyrenees, I wanted to make it safely. My opinion was that I had to learn to fly in thermals, and afterwards to learn to fly in waves. But nobody was there who could teach me that. So I found a sure and efficient method in a publication of Robert Bourges a sport professor, (Ref 1) based on: To understand, to know. To know, to do. To do, to succeed.

First, I began to study a lot of scientific topics about lee waves and the compilation of 20 years of flights in glider in the lee waves of Pyrenees. (Ref 2 + 3). Then I presented the results of my work in conferences and publications (Ref 4 + 5). I also envisioned and experimented with a free of charge alerting system to alert all pilots of approaching better meteorological conditions, in order not to miss the best days. Because of its efficiency, this system was generalised to all France with name is "Alertegrandsvols".

At the same time, I learned to fly in wave with my best friend, my ASW 20 cl. At the beginning, I made some outlandings because I could not connect to the wave. But flight after flight, I improved my techniques, checked my progress by analyzing the statistics of my flights, until I was able to fly in waves straight ahead, without stopping to climb for more altitude. The sky always helped me, it was my guide. Each wave flight was such a great joy that, after landing, I longed always for the next flight.



Ghislaine and Sidonie ready for take-off

From Pyrenees to Andes

Our nice, 400 km long Pyrenees mountain chain was short in comparison with the performance of our gliders, being able to make a maximum of about 1200 km in yoyo a day. But the Cordillera of the Andes, the longest ridge on earth, seemed so far at the opposite side of the planet. Then a friend, a balloonist joked "Why do you wait, if you like it?" But was it reasonable to spend so much energy, to change our family and professional life for a sport-adventure of extreme flights? Going from Pyrenees to Andes, was enormous. Even more incredible for a women. Would I be prepared for this? How to know? Only one solution, take my chance.

Holder of some French records, one or two world records seemed possible to me. A two place glider, a Stemme, became available for rent. I offered the co-pilot seat to Sidonie Ohlmann, the wife of Klaus Ohlmann, a new glider pilot (but by profession an airline pilot. Ed), and she accepted.

Like a bird in the waves

When the wind began to blow, I was so familiar with the sky of Andes that I felt like a bird in the waves. Right at the beginning, at the first flight, I flew two world records: speed and distance. Then, in the week from November 20 to 28, 2005, it was the exploit, first in the world, never seen in gliding: 7 female world records and 9 female French records in 6 consecutive flights including the longest (1850 km) and the fastest (228 km/h) flights never made by women in glider before. That seemed incredible and magic for me, very difficult to understand that this was true. But I remember clearly that it was a very great joy to fly between rotors and lenticulars.

This incredible result was the result of 6 years of long work to gain sufficient experience in lee wave flights over the Pyrenees, an intense preparation before the 4 months expedition, a quick, one week familiarisation to be safe with the glider and the environment, the concentration on details during the flights, and, an excellent motivation. My point of view was that this kind of flights had to be prepared very carefully and rigorously simple for security reasons. In these conditions, the more "technical" we are, the more we have time to fly in harmony with these exceptional meteorological conditions.





Ghislaine shows off her French and World record diplomas

2001.

And then, the reward is the absolutely fantastic: the life in harmony with the sky.

Coming back home, I returned to my normal earthly life as mother, to work and as a glider pilot, in addition to some new conferences and publications (Ref 6 + 7) and always the great pleasure to answer sometimes "Ok, I come" to the next lovely invitation of the sky to fly over our Pyrenees ... waiting for the next flight, to live once more again inside the heart of the lee waves, for me, the most wonderful manifestation of Nature, a paradise between the earth and the sky.

Ref 1 - « Optimisation de la performance » a book by Robert Bourges.

Ref 2 - « Les Pyrénées en planeur » a book by Alain Blanchard, FFVV.

Ref 3 - Doctorial Thesis Denise Cruette LMD France.

Ref 4 - « Expériences en météorologie dynamique » Ghislaine Facon - conference JVV FFVV 2002 - publication in Vol a Voile Revue n°113 + 115 + 116.

Ref 5 - « Surf en plein ciel » Ghislaine Facon et Denise Cruette - conference SMF 2004.

Ref 6 - « Que du bonheur entre rotors et lentilles » Ghislaine Facon - conference JVV FFVV 2006 - publication in Vol a voile Revue n°120.

Ref 7 - « Zapala, face au vent du Pacifique » Ghislaine Facon - publication in Vol a voile Revue n°124.

Ghislaine works as an engineer for the French space agency, CNSE in Toulouse/ France with stratosphérique balloons.

She is a licensed pilot for Ultra Lights, power planes, gliders and motor gliders.

She is holder of 15 French records and 7 World records, the latter ones flown during one week in November 2005 in Argentina..

Since 2000 she has been organizing soaring camps especially for women and also meteorological conferences since

Gislaine is the mother of two college age daughters. She is the first French pilot awarded the Pelagia Majewska Medal, the highest FAI honor for a woman glider pilot. The citation on the FAI web page reads as follows:

The [Pelagia Majewska Medal](#) was awarded to Mme Ghislaine FACON (FRA) for her remarkable series of world records and her contributions to gliding meteorology.

Photo credits: all photos courtesy of Ghislaine Facon

(editor's note). When Ghislaine learned that Doris Grove was the US nominee for the Majewska medal, she wrote that for her, as a young person Doris was an idol.

Women Soar in New Museum Exhibit

By Kathy Taylor

How many women soaring pilots do you know? How many have you ever heard of? The answer is probably, "not many." Yet women have been a part of soaring since John Montgomery's sister Jane helped build his first glider in 1883. A new exhibit at the Southwest Soaring Museum tells their story.

The exhibit features women from the US and from around the world - women such as Olga Klepikova who set the World Distance Record of 749 km in 1939. This record was finally broken by Dick Johnson during 1951 flying the RJ-5. Consider the many-talented Allaire du Pont. At the 1935 National Contest at Harris Hill, Allaire set an endurance record of five hours and 31 minutes in a DuPont utility glider designed by her husband, Richard C. du Pont. After Richard was killed in the crash of an experimental cargo glider in 1943, Allaire lived six additional fruitful decades. She was a force in the racing world, breeding champion thoroughbred Kelso, 5-time Horse of the Year (1960-1964) and many others. She was also an Olympic champion trap shooter, a senior champion tennis player, and noted philanthropist.

Women have not always had it easy in the man's world of soaring. In the U.S. after World War II succeeding could sometimes require impressive efforts. This was a time when soaring competitions still included naming a beauty queen as part of the publicity campaign. Many of these women persevered in this man's world by following a parent's mantra, "you can do anything you want as long as you are willing to work for it."

Consider Betsy Woodward, for whom "money was always a problem." She ferried an airplane from Maryland to California in 1949 and stayed to work at El Mirage, trading towing and instructing for soaring time in the school gliders and bunkhouse living. Betsy was a meteorology student at UCLA when she was enlisted as the primary photographer for the Sierra Wave Project and became aircrew in the Pratt-Read sailplane. During these high-altitude wave explorations, she set a World Absolute Altitude Record of 39,993 ft and Altitude Gain Record of 27,994 ft in 1955. Later, she toured Europe in a light plane; performed laboratory and flight experiments in thermal convection; started her own company to perform pollution measurements using helicopters and light planes; and built her own passive solar house.

The United Kingdom has spawned a string of remarkable soaring pilots, starting with Ann Welch, who got her power license in 1934 and her glider rating in 1937. During World War II she was a member of the Air Transport Auxiliary in England.

During that time she flew Spitfires, Hurricanes, Blenheims, and Wellingtons. In 1965 she was Director of the World Soaring Championships and is well known for her work with the FAI Rules Committee. She was co-author of such classics as "New Soaring Pilot," and "Pilot's Weather."

Anne Burns won the British Gliding Championships in 1966 and set numerous World and British records. She spent her professional life at the Royal Aeronautical Laboratories in Farnborough where she investigated structural, in-flight loads on airplanes. Her research was essential in pinpointing the mysterious in-flight disintegration of the first jet transport, the De Havilland Comet.

Gillian Spreckley and Sarah Steinberg were winners of the 1975 Women's International Gliding competition in Standard and 15-m class, respectively. More recently, Pam Hawkins has set many world records in the feminine category for speed and distance.

Sue Martin began flying competition at the age of 18, just two years after learning to fly. She was Australian National Champion in 1970, "which upset a f

(*Exhibit on page 11*)

Preparing for the WSPA Seminar

By Mark Montague

Planning to attend a WSPA Seminar? Wonderful! You're certain to have a really great time, and you'll enjoy not just the flying but, even more, the opportunity to spend a few days with some of the most fascinating people on the planet: female sailplane pilots--or, in other words, people just like you!

But hold on... There are a few things you can do to make your experience even more rewarding. I'm referring, of course, to getting yourself prepared so as to make the most of your time at the seminar. More specifically, to things you can do now to prepare for your flight time at the seminar.

Last year at Chilhowee, Sarah Kelly's delightful gliderport, I flew with about half of the attendees; the previous year I flew with a good percentage of the attendees at Air Sailing in Reno. I enjoyed every WSPA member with whom I flew, and I must say that I was pleased with their performance in the cockpit. These members each had their own methods for preparing for the seminar, and my intention here is to pass along some of the best of their ideas.

First, most of the soaring clubs or sites nowadays have their own websites; these websites are often chock-full of useful information and are great places to start. For one thing, the website almost certainly will list the types of glider available for rent; many websites now even include the pilots' manuals for these sailplanes as well. Also, it is common for glider websites to provide the coordinates (Latitude/Longitude) of the airfield. This in itself is quite useful information. Write down the airport's lat/long, then dig around in your glider stuff until you find an old sectional. The title page of every sectional chart has a little map of the United States (well, 48 out of 50 isn't too bad!) with the lat/longs of each chart's boundaries printed over it. This should enable you to plot the airfield's approximate position and thus to determine which chart(s) you'll need to buy. Why did I pluralize the word "chart"? Simple. To take an example, Chilhowee (chilhowee.com), the site of last year's WSPA Seminar, is located near Benton, Tennessee, near 35N 85W; that's up toward the northeast corner of the Atlanta sectional. A look at the topography suggests that cross-country flights would generally run northeast-southwest, along the Great Smoky Mountains; so it would be a good idea to pick up a Cincinnati sectional--whereas the St. Louis chart would likely be unnecessary. (This year, the Avenal club is located almost exactly on the boundary between the San Francisco and Los Angeles sectionals, so I'd plan on having both charts...and take a look at www.soaravenal.com)

Many local pilot shops carry only the charts needed for flight in their local areas, but you can always special order distant sectionals; you could also order charts through Sporty's (800-SPORTYS or www.sportys.com)

When your charts arrive, unfold them and take a few minutes imagining yourself flying at the seminar. Where do you suppose the nearest lift is likely to be? What wind directions might be most favorable for soaring, and which runways would you probably use under those conditions? What are the nearby obstructions to look out for, and how high would you likely need to be to safely return to the field from the nearest peaks? All this, and much more, can be worked out in advance; use your imagination and you'll come up with more ideas on your own.

Many WSPA members use the seminars as opportunities to regain currency, or to further their instruction; these are perfectly legitimate ideas--but you should be aware that this may strain the resources of some soaring sites. In particular, some sites are rather limited as far as instructors or two-seat gliders go. (Another good reason to check the website.) In this case, there will be a trade-off: if you plan to arrive at the WSPA Seminar already current, after a quick local checkout you'll probably be able to fly without spending much time waiting for an instructor or for the two-seater to return. You'll be able to choose from a wider variety of sailplanes and to fly at the time of day you wish. Either way, the choice is yours; but it only makes sense to make a deliberate choice, so as to get exactly what you want out of the seminar.

Of course, if you're a student pilot, particularly if you haven't yet soloed, your options are a bit more limited. There is still plenty you can do to prepare yourself--after all, a big part of becoming a pilot is taking charge of your own life in a way that few other people ever do. Consider this: flying at a distant site will give you a chance to have experiences literally unavailable at your home airfield. It will also require you to deal with situations, perhaps even with regulations, that simply never come up at home. At a high-altitude airport, for example, you'll need to know about oxygen requirements and the clearances from cloud needed above 10,000 feet MSL; at a ridge-soaring site, such as Chilhowee, you'll need to know about the special right-of-way rules that apply on the ridge, as well as operating in Class G airspace. At many, perhaps most, ridge soaring sites Class G airspace extends all the way from the surface to 1200 feet AGL, so that we only need one mile visibility and need merely remain clear of clouds. (Many Chilhowee 2006 attendees seemed unaware of this, by the way.)

I'd like to take a moment to address a related issue. A couple of the Chilhowee attendees with whom I flew were student pilots and asked me to endorse their student certificates for solo privileges back home. In both cases these students were somewhat nonplussed that I was unable to do so, and I'd like to make clear to all that the reason was NOT, in either case, any deficiency in the student's flying. The reason had to do with FAR 61.87, which lists all the requirements that must be satisfied before a CFI can endorse a student certificate. If you read the rather lengthy list you will understand that there is simply no way for an instructor to satisfy all the requirements with just one flight--whereas an instructor with whom you have already flown multiple flights may easily complete the last few items with just one additional flight with you.

Finally, remember that even though you might be "only" a visitor at the seminar site, you're also a guest--and an honored, invited guest at that. You're also, regardless of your background, regardless of your total flight time, regardless of the ratings you have--or don't have--a valued member of a very small sorority: you're a sailplane pilot. Come mentally prepared to play the part. It doesn't matter if you've only just arrived on the field for the very first time; your instincts and opinions really do count. Should you see anything that just doesn't look right, anything that looks as if it might lead to an accident or to a dangerous situation, don't hesitate to yell "Stop!" as soon--and as loudly--as you can. We're a very small group, virtually a family--and we all have to take care of each other. There isn't a pilot alive who hasn't been saved from an embarrassing (or worse) situation by some other pilot somewhere along the line: it's just a part of life at an airport. Sometimes you get to be the damsel in distress, sometimes you get to be the hero: isn't life wonderful?

Women's Soaring Seminar 2007

Name (nickname or call sign?) _____

Address _____

SSA Membership # _____

Gliders

I'm bringing my glider (please bring proof of insurance with you – *it will be required to get a tow*) Glider make/model _____ N# _____

I would like to rent a glider - I am checked out in the following gliders:

Current Experience (check all that apply)

Student – Dual	ABC Badges	Mostly local flying
Student – Solo	Bronze badge	Cross Country
Private	Silver Badge	Regional competition
Commercial	Gold Badge	National competition
CFIG	Diamonds	

Total glider PIC hours _____ Hours in gliders 35:1 or greater _____ Hours in retractable gear _____

US Pilot? Yes ___ No ___ If No, do you have a US Pilots License Yes ___ No ___

Note: If plan to fly solo, you are required to have a US Pilots license.

Housing preference

Camp (tent or trailer) at Avenal (free)

Stay at a local motel (Refer to www.soaravenal site for official motel)

Will share a trailer/motel room I will share with _____

I want to fly:

Local	Solo	Cross Country	Competition	Badges/records
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With an instructor definitely _____ yes _____ maybe _____ definitely not _____

how many days? _____ local _____ cross-country _____ both _____

Mentored cross-country definitely yes _____ maybe _____ definitely not _____

(leader/follower) how many days ? _____

Emergency Contact:

Name _____

Home phone _____

Cell phone _____

Any special needs?

Cost

Registration Choices:

\$200 for WSPA members, \$210 for nonmembers: *includes all meals*

(In addition, it includes 1 month membership to Avenal and T-shirt)

Or

\$125 for WSPA members ***without food*** (Meals will need to purchased during the event)
(In addition, it includes 1 month membership to Avenal and T-shirt)

T-shirt size desired (add'l shirts available for purchase, price is tbd)

Small Med Large X-Large

Arrival

Note for large commercial airports: San Francisco Airport (SFO) is nearly 200 miles driving distance from Avenal. San Jose Airport is 165 miles driving distance. Los Angeles Airport (LAX) is 195 miles driving distance. Bakersfield Airport is 90 miles driving distance. Fresno Airport is 70 miles driving distance.

I'll be traveling by Plane _____ Car _____ Train _____

Airport of arrival _____ Time and Day of Arrival. _____

Would you like to connect with other attendees who will be **(add) carpooling** or arriving by plane? (circle one)

Mode of communication: email is _____ Phone numbers are _____

Make checks for registration payable to WSPA

Mail to: Kathleen Morse, (Apt. 32) 2310 Rock Street, Mountain View, CA 94043

CAMPING/LODGING

Camping is available onsite for free. RV's, trailers, etc welcome, but there are no hookups. Lodging is available at the following locations nearby:

Harris Ranch Inn (800) 942-2333 or (559) 935-0717

Kettleman City Travelodge (800) 578-7878 or (559) 386-0804

Olive Tree Motel, Kettleman City (559) 386-9530

Cambridge Inn Motor Lodge, Coalinga (559) 935-2700

Location:

Avenal, California is located in Kings County, five miles west of Interstate 5, at the intersection of State Route 33 and State Route 269. We are about half way between Los Angeles and the San Francisco Bay area on the west side of the Central Valley. Avenal has a varied combination of lift conditions including thermal, mountain wave, ridge and convergence most of the year.

Questions: Contact Kathleen Morse 650-210-8937 kathleen.morse@sbcglobal.net

Also contact the www.soaravenal.com site for updates.

Want to fly in the US? Advise to our oversea friends

By Mark Montague

In the past, we've had problems with foreign guest pilots being unable to fly US-insured sailplanes as PIC because they didn't hold FAA pilot certificates. I've been talking with Pat Costello at Costello Insurance, and with Mike Clark at the Reno FAA Flight Standards District Office (FSDO) about this problem, and there's good news here. There's an easy way for such a pilot to get a US Private license.

The following is a brief description of the procedure. To summarize it, the pilot fills out a form and sends it to the FAA, and indicates which FSDO she would like to visit to pick up her license. She must start the process at least 90 days prior to her planned visit to the FSDO, and she should plan on presenting her foreign license and passport to the FSDO for inspection. (She will be able to keep both!)

WSPA members planning to attend the 2007 Seminar at Avenal might plan to pick up their licenses at the Fresno, CA FSDO.

holder of a foreign license who wishes to fly as PIC at the WSPA Seminar must:

- 1) visit the FAA website page: http://www.faa.gov/licenses_certificates/airmen_certification/contact_airmen_certification/
- 2) click on "Airmen Certification"
- 3) click on "Verify the Authenticity of Foreign Certificate"
- 4) print the PDF pages and fill out the form
- 5) mail or fax the completed form to the FAA at the address/phone number provided on the website.

Please note that this must be done AT LEAST 90 DAYS prior to picking up the FAA license.

- 6) Upon arriving in the US, visit the selected FSDO, provide documents for inspection, and receive a US pilot certificate on the spot!

Exhibit from Page 7

few of the men no end!" She and husband Bob instructed at the fledging Waikerie soaring operation. Sue gained second place overall in the first Women's Internationals.

The exhibit chronicles the flying careers of many others, including Doris Grove, Liz Schwenkler, Hanna Reitsch, Yvonne Loader, Adele Orsi, Helen Dick, Britt Floden, Bertha Ryan, and Sabrina Jackintell. Come see the exhibit and meet these remarkable women at the Southwest Soaring Museum in Moriarty.

Upcoming Anniversary Events at the Southwest Soaring Museum

The SW Soaring Museum in Moriarty, NM, will hold an Open House on June 9, 2007, to celebrate its first anniversary of operation. The Vintage Sailplane Association will be meeting at Moriarty June 7-10 and there will be a model sailplane event on June 9. On Saturday John Ashford, Technical Director of the Australian Glider Design Council will be our museum speaker at the

Friday evening Experimental Soaring Association (ESA) Technical Workshop meeting on June 8, 07.

Other interesting activities are planned for the weekend of June 7-10 that involve both the ESA and Vintage Soaring Association (VSA) members.

Museum admission is free although donations are always welcome! A buffet dinner will be served in the Museum and an after dinner talk will be about Hanna Reitsch.

Contact

Kathy Taylor, 505-667-7097 (day), 505-672-0152 (evening), kathytaylor1000@msn.com, for additional information.



Marita Rea's license plate



In Memoriam

June Elizabeth Wiberg
May 24, 1926 – January 11, 2007

June Elizabeth Wiberg, 90, of El Cajon, California, died January 11th. She was born in Pennsylvania and was a homemaker. She was a member of the TWITT flying wing group.

June had been an integral part of TWITT ("The Wing Is The Thing" Flying Wings and Tailless Aircrafts) since its inception in 1986. Her vast network of contacts throughout the aviation community helped put many of our great programs together over the years. She was the operations center by answering the hanger phone and providing callers with all the information they needed about meetings and joining TWITT. She made sure there were always coffee, donuts and soft drinks available for the members when at the meetings. Bob, Gavin and June would have a monthly

Wednesday night session putting the labels and stamps on each of the newsletters for mailing the next day.

June eventually found her way to Grand Prairie, Texas where she met and married Wally Wiberg. They ran a glider port for a number of years and Wally competed in various national contests. They moved to San Diego where Wally worked for several of the aircraft companies located here at the time. He owned the Lil Dogie sailplane that Paul MacCready successfully flew in the Nationals and was later purchased by Bob Fronius who used it for local sport flying in southern California.

June was also a very active participant in the Sailplane Homebuilders Association (now the Experimental Soaring Association). Her spirit of volunteerism was so special that the ESA has an award named after her, "The June Wiberg Spirit of Volunteerism Award".

Please buy raffle tickets



This ceramic plate by Jennifer Mulligan from the Blue Ridge Soaring Society will be the 2007 raffle. Raffle tickets will be for sale at the seminar and are on the WSPA website available for download. Ticket price is \$2.00 each. Print and fill out as many as you like and send them with your money to Frauke Elber

Please buy raffle tickets

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

June is renewal month
please check your
mailing label



First Class Mail