



Hangar Soaring

May, 2008

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

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LOOK!

The 2008 Seminar will be held June 23-27 2008

at Central Indiana Soaring Society, Alexandria IN

Check CISS's webpage at:
www.centralindianasoaringociety.org



Frauke Elber

This wave cloud greeted me at my arrival in Albuquerque, where I was attending the Soaring Convention

Frauke Elber

See this picture in color in the net version of Hangar Soaring at www.womensoaring.org

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

ANNUAL DUES (JULY-JUNE) ARE \$10.
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Badges

Published through May in
Soaring Magazine

A Badge

Evelyn Gorman
Amy Guyton



President's Notes – Spring, 2008

It has been more than three years since I joined the WSPA board. We have accomplished some significant things during that time, like redefining the regions from which we elect representatives to the board, and adding an international representative to the board. With the help of some generous donors, we have established an endowment fund to ensure the ongoing support of our scholarships.

As always, Frauke Elber has held our organization together with *Hangar Soaring* glue, keeping us in touch with all the news of women in soaring and helping each one to feel a part of the big picture of women in aviation. She has been a tireless fundraiser and has expanded our international membership through her worldwide network of soaring friends. She is a true gem and we are fortunate that she so willingly shares her time and talents so generously with WSPA.

Our scholarship program relies on Phyllis Wells, chairman of the scholarship committee, to publicize the scholarships, distribute applications, and coordinate awards. The other committee members, Susan von Hellens and Margaret Roy, review the applications and select the winners. The endowment fund is managed by a separate committee consisting of Marti Klemm, Anna Gunn-Golkin, and Arleen Coleson, with Sharon Smith as ex officio advisor.

In the past few months, Neita Montague has reached out to other women's aviation organizations to spread the word about the joys of soaring and about our organization and especially our scholarship program. But there are still thousands of women pilots who have never tried soaring, and millions of women who don't even realize that flying is within their reach.

Here's where you come in. You are our representative at your club or gliderport. "Gee," you say, "I'm not sure I'm ready for this..." But there are lots of little things you can do. You can post our fliers on your bulletin boards, publicizing our seminars and scholarships. You can encourage and mentor female students. To keep WSPA vital in the coming years, we urgently need to get the next generation of pilots involved.

You can invite other women at your club or gliderport to join WSPA. If you're active in other aviation organizations, you can share the joys of soaring with power pilots. Please consider

(Continued on page 3)



From the editor

As I am writing this, I am sitting in our motor home at Perry SC where the Region 5 contest is taking place. It's a beautiful soaring day with cu's all over the sky. Inside and outside temperatures are about 85 degrees. We can't turn the AC on because that would blow the fuses in motor home row. Three days ago the night temperatures dropped into the low 40s and we had forgotten to turn the heat on before going to bed. It was quite chill.

We have several WSPA members here: Dianne Black Nixon, who is crewing for her husband Hank, Lynda Laberge as tow pilot, Sarah Kelly who is here as tow pilot as well but also flies in the contest as a guest, flying Doug Jacob's LS8 and is doing very well. Too bad she can't stay during the whole contest since she has to tend to her business in Chilhowee. Karen Geysinger with her Dachshund in tow paid us a visit. We have 65 contestants and 5 guests and today we got the whole fleet airborne in 1h 10 min with 7 tow planes. 3 days ago, an intestinal virus made its rounds and luckily for the pilots, day 2 was a non-flying day. All three Elbers were hit hard but misery likes company and we still have pilots unable to fly.

So far a situation report. We still have two more days to go. Today should be a boomer.

On the WSPA side we are hard at work to find dedicated people who are willing to serve on the Board for 2 years or more and more importantly who are willing to serve as officers. A crucial position that needs to be filled is the one of the treasurer. Arleen would like to take the shingle down not later than July. With family obligations and her involvement in quilting she does not have the time anymore that is required for the treasurer's job. Volunteers for vice president and secretary are also needed. Please, when you are willing to donate some of your time to the cause, send me and Neita Montague

your name and a short bio.

Concerning the treasurer's job: we all could make it much easier on the treasurer by paying the dues on time and have this procedure over and done within a month.

June is dues renewal time. During the last few years that process has dragged on and on well into November despite countless reminders and prompts. I helped Arleen as much as I could, since I have a complete membership roster with due dates listed. The other events in the treasurer's life that consume time are the seminar and the convention. But as better the book keeping in these two events is done the easier it is on the treasurer.

Since we are all volunteers and do the WSPA work for a good, common cause please good folks, make it easier on your treasurer and pay your dues promptly. Anybody who gets the newsletter hard copy will see the due date on the mailing label. The rest will be notified, hopefully only once.

PS the Perry contest was cut short one day since we could see the rain clouds moving in early in the morning and everybody scrambled to have the planes back in the box before the bad weather reached Perry.

Had Sarah flown as a regular contestant she would have finished in 5th place. She is planning to fly in the Standard Class Nationals in Cordele, GA. Hangar Soaring wishes her good luck.

Franke

How many presidents has WSPA had in its 30 year history?

Past WSPA Presidents

Sharon Smith
Pat Valdata
Sharon Smith (acting president)
Janet Sorrell
Lucy Anne McKosky

Looking East -- A Few Tips on Soaring in the Midwest for Western Pilots

Charlotte Taylor & Kirk Stant
St. Louis Soaring Association

Soaring conditions vary around the country, in all their aspects. The West and the mountainous regions of the East are most often considered the best U.S. regions for soaring, which may be true depending on your definition of good conditions; however the Midwest has plenty of good soaring to offer too.

Here we present a few differences we have found between flying gliders in the drier western regions vs. the Midwest, for those hardy pilots travelling from the West to the Midwest to fly. KS flies his LS-6 "66" cross-country and in contests, and moved from Arizona to flying in southwestern Illinois; CMT flies her ASW-19B "GK" in southwestern Illinois and has taken it on a few trips to WSPA seminars out west.

1) The lift is weaker in the Midwest, but there is more of it and it is usually pretty regularly distributed, and the sink is correspondingly less. 3500 ft agl is a perfectly adequate altitude to head out cross-country.

2) The lift is not as strong, so be prepared to work some weaker thermals, to not go as high, and to be very smooth and alert on the controls. In the Midwest, scratching is much admired as a skill and when the lift is weak down low, this often makes the difference between you having a soaring flight vs. you paying for another tow.

3) There are more places to land, closer together. Here in western Illinois there is an airfield every 15 miles or so, and numerous small private strips in between -- so even when the crops are high and the fields are marginal for landing, you can almost always have a nice safe airport in range even when the lift isn't going very high.

4) Soaring altitudes are often talked about in agl rather than msl, because the ground tends not to have a lot of topography. In particular this can be a factor in arranging for tow heights, be sure you know which measure is being used.

5) During the launch, some Midwest operations leave the wing on the ground until the pilot gives the thumbs up, rather than raising it to take up slack. There are some good reasons for this (our club discussed it in detail before deciding on this as standard procedure) and you are not going to change this, just be ready for it.

6) Even in the Midwest you can find all sorts of conditions: we mostly soar thermals but there is also ridge lift -- even without a ridge on the ground, it forms on the windward sides of cumulus clouds that function as "vapor ridges" -- and the very occasional wave lift, generated by distant mountains (yes, we consider the Ozarks to be mountains) or by unusual air mass conditions. So be open to all possibilities.

(Continued from page 2)

serving as our liaison to another aviation organization -- these groups are a goldmine of prospective soaring pilots, and they can be a great way to spread the word about our seminars and scholarships.

As you can see, there are many roles to fill in WSPA. Elections for Regional Representatives are coming up this fall, and we need candidates from every region. We also need people to serve on committees -- in addition to the committees described above, we would like to establish an outreach committee to coordinate public relations and member recruitment.

I would like to hear your ideas about how we can nurture our organization, and I hope you will consider getting more actively involved. You can send me your comments and questions at Lmckosky@sbcglobal.net -- or share them with the membership via WSPA@womensoaring.org.

Women Soar!

Lucy Anne

(Strange) Things happen on the way to and from the Convention

By Neva Cole

(Editor's note: last year, the eve before the Memphis convention Jim and Simine Short's car with glider in tow was side swept by a truck destroying the vintage Ka 2b. This year Neva Cole has a tale to tell)

It was so encouraging to see everyone and to talk about flying with the WSPA group. Some of us are considering flying the simulation, Condor Soaring together. Gotta figure out the process first! I flew the Condor at convention and successfully landed several times. Had a male pilot behind me comment "I hate you!" :) But I am now excited to get back to flying and working on studying for my written. It is a race for Laurie and me to get this taken care of sooner rather than later!



Neva introducing herself at the WSPA breakfast

I too am finally home. We left Albuquerque about 11:30 on Sunday to drive home to Bend, OR. Our Winnebago View with glider trailer in tow made the trip down in magnificent fashion with almost 1300 miles covered in about 26 hours. I was at close to the end of my shift of driving (6.5 hours and almost 350 miles) after heading through the Spanish Fork Canyon on Hwy 6 in Utah. It is a notorious Hwy for accidents as well as deer & elk road kill encounters. Unfortunately about 3 miles east of I 15 I hit 2 (yes two!) deer, one for each headlight. They had entered my lane nose to tail. Thankfully no one was hurt, both Greg & my father-in-law, Duane were asleep. I did what I've always been told, just break and DO NOT SWERVE! I think the deer were yearlings, they seemed to be smaller, plus they both bounced to either side of the coach. So at 10:15 pm I was looking for a tow company to get us into town. Thankfully we had good cell phone coverage, and found a tow company on about the 7th call. They were very kind and towed us to their shop where we spent the night, they even ran out an extension cord so we were on line land electricity. We had to be careful to not freeze our water tanks! The owner's wife was even calling about repairs before we appeared out of the motor home the next morning. We ended up getting mechanical repairs at a huge semi truck

repair shop (open 17 hours a day), as they had a technician & parts. We ended up towing the "View" with glider trailer attached for 83 miles. Repairs were done around 3:00 pm on Monday and we were off to drive the remaining 700 miles home. Somehow during the wildlife encounter and repair we lost heat to the cab, particularly to the drivers side of the coach. The furnace only runs when the engine is not in gear, so it got very cold for the rest of the drive home. The lights were not aligned well either, so we took another sleep break, as well as a dinner and breakfast break to warm up. So the order of business this afternoon is to get the "View" in to the repair shop and get it back to new condition--it only had 9350 miles on it when I hit the deer, made me very sad to say the least! Thankfully we have a great insurance company and agent that will help accomplish this goal!

Flying Witches' Gathering 2008

by Gabi Haberkern, Germany

(Editor's note: traditionally this German women's glider pilot meeting takes place over a weekend in January to break up the non-flying months in Germany).

This 2008 Flying Witches' meeting, in Bautzen was expertly organized by Anett and Romy Arndt (Ed. a mother-daughter team). 65 women, some with male companions arrived already on Friday evening. Many lodged in the historic youth hostel or nearby hotels. Walter Eisle (ed: the women's team captain) arrived also late in the evening.



In the evening the participants were introduced to the local art of egg painting and many could take artfully painted eggs home. Others were not so lucky. The evening ended with time for lengthy conversations.

The next morning we gathered at the

"Bautzen Brewery" to get to know each other by playing games. This was followed by two interesting presentations:

"Women are flying differently - Men too" by Ester Schmalz
 "Women Soaring Sport Soldiers" by Sabrina Vogt.

In addition a workshop about "Human Factors in Soaring" was held, an aviator quiz and a Cloud-Contest Witches game in which the participants and the spectators participated.

The day ended with a lecture about "The Anatomy of the Loser". It was a sociable and entertaining day.

In the evening we all moved to the "Moenchshof" a medieval inn where we were entertained by a joker with slapstick and by lute and bagpipe music.

The witches' gathering ended on Sunday with a guided tour through Bautzen, sadly in rain and strong winds.

Witches' Cup 2007 in Klix – a personal impression of a contest newby

by Heide Siegman, Germany

I learned about the Witches' Cup during the winter months in 2006/07. Due to the friendly invitation I decided spontaneously to participate. I organized a crew willing to go with me and since I am not an experienced pilot I counted heavily on the support of the „oldies“

According to the internet information an early arrival was possible. I made use of this possibility to familiarize myself with the surrounding. Upon our arrival and a friendly „welcome“ we pitched our tents at the camp ground. All questions were answered and help was always available.

The meet was well prepared by the AeroTeam Klix. Every morning we could buy fresh rolls, bread and Danish at a bakery cart. A food stand provided for lunch. And last not least the well equipped kitchen and laundromat were a big help for all participants, (Ed note: this was the same team that organized the 2005 Women's World Championships).

All pilots were divided into four groups: Beginners' Club, Mixed Beginners, Professionals' Club and Professionals Mixed. At the first day of the contest each newcomer was paired with an experienced pilot, who discussed all flying related questions.

The briefing was held in a cordial atmosphere. The big hangar, which usually also serves as a workshop, was converted into the briefing hall and nicely decorated.

Weatherman Volker gave the daily weather briefing. Petrus made the predictions difficult. Unfortunately several days were victims of bad weather which made the organizers scramble for alternative activities. But every day, equipped with tourist brochures, they made suggestions for alternative activities. This way we learned a lot of the nearby surroundings.

On flying days, each pilot was given a task. With four Wilga tow planes and a well coordinated ground team the launches were speedily done.

The tasks were set accordingly to the weather, although the flyable window was so short that it was often difficult to finish the task. Every successful flight was recognized which made for a positive atmosphere. The „bergfest“ (the halfway point of a contest) was held after only one flying day. It was a very nice evening with home made salads, grilled meats provided by the AeroTeam Klix and desserts by the pilots.

The organizers went all out to maintain the good atmosphere, they organized a bonfire invited every body in the bar at night and in long conversations made the guest feel at home.

The winners of the contest were announced after only three flying days. The final ceremony took place in the briefing hangar and we celebrated with good food and drinks into the wee hours.

I liked the contest and the atmosphere very much. I learned a lot and I don't want to miss that. I met many nice people which I learned to appreciate. It will not be the last time that I flew in Klix. A foto calendar that was produced during the meet will be a lasting memory of these beautiful days,



Alexander Aug



Alexander Aug

An International Retrieve Adventure – a story from the 3rd Women's World Championships

As told by Winfried Morgner, translated by Frauke Elber

Glider retrieves often provide for adventures. One of these adventurous retrieves, spiced by international ramifications, happened to Valentina Toporova and her crew, both at home in Ukraine. To assure her participation in these World Championships the Magdeburg Gliding Club in Germany sponsored her and her crew Kolja. Unfortunately for both they had only a single entry/exit visa for Poland. With the contest area close to Poland an unintentional off-field landing across the border was always a possibility.

And this is exactly what happened to Valentina and the Danish pilot Mette Schmelz Pedersen. It was not a problem for Mette coming from an EU country but it turned into an adventure for Valentina. All pilots had received a polite form letter asking Polish custom officials for help and support in case of an off-field landing.

But unexpected things happen.....

To avoid a big rain shower both pilots flew a few kilometers into Poland and had to land out a short distance from each other. Both retrieve crews headed out for what seemed to be an uneventful retrieve. Kolja asked Winfried Morgner from the Magedeburg Gliding Club, who fluently speaks Russian, to accompany him in case there were some language problems. This was a valid premonition. The border guards on the Polish border proved to be uncooperative and pigheaded despite the friendly letter asking for cooperation. The crew was informed that Kolja could enter but not leave the country again. There was only one solution: Kolja had to wait at the German side of the border. This left Winfried alone with the trailer to search for Valentina and her plane.

With Valentina's landing coordinates programmed into a GPS Winfried headed into the night, through forests and over small country roads until the GPS finally indicated the nearby landing site. Seeing too late Valentina standing at a small intersection trying to wave him in, Winfried drove past her for a short distance and then had to back-track. Driving an unfamiliar car he could not find the reverse gear and therefore tried to turn car and trailer around in a field but got stuck in a ditch. Fortunately the Danish team, which was retrieving Nette nearby came to the rescue. The Danes unhooked their trailer and pulled the stranded one out of the ditch and back on the road. Knowing that car and trailer again would get stuck at Valentina's landing site they left Winfried and the trailers behind on the road and headed out to move Valentina's plane to firm ground, disassembled it there and got it back into the trailer. Finally both teams were ready to head back to the border.

That's where the next problem began. This minor border post where they had entered earlier in the day had closed for the night and the next crossing was 15 km away. In addition the only custom official manning that station could not understand how Valentina had gotten into Poland without going through a border station. It took hours to explain this to the official. Finally the crew got on the way to the other border station. Again Valentina's single entry/exit visa caused problems. They wanted to retain Valentina or send her back to Ukraine. It took a lot of explanations and convincing until they finally were allowed to cross back into Germany.

In the meantime a new shift of border guards considered Kolja who by now had been waiting for more than 4 hours for the return of his crew, highly suspicious. Again a lot of explanations.

Finally, when back on the road to Klix the low-fuel warning light came on. It was 2 o'clock at night, all gas stations were closed and with only gas for 70 km left in the tank. Thank god it was enough to get back to the airport. There, Winfried's wife Irmgard, herself an accomplished glider pilot for more than 50 years, treated the tired and exhausted crew to a bowl of hot beef stew.

The following morning at the pilot's briefing the Ukrainian pilot and crew thanked the selfless Danish team with a small present. There was a lot of applause for Valentina, who on the previous day had the longest flight and the most difficult retrieve

Valentina Toporova



Home: Kiev/ Ukraine
Home gliding Club: Central
Aeroclub Kiev

Experience: 4800 flight hours
in 29 years

Championship results
EWGC 1991, 1st place
EWGC 1999, 1st place
Competitions in 2003- 2005

2nd WWGC 2003
Ukrainian Gliding Champion-
ship 2003, 2004

Maximum gliding distance
ever: 690 km

(Ed. Note: These data had been
provided at the 3rd Women's
World Championships in Klix
2005.. Last year Valentina flew

in the World Championships in
France, again her participation
sponsored by the German Magde-
burg Soaring Club, which provided
her with a plane and financial
support

Valentina is Hangar Soaring's link
to Olga Klepikova. See Hangar
Soaring, November 2001)

About the Wasserkuppe – the birth place of soaring

By Frauke Elber

The Rhoen Mountains, of which the "Wasserkuppe", soaring's holy mountain is a part, are situated NE of Frankfurt and near Fulda/ Germany.

Originally the Rhoen Mountains were covered with ancient beech woods. Early settlements go back to the years 800-1300. A population increase led to extensive logging during the 16th and 17th century to increase agricultural and grazing land and also provide charcoal. Swampy meadows developed with a multitude of plants and insects. Members of a hiking club were the first to use the Wasserkuppe for recreational purposes.

Although flight pioneers of the late 19th and early 20th century had dabbled in motor-less flight, it was with the purpose of testing stability and control problems not only performance. It was Oskar Ursinus' 1905 foundation of the "Flight-Technical Club" in Frankfurt/ Germany that led to the rapid development of the science of soaring. A group of students from the Technical University of Darmstadt discovered the Wasserkuppe for soaring. The bare, obstacle-free mountain-sides were ideal for their flight experiments.

The 1st World War had interrupted the budding soaring movement. The harsh conditions of the Versaille Treaty forbade power flying in Germany and it wasn't until 1920 that the glider pilots returned to the mountain, building on the early experiences of the Wasserkuppe flyers.

The first soaring contest was held in July 1920. Wolfgang Klemperer broke Orville Wright's long standing record in 1921 and he was awarded the first C badge. Klemperer later emigrated to the US and became a member of the exploratory group searching for a suitable national contest site in the US. At Harris Hill near Elmira, NY he found similar conditions as on the Wasserkuppe and thus Harris Hill became a national soaring site. (Coincidentally his granddaughter Ashley Klemperer (17) soloed in a glider in the summer of 2002 in Oregon).

Life on the Wasserkuppe in the early 20s was harsh. Living quarters were wooden shacks built from WW1 shipping crates which offered minimal protection from the elements. The bitter cold and stormy winter weather made life miserable for a band of braves who wintered in the mountain top building repairing gliders for the next season. All provisions and materiel had to be brought up from the valley on foot since no road led to the camp site.

The 1930 Wasserkuppe-contest became a gathering of many international pilots including pilots from Russia and the US. A flight exceeding 100 km free distance was achieved during this contest. (It was also in 1930 that the first national contest was held at Harris Hill.

Several members of the early Wasserkuppe fliers also became well known in the US. Some emigrated to the States in the 30s and 40s. Names like Wolfgang Klemperer, Rudi Opitz, Jochen Kuettner, Peter Riedel also made history in American Soaring. Other famous names out of that first generation Wasserkuppe flyers were Hanna Reitsch, the famous aviatrix, Wolf Hirth, Walter Lippich, designer of many modern airplanes and Alexander Schleicher who's sailplanes have become world famous. Klemperer, Hirth, Riedel and Reitsch were essential popularizing soaring in the United States

During the division of Germany the dividing border was just 2 km East of the Wasserkuppe which made soaring highly restricted. The reunification of Germany turned the Wasserkuppe into the holy grail of soaring once more. Celebrating the 50th anniversary of soaring, the German Soaring Museum opened its doors at the historic site in 1970. Neil Armstrong attended the Opening Ceremony.

Source:

<http://www.biosphaerenreservat-rhoen/landschaft/wasserkuppe.html>

Peter Riedel: "Start in den Wind", erlebte Rhoengeschichte 1911-1926

Fritz Stamer: 12 Jahre Wasserkuppe

Hear Say

The International Gliding Commission met on February 29 and March 1 in Rome/ Italy.
Here are the results interesting for WSPA

Majewska Medal for 2007

Maksymiliana Czmiel-Paszyc / Poland (no information on the winner available)

2011 Women World Championships will be held at Arboga, Sweden (Kathy, Sylvia and Sarah hope to see you there)

2011 Junior World Championships will be held in Musbach/ Germany (this airport was the site of the Club Class World Championship 2002)

Hanna Marlette has been accepted into the Air Force Academy. To honor her acceptance her dad, Ron Marlette, organized a surprise party on the Avenal patio.

Sarah Kelly flew to 30,835ft in the wave in Colorado. Assuming that all paperwork goes through, this should finish her Diamond Badge

Laura Ortego received her private pilot certificate

Sylvia Szafarczik had the pleasure of flying in the Australian Junior Nationals/"Joey Glide" in December. Sylvia is in medical school now

Margot Taylor writes from Hawaii

Hi! I hope all is well with you. I am still on Kauai in Hawaii.

I got a job a year and a half ago or so working as a scientist now for a small "think tank" like company. It is pretty fun.

Wow... Slovenia.... I have always wanted to go there. Very far from Hawaii.... just took a trip to Europe recently and it took 33 hours to get there. Anyhow... my boyfriend and I are thinking of going to back to Europe again in about a year... maybe I'll try and overlap it with the WSPA seminar....

There is no gliderport on Kauai but I did find a flight instructor who knows aerobatics so I now am learning to fly aerobatics in a Citabria every weekend! I have learned reverse Cuban 8's, loops, aileron rolls, barrel rolls, precision spins, clover leaves and am starting to put maneuvers together back to back... It is huge amounts of fun. I do miss soaring though...

Happy soaring,

Thanks again for that scholarship!

(Ed. Note Margot was the 2004 recipient of the Sky Ghost scholarship)

An offer by Ruth Dusenberry

I am in the process of paring down my things for a move to a smaller place and wondered if any one or group would be interested in the collection of Soaring magazine issues from 1992-2006.

I would be willing to pay the postage if it is a club or student group.

Val Paget spent a few weeks in New Zealand flying in Omarama

Val sent the following:

My web site is www.vsoars.weebly.com (Ed note: I highly recommend this site)

It is sort of organized like a blog, with the last entries coming first since lots of people at my club checked the site fairly often.

I also have a site for people to use to help promote soaring to young people. If anyone has suggestions of other videos to appeal to adventurous people, I would appreciate the information.

The site is www.soar.weebly.com

Kristin Hein (16) from Houston received her PPL-G. Her younger sister Kira is not far behind having soloed at age 14



Kristin's 1st solo and being doused by sister Kira



Women's Soaring Seminar 2008 Registration Form

Name: _____ E-mail: _____

Address: _____ Telephone: _____

SSA #: _____

Soaring Experience:

Are You Current? Yes No Rating: _____

Most Recent BFR _____: Total Glider Hours _____

Total Hrs in gliders 35:1 or Greater: _____

I'm bringing a glider Make and model: _____
(proof of insurance will be required on site)

Seminar Goals

My Soaring Goals Are: _____

I Want To Fly:

Local Solo Cross Country

Dual Cross Country

Badges/Records

With an Instructor: Definitely Yes Maybe Definitely Not

Local Cross Country Both

Lead & Follow X-C: Definitely Yes Maybe Definitely Not

Just for Fun X-C

Competition:

Definitely Yes

Maybe

Definitely Not

Pilot Skills (spot landings, Bronze Badge):

Definitely Yes

Maybe

Definitely Not

Housing Preference

Local Motel * College Dormitory *

Camp (tent) Motor home (no hook-ups at field)

Sharing a Motel room I will share with:

Costs

\$195 WSPA members (includes t-shirt, speaker fee; does not include banquet and flying)

\$220 non WSPA members (includes t-shirt, speaker fee; does not include banquet and flying)

Shirt Size desired

Small

Medium

Large

xlarge

Questions and Payment

Questions: contact Cheryl at
317 513 3890
Cheryl@time2bead.com

Payment

Make checks payable to

Center Indiana Soaring Society

mail to :

CISS
c/o Marty Hudson
203 N Blake St.
Shendan, IN 46069

A note from Marty and Cheryl as of May 5, 2008

Greetings from beautiful Alexandria where the soaring season is well under way and we are excitedly awaiting your arrival!

We are now the proud owners of our very own field! Our WSPA seminar will be the first formal event in our very own place.

The seminar is coming together nicely -- we have a lot of fun events planned. Our most recent addition is Sarah Kelly, the host of the 06 seminar. She will be talking about data loggers, GPS and more. Every day is filled with flying, featured speakers, and more.

Our banquet is going to take place at the Wright museum where we will have access to the grounds. The Academy of Model Aeronautics is excited to participate and have some really exciting model aircraft demos. We also have a group planning to demonstrate a parachute jump. And remember -- Bob Wander is our keynote speaker on Friday.

Look for even more surprises to come!

Now all we need is you. It's time to send in those reservations so that we can order the shirts and plan meals.

Looking forward to seeing you in 49 days!

Marty and Cheryl

WSPA Renewal

Name _____

Address _____

City, State, ZIP _____

Phone _____

e-mail _____

Amount _____

Donation __ \$\$ _____

(specify) Briegleb Scholarship____, Competition Scholarship____, General Fund_____

Send to:

Arleen Coleson, WSPA treasurer
324 E Yucca Dr.
Hobbs, NM 88240

WSPA dues are \$15.00/year

Hear Say continued from page 8

Announcements of the 09 WSPA seminar have been sent out to different countries in different languages. Our newest contacts are the women glider pilots association in Switzerland



Kathy Taylor sent the following URLs

<http://youtube.com/watch?v=MyfjijmShCc>

<http://youtube.com/watch?v=Cgm2XgYpxM4&feature=related>

<http://youtube.com/watch?v=4SIXSCJ1aB4&feature=related>

The three URLs are one 1976 interview with Hanna Reitsch, which gives a glimpse in her activities as a test pilot.



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

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