



Hangar Soaring

August, 2007

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

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MAXIE

NAOMI HERON- MAXWELL

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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.
SEND TO :

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Badges May-Aug 07

Diamond Distance
Kathy Fosha

B Badge
Jennie Chiang
Patricia Collet
Merle O'Rourke

A Badge
Monica Londono
Heather Smith

As Hangar Soaring is getting ready to go to the printer there are still 58 unpaid memberships. Please send your money to Arleen Coleson. Address is on the left of this page



From the Editor

The 2007 seminar is behind us and was a huge success thanks to Kathleen Morse's preparations and Neita and Mark Montague's organization skills. Now the wheels are already grinding for the next two. Seminar 2009 seems to be a certain bet: OUR FIRST SEMINAR EVER IN AN OVERSEAS COUNTRY. Our Slovenian members will be the hosts. Location of 2008 seminar is not certain yet but should be in the Eastern half of the US.

Many of our members don't know how the Slovenian connection came to happen. Therefore a short recap:

Before the 04 seminar in Harris Hill an unknown donor made \$750 available to bring an Eastern Block pilot to the seminar. There was only one condition: I had to come up with a name within 10 days. My brain went into overdrive and I contacted Andrej Kolar from Slovenia, whom I had met at the 2003 convention and begged for help and a name of a woman pilot who would be interested to come. Andrej called me back a few days later to tell me that he had three girls interested and he was wondering what to do. I proposed to put their names in a hat and draw a name. And that's exactly what he did. The lucky winner was Hana Hollan, a young medical student. But the two others were also determined to come. They set out to gather funding within Slovenia which they managed to get from several sources, including Austrian Airlines which donated the airline tickets. In the meantime, here in the US, the \$750 had grown to over \$1000 through generous donations. Roy Mc Master hosted the three in his house, which is just at the end of the Harris Hill runway. A friend of Elizabeth Brock, the host of the seminar, drove Hana, Natasa and Vesna from JFK

Latest News:

Kathleen Morse resigned from the Board.
Andy Simpkins, AZ agreed to finish her term (see side

As of September 1, 2007 the annual dues will increase to \$15/year



WSPA Annual Meeting
June 22, 2007
Avenal, CA

After a delicious dinner, the meeting was called to order at 8:40 p.m. by President Lucy Anne McKosky. Sixteen WSPA members were present, including board members Neita Montague (V.P.) and Kathleen Morse and Frauke Elber. Several volunteers and other guests also attended.

Lucy Anne announced that per the revised bylaws, the board has voted to increase dues to \$15 per year, effective September 1, 2007. (Note: that's a good reason to send in your renewal NOW.)

Several proposals were discussed. I will summarize the discussion on each topic.

Life Memberships: Frauke suggested that we offer a life membership, possibly for \$250 to \$300. Advantages to the club include a source of capital and a reduction in bookkeeping. For individual members, life membership would eliminate the hassle of renewing each year and would insulate against future dues increases. It is possible that the life membership could be considered a tax-deductible donation. On the downside, if many members took advantage of the life membership, that would reduce cash flow in future years. The organization would have to manage life membership funds carefully to guard against financial problems in future years.

WSPA Support for Badges and Records: Processing national and international records and diamond badges is quite expensive, and several women have not registered their records because of the cost. It was suggested that WSPA could provide some money to help people get their badges and records certified by FAI. Several suggestions as to how to do this were presented.

to Harris Hill, a 6 hour drive. He wasn't even a glider pilot, just a friend of one. Charlie Yeatts who had come from Halifax with his PW6 paid for all the flights the three had in the PW6 and so did Karl Striedieck for the flights in his DUO; somebody paid for the banquet and it went on and on and on. After the seminar, Hana, Natasa and Vesna toured the Eastern States for a week or so after the seminar and stayed with us for a few days. So did Anna Dobrin Schippers who with her friend Martina Beukert also had come to the seminar (the second for Anna). The following year at the Reno seminar, Natasa came back with two of her friends and also Anna and Martina joined the group again with one of their friends.

I visited Slovenia and the Lesce-Bled glider port in 2005 and Monique Weil enjoyed the hospitality of our Slovenian friends a year later.

I am wondering, if tiny Slovenia (population about 2 million) and its soaring community could gather enough support to send 3 of their women pilots to the US, practically as ambassadors for their country, we, the mighty US and its much bigger and wealthier soaring community could do the same for one or two women glider pilots who otherwise would not have a chance to experience a foreign country and its soaring community. We have plenty of time to stir things up.

GO WSPA GO.

Frauke

Sharon Smith, our web master and mail list administrator sends the following reminder for all of our new members.

To subscribe, unsubscribe to the list or read the archives, click on the link below:

http://womensoaring.org/mailman/listinfo/wspa_womensoaring.org

Sharon Smith
Listmaster

- Have a graduated scale; for example, pay 80% of the cost for pilots age 18 – 20, 60% for age 21 – 30, etc.
- Set up an annual award similar to a scholarship. This would make costs predictable, but since there is a time limit for claiming records, it could be hard to administer.
- Solicit pledges from members for sponsoring a percentage of WSPA members' records.

Scholarships: The Kolstad family has offered to endow a scholarship for a WSPA member to pursue an advanced rating. The scholarship will be called the Mid Kolstad Award. The family will donate a sum that will provide sufficient annual income for the scholarship.

The Faber family has donated an endowment to fund the Maria Faber Scholarship. An endowment will be established from WSPA funds for the Brieglieb Scholarship.

The board will identify suitable investments for the scholarship endowments. WSPA will most probably retain control of the accounts rather than working through SSA.

Seminar scheduling: The best time of year for the seminar is always a dilemma. If the seminar is too early in the summer, teachers and students can't attend. However, the host site's schedule and best soaring conditions also need to be taken into consideration. A possible approach would be to alternate years, scheduling for maximum attendance one year and best soaring conditions the next. The board will continue to seek member input on seminar dates. Members are urged to invite all soaring women (especially the teenagers) to join WSPA.. We need to have some brochures for the SSA booth at Oshkosh.

2008 Seminar Location: Saratoga Soaring Club in upstate New York and York Soaring Association near Toronto have expressed interest in hosting next year's seminar. Since the meeting, we have learned that Central Indiana Soaring Society is also working on a proposal. The location and date will be announced in the November *Hangar Soaring*.

Support for Kathy Fosha: Frauke updated the group on Kathy Fosha's competition activities. She is a member of the US Junior Team which is competing in the World Junior Competition in Italy in July/August. She is the first American woman since 1999 to fly in international competition. WSPA members quickly matched Frauke's \$500 challenge grant and the WSPA board authorized an additional \$1000 from our treasury. All together, the women of WSPA contributed \$2005 to the junior team.

The meeting was adjourned at 9:30 p.m.

Lucy Anne McKosky, President

Thank You to our 2006/07 donors



Janine M. Acee
Margot Aquadlerni*
Dianne Black-Nixon
Dick Butler
Elaine Carlson
Dani Cerne*
Linda Mae Draper
Brigit Dubois
Terry Duncan
Lee Edling
Frauke & Wolf Elber
Job Faber & Family
Virginia Farnsworth
Beverley Ferrato
Roberta Fischer*
Ulrike Franz**
Michael Green
Bernie Gross & Family
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Hana Hollan*
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Jessica Stearns
Vesna Stegar*
Sharon Stiemler
Kathleen Taylor
Dale Thompson
Gil van den Broek
Paddy Welles
Phyllis Wells



*these members paid their dues in EUROS. The exchange rate netted more than the \$10.

** donated some of her art work

**Don't kill ideas
Execute them**

TREASURER'S REPORT

BY

Arleen Coleson, WSPA treasurer

ASSETS

July 1, 2006 - June 30, 2007

CURRENT ASSETS

Checking/Savings	
Checking Lea County State Bank	40,736.58
Junior Team	- 1,050.00
Total Checking/Savings	39,686.58
Total Current Assets	39,686.58
TOTAL ASSETS	<u>39,686.58</u>

LIABILITIES & EQUITY

Liabilities

Current Liabilities

Other Current Liabilities

Briegleb Scholarship Fund	419.68
Competition Scholarship Fund	163.00
Maria Faber Scholarship	2,550.00
Misc. Donations Fund	6,491.89
Flying Montagues Scholarship Fund	1,090.00
Sky Ghost Scholarship Fund	7,833.33
Total Other Current Liabilities	<u>28,547.90</u>
Total Current Liabilities	<u>28,547.90</u>
Total Liabilities	28,547.90

Equity

Net Income	-1,677.00
Retained Earnings	12, 815.68
Total Equity	11,138.68
Total Liability & Equity	<u>39,686.58</u>

PROFIT AND LOSS

July 1, 2006 – June 30, 2007

INCOME

Interest Income	61.72
Membership Dues	1,350.00
Merchandise Sales	577.50
Raffle Income	50.00
Seminar Income	652.21
Total Income	<u>2,691.43</u>

COST OF GOODS SOLD

Merchandise - Expenses	575.53
Total Cost of Goods Sold	575.53
Gross Profit	<u>2,115.90</u>

EXPENSE

Newsletter Expense	569.60
Office Supplies & Expense	161.89
Postage Expense	226.42
SSA Convention Expense	250.00
Advertising	125.00
SSA Jr. Team Fund	2,050.00
Website Expenses	409.99

Total Expense	<u>3,792.90</u>
Net Income	- <u>1,677.00</u>

We are not in the hole we simply have not received the membership renewals in a timely fashion. This skews the financial picture. Also the income from the seminar was not received in fiscal year 2006 even though the seminar took place in June causing an inaccurate financial picture.

New Books

Gill Van den Broeck-Gebhard: **History of International Gliding Contests, European and World Championships for Women;**

Paperback, 184 pages. EUR 15.00.

In this small book, Gill (a WSPA member) painstakingly reports about

The progression of women international contests, their obstacles and final triumph having the contest recognized by the FAI as Women's World Championships. Gill is an essential part of this development having attended every single women's international contest since 1973 either as crew, team captain, steward, chief

steward, member and (elected) President of the international Jury.

184 pages, English language, paperback, illustrated, EUR 15.

To order the book contact Frauke Elber at fandw_elber@cox.net

Alexis Latner, WSPA member from Houston Texas has published her first Science Fiction book: Official review

Hurricane Moon

"Houston" was the first word from the Moon. *Hurricane Moon* by Houston author Alexis Glynn Latner is a science fiction novel about mankind's next momentous first step into the universe: a starship

(Books on page 11)

Wish you had been here with us in Avenal, CA at the 29th Annual Women's Soaring Seminar. Weather was in the nineties, sunny and blue and the soaring was fun!

19 women and 5 men attended full time. Bertha Ryan and Arleen Coleson stopped by for a few hours and Anna Gunn-Golkin and Cindy Brickner spent a few days with the group. We had a record number of husbands as crew: five! Participants arrived by air (commercial and private planes), by car with sailplane in tow and by motor home (Frauke and Wolf drove across the country from Virginia, Andy, John and Michael Simpkins from Arizona). Several participants made use of the cheap accommodations at the dorms of the Western Hills Community College in Coalinga (sadly, the State prison, just at the south end of the airport nor the State prison in Coalinga had rooms available). Neita had a rental house which became home for several participants. A few stayed in area motels and in their motor homes.

Kathy Taylor and husband, George trailered their ASW-27 from Moriarity, New Mexico. Charlotte Taylor and husband, Roy trailered her ASW-19 from St. Louis, Missouri. Connie Buenafe, also from Moriarity, brought her lovely Salto. A nice variety of planes were available for students and who ever wanted to go up in a double seater: two Grob-103s, (Mary Rust and her husband Michael brought one from Mary's club), Monique had one trailered in from the Bay area. Mark Montague brought an ASK-21 and Michael Green his Duo Discus. CCSC had two 2-33s and a Blanik available.

All activities and socials spending porch of the had gone through a major Even a shower and an extra probably being enjoyed by members). All meals (ner) were provided by the

While few student participating hours, lectures on a presented to the rest of the duced the group to local daily weather forecast while (wondering if he spread the Ranch). Neita talked on the hydration and in-flight relief. PENDING® were available Dave Cunningham lectured Dale masters, SSA master country flying and common box full of his book Basics". THANK YOU Dale. ber) and his wife Isabel flew presented a lecture on gave a lively presentation agency parachuting and care

The evening programs were WSPA member from Caranating talk on landing out monic: Size, Slope, Texture, Obstacles and the Positive Points about the field. She had taken pictures over the San Joaquin Valley and over landing strips on her way into Avenal from California City so that we could discuss the good and bad points of local landing sites. There were also pictures of four actual landouts from overhead so we could discuss the good and bad aspects of the decisions made by the pilots. In addition to her lecture, she took several people up in her Citabria to view the area from the sky to put into practice what they had just learned in her lecture. (For Wolf Elber and Cindy it was a reunion after 24 years. Both had worked at the Worlds in Hobbs 1983). Frauke Elber spoke one evening about the History of the International Women Competition, a timely topic since a week later the 4th Women World Championships began in France). At the end of the presentation Frauke showed pictures of the 3rd Women World Championships 2 years ago in Germany, which she had attended as the official interpreter. Paul Hanson, who was in charge -beside many other things- for the audio-visual set-up showed the film classic "The Sunship Game" and several old film clips from the 30ies..

Tuesday was the only afternoon where we had blowy conditions that made flying challenging. The ones who did not fly were happy to chat in the clubhouse and under the awning until late afternoon when a bunch of us went swimming.

On Thursday night of the WSPA Seminar Monique Weil (79) was honored for her generous contribution to soaring and her years of enabling and encouraging women (and men) to fly. Monique has been an inspiration to so many over the years and she never leaves an opportunity to give of herself and her time to the WSPA.

We surprised Monique with a brief series of little stories about her and then gave her a plaque from all of the participants: The plaque reads:

WSPA Seminar in Avenal: a June Affair

By Neita Montague, co-chair of the seminar and others



Front row: Amy Guyson, Marissa Anaya, Anna Gunn-Golkin
Middle row: Monique Weil, Kathleen Morse, Frauke Elber, Bertha Ryan, Lucy Anne McKosky, Neita Montague
Back row: Neva Cole, Cheryl Bentson, Charlotte Taylor, Connie Buenafe, Joy Pierce, Andy Simpkins, Mary Rust Kathy Taylor, Marty Klemm, Karen Greig
Projected on the screen: Laura Harden, Cindy Brickner, Margaret Roy

took place on the shade CCSC clubhouse, which clean-up for the occasion. toilet were installed (and all the present and future (breakfast, lunch and dinner) local caterer Mary Landers.

pants flew during the morn-wide variety of topics were group. Dan Gudel intro-weather and even send a at the Hilton Ranch word about WSPA at the very important issue of (A big package of DE-through out the seminar). on Badges and Records. instructor, spoke on cross pilot errors. Dale donated a "SOARING beyond the Dan Johnson (WSPA mem-in from Wisconsin and Dan "Physiology". Alan Silver on does and don'ts in emer-of this life saving device.

informal. Cindy Brickner, cole Soaring, gave a fasci-using her SSTOP mne-

This is the story of a son searching for the unusual past of his mother.

Several years ago I was contacted by Nick Thomas trying to piece his mother's flying career together. She was British, a professional parachutist, a glider pilot before WWII and a ferry pilot during the war. After the war she moved to the US and started a family here.

During the search for Naomi Heron-Maxwell, known as "Maxie" one of my German contacts sent me the following article, which had appeared in the Sueddeutsche Sonntagspost (South German Sunday Post) on November 29, 1936 written by George Bruetting under the title "Should Women fly?"

Maxie in the Thunderstorm

When the petite British woman came to Germany to learn the art of motorless flight, the air was not a strange element for her. Frequently she entrusted had accumulated 104 parachute jumps jumping more than once a day. Now cause it is much more enjoyable to She began her training at the Bavarian dle of winter. ... she quickly passed the home to come back to Griesheim in excellent. During this time Maxie com-killed two flies at once: a distance flight 1463 m. For days this flight was the Maxie was circling over Griesheim The rapidly rising air pulled the poor clouds in no time. It was a wild ride in Maxie up and down and when finally saw the Rhine River beneath her. After Kreuznach she couldn't believe that this black monster which was just dis-15, she and "Dolly"(sounds like the there was another woman pilot named Silver C the same day) first circled esheim, she then flew to Darmstadt Autobahn to Mannheim and finally completing her Silver C.



her "backpack" to this element. She in less than a year, sometimes she wants to quit that sport be-stay up there.

gliderport at Hesselberg in the mid-basic tests. She then returned spring. That May the weather was pleted her Silver C. On may 7. she of 54,8 km and an altitude gain of talk amongst her fellow pilots.. when a thunderstorm approached. "Baby" (Grunau Baby) into the gray this "washing machine". It threw Maxie escaped this caldron she landing at the airport in Bad just a short time ago she was inside appearing at the horizon. On may name of the sailplane although Dolly Schmidt who completed her above the large airfield at Gri-and from there along the beautiful landed after 5h20min and thus

Note: Naomi Heron-Maxwell received Silver C #208 on May 17, 1936 and became the first British woman awarded the Silver C

Years later, her son Nick discovered her diaries and set out to learn more about his mother's aviation career and tell the world about it. Here is what Nick wrote for Hangar Soaring:

The Inspiring Diary

Can a mother have any other job besides being a mother? To her child, no she can't. My mother died when I was in my early twenties when I was only just becoming aware she was not just a mother, but also a woman with an interesting life and jobs. She parachuted in an Air Circus during the mid 1930's, learned gliding in prewar Germany, taught gliding in England and flew over fifty types of combat aircraft during World War II. After her death I was left wishing I had asked more about her life. Therefore I had to do the unthinkable and read her diary.

The only thing worse than a son reading a mother's diary is for him to print it for others to read. Why would I do such a thing? First it is my interest in history. She lived a part of it not often told. I had read about many famous women, but in her diary I found other women who flew because they just enjoyed flying. What little fame they enjoyed was a byproduct of their achievements, not a reason for them. Yet we don't really know much about them now they have passed. Have you heard of Joan Meakin or Emanuela von Roretz? They were as much gliding pioneers as Ann Welch or Hanna Reitsch.

I traveled to England and Germany where I enriched myself with the wonderful details of the past. My gracious hosts provided an unforgettable experience from which my life has been enriched beyond my greatest expectations. The Wasserkuppe museum in Germany is a destination all travelers should visit.

Some of the things I learned could not have been expected. Before the war, women were subjected to politically incorrect terms, lower pay, and sensationalized in the press; but the few who dared to fly were welcomed and progressed in a forward direction. During the war important strides were made, even getting paid the same as men. But to my surprise, women's opportunities went backwards after the war. I just never imagined women's rights could regress, or that even today there is so much more to be done. Has the Equal Rights Amendment passed yet? It was written in 1921... This view of aviation history is well documented in the book Heroes Without Legacy.



Naomi 1942

However, after all this work, I have used very little of this research. My mother's diary documents a fun and adventurous period in aviation. I now know enough to see how her story follows history, but it is more fun to see her as Forest Gump bumbling her way through it, rather than use her story to tell history. The only reason to let others read her diary is to share the fun and adventure. This is the story I have tried to put together. I write only enough to thread her words together and give a little background. I refrain from adjective abuse, alliteration, and overworking the thesaurus to hide my lack of education. My mother's writing is not as rough as one would expect, being written late in the evening after delivering unserviceable fighters and bombers all day, or soaring blind in a thunderstorm. However it is as vivid as one would expect with such experiences fresh in one's mind. I only hope to entertain today's adventures who can appreciate stories of "there I was, thought I was going to die" or the love life of a woman amongst some of the most exciting men of the time we call the Golden Age of Aviation.

In his still to be published book Nick Thomas reports that after the war, in search for work, Naomi moved to the United States. Good soaring weather was a main factor in her choice of country. She decided to move to southern California, which besides exceptional soaring offered many other recreational possibilities. Nick writes: " Her first stop was Wichita Falls, Texas where the 14th US soaring meet was held. Virginia Bennis, now Schweizer, won the National Women's Soaring Championship and set

a US record for women at 94 miles. Naomi participated with the British team which all shared one glider....

Texas has been a frustrating experience, but in Southern California she flew with Gus Briegleb in El Mirage and then Ray Parker in 29Palms. There on the 2nd of September 1947 she reached 14000ft above release point attempting to set an international women's altitude gain record. The rest of the winter was spent in complex negotiations to get the record recognized and preparing for the next soaring season. As much as the Soaring Society of America wanted to help, Naomi still was British and not their responsibility."

She hit on hard times not able to find work in aviation. After dabbling in several unsuccessful ventures she entered the world of real estate business where she met her husband Howard (Tom) Thomas and together they became successful in that field. In 1958, at the age of 45, she gave birth to a son: Nick Thomas.

Naomi died in 1984 at age 71.



Welcome new members

* denotes members who joined at the seminar

Marissa Anya, NV
Lee Edling, NV
Julie Falsken, CA
Buzz Graves*, CA
Amy Guyton, MI
Lauri Harden, NV
Kirstin Hein, TX
Kira Hein, TX
Bill Levison*, CA
Suzie Marlow, PA
Anni Moore, PA
(formerly WSPA member Anne Nielson)
Carol Mulder, CANADA
Cara Oullette, CA
Joy Pierce*, CA
Marye Anne Read, NV
Laura Rossi, ITALY
(see Laura's letter)
Anna Rucz, NY
Kaitlin Styer, TN
Jeremy Zawodny*, CA
Maria Liberto, VA
(TSF scholarship student)
Andrea Mersino (CA)
Jennifer Mersino (CA)
Karen Greig*, IL

Makayla Reposa, VA

Sponsored by Frauke Elber

Laura Rossi writes

Hallo my name is Laura, I'm 25 years old and I'm Italian. I started flying in January 2005 at the Airfield of Torino Aeritalia (LIMA) just after I got my degree in Philosophy. For all the school period I flew on ASK21.



After the practical exam for the GPL I moved from Torino to Varese, and now I fly there in Calcinat del Pesce (LILC). Normally I fly AKS21 and Duo Discus, alone or with other pilots. This summer I've been in the centre of Italy, in Rieti near Rome at the Gliding National Centre for a one-

week and there I had the opportunity to try the big and heavy DG505 but also to make the passage to the single-seat PW5 (a very little and funny aeroplane!). The next step for me will be the single seat DG300, and I hope to fly it soon.

Since I've started in 2005, I have been in many places because I like to fly on new fields and see different panoramas. Every time I have the opportunity to go somewhere, I always look for the local gliding centre! I like to say that I can do this because I'm very lucky to have near me my boyfriend who is also a glider pilot (we met each other on an airfield!) and I love to share with him all the wonderful experiences that soaring can give

Editor's note: Laura is coming to the States in August and I hope she comes and visits us.

Kirstin Hein, Sky Ghost Scholarship

Mara Goldberg, Maria Faber Scholarship

Kathy Taylor was the recipient of the Anne Lindbergh Trophy



Marissa Anya and Amy Guyson

2007 Scholarship Winners

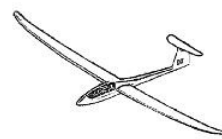
Amy Guyton, Montagues Scholarship

Marissa Anya, Briegleb Scholarship

(Continued from page 5)



Lucy Anne McKosky
Presents Monique Weil with
the plaque



Monique Weil

*In recognition for all you have done in Soaring and for WSPA.
Your efforts, your time, your devotion make such a difference.*

Thank you

Frauke Elber and Joy Pierce were invited to the local community college to give a presentation to visiting high school students on the sport of soaring through the eyes of an experienced pilot and a new solo student.

The annual meeting and award dinner were held on Friday evening in the back yard of the co-chair's rental house. Lucy Anne McKosky, WSPA President presided over the WSPA Annual Meeting. Several prizes were awarded to

Best dressed man:	Mike Green ,AKA Mighty Gorilla, (Most improved wardrobe)
Best documentary production:	Frauke Elber
Most enthusiastic participant:	Joy Pierce
Most instructional flights:	Mark Montague
Most student progress:	Marissa Anaya and Amy Guyton
Outstanding CCSC volunteer:	Paul Hanson
Spirit of WSPA Award:	Andy Simpkins

Mike Green gave a dramatic reading of the limericks. Lucy Anne's limerick got the most votes. Neva Cole won the raffle for the hand-made ceramic plate.

Laurie Harden from Gardnerville, Nevada (Soar Minden), Amy Guyton, winner of The Flying Montagues Scholarship, Marris Anaya of Air Sailing, Reno, Nevada, winner of the Briegleb Scholarship, Joy Pierce of Hollister, CA, Neva Cole from High Desert Soaring in Bend, Oregon, Marti Klemm of Air Sailing and brand new member from Chicago, Illinois, Karen Grieg were our student pilots!

Instructors were Mary Rust of Orange County Soaring Club in Hemet, CA, Cindy Brickner of Caracole Soaring, CA, Mark Montague (Air Sailing), Anna Gunn-Golkin of the CCSC, Monique Weil of NCSC (Byron), Harold Gallagher of the CCSC and Buzz Graves of Hollister.

Mike Green of Air Sailing donated proceeds of his rides in his Duo Discus to the WSPA and Monique donated her instruction. Thank you to both!

In planning the 2007 Seminar we came up with several new ideas: contacting the local college/university for the use of their dorm rooms for our participants and calling the local high school for use of their pool for dunking and lap swimming. The dorm rooms were \$15 a night and we used 6 of the available rooms while others either camped on the field or rented motel rooms. I rented the house of a college professor who was on vacation to Italy and we had Mark and me, four participants and one lecturer stay at this house which gave us laundry facilities, a kitchen and proved much less expensive than motels in the end.

I also contacted the local police and fire departments, the Mayor's office and local doctors. The fire department provided us with as much ice as we needed during the week. Through the Mayor's Office we were able to get bags of pistachios and almonds from Paramount Farms, one of the largest local producers of nuts. They also cold-packed and sent from Los Angeles those wonderful tall glasses of POM fruit teas which was a treat late on a hot Wednesday afternoon.

We developed a WSPA tow card stamp to enhance safety, bookkeeping and smooth operations.



Our special thanks go to the Central California Soaring Club and the volunteers who spent the week with us: Roy Norman, President, Richard Walker who built us a brand new bathroom with shower and toilet, Dennis Mast, John Renfro our Retrieve Officer, who never saw any action, Paul Hanson who was master of all trades. Don VanWyck was the accountant/treasurer for the week. I thank my Co-Chair, Kathleen Morse of the CCSC for taking care of with the meal planning/caterer, lectures, t-shirts and registration. Thanks to our tow pilots, Loyal Savaria and Kurt Colvin.

Star participant was Isaac, the Raven, who attended many lectures and got his A-badge during the seminar.

Our youngest participant, Marissa Anaya, send her impression of the seminar:

The WSPA seminar at Avenal, California was an unforgettable experience. I learned and went through many new things, which gave my confidence a boost. This seminar made me have an even greater knowledge and passion for flying.

The women at the seminar were extremely friendly and willing to share their experiences. When I arrived, I was a bit shy but the way everyone at the seminar was so sociable, I became very comfortable because nobody would take themselves too seriously and allowed time for laughter. Every single person at the seminar was immensely kind and helpful to me. They were patient enough to explain new things such as aviation terms which I did not understand. Some people patiently showed me their gliders and answered my many questions.

I had the benefit of taking lessons with multiple instructors in four different aircraft during the seminar. The first time I flew was in a 2-33 with Mark Montague, which was very cool because I got to fly in a distinct airport for the first time and see how different the conditions were from Air Sailing. My next flight was with Anna Gunn-Golkin, a Central California Soaring Club instructor, and I was inspired to consider becoming an instructor like her. On a very windy afternoon, I flew with Dan Gudgel, who is also an FAA Examiner, and got great practice for landing in crosswinds. I also flew with Buzz Graves and got thermal practice in a 2-33. I got a taste of fiberglass when I went up in the ASK-21 with Mark. I learned how much less control movement the ASK needed than a 2-33. I had a really fun flight with Monique Weil, from Byron, in the Grob-103 and went thermaling some more. I got to fly with Cindy Brickner in her Citabria. She taught me how navigation works and I learned to find landable fields and airports by landmarks. I had a blast and learned vastly by flying at Avenal.

There was time to socialize and share stories from the previous day. After breakfast, there would be a guest speaker or presentation followed by a weather briefing and any safety concerns were brought up by the participants. Then, the real fun began... flying. Lunch was very awesome because everyone would come and just relax for a while, except for the folks who were still flying. After lunch, there is more flying until dinner, which was also a time for the pilots to come back and share their take-off, thermaling, approach and landing experiences. There was a presentation or soaring movie shown after dinner. There were also many other things to do like go swimming at the high school pool or to walk around town and say hi to the nice people. I had so much fun and gained experience.

I will never forget the awesome time that I had at the seminar and look forward to future ones. I would like to thank Sebastian Belanger, Jason Proctor, the Montagues, Monique Weil and the Nevada Soaring Association for making it possible to attend the seminar. I would also like to thank the people who contributed to the Billy Goat Hayes Scholarship Fund that enabled the orientation flights and solo instruction offered to the ROTC cadets at North Valleys High School.

Ed. note: Mariisa is the first female CAP cadet from North Valley High School soloing in a sailplane

Limerick Contest 2007

After 14 years on the road the Flying Goddess needed a touch up and a new foot. Our artist in residence, Lauri Harden formed from play clay a beautiful shoe fitted to the Goddess' left foot. At the banquet she gleamed in the evening light. Roy Gereau, Charlotte Taylor's husband and care taker of the Goddess for the last year, equipped her with a hand made log book. So now, the winning limericks and the travels of the goddess can be recorded. We had 22 entries this year. Here are the winning limericks:



A pilot from CCSC
Went up in a 2-33
The lift was outstanding
So she put off her landing
'Til she had to come down
and pee

Lucy Anne McKosky



I beg you to find me a man
With a love of the sky and a
plan
Holding the stick
nice and light
The yawstring straight in flight
Keeping it up as long as he can
Amy Guyton



The Husky was promised to
help.
When called on, dear Kurt no
yelps.
He tugged them to height
From morning till night,
Regardless of "Cub calls" by
whelps.
Cindy.Bricker

Bertha Ryan is scanning all newsletter from 1972 up to 2001, when the present editor started to archive every issue, and copied them on a CD. So far she has reached the year 1985. First recipient of this priceless CD was Andy Simpkins. Bertha will make it available on request.

Hear Say

1-26 Championships 2007 Special Awards
Chilhowee, TN May 2 - 9, 2007

Bob McNeill/Fred Cuny Memorial Team Trophy: **Kevin Anderson & Sarah Kelly**
Virginia M. Schweizer Trophy: **Cathy Williams**
John P. Green Memorial Trophy: **Sarah Kelly**
Turtle Award: **Cathy Williams** (12.7 mph)

Jayne Read finished 4th in the World Class Nationals flown in Chilhowee, TN

Sarah Kelly finished 11th in the Standard Class Nationals flown in Hobbs, NM

Sylvia Szafarczik finished 4th in Region 9 contest flown in Hobbs, NM

The 4th Women's World Championships held in France have come to an end.

Winners are:

In the 15m Class **Kathrin Senne**, Germany.

In the Standard Class: **Sarah Kelman** (formerly Steinberg) Great Britain

in the Club Class: **Gil Spreckley** Great Britain (her second World Championship win)

Margot Aquaderni, WSPA member from Italy finished 9th in her class

Gill van den Broeck, WSPA member from Belgium served as Steward at the World Championship

Kathy Fosha is competing in the Junior Worlds in Rieti, Italy flying a LS8. See her blog
<http://www.off-tow.blogspot.com/>

Debra Burgess from Horse Head, NY died in a fatal glider accident. The accident happened in the early phase of the tow

Neita Montague and her Grumman Tiger will be featured in the August "Reno Magazine"



Photo: Reno Magazine

Neita Montague, her Tiger and her Reno High Sierra 99s friends at Reno-Stead, home of the Reno Air Races.

A note to Neita from Colonel George Fleck, Director of the CAP program at North Valley HS, Reno, NV:

...Our cadets will serve as volunteers again, for the seventh year in a row, at this year's (Reno) air races.

Great opportunity for many of our cadets to see and experience aviation first-hand.

The air races complements our aviation science program at the high school, just as the NSO and ASI have done for the past plus four years.

Do you know that ASI's orientation and scholarships have enabled over 300 of our young men and women to experience flight, with three earning their wings.

It would certainly shed a very positive light on a superb youth program agreement between our high school Air Force ROTC Program and all of you great ASI and Women's Soaring Association instructors and adult leaders who have provided so much support

Certainly, we gain from community service and youth outreach programs such as those we already have in place...

Hangar Soaring learned that **Ken Kolstad** has passed away at age 96. Ken was an essential part of the 1993 seminar in Black Forest. He walked around with the WSPA t-shirt that proclaimed SLAVE. For more on Ken's (and Mid's) life in soaring, see "Final Glide" at the SSA web page.

Al Santilli, who instructed at the 2003 Seminar also passed away. Al was 93. Read more about Al and his contribution to soaring at http://www.abqsoaring.org/news/Towlines_07_07.pdf

German Aviatrix **Elli Beinhorn** turned 100 on May 30, 2007. Elli received her pilot license in 1929 and returned it at age 72.

To learn more about this famous woman pilot go to

<http://www.ctie.monash.edu.au/hargrave/beinhorn.html>



Ulrike Franz, WSPA's artist friend from Germany has agreed to sell WSPA her t-shirt design in order to have the t-shirts made in the US and thus save on the losses due to the poor exchange rate, the higher costs of t-shirts in Europe and the costs of overseas shipping. Should there be interest amongst the WSPA membership, I could have the t-shirts ready for the Christmas season.

Please contact Frauke Elber fandw_elber@cox.net or by phone 757-595-7963





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

(Ed. note Stay tuned for the great news in the November Hangar Soaring)

Ed. note: after the completed Women's Worlds I exchanged some e-mails with Gill Van den Broeck who attended as a Steward. I mentioned that I missed several on the roster who were flying in Klix two years ago, Here is Gill's answer:

"thank you for USA news - Alena Netusilova CZ was registered, did not come : she is pregnant of TWINS - I asked Petr if she was glad, he said doubly happy, she wants 2 children, now she only has to be pregnant ONCE !

Mette Pedersen has a small baby girl, no championships

Alejandra Repicky of Argentina - wanted to come - she is also pregnant, so I heard but no official confirmation

At least they are preparing the next generations.

Amy Guyton recipient of the Flying Montagues scholarship at the Avenal seminar reported:

have just returned from my glider port where I flew with my original instructor. I also flew with someone else on Wednesday of this week and it went very well.

Anyway, today was one flight, 21 minutes long, and AWFUL!!!!!! This is my original instructor that I started with and so have not flown with him in over 15 flights. With all of the wonderful experiences that I had with Anna, Mark, Buzz, and Mike, I was able to recognize how punitive my instructor can be, how often he screams out the word "no", and also be able to feel on take off and landing that he was "shadowing" and I could not tell how my actions were impacting the plane.

Neita, I almost screamed at him on landing "Get theoff the controls" because you had taught me how to talk to the plane at the banquet, and I figured I couldn't communicate with the plane until I had a direct line :)

Three days ago I did three flights and they went smooth with the instructor being calm, supportive, and I know that is what I need.

Anyway, THANK YOU to the instructors and all of you who were so supportive and able to tell your stories!

The following e-mail exchange took place during the week of the Standard Class Nationals and Region 9 contests in Hobbs, where Sarah Kelly was flying the notorious Discus SEX. In the web listings of the contest I saw the Discus listed as EX

"Hi Sarah, tell me has SEX become EX? Say hi to Sylvia (who at the same time is flying in the Region 9).
Frauke"

"No, SEX is still SEX. The contest staff just decided to call it EX this time around"

Books from page 4)

seeking a new world with a large moon. It takes a large moon to assure a world's ecological future, because such a moon stabilizes a planet's axis and brings life-giving tides. The astronauts and colonists of the starship *Aeon* discover a green planet with a huge blue moon—an oceanic planet covered with hurricanes. And then their season of crisis begins.

Hurricane Moon abounds in flying. Orbit-to-ground landing craft, a motor glider and a helicopter all

play a role in the story, along with their pilots and passengers. A personal jet lands on Catalina Island in a flashback scene to Earth. And in the end, a winged, unmanned exploration drone, piloted remotely, flies down to a landing on the wild blue moon, revealing a startling mystery under the veil of hurricanes.



Doris L. Rich:

Jackie Cochran, Pilot in the Fastest Lane; Hardcover \$ 24.95
ISBN 978-0-8130-3043-2
University Press of Florida

Jackie Cochran was the first woman to break the sound barrier and the first to fly a bomber across the Atlantic. She possessed more than 200 aviation records and commanded the Women Air Force Service Pilots (WASP) during WWII. From humble beginnings in Muskogee, Florida, Cochran be-

came an intelligent, determined, courageous and ambitious woman who counted presidents Eisenhower and Johnson amongst her friends, as well as national leaders in business, Congress, and military and commercial aviation. Although her personality was sometimes abrasive, she used it to accomplish impressive results, including her work on behalf of an independent Air Force. Rich creates a multi-faceted portrait of Jackie Cochran, a remarkable and complicated woman.



Scenes from the 2007 WSPA Seminar at Avenal, CA

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First Class Mail