



Hangar Soaring

August 2008

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

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LOOK!

The 2009 WSPA Seminar will be held for the first time
outside the USA, in Lesce/Bled, Slovenia

From July 18-22, 2009

For details contact Neita Montague

Neitalibelle@aol.com



Photo: Dave Postlethwaite

Jennifer Player in the Tidewater Soaring Society's PW6
over New Castle, Virginia

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

ANNUAL DUES (JULY-JUNE) ARE \$15.
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BADGES

Recorded through August 2008
In SOARING

Diamond Badge
Sarah Kelly #985

Diamond Altitude
Sarah Kelly

B Badge

Kelsey Campobasse
Elizabeth Tattersall

A Badge

Elizabeth Tattersall

SSA SYMONS WAVE MEMORIAL AWARD
LENNIE I (absolute altitude
of at least 25 000 ft MSL)
Sarah Kelly



FROM THE EDITOR

One of the presentations at the seminar was about soaring internationally. Ron Clarke from the Central Indiana Soaring Club gave an overview of his foreign country experiences with his native country being South Africa.

I added to that presentation since through all my flying years I made contact with the soaring organizations from all the countries I have visited. Sometimes a visit was all that was possible but often enough I got to fly, usually in a double seater. My first contact with a non German soaring organization was 1963 when I spent a summer as the only member of an aero-sport organization with athletes from the German state of North Rhine Westphalia in Finland, in a German Sport Federation sponsored training camp. On the way to our school site in northern Finland we spent a day or two in the capital of Helsinki and it was there that I visited the offices of the National Gliding Federation of Finland. The reception was great and they equipped me with a list of glider ports and clubs. But sadly I never got a chance to fly since our school was so far away from civilization and public transportation. Our only mode of transportation to the 6 km away town of Pieksämäki was by bike through woods and over dirt roads.

A year later I visited relatives in England and they took me to the home port of the London Gliding Club, Dunstable Downs. Coming from a over-bureaucratic Germany where everything is regulated, I was surprised how easy it was to fly in England ("Just put your name on the sheet"). And thus I got a flight out of a winch tow in a Slingsby T21, a side by side, open cockpit glider. In 1965 or 66 I got an unforgettable flight in the big, French double seater Bi-gave. It was not so much the flight but the circumstances that were so memorable: our own glider port was very close to Belgium and France and one of the clubs flying from the

Meet our new treasurer: Annie Moore



I took my first glider ride when I was 9 yrs old with the Orange County Soaring Assoc in Elsinore, Calif. I joined the club and soloed at 14 while the club was at El Mirage during a Regional Contest. Most of you probably remember me as Ann Nielsen while working as a Com/CFI for several operations including schools in Elsinore, Tehachapi and Minden. I joined the WSPA at inception, attended many Seminars and was one of the organizers of the Seminar in Tehachapi in 1985.

I now find myself living in the Pittsburgh, PA area (yeah, a Southern Calif girl living in the East!...go figure!) and a member of the Pittsburgh Soaring Club. Although I took many years off from flying, I became active again last summer flying with Silent Wings in Grove City, PA. My goal for the summer of 2008 was to be teaching for the club on weekends, however, as they say, life is what happens when you are busy making other plans. My husband, Michael, is battling cancer and most of my time is taken with his care. We are on the road to recovery and I will be able to resume flying very soon.

It is a true honor and privilege to be serving on the board of the WSPA. Our organization would not have survived and flourished if it were not for the dedicated volunteers giving of their time. As I have stepped up to help, I hope all of you will consider the same in the coming years. Happy and Safe Soaring!

Annie Moore

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same field had an exchange agreement with the Northern French club in Valenciennes, close to the Belgium border. And so, on the spur of the moment, when it was raining at our field one of the members of that club decided to make the long drive to France and I quickly decided to go along. We arrived at our destination at midnight and still found some members awake in the old WWII hangars. Hungry and tired as we were they took us to their usual hang out and "Maman" the proprietress of the establishment made us the best onion soup I have ever eaten. The next morning, a Monday, we ventured out to locate one of the local glider pilots, a jeweler by trade with his own shop. Although mid morning he was still in his pajamas (true to the saying: "the Germans live to work and the French work to live"), he decided to close his store and come to the airport with us. Since I was not covered by the exchange agreement, I could not fly the French planes solo, so Pierre had a solution at hand: "I will climb in the back seat of the Bigave and read my newspaper and you can fly". And we did just that, flying over the smoke stacks of the iron works in Valenciennes until my passenger let me know that he was getting hungry since he hadn't had any breakfast yet. So we landed and took care of that and then took off again.

In the meantime, back in Germany at my work place, people became concerned that I had not returned from a weekend at the glider port. I had informed one of our other pilots from a different branch of the research lab, but since I was AWOL, he "did not know anything". Everything turned out ok. I did not lose my job and was the memory of an adventure I never forgot, richer.

In preview of our trip to Slovenia I would like to publish members' stories of flying at different sites, in different countries or regions.

Frauke

PS: on page 10 you will find short bios of the members who are volunteering for the next Board. The ballots will be included in the Nov. HS issue.

WSPA BOARD MEETING

JUNE 23, 2008

The board members who were at the seminar met on Monday evening and discussed several issues. Those present were Neita Montague, Jessica Stearns, Frauke (ex officio), and Lucy Anne McKosky. Since we did not have a quorum, discussions were followed up with e-mail votes for those who were not present.

On the subject of scholarships, the board agreed that the Briegleb scholarship for a student pilot to attend the seminar should be increased from \$500 to \$1000 for 2009 only, since the trip to Slovenia will be considerably more expensive than seminars in the U.S. Frauke has already raised the additional money by serving dinner for the Experimental Sailplane Association at their recent meeting at her club. We also agreed that the application deadline for the two seminar scholarships should be moved to January 31, 2009, to give the recipients enough time to make travel arrangements. Members who were not present have voted by e-mail, and the changes have been enacted.

We discussed the elections which are coming up this fall. Neita reviewed the election procedure specified by the bylaws. Nominations must be confirmed by October 15, and the ballots are included in the November *Hangar Soaring*. We discussed internet voting, but this would require a bylaw change as well as resolving technical issues. Some minor bylaw changes are also needed to make the election schedule consistent with the *Hangar Soaring* publication schedule. Neita will draw up the bylaw changes for board approval, and they will be included with the election ballot. We also agreed in principle that it would be good to have someone who is not on the board count the ballots.

The following people have expressed interest in running for the board:

West Region: Neita Montague, Andy Simpkins, Neva Cole

Central Region: Lucy Anne McKosky

East Region: Jessica Stearns, Marti Klemm, Annie Moore

We need at least one more candidate from the Central Region.

Annie Moore has agreed to take over as treasurer. Annie is one of the early WSPA members. She used to live in California but now lives in Pennsylvania. This change is now official.

Peter Smith from the National Soaring Museum contacted me asking for ideas on how our SSA affiliation could be more useful. It appears that we have no formal agreement with SSA establishing us as an affiliate. We will develop an agreement, using one from another division as a model.

We also discussed changes to the Lindbergh trophy rules, including simplifying the documentation requirements and application process, and allowing record and contest flights to qualify. The consensus was that record flights should be allowed, but not contest flights, as the purpose of the trophy is primarily to motivate women to expand their cross-country goals, not just to reward long flights. The board will discuss the trophy rules further and publish revisions before the next cycle.

Membership and outreach were discussed. Possible changes include assigning membership responsibilities to another board member instead of the treasurer, and establishing membership committee to spread out the workload. Subsequently, the new treasurer expressed a willingness to handle membership. It has become apparent, however, that some changes are needed in the renewal process, as it has become very frustrating to the treasurer and newsletter editor who currently send out reminders.

**Women's Soaring Pilot's Association
General Business Meeting
Called to order at 7:30pm, Thursday, June 26, 2008**

Lucy Anne McKosky read the minutes from last year's business meeting. Approved as read.

Topics discussed:

WSPA life membership has been approved by the board and is available for \$300 through the WSPA treasurer..

Badges and records: No action has been taken to date with regard to providing financial support for certification of badge and record flights. Frauke mentioned that there were no advanced badges this year.

Scholarships:

The Kolstad Scholarship is new this year. It provides \$1500 for flight training for a pilot over 25 beginning or transition pilot.

The Faber Scholarship is for advanced training, not necessarily for a rating. E.g. - It could be used for a cross-country camp as well as an advanced rating.

The Kolstad and Faber scholarships are funded by endowments donated by the families. The funds are invested with Charles Schwab, who provides pro bono advice to the WSPA investment committee. We are excited that we can put these scholarships on a continuing funding basis. Other scholarships require ongoing fund raising. Frauke raised an additional \$500 for the Briegleb scholarship for next year by making dinner for the Experimental Airplane Association. Frauke also sells raffle tickets here and at the SSA Convention. She has raised over \$1100 for WSPA in the past year.

The Mid Kolstad scholarship was awarded to Amy Guyton for primary instruction.

The Faber was awarded to Marty Klemm who is going for her CFG.

Sylvia Szczyk received the competition award, and Jamie Morris was awarded the Flying Montague scholarship for the seminar. We had more applicants for scholarships this year than others, but we encourage others to apply for these as well..

The Briegleb scholarship has been increased to \$1,000 for the Slovenia Seminar, so there will be two \$1,000 scholarships available for next year's seminar. They are open to rated pilots as well as student pilots. The deadline is January 31.

The WSPA board has agreed that WSPA should provide support to women in international competition. For next year's competition, Frauke suggested doing something similar to what we did when Kathy Fosha flew with the Junior team. Frauke offered a challenge grant which was quickly matched by WSPA members, and the WSPA treasury contributed an additional \$1000.

The Lindbergh trophy is awarded for the longest cross-country flight by a WSPA member. In the past, there have been very few applicants. The board will look at simplifying the application process and required documentation. For instance, data loggers could be used for verification. The application will be put on-line. Currently, badge flights qualify for the trophy, but not record flights. Record flights will be eligible in the future, but contest flights will not be. The goal is to encourage women in cross-country and to expand horizons on it. Sarah Kelly, who won the trophy last year, asked about having the trophy administered by a committee instead of the previous winner. Kathleen Winters (from Minneapolis) won the trophy this year.

Outreach and PR: Neita Montague has spearheaded this effort this year. A powerpoint presentation shown at air shows like Oshkosh, etc. would be good to introduce women to soaring. At the SSA convention, Neita did a presentation on how to promote your club and how to share PR materials. At the 99 International Convention in Denver, Neita encouraged soaring and arranged to have WSPA and SSA brochures included in their goody bags. Anne Mongiovi always makes sure the SSA booth at Oshkosh includes WSPA materials. Lucy Anne also mentioned that WSPA has an ad in the front of Bob Wander's new book. All members are encouraged to promote WSPA in their clubs, especially to new women members and prospective pilots, and to other women in aviation.

The meeting was adjourned 8:30pm.

Karen Greig, recorder



Donors 2007/08



Janine Acee
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Jenny Beatty
Cheryl Beckage
Diane Black-Nixon
Lisabeth Boyce
Elizabeth Brock
Constance Buenafe
Elizabeth Deener

John Earlywine
Frauke & Wolf Elber
Roy Gereaux
Karen Greig
Bernie Gross
Donna Hatch
Betsy Hopson
Bob Hurni
Mid and Ken Kolstad
Alexis Lartner
Patricia Laverty

Betty Loufek
Robin McDaniel
Lucy Anne McKosky
Maryline Meline
Anne Mongiovi
Neita & Mark Montague
Mary Rust
Ron Schwartz
Tammy Scott
Lisa Sergent
Lisa Setz

Andy
Simpkins
Sharon Smith
Jessica Stearns
Kathy Taylor
Margot Taylor
Bob Wander
Kathleen Winters
Martha Wright

ASSETS

Current Assets

Checking/Savings

Charles Schwab - 7200-1136	1,858.26
----------------------------	----------

Checking Lea County State Bank	<u>2,556.01</u>
--------------------------------	-----------------

Total Checking/Savings	4,414.27
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Other Current Assets

Barclays BK 6.625% ADR F	18,405.00
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Columbia Value & Restur. Cl. Z	9,135.99
--------------------------------	----------

Julius Baer Int'l Equity Fund	13,821.52
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NB Millennium Fund Inv.	5,000.00
-------------------------	----------

Pimco Total Return Fund Cl D	6,956.17
------------------------------	----------

Schwab Yield Plus Inv	24.13
-----------------------	-------

T-Rowe Price Equity Income Fund	1,924.25
---------------------------------	----------

Transamerica Premier Equity Fd	<u>10,130.16</u>
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Total Other Current Assets	<u>65,397.22</u>
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Total Current Assets	<u>69,811.49</u>
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TOTAL ASSETS

<u>69,811.49</u>

LIABILITIES & EQUITY

Liabilities

Current Liabilities

Other Current Liabilities

Briegleb Scholarship Fund	1,769.68
---------------------------	----------

Competition Scholarship Fund	-262.00
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Maria Faber Scholarship	12,050.00
-------------------------	-----------

Mid Kolstad Scholarship	28,555.60
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Montagues Scholarship Fund	955.36
----------------------------	--------

Silent Auctions	75.00
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Skyghost Scholarship Fund	<u>6,983.33</u>
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Total Other Current Liabilities	<u>50,126.97</u>
---------------------------------	------------------

Total Current Liabilities	<u>50,126.97</u>
---------------------------	------------------

Total Liabilities	50,126.97
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Equity

*Retained Earnings	18,696.31
--------------------	-----------

Net Income	<u>988.21</u>
------------	---------------

Total Equity	<u>19,684.52</u>
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TOTAL LIABILITIES & EQUITY

<u>69,811.49</u>

AMY GUYTON RECEIVES MID KOLSTAD SCHOLARSHIP

The Kolstad family is well known for their generous support of soaring. Many young glider pilots have been helped with their college expenses through the Kolstad Awards given in memory of Paul Kolstad.

Beginning this year, another Kolstad Scholarship has been made possible by a generous donation from Mid Kolstad. This annual award will be administered by the Women Soaring Pilots Association and following Mid's wishes, it will be awarded to a woman over the age of 25 who is working toward a Private Glider Rating.



There were four applicants for the scholarship this year. Each woman had a genuine interest in soaring and a strong desire to move forward with her training. The judges used a scoring method suggested by the Kolstad family in determining the winner.

The Scholarship Committee is happy to announce that **Amy Guyton** was selected as the first recipient of the Mid Kolstad Scholarship. Amy is 41 years old. She is an enthusiastic member of the Adrian Soaring Club in Michigan. Amy attended the women's Soaring Seminar in Avenal in 2007 which gave her the confidence she needed to accomplish her solo flights when she returned to Adrian.

Amy is active in her club. She volunteers as Operations Director, assists with commercial events at the gliderport, has completed glider ground school and wing runner training provided by the club. She has earned the SSA "A" Badge and has logged over 15 hours in gliders. She will use the scholarship to continue her flight training in preparation for the practical exam, which she hopes to complete this year.

SKY GHOST SCHOLARSHIP RECIPIENT SELECTED

With three very qualified young women applying for the Sky Ghost Scholarship, the judges found it difficult to select just one to receive the award. After careful consideration, they chose a young woman from the Soaring Tigers Glider Club in Princeton, NJ.

Eleni Brand is 24 years old and had her first glider ride in February, 2008. Since then, she has had several training flights and spends nearly every weekend at the glider port, helping with ground duties, and according to club President, Bill Hills, bringing excitement and energy to the club.



MARIA FABER SCHOLARSHIP FOR ADVANCED TRAINING

Marti Klemm is already an accomplished pilot. Her initial pilot certificate was for ASEL in 1988. Since then she has obtained all the power ratings, including instructor and ATP. Last year Marti was introduced to soaring by Mark and Neita Montague at Air Sailing. She now has a Commercial Glider rating and will use the scholarship to obtain her CFIG rating.

Marti works as a Ground Instructor at Embry Riddle Aeronautical University in Daytona Beach. She likes to awe her students with stories of her glider flights to 17,000 feet above the Nevada desert. ERAU has a sport pilot club which operates gliders out of a grass strip in Florida. Marti looks forward to instructing there and towing (yes, she has that endorsement, too!)

COMPETITION SCHOLARSHIP GOES TO SYLVIA SZAFARCZYK

Sylvia is well on her way to being an accomplished contest pilot. She has been flying gliders since she was 13 years old. 2 years after receiving her glider license she was flying in contests. She participated in the U.S. Junior Soaring Camp in New Mexico, setting several records. Last year she flew in the Australian Junior Nationals. Sylvia will use the Competition Scholarship to fly in the World Class Nationals in Texas this summer.

In addition to all this, Sylvia is a full time medical student. (no picture available)

JAMIE MORRIS ATTENDS SEMINAR ON SCHOLARSHIP

This year The Flying Montague Scholarship goes to Jamie Morris from Caesar Creek Soaring Club. Jamie is a sophomore in high school with a 4.0 GPA. Living in the Dayton area, she has taken advantage of many opportunities to be involved in aviation projects. She started soaring lessons in the summer of 2007. Her goals are to solo this summer and have her Glider Private Pilot Certificate soon after she is 16 years old. Jamie was also the winner of this year's Limerick contest at the seminar

The Scholarship Committee is made up of Phyllis Wells, Chair, and three judges. Phyllis handles all inquiries about scholarships, processes the applications, and communicates with the applicants, judges, and the WSPA Board. Phyllis also prepares publicity for the scholarships.

The judges are Margaret Roy, Kathy Taylor, and Susan Von Hellens. The judges review all applications and independently vote for a recipient for each scholarship, based on criteria established by the committee. For each scholarship, the recipient receiving the most votes is the winner.

In 2009 the scholarships for the Women's Soaring Seminar will be awarded early because of the time required to make travel arrangements to Slovenia. Deadline for receiving applications will be January 31. The winners will be announced by Feb 20th. There are two scholarships available for the seminar: The Flying Montague and the Briegleb. Both will be for \$1000. Applicants must be members of WSPA and SSA or an equivalent organization if living outside the U.S. They must be working toward a Private or Commercial license in gliders or a CFIG.

Scholarship applications are available on the WSPA web page or by contacting Phyllis Wells at pwells1634@aol.com Applications must be sent by regular mail and all criteria must be met, including the deadline of **January 31**.

2008 WSPA Seminar, Central Indiana Soaring Club, Alexandria, IN



Back:

Tabie Thomas, Charlotte Taylor, Karen Greig, Wolf Elber, Joyce Hilchie, Cheryl Beckage, Mike Beckage, Terry Duncann, Jessica Stearns, Sarah Kelly

Front:

Dianne Howell, Jamie Morris, Lucy Anne McKoski, Frauke Elber, Marti Klemm, Neita Montague, Amy Guyton, Marty Hudson

The 2008 WSPA Seminar

The Central Indiana Soaring Society (CISS), was the host club of this year's seminar. This was the first event CISS sponsored since becoming owner of the airport and its facilities. Organizers were Marty Hudson and Cheryl Beckage, which did an outstanding job.

The following were this year's participants: Marty Hudson and Cheryl Beckage, seminar coordinators from Indiana; Neita and Mark Montague from Nevada; Terry Duncan from California, who together with Neita trailered her Libelle halfway across the country; Lucy Anne McKosky and Jamie Morris from Ohio, the latter one chaperoned by her mother Sylvia; Charlotte Taylor (without Her Excellent Crew Roy), Missouri who brought her ASW19; Frauke and Wolf Elber from Virginia (for whom the seminar was just the first stop of an extended Eastern Canada trip); Martie Klemm who had to leave early during the week), Jessica Stearns from Florida, Tabie Thomas from Indiana. Sarah Kelly and Dianne Howell came all the way from Chilhowee, Tennessee in Sarah's little Piper Vagabond. Amy Guyton traveled from Michigan, Karen Greig from Illinois and Joyce Hilchie from Arizona. Anne Mongiovi and husband Gene Franklin flew in for a day in their Dimona and Annie Moore from Pennsylvania was able to spend the last two days at the seminar.

The daily programs started at 9 AM sharp (Marty and Cheryl made sure of it). Marty must have been a drill sergeant in her former life.

Monday morning was set aside for Operation Orientation and a chance for the participants to get to know each other. Flying commenced at noon. Later in the afternoon several participants got a chance to fly in the open cockpit Fairchild PT 23 (WWII trainer). In the evening many of the participants and CISS members went to the Olive Garden in Muncie.

Tuesday, after a continental breakfast (a better one than you will find in a hotel) started with a brief operation review, followed by a presentation by Sarah Kelly about the joy of country flying. After a short break Mike Rielage CFIG and former FAA employee talked about how the FAA and NTSB handle accident investigations. Again, after the flying rides in the Fairchild were possible. In the evening the participants roasted hot dogs on an bonfire.

Wednesday morning was sign up day for Tandem Parachute Jumps. Four participants got a chance at that part of aviation. The first brave to jump out of a perfectly good airplane was Marty Hudson, followed by Terry Duncan, Mark Montague, and Karen Greig. All reached terra firma safely. The morning program was titled: Soaring around the World, a travelogue. Ron Clarke, a CISS member and who hails from South Africa told about his soaring experiences on several continents, followed by Frauke Elber who reported that when ever she travels to a foreign country –or even within the US- she will contact the national soaring associations or the clubs on her travel route. This practice has led to some long lasting friendships world wide. Frauke also showed the brand new German film "Hexen im Aufwind"(Witches in Updrafts) for which she had put English subtitles on the film to make it understandable for the English speaking viewers. Sadly, because of predicted thunderstorms we did not see the whole film but opted to use the weather window for getting as many flights in as possible. It was a good decision because later in the afternoon all hell broke loose. The day ended with Men Fry Women Fly BBQ hosted by CISS's Don and Miriam Taylor and following this the general WSPA meeting.

The Thursday featured speaker was Michael Smith, Director National Model Aviation Museum. Following his talk followed a demonstration of flying different models with different launch systems. Model sailplanes were represented by a Ka 8 which was launched in aerotow and a Ventus Czx M self launching model which had technical problems getting off the ground. We learned that even Model sailplane flying is not a cheap sport. For the price of the model Ventus one can buy already a 1-26 or Ka8. Again, the weather cut the flying activities in the afternoon short but one or two aerobatic flights with Dale Ingram from CISS were able to get off the ground. That evening the WSPA banquet was held at the Wilbur Wright Museum and included a tour through the

museum. The winners of this year's scholarships were announced:

Amy Guyton	Mid Kolstad Scholarship
Marti Klemm	Maria Faber Scholarship
Eleni Brand	Sky Ghost Scholarship
Jamie Morris	Flying Montagues Scholarship
Sylvia Szafazcyk	Competition Scholarship

Kathleen Winters was the 2007 winner of the Anne Lindbergh Trophy.

Wolf Elber was awarded the "Golden Plunger" award. (Neita can tell that story).

The winner of this year's raffle was Karen Greig. This year's raffle netted \$284. (one of the CISS members donated a handmade wooden bowl for a future raffle)

The winner of this year's Limerick contest was 15 year old Jamie Morris.

The winning Limerick:

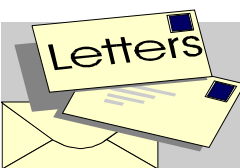
**Lost in the thought of the sky
Watching how the birds do fly
Oh how nice to be
So high and so free
How awesome it is to fly.**

Friday turned also into another abbreviated flying day of flying. Bob Wanderer, who was thanks to the National Safety Foundation, the featured speaker for the morning agreed to postpone his presentation until the afternoon to give as many eager flyers as possible a chance to fly.

Our thanks go to the CISS members who donated their time and expertise to work as tow pilots, instructors and ground crew, especially Dick Hutchison crew chief and Kurt Ristow, airport manager. A very special THANK YOU to Michael Beckage who provided delicious food –some cooked at the spot– throughout the days. I am sure all of us left the seminar with a few extra pounds. Thank you also to John Earlywine who brought his great DG1000 to the seminar from Northern Indiana and gave nine of us –yours truly included– the opportunity to fly a high performance double seater. John donated the rental fee back to WSPA. Thanks go also to jumpmaster Brian J DuBois and his crew and to the owner and pilot, Ed Escallon of the Fairchild PT 23 for the thrills they provided.

Thanks to Marty's and Cheryl's organizational skill the 2008 seminar was a great success.

We hope many will join us 2009 in Slovenia. Our Slovenian friends are already hard at work.



Hello readers of "Hanger Soaring" and fellow members of WSPA. My name is Kirstin Hein and I recently received my private license, with the help of the Sky Ghost Scholarship. Before I start, I'll give everyone a quick little bio about my flying career. I am a member of the Soaring

Club of Houston; I started on the 27 of May, 2006, soloed on Nov. 12, 2006, and finally received my license on March 27, 2008. I am going to be a senior next year with all the A.P. classes that my school will let me take. I am also a member of the National Honor Society and I was the president of my school's computer club. I hope that with this article I can tell all the soaring clubs the "little problems" that student pilots face and the many benefits of the Sky Ghost Scholarship.

As all of you know, learning to fly a glider is not really hard, however, there are a few things that do make the experience more difficult than it needs to be. I have seen and experienced the delays that some of these things can cause and how they can seriously hurt the progress of students. At my soaring club the instructors rotate every day and they also tend to switch days. Unless you call the instructors personally to request when they will be available, there is no guarantee who your instructor will be on any given day. This switching of instructors is very confusing to new students, as you have to tell the instructor where you are in your training when you are still learning all the vocabulary. This switching of instructors becomes even

more annoying when students are preparing to go solo or for their license, when the amount of maneuvers that need to be mastered can not be done in one lesson. Without Elmer Mooring, who got me through my solo and Glenn Giddens who prepared me for the flight test, I would still be stuck doing circuits.

I owe a great deal to the Sky Ghost Scholarship because it helped me complete my goal of getting my private pilot's license. Not only did the scholarship help me pay for the many 1000' tows so I could practice spot landings but it also gave me a huge boost in determination. Having won the scholarship, and the opportunity to continue, I felt a need to live up to the scholarship. I am in debt to the Sky Ghost Scholarship and the wonderful instructors who helped me, because without them, I would not have been able to accomplish my goal of getting my license while I was sixteen.

In closing, I really want to thank WSPA for giving me the opportunity to prove myself with the Sky Ghost Scholarship. With their help and with the encouragement of the wonderful instructors along the way I was able to take one of my friends up for her first glider ride before she went away to college at Embry-Riddle University and the son of one of my dad's friends up before he went away to join the Marines. Thank you so much for this chance. Happy flying.

Kirstin Hein

(Continued on page 10)

Visit to the National Soaring Museum

By Phyllis Wells



Dick Seaman and Bertha Ryan

searched through their basement and found over 100 slides in perfect condition which had been taken during 1946 and 1947 of activities of the glider club, including trips to soaring contests held at Harris Hill. Several alumni of the MIT glider club attended the symposium. They enjoyed sharing stories and memories with each other. The MIT glider club still exists today, although it is not officially affiliated with the university. Ira Blieden is a current member of the club. He spent many hours searching for historical information and found several treasures, such as old 16 mm films from the 1930s.

Phyllis Wells and her husband Dick Seaman attended the 5th Annual Soaring History Symposium held at the National Soaring Museum in May. The meeting was of special interest to Dick because of a presentation on the history of the MIT Glider Club. Dick attended MIT in the 1940s. He joined the glider club his freshman year and participated in the club throughout his college years. For a time he served as President of the club and allowed the club to use his LK10 which he had purchased as army surplus after WWII.

Bertha Ryan was a few classes behind Dick and Dick was her instructor for her initial glider lessons. Bertha came to MIT with a pilot certificate for airplanes and she eventually served as a tow pilot for the club. But the early launches were with a winch, designed by the engineering students at MIT.

In preparation for the symposium, Ira Blieden, contacted several members of the MIT glider club and asked them for their memories and photos. Dick and Phyllis



Bertha Ryan, Dianne Black-Nixon, Phyllis Wells

(Ed. Note: At the 1995 seminar banquet at Sugar Bush, VT Bertha and Dick met for the first time again after almost 50 years. I had the pleasure to be at the same table with Bertha and Dick and it was fascinating listening of the recollections of these two)

Hear Say

Gill van den Brook (Belgium)

on April 17th 2008, 50th anniversary of the opening of the World Fair Expo 58 Gill van den Brook has been granted "honorary citizenship of Brussels Town" for "outstanding services contributing to the success of Expo 58 " (Ed. Note: what took them so long? 50years!!!)

Gabi Haberkern (Germany)

Gabi finished third at the German Women's Nationals and earned a berth on next years National Team to fly at the Women's World Championships in 2009 in Hungary. Just after the seminar in Slovenia.

At this year's FAI Classes World Championships in Luesse/ Germany an unprecedented 3 women pilots are participating: **Kathrine Senne** (Germany), 15m Class; **Nina Shalneva** (Russia), 15m Class; **Alena Netusilova** (Czech Republic) Open Class.

Alena gave birth to twins 6 months ago. She finished second one day in a ASG29, the only glider in the Open Class with 19m wing span.

Makayla Reposo named one of three Tidewater Soaring Foundation scholarship recipients

The following women were listed on US contest rosters: **Jayne Read** (PW5), **Kathy Williams** (1-26), **Sylvia Szafarczyk** (PW5); **Ginny Farnsworth** (ASW24), **Kathy Fosha** (Std. Libelle) and **Liz Geiger** (Schwenkler) in Nimbus 3. At last report Liz was holding 4th place in the Open Class Nationals.

Maksymiliana Czmiel-Pasyk, was awarded the 2007 Majewska Medal. On the right is the nomination of the Polish Soaring Federation, listing Maksymiliana's contributions and achievements in soaring

Maksymiliana CZMIEL-PASZYC

for the award of Pelagia Majewska Medal, in recognition of both her sporting achievements and general contribution to gliding.

Mme Czmiel-Paszyc (for those interested in her gliding record register in which she is mentioned under different names: Czmielowna, later Paszyc or Czmiel-Paszyc), was born in Harnes, France, in 1932, arrived in Poland with her family in 1946 and started gliding in 1949. In a very short time she was recognized as a girl extremely keen on aviation. She became an aeroplane pilot in 1950 and in 1952 (when she gained her first diamond) she started her high-performance gliding career as a competitor in many national and international gliding contests. She has no less than 3 world gliding records to her credit:

Mme Czmiel-Paszyc is engaged, many years, in the Civil Aviation Office (the central Polish Civil Aviation Authority), being - among others - a national examiner for gliding

Her flying experience, her sporting activities over a long period of time, combined with her popularity (she is an eminent personality in the field of aviation: "Maxi" - this nickname is widely known among glider pilots not only in Poland) - simply, her example significantly contributed to attract young people, especially female enthusiasts, to gliding

And last but not least: she is still an active pilot, flying in competitions, and this is certainly a quite remarkable achievement: 58 years of competition flying !!!

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Kathleen Winters sent the following note to Lucy Anne McKosky

What a great Mother Day's gift! I was not aware of winning the Lindbergh Trophy till receiving word from you. My thanks to Kathy Taylor and the WSPA Board members helping with this.

Kathleen Winters, background

A bit of background: I started flying while very young and received my private power license in 1969, quickly adding a commercial rating and a flight instructor's certificate. (No one in my family flew but my late mother, bless her, encouraged my flying and paid for my first license.) But the real fun began in 1988 when I started flying gliders in earnest. Although I'd taken 2 rides before then no one told me of gliders' versatility and I had no idea one could fly them cross country or competitively.

A year later I began flying cross country in a 1-26 and became hooked. I now hold a commercial rating in gliders and own a Libelle 201B. In 1997 I completed my Gold Badge at Air Sailing in Reno (in Minnesota it's virtually impossible to attain high altitudes). One of these days I'll add my Diamond altitude to complete that badge.

My home base is, literally, my home! I keep my trailered ship in my yard at home and transport it to one of 3 different gliderports around the Twin Cities, Minnesota, to fly. I belong to two soaring clubs. My husband Jim Hard, well known in 1-26 circles for his great flights, is a CFIG and serves as my crew.

Yes, I'll send Frauke a story about my qualifying flight for the newsletter.

I am honored and thrilled to have received the Anne Morrow Lindbergh Trophy for 2007.

From Peter Selinger (Germany)

thank you very, very much for your newest HS issue. Every time I'm surprised what and how much you dig out for each issue, news to widen the view, look and image and also well loved memories at known events and facts. Thank you!

Volunteer Candidates for the upcoming Board Election

Andy Simpkins (West)

My name is Andy Simpkins; I teach psychology at a community college. I have been flying in Arizona for 5 years. I received my license right before my fiftieth birthday and have enjoyed flying at different gliderports throughout the country. I enjoy encouraging women of all ages to try the sport. It has been truly wonderful!

Neita Montague (West)

Neita Montague began flying in one of those airplanes with an engine 20 years ago. But eleven years ago she was introduced to soaring and has been passionate about it ever since. Her first glider was a Ka6CR which she flew when she was still a student pilot. She loves cross countries and dry lake landouts!

She and her husband, Mark, fly "twin" Libelles and share an ASK-21 with two partners. She is currently working on her Commercial Glider and

hopes to have her CFI-G before the end of the summer.

Neita attended the 2000 WSPA Soaring Seminar in Reno and then Co-Chaired the 2005 Seminar there with Terry Duncan. She attended the Chilhowee seminar with Mark in 2006 and Co-Chaired the 2007 Seminar in Avenal, CA.

Neita has been a WSPA board member for two years and has had a lot of fun helping to set up the upcoming Seminars in Indiana, Slovenia and Reno.

One of her goals is to continue to promote soaring to women by getting the word out to the International 99s, to Women in Aviation, to Careers in Aviation and to help the WSPA become more visible to the SSA. Soaring is the best kept secret as (compared to "power" training) a relatively inexpensive way for women to learn to fly. She is eager to promote our seminars and our scholarships by serving the next two years on the board and would like to take the position of President.

Neva Cole (West)

I am Neva Cole and I taught high school Chemistry for 22 years before I married my husband in 2004. Now I am a substitute teacher and help my husband with our business, Windward Performance Ltd. I consider myself a life long learner and have learned a new skill every decade—i.e., in my 20's it was downhill skiing, in my 30's it was windsurfing, in my 40's it has been soaring. I've had 11 different instructors and flown 8 different gliders at 6 different glider ports. Currently I am a solo student pilot hoping to take my ticket ride soon. I have found WSPA to be the MOST supportive influence in my soaring education and I would like to contribute to this great organization.

Annie Moore (see bio on page 2) (East)

Marti Klemm (see bio on page 6) (East)

Jessica Stearns (incumbent) (East)

Jessica Stearns started flying at age 16 (1956) and attained her Private Certificate in 1957. I've been flying ever since. I completed Officer's and Navigator training in 1961, served as a Transport Navigator on C-124 Globemasters for five years then went to USAF Pilot training. I flew for 14 years in various UASF airplanes on global missions. I retired from the USAF in 1980 after twenty years of active duty. In 1964 I became interested in soaring and took a Glider add on course, getting my Private Glider rating. In 1984 I started my airline career with People Express which was later merged into Continental. I retired from Continental as a Captain in 2000. I have flown continuously for 52 years and have been active in soaring since 1991. Presently I belong to the Everglades Soaring Club based at the Immokalee Airport in SW FL. I am also a CFII & G and own a 1945 Piper J3 Cub (Hyperion). I really enjoyed the SPA Seminar in Indiana this year and hope to contribute more to WSPA in the coming years.

Lucy Anne McKosky (incumbent, President WSPA) (Central)

started soaring about eight years ago, and I'm a member of Caesar Creek Soaring Club. When CCSC hosted the WSPA seminar in 2002, it changed my life! I met such wonderful role models and such supportive and encouraging instructors that I knew I could really be a pilot! I've been an enthusiastic WSPA member ever since, and I finally earned my private glider rating in 2004.

I've served as president of the WSPA board since 2005. During that time, we've seen our scholarship program grow and our seminars develop into international events. I'm a firm believer in WSPA's mission of providing opportunities and support for women in soaring, and I want to continue to share the joys of soaring with my fellow women pilots.

Mara Morgenstern (Central)

My name is Mara Morgenstern and I am currently instructing at Monticello Regional Airport in Illinois while I am also a graduate student at the University of Illinois at Urbana-Champaign. I have been flying power since I was

sixteen and picked up gliding at Stanton Airfield in Minnesota in September, 2002, while working on my undergraduate degree. I got my commercial license in June of 2006 with the wonderful help and support of fellow member Marilyn Meline. The following year, I decided to pursue my CFG and with the help of the Maria Faber Scholarship through WSPA, finished the check ride in October 2007. Thanks to all the support of my fellow pilots, I have made it this far and hope to encourage more women to join the gliding community as I continue to soar.

What is the message?

Send me the answer



PLASTIC PILOT CERTIFICATES

Two years after this rule becomes effective, paper pilot certificates may no longer be used to exercise piloting privileges. Five years after this rule becomes effective, certain other paper airmen certificates, such as those of flight engineers and mechanics, may no longer be used to exercise the privileges authorized by those certificates.

To exercise the privileges after those respective dates, the airmen must hold upgraded, counterfeit-resistant plastic certificates. Student pilot certificates, temporary certificates, and authorizations are not affected. To make the replacement process as quick and easy as possible, the Registry has recently set up a system that allows a certificate holder to request a replacement certificate using the Internet. Paper certificates need not be surrendered in this process. Certificate holders may access this system by going to the following address:

<https://amsrvs.registry.faa.gov/amsrvs>.

Oshkosh (from the SSA e-newsletter)

Ann Mongiovi and Volunteers Pull Off Another Amazing Oshkosh Display. Despite a family medical emergency at the last moment, decisions by one supplier to not show and a replacement aircraft for the no-show getting stuck on the way to OSH, Anne Mongiovi and her team of unsung heroes (volunteers) put together an amazing display for EAA AirVenture 2008. Over 200 people signed our guest book, numerous memberships were sold and lots of people were introduced to the idea of adding a glider rating to their licenses ("I always wanted to try gliders, but never really knew where to go." quote heard often at OSH !!) Thanks also go to the 23 clubs who sent in brochures to be used on the display. These clubs and operations will benefit from the number of visitors to the display who took away these invitations to soaring in their local area.

On display were a SZD-55 and a Ximango. Motorgliders do get a lot of attention from the sport flyers these days with the lack of medical needed and low operating costs. Pipistrel, Lambada and Stemme all had planes on display around the site. Of note, the USAF brought in a Discus with a spectacular paint job on the trailer, the CAPhad a L-23 on show and both of these were right up on the center of the show – AeroShell Square. (Does the U-2 count as a motor glider?)

There was also an ultralight sailplane/motorglider, the Alutus (sp?), with fold up fabric wings and a pod and boom construction that can be carried on top of a small van or SUV. So aircraft were reasonably well represented. Every day I saw several SSA members with their club soaring shirts as they visited the various exhibits.

Oshkosh was very well attended - despite the numerous predictions of doom-and-gloom, the actual numbers of attendees on day one and two (the only days I got hard numbers on) were very much better than 2006 and 2007 - and this is without a super-exhibitor like Space Ship One. By day three, the atmosphere was frankly buoyant with people seeing lots of sales and lots of opportunities for sport aviation in the future.

Thanks again to Anne - send her an e-mail saying so!!! Unless you have been there you cannot imagine the amount of work it takes to do Oshkosh! Will we be there in 2009? Your input is needed to help make that decision.

-Dave Newill

In Memoriam: Richard (Dick) Johnson

By Frauke Elber

It was with great sadness that I learned during our trip that Dick Johnson passed away on July 23.

Dick had iconic status in the soaring community in and outside the US. His soaring career spanned more than 60 years. He was a multiple US Champion and represented the US at several World Championships.

It was the 1974 World Championship where I first met Dick and his wife Alice. And it was there that I observed his gentleman demeanor under very adverse conditions: Due to a longshoremen strike at Sydney harbor Dick was unable to get his sailplane in time for the practice week. He borrowed an old Libelle. His crew, desperately trying to get the plane, drove the long way back to Sydney and bribed some of the workers with the result that they dug out the trailer and plane from the belly of the ship. In a marathon drive they rushed back to Waikerie to get the plane ready for the actual contest. But the soaring gods were not with them. Out in nowhere they lost the tongue of the trailer. A local farmer came to their aid and a tired and exhausted crew arrived with sailplane the morning of the first contest day. Throughout that ordeal that would have sent many pilots ballistic Dick kept his composure and cordiality. Came launch time he was able to take-off in his own ship.

In 2001 Dick republished the story of his world record flight in 1951, which broke Olga Klepikova's 1938 general distance record. Due to false rumors the West never acknowledged Olga's accomplishment. At that time (in 2001) I was working on Olga's story and had all the material ready for publication in HS. When Dick picked up the old rumor in his story, I sent him all the material I had collected on Olga and her record flight. Dick encouraged me to publish the story in SOARING and when it appeared in the Nov. 2001 issue, Dick wrote the foreword and publicly apologized for the false rumors. When he learned that Olga was still alive and living in impoverished conditions, he sent her some support.

Dick supported women soaring and he attended my presentation on the history of women international competition. We last had a chance to meet and talk at the 2008 convention in Albuquerque. He freely passed on his soaring knowledge and skills

Women soaring lost a good and supportive friend



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