



August, 2014

Hangar Soaring

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

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Chilhowee, 10 Years ASA



Photo: Wolf Elber

Sylvia Szarfarczyk flying at Chilhowee, TN



Photo: Sylvia Szarfarczyk

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

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Badges
(reported through August 2014)

Gold Altitude
Anne Chalmers, OR
Patrick Grusenmeyer, DE*

Silver Altitude
Patrick Grusenmeyer, DE*

B Badge
Rachel Lynn McKay, AL

* Patrick is a WSPA member



From the Editor

It has been more than 13 years since Christ Schnier retired as HS editor and I volunteered to take over.

What I like about being the editor are all the contacts and friends I made over the years, all the folks I have visited and the people who have visited us. We **always have an "Open House"**. Our first WSPA guests were during the 1999 seminar: Eileen Taylor from Texas and Kate Porter then living in Virginia. In 2000, I visited Anna Dobrin and her soon to be husband Joachim Schippers in Switzerland. Both were participants in a German glider chat. Anna became a WSPA member and attended several seminars. Both visited us here. She drew her club mates Martina Beukert, the Geusen clan and Christine Rubel into WSPA. All have attended seminars in the past. Over the **years we all met twice at Martina's** house and had our own little WSPA meet. Anna was also essential for the contact with Ulrike Franz. I had bought her artwork in bulk long before Ulrike and her husband Heiner moved to Tuscaloosa, AL and sold it to benefit WSPA. After their move to the US we visited each other. Ulrike and Heiner attended several seminars. In 2002, I visited Tabea Cornel and her family in Germany. I met her first in the gliding chat room, when she was just 15 years old. She became friends **with Cheryl Beckage's daughter** who was the same age. Cheryl **sponsored Tabea's WSPA membership**. Tabea is now at Penn State working on her PhD. She paid us a visit in Virginia two years ago and will be visiting here at the time when HS goes to the printer.

In 2003, on the way to Moriarty, we met Colleen Koenig and her family spending a night with the RV in their driveway out in the boonies near Amarillo, TX (maybe Colleen can tell about that



President's Note

I have been a wonderful adventure being a member of the WSPA. That concept was brought home as I put the York, Canada Seminar binder materials in the "Past Seminars" folder I have been saving for the next President. The first batch of seminar papers in this binder came from the 2009 Seminar in Lesce, Bled, Slovenia. But this was not the first seminar I attended for I was flying at Air Sailing in Reno, NV in 2000 when the seminar happened around me. In 2007 I co-chaired the Avenal, California seminar. **What fun! It's been a joy ever** since being a part of the organization, not just as a member, but as an active volunteer on committees. I have met some extraordinary women, have visited and learned about so many gliderports and of the women involved in them, all because of my involvement with the WSPA.

Gail Schipper will be calling to seek enthusiastic women to give a little to us by asking you to serve on a committee or on the board. Many committees require short blocks of time, over email and by phone. Most committees have 3 members and are overseen by a board member: the Records Committee that administers the awarding of the AML Trophy is one that sees that PR is done on the trophy in the Fall and Spring and then oversees the award applications in May/June. There is the Scholarship Committee that works mostly in May and June to determine the winners of our EIGHT scholarships; there is the Investment Committee that looks at our finances and investments and advises the board two times a year and we have a Finance Committee that reviews our finances several times a year and reports and prepares a budget under the leadership of the Treasurer. The heavier duty jobs are the President, Vice President/Seminar Coordinator, the Treasurer and Secretary that make up the Executive Committee. Their work is more year round as is the Public Relations Committee that prepares **articles for publication in "Soaring", international magazines on our scholarship, our trophy, our seminar and our successes.** Fundraising

(Continued on page 3)

adventure). We became instant friends. They came and visited here more than once.

Then in 2004, we had the first group of Slovenian seminar participants: Vesna, Natasa and Hannah. Anna and Martina also came to that seminar at Harris Hill, NY. Except for Martina, all visited us here in Virginia after the seminar. In return, I spent a few days in **Slovenia after the 2005 Women's Worlds in Germany. That's when** the idea for a seminar in Slovenia was born (which bore fruits in 2009). Returning from the 2007 seminar in Avenal, we stayed with Anne Mongiovi and her husband for a few days in Illinois and driving to the 2008 seminar in Indiana we spent a night at Jeanne McDowell's house in Ohio.

When in 2009 a small group of the Slovenian seminar participants **traveled to Germany's Wasserkuppe**, the holy mountain of soaring, I met WSPA member Peter Selinger (and his wife Fritz) for the first time. I had contact with Peter many years prior since he, a well known German soaring historian and author, was always willing to answer my questions. Peter and Fritz came to the Wasserkuppe to meet with me. Peter volunteered as tour guide of the Soaring Museum, giving Neita and me an in depth tour through the facility. Since then I have visited Peter every time I have been in Germany. Other guests in our house have been Pat Valdata and her husband Bob, and Phyllis Wells.

These and the many I have met during seminars and conventions make the work on a newsletter like Hangar Soaring very rewarding.

I hope I can still do it for several more years

Frauke

Quote of the Day

I had given a SSA convention talk and afterwards wandered by the WSPA booth, where one can talk with interesting, intelligent women soaring pilots.

Dan Johnson

(Have you read SOARING lately?)

(Continued from page 2)

and Development raised \$975 this year with the Spirit of Flight wire sculpture and will be finding a new raffle item and we hope, will oversee grant writing and come up with new fund seeking ideas. **Bylaws and Standing Rules will have a light job as we've recently revised these documents.** Nominating next year will also have a light job in 2015 and will be working on the slate in late summer of 2016.

Besides the Exec, there are three other members of the Board and they are Members-at-Large, one of which is your International Representative. So the board is made up of 7 members. The Treasurer is a non-voting member.

I have been privileged to work with extraordinary women on the board and committees these past five and a half years as your president. All are creative and all bring great ideas and talents to us. We have much to thank them for. With their help we have grown our funds from \$39,000 in 2008 to \$66,000 in 2013 to over \$97,000 as of July 1 this year. \$50,000 of these funds is in our investment account for our scholarships. But we continue to need to fundraise in order to run our seminars, administer our awards and scholarships, do PR, and to add to our scholarship funds so that they can throw off income. You can be a part of this by volunteering on a committee.

As an aside, since not all of you were at our York Seminar and didn't see the financial reports, you'll find them here on another page in this issue. You should be very proud that in our years as the WSPA we have given out over \$64,000 in scholarships.

Some board and committee members will be running again on the slate that will be voted on in December. The slate will appear in November **"Hangar Soaring" with the women's bios. Some of the women you'll know from our seminars. The slate will also hold some new names.** We do want new people so the organization can move forward **with other positive ideas. And we'd like you to consider being one of these women.**

During our seminars I learn of what women are doing all across the U.S. and Canada and around the world. At York we learned of Valerie Deschamps who organized Chicks Take Flight in Alberta, Canada. There women were introduced to soaring and, if they wished, took a **glider flight either by winch or aerotow. I've learned of the Federation of Women Pilots in Europe, of the women who fly in Australia.** I have communicated with women in Japan, New Zealand, Sweden, Germany, Slovenia, Italy, Canada, Belgium, France, and Brazil.

It is great being a member of an international soaring community. It takes a village to go gliding and our own glider village really is much **larger than most. I've been told that the glider community on the whole seems to be losing about 10% of its members each year.** Our WSPA membership continues to grow, has grown by roughly 40% in eight years. The gliding community needs to reach out to more women as they are making up a greater percentage of pilots in all categories. The FAA has some very interesting charts that can give you a better grasp of this demographic change. See

http://www.faa.gov/data_research/aviation_data_statistics/civil_airmen_statistics/2013/

Join me and many of the women who attended past seminars at the *Women Soaring Seminar* plus lots of new attendees, both men and women, next June in Minden, Nevada. You will appreciate the energy and enthusiasm and dedication to being better pilots you will find there. You will expand your knowledge of soaring and advance in your sport in a concentrated period of time. Registration will be limited as we expect a large turnout, so be sure to sign up as soon as the seminar registration appears on our website, possibly by late January. See you **in Minden! I wouldn't miss it.**

Neita

Correction

Hangar Soaring reported in the May issue that Sarah Arnold towed, flew and won the Sports Class in Perry. According to Sarah, she flew her Calair to Perry but Hugh Grandstaff, Sylvia Szafarczik's husband did the contest towing.

Clarification:

The two women featured on the **SSA "Let's go gliding" sticker are:** Ulrike Franz in the front, Monique Well in the back seat. The picture was taken (by unknown) at the 2010 Seminar at Air Sailing.



Welcome New Members

Janine Acee, PA*
Julie Butler, CA*
Eileen Carter, VA
Anne Chalmers, OR
Hannah Dougherty, VA
Elaine Ernewein, ONT
Anoushka Fernandes, ONT
Sierra Jackson, HI (1st from HI)
Rebecca Kramer, KY
Laura Mayer, CT
Gillian Nolan, MD
Paul Osborn, KY
Christine Peddle, ONT
Leili Pede, ONT
Lisa Sergent, KY*
Sylvia Szafarczyk Grandstaff KY*
Dee Watson, ONT
Mary Dalli, ONT **
Melanie Dennis, ONT **
Sophia Fremis, ONT **
Chris Kingdon, ONT **
Andrea Kuciak, ONT **
Lauretta Lau Lowerison, ONT **
Natasha Logan, ONT **
Diane Maloney, ONT **

*rejoined after a longer absence
**joined at the seminar

Notice

It was announced at the seminar that the 2016 seminar will be held in Northern Italy. Details pending.

Next Hangar Soaring deadline:
Oct. 31, 2014

Women Soaring Pilots Association

June 30, 2014

Year End - Financial Statement

SCHOLARSHIP REPORT – WSPA ANNUAL MEETING

2014

PHYLLIS WELLS, SCHOLARSHIP CHAIR

	Mid Kolstad Scholarship: Patricia Viall, Oregon (Red Tail Soaring) a Private ASEL Pilot, will use the scholarship to obtain an add-on glider rating.	\$1500
INCOME		
Prior Chg Bal	\$ 15,423.93	
Membership Dues	\$ 5,141.63	
Scholarship Donations	\$ 28,667.46	SoaringNV Scholarship: Laura Radigan, Florida (Seminole Lake Soaring), a student pilot who will use the scholarship funds for flight lessons toward Private Glider License (see her story elsewhere in this issue)
Gen Op Donations	\$383.92	\$1500
Moriarty Sem (cont.)	\$1,977.00	
Misc. Sales	\$3,386.37	
Recovered Pay Pal Fees	\$ 48.37	The Flying Montague Scholarship: Valerie Deschamps, Alberta Canada, a Private Glider Pilot. Will use the scholarship to attend the WSPA seminar working on advanced skills
Cash in Cash Box	\$ 416.45	\$750
Pymts – Anne Moore	\$ 1,777.99	
Total Income	\$ 57,223.12	
EXPENSES		
Newsletter (Hangar Soaring)	\$498.51	Sky Ghost Scholarship: Rebecca Kramer, Kentucky (Louisville Soaring Club), a 16 year old student pilot, member of CAP will use the scholarship for continued flight lessons
Postage	\$ 14.97	\$750
Web Page	\$ 140.00	Maria Faber Scholarship: Anne Chalmers, Oregon (Willamette Valley Soaring), a Private Glider Pilot. Will use the scholarship to improve skills and obtain a Commercial License. (see her story elsewhere in this issue)
Tax Prep.	\$ 165.00	\$750
Moriarty Sem.	\$ 4,850.61	
Off. Supplies, Copies, etc.	\$300.88	
Cash Box \$ Returned	\$ 416.45	Eileen Collins Space Camp – Harris Hill, NY – for a young girl to attend Camp at the National Soaring Museum
Vendor Costs (Popa Art Work)	\$ 90.00	\$ 400
SSA Conv. 2014	\$ 1,271.29	
York Sem.	\$ 310.39	
Sarah Scholarship	\$ 2,376.21	
Other WSPA Scholarships	\$ 5,523.06	TOTAL SCHOLARSHIPS GIVEN FOR 2014:
Corporation Fees	\$ 25.00	\$5,600
Transfer to Savings	\$ 5,000.00	
Misc. Purchases	\$ 133.83	
Total Expenses	\$ 41,116.20	
ASSETS		
Cash:		
Compass Checking	\$15,783.31	
Compass Savings	\$ 25,600.58	
Cash Total	\$ 41,383.89	
Investments:		
Schwab	\$ 56,284.95	
Total Assets	\$ 97,668.84	
LIABILITIES		
Current Liabilities:		
Scholarships	\$990.31	
(All have been paid in full except for SoaringNV)		
Total Liabilities	\$ 990.31	
Total Assets vs. Liabilities (NET)		
= \$ 96,678.53		
By Mary E. Rust, WSPA Treasurer		
	Donor List (a big Thank You to all)	
	Anna Dobrin Schippers	Lisabeth Boyce
	Anne Mongiovi & Gene Franklin	Lisa Sergent
	Anne Wright	Lucy Anne McKosky
	Biff Forbush	Maja Djurisc
	Cathy Williams	Mamad Takallu
	Diane Black-Nixon	Margaret Roy
	Christina Peddle	Marianne Guerin
	Dake Roberts & Katherine Harps	Marion Barritt
	David Istance	Mary & Mike Rust
	Diana Dade	Michael Green
	Donna Morrison	Monique Weil
	Doug Post	Neita & Mark Montague
	E. Dale Thompson	Pamela Gradin
	Elaine Carlson	Patricia Laverty
	Elizabeth Tattersall	Patrick Grusenmeyer
	Frauke & Wolf Elber	Peter & Dorothy Gross
	Gail & Doede Schipper	Phyllis Ko
	George Popa	Phyllis Wells
	Jeanne McDowell	Renolds Renshaw
	Joseph Diel	Robert Mudd
	Joyce Hilchie	Robin Mc Daniel
	Kate Porter	Rolland Nakashima
	Kathy Mroccka	Sonja Flesberg
	Kathy Taylor	Terry Duncan
	Kristin Farry	Ulrike Egerer
	Laura Mayer	Ulrike Franz
	Laurie Harden	Uwe , Christina & Anke Rudloff
	Lee Edling & Karen Aafles	Valerie Deshamps

ACHIEVEMENTS

1-26 record:

Date: June 6, 2014

Pilot: Anne Chalmers

Aircraft: 1-26E # 555 N113YZ

Place: Air Sailing, NV

Record: Absolute Altitude 17,480' (previous record 16,010') and

Gain of Height 10,080' (previous record 8480')

OO: Robert Spielman

Stephanie Luongo won a 99s International Amelia Earhart Scholarship for a Multi-Engine Rating.

Li Yang was awarded a scholarship for CFI training from the 99's. She is planning to be back in the US by December to begin her flight training.

Hannah Daugherty, a member at the Tidewater Soaring Society received one of the three TSF annual scholarships.



Photo: Kay Ebelt

Reynolds Renshaw, Ellie, John Noss, her instructor

Ellie did it! On June 22, 2014 Ellie Renshaw (14) made her first solo flight - looking perfect from tow to roll out.

Ellie writes: "Thank you so much everyone! I have worked my hardest since last spring, but I couldn't have done this without the Sky Ghost Scholarship. I look forward to continuing my lessons and flights. I can't wait until I turn 16 so I can take my

checkride for my private license. Thank you to all of WSPA for your support through my soaring journey."

Rebecca Kramer soloed on Wednesday, June 25, 2014! "She was PIC for the first time in a L-23 Blanik at Mattoon, IL while she was attending a CAP National Flight Academy for gliders.

Rebecca Cronce, (15) soloed after 28 flights



Sophie Cienski, a TSS scholarship student soloed on May 6, 2014. Her father who had come to the airport to watch the event surprised her with a personalized car license plate. Sophie had her instructor, Kevin Leahy signing the plate on the back (ed note: how cool is that?)

Sophia Fremis, new member from Ontario soloed on the last day of the seminar

Marianne Guerin completed the requirements for the Gold badge and was issued Gold Badge #2693

Former WSPA member and Sky Ghost Scholarship recipient Mary Herman graduated this past May from the Air Force Academy. Her mother wrote: "She ended up changing her major to Behavioral Science and has



decided on a career in Cyberspace. So, after a 6 months or so at Keesler Air Force base in Biloxi, Mississippi, she will begin her career as a Cyberspace Operations Officer. She doesn't know yet where she will go after training in Biloxi, but is very excited about what lies ahead."

Madelynn Herman

(The picture shows Mary at graduation with her brother who graduated a year earlier from the Academy).

Neita Montague qualified for two California State records while participating at the soaring camp in Bishop, CA

Pat Valdata writes: "I wrote a book of poetry about women aviation pioneers, and it won a national prize and will be published by Story Line Press in June 2015! I included women who did aviation "firsts" from the very first woman to solo (in 1798!) to Jackie Cochran breaking the sound barrier. I didn't go past that event to keep it to a reasonable number of pages, and to focus on early aviation.)

Sarah Arnold and Kathy Fosha competed in the Sports Class Nationals and finished 7th and 12th in the Club Class. Both won one day.

Heinz Weissenbuehler and his wife Karin Schlosser flew in the Double Seater Class in the World Championships in Finland.

Another First for Solar Flight

May 30, 2014: Another major milestone for solar powered aviation, *Sunseeker Duo* is now officially the first solar powered airplane to carry two people.

The *Sunseeker Duo* is the most advanced solar powered airplane in the world and the first that is suitable for production. It is Solar Flight's third solar powered airplane. It has a wingspan of 22 meters, an empty weight of 280 kg, and 1510 solar cells with 23% efficiency. The motor has a maximum output of 25kW. The airplane takes off like a normal airplane using energy stored in a battery pack in the fuselage and then is able to cruise directly on solar power. With two people on board, the *Duo* is capable of flights in excess of 12 hours. It uses a battery pack located in the fuselage to store energy harvested from the solar cells which line its wings and tail surfaces.

Irena Raymond writes: "We had a plan to go for a Cross-country at the beginning of June: however, we needed to solve some challenges with the electronics and navigation unit, so we postponed it.

So, we have been flying on Thursday, June 19th from Voghera to Pavullo (approx. 100 miles) and the next day, June 20 we have been flying back to our home base to Voghera.

On Thursday, June 19th it was a clear, sunny morning. At noon time, there was not much thermal activity at our area, but far in the mountains we saw towering cumulus. It was looking pretty well to go for a cross-country.



Irena and Eric Raymond flying the Sunseeker Duo (Irena piloting)

Everything went smoothly. With the help of the motor we reached first soarable hills. We had been thermaling for a while and then decided to go above the clouds. We have been flying between 9000 and 9500 feet. Words can not express the beauty of the view when flying in between and above the

clouds. It is like being in a sweet dream.

(Continued on page 8)

The 2014 WSPA Seminar

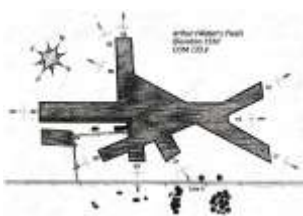
By Frauke Elber



Back row, l-r: Biff Forbush, Manfred Radius, Paul Chalafour, Mark Montague, Uwe Rudloff, Anke Rudloff, Elaine Ernewein, John Brake, Tracey Brake
Front row: Maja Djuriscic, Frauke Elber, Margaret Roy, Christina Peddle, Mary Rust, Lucy Anne McKowski, Kristin Farrar, Eva Dillon, Sue Eaves, Anne Wright, Gail Schipper ,

Since Neita sent out daily reports via the WSPA mail group, this will be a report from a non-flyer spending all the time at the side lines.

The GPS told us 7h 3min (706 miles) from Newport News, VA to Arthur, Ontario not taking in account the delays we encountered around DC and worse, across the Peace Bridge crossing from the US into Canada at Buffalo, NY. (WSPA is far ahead of its time having incorporated the Canadian Provinces into **the US soaring regions**). We split the travel in two, spending (prearranged) the night at Tom Knauff's and Doris Grove's beautiful Ridge Soaring Gliderport. Although Tom and Doris had company that night, they briefly stopped by the gliderport to say hello. We continued our travels early next morning and it led us through a beautiful part of Pennsylvania and North West New York State. Since this part of NY State is not spoiled by an Interstate yet, the GPS guided us through picturesque, clean and well kept little towns. We arrived at YSA gliderport early in the afternoon. Neita and Mark Montague and Mary Rust were **already there**. Tracey Brake, the seminar's coordinator, assigned us our parking and hook-up place and after all RV technicalities were done, we headed out to where the action was.



YSA's gliderport is huge; 5 intersecting grass runways provide for taking off and landing in any wind direction. The flight line was teeming with life. Several pilots were on extended cross country flights. One thing I noticed immediately: I was not alone with a strong foreign accent. The YSA members comprise a mini United Nation.

The club house, a lean-on to the big glider hangar, is well appointed with a comfortable living area with fire place and retractable projection screen, an office and a class room, the latter one being used as WSPA's office, store and gathering point, and 2 bathrooms. All facilities at the gliderport are wheelchair accessible. The star of the club house is the kitchen, separated from the living room by a big, tiled food island and equipped with 2 glass-top stoves, two big refrigerators, a microwave oven and... a dishwasher. YSA, to keep the amount of trash down, uses ceramic dishes. During

the nice weather days, members can enjoy the big porch crowned by a "control hut", called Stan's Cottage.

YSA has two big hangars, one for sailplanes and a separate one for the towships. A workshop building also houses the two showers that serve the campground.

The club owned sailplane fleet is impressive. Three double seat gliders are hand control equipped: one golf cart is equipped with a lift to give paraplegics a chance to enjoy soaring. YSA is the Canadian center for the Freedom Wing program. But the star sailplane of the seminar was Dave Bax's beautifully restored 1942 Slingsby T-21.



Dave's little plane, a T-21
Provided the seminar with lots of fun
All wanted a flight
side by side
In this open cockpit one



Late in the afternoon YSA began falling under the spell of Murphy's Law (when any thing can go wrong, it will go wrong). The flyable Pawnee developed a problem and had to be grounded. That left the Scout as only towship. The next morning (Saturday) the Scout lost its tail wheel while landing after a check ride, damaging the elevator, leaving the club with no operational tow ship. A mad scramble ensued trying to get the Pawnee flying again. Fortunately, Saturday was a non-fly day due to inclement weather. Sunday, two neighboring clubs came to the rescue sending a Pawnee and a Citabria. YSA's Pawnee assumed towing operation again later in the day. The Citabria and its pilot stayed for the whole week. Thanks for being good neighbors. Monday was the official start of the seminar. All registered participants had arrived. The honor of having traveled the farthest fell to Maja Djuriscic and Mary Rust, both coming from California. The youngest participant was –as at the 2012 seminar- Anke Rudloff, now 14 years old. Anke had soloed last year on

her 14th birthday. The oldest participant (I have to admit this) was I. Wolf Elber, who at past seminars made a name for himself by fixing toilets and finishing a bathroom at one seminar (for which he was honored at the 2008 seminar with the Golden Plunger Award), advanced to Mower in Chief.

From fixing toilets and baths
 Wolf advanced cutting for the three days the grass
 Across the runways front and rear
 He piloted the big John Deere
 Never complaining about a sour ass.



I volunteered to keep the showers and kitchen clean and helping Mary in the office/shop.

Lunch during the week was provided by expert grill master, Allen Baldwin. The hamburgers and sausages were delicious. Only Friday did Allen provide us with a big variety of commercially prepared pizzas.




Jackie Moore

My favorite YSA volunteer was Jackie Moore, our Chef extraordinaire. Her evening meals were OTW (Out of This World), home cooked with all fresh ingredients. I haven't stepped on the scale since I am back home! Two WSPA members were detailed daily to kitchen duty to help Jackie.

Wednesday was a non-fly day due to inclement weather and many of the participants used the day to do some sightseeing.

Thursday the flying was in full swing again. At lunch time we were treated with a demonstration of Manfred Radius' aerobatic routine in his Salto. All airplanes, including the T-21, which is very appropriately registered as C-GAWK, and pilots got a good work out. Anke logged the longest flight of the day with more than three hours.

Friday, the last day, turned out to be the busiest day of the seminar. When we began to gather for the banquet, we learned that Sophia Fremis, who helped all week at the flight line, had just soloed and that Anke Rudloff was still airborne around 6 PM. After the seminar we learned that she was air born (with instructor) for 5h 10min, which made it the longest flight of the seminar. Two more things had to be taken care off at the banquet: determine the winner of the Limerick contest and draw the winner of the raffle. And the Limerick winner was: Valerie Deschamp



There was a young lady near
 Arthur
 When gliding went farther and
 farther
 So on Acro she trained
 Except when it rained
 And can now do loops, rolls and
 hammers'

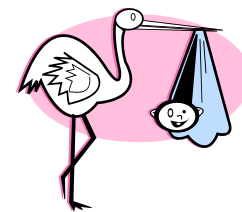
The lucky winner of the "Spirit of Flight" wire sculpture by George Popa was Stephen Bollenbacher from Fulton, NY. Stephen had bought three tickets by mail. The raffle netted the WSPA scholarship fund \$975. Congratulations to the winners.

The AML Trophy was not awarded this year.

This year's seminar sported a first: a pregnant participant, which inspired the following Limerick



At the gliderport at York
 They soon expect the arrival of a stork
 He isn't coming to fly
 But to bring a bundle of joy
 So that in the future
 The membership won't fall short



After the seminar, Eva Dillon who tireless ran the flight operation and who was omnipresent during the whole week, provided the following seminar statistics: 114 flights (4412min = 73.5 hrs total flight time) including 18 flights in the T-21, 11 Spin Training flights in the 2-32, 49 Acrobatic flights in the DG500, ASK 21, Twin Grob and Grob Acro. Longest flight: Anke Rudloff 5h 10min.

We left Saturday morning. Crossing over the Peace Bridge again into the US, I decided to rename that bridge into "Nightmare Bridge". Wearing our seminar t-shirts at the point of entry (after 1 ½ hour inching over the bridge) helped us to quickly get through the customs procedure. The officer noticed the shirts and asked "you are coming from a soaring event?" After confirming this, he only briefly peeked into the RV and waved us through. Again we spent a night at the Ridge Soaring Gliderport and arrived home early Sunday afternoon

A big Thank You to our hosts Eva Dillon and Tracey Brake and to all volunteers who made this beautiful seminar possible. Thanks to Charles Petersen who more than 10 years ago had the idea to invite WSPA to his home field in Canada. It takes more than a village to pull a seminar off.

Continued on page 8

(Continued from page 7)

WSPA thanks the following volunteers



Eva Dillon (CFI and seminar coordinator)



Tracey Brake (seminar coordinator)

John Brake (Cross Country & Instruction)
 Melanie Dennis (Office, Towing & Meals)
 Laili Foster (Cross Country & Instruction)
 Jean Egan (Acro & Cross Country)
 Chris Kingdon (Banquet and field support)
 Manfred Radius (Acro)
 Tony Firmin (Cross Country, seminars and briefings)
 Charles Petersen (Acro & Acro ground briefing)
 Paul Chalafour (cross country & instruction)
 Don Kuehn (Acro)
 Jackie Woods (Dinners)
 Ken Ashworth (Field support)
 Dave Wilson
 Hugh Douglas
 Ivor David (instruction, towing, office)
 Allen Baldwin (lunches, instructions)
 Dave Pax T-21
 Sophia Fermis (field support)
 Southern Ontario Soaring Association (SOSA) & Great Lakes Gliding for sending their towships and pilots

(Continued from page 5)

I was flying most of the time and I am becoming used to a long wing span. Before, I was flying mostly the Diamond DA20 and 15-18 m wing span gliders, now Duo with 22 m wingspan requires being much stronger on the rudder, in the turbulent conditions also on the stick. I enjoy thermaling with Duo, it allows me to fly very slowly, I was able to fly it only 30 mph and this makes it very climb efficient. I like flying Sunseeker Duo because of the overall comfort in the cockpit. A dark tinted canopy is ideal for the bright sun above the clouds and with large adjustable Naca vents for cockpit ventilation we can get a lot of fresh air. These air ducts are also very quiet while allowing a lot of air into the cockpit. Besides, if one of the pilots needs some rest, it is possible just to recline the seat and take a nap.

Because of the folding wings, it was easy to store the Duo in the Pavullo Aeroclub hangar. I never really liked assembling and disassembling gliders because the wings are so heavy, especially for a woman. Duo, with such light wings is excellent for that. I can easily help Eric with folding the wings. We were enjoying the company of glider pilots in the evening.

The next morning there was a strong NW wind (that means a strong headwind all the way back to our home base) and the takeoff was quite scary to me because of rotors at the end of the runway. Later on we climbed again above the clouds and we even experienced a convergence. Eric has a lot of experience with that, for me it was the first time to fly in the convergence, which was unbelievable smooth, like flying in the wave lift.

We have been flying between 8000 and 9000 ft and it was surprisingly easy to come back to Voghera where I was happy to make a very smooth landing. I am proud getting more and more experiences with not just

flying the Duo, but also with the takeoffs and landings".

Photo: <http://www.solar-flight.com/media>

New member Sierra Jackson sent the following note on Aug.2

"I just took and passed my checkride! I am a full licensed private pilot now!"

Monique Weil introduced Sierra via the WSPA mail group a week earlier:

"Sierra started soaring late in December last year and soloed on July 7th, 2014 in Hanahou Air, Kulua, HI. She has been flying at Dillingham Airport near the North Shore of Oahu. Late in July she passed her Private Glider Written Exam She will start her college studies at Yale, majoring in Mechanical Engineering and hopes to continue her glider training at an affordable operation nearby"

Sierra writes: "I am obligated to serve 5 years minimum in the Air Force for my scholarship. However, I hope to get a pilot's slot which will be a 10 year commitment".

Anne Ducarouge, France and Alena Netušilová, Czech Republic are presently flying in the World Championships 15 m class held in Poland

Thermal Camp 2014, Air Sailing

By Anne Chandler

When I left Air Sailing in 2001, I wasn't certain I would ever become a pilot. It had been my first experience flying outside the Willamette Valley and my instructor had instilled such a fear of the conditions that achieving a private license seem beyond any hope.

At the end of Thermal Camp 2014, I had a sense of elation and accomplishment, ready to push forward to finally finish my commercial ticket.

Thermal Camp is a week-long training hosted by Air Sailing and the Nevada Soaring Association. The Air Sailing gliderport is located about 30 minutes north of Reno, nestled between Pyramid Lake and the eastern side of the Sierra Nevada Mountain Range. The camp is an annual event, costs \$250 and is the best deal around for intermediate training.

Like many people, the amount of time I spend flying varies a great deal from year to year. My home airport in North Plains, Oregon operates from April to October. The last few years, finances and a knee surgery had limited flying time to the point where I knew I needed some solid training and flight time to restart my efforts to pass the commercial check ride. In late March, I signed up for Thermal Camp, an act of faith that the Oregon spring weather would allow for enough training flights to clean the cobwebs out of my piloting skills before camp in June.

Flying at Air Sailing also presented some personal challenges. My first experience flying there in 2001 nearly convinced me to give up flying altogether. Looking back on that week from the fresh perspective of the great training at Thermal Camp, I realize that the problem wasn't Air Sailing, it was working with an instructor who didn't know the area well enough and should not have been my primary instructor at that location. What appeared to be overwhelming obstacles in 2001 were all reduced to mere training objectives in 2014. Camp provided daily a detailed explanations of the soaring forecasts. Reviewing the various sites and having the instructor describe how he interpreted the information as it related to soaring every day provided the opportunity to learn and practice. I had used some of the tools before but not known how to apply them to decision-making in the air. After learning how to read and apply the various charts, it was easier to decide to go to one ridge instead of another.

Tuesday through Friday we reviewed our flights from the previous day. Instructors set a training task in the classroom and the group evaluated the flight traces

for performance against the task. For example, one day we were asked to work on having an equal number of left and right-hand turns. Most students made 80% of their turns in the same direction initially. Each day we were able to see improvement as each of us purposefully worked to turn in both directions. Because we were in Thermal Camp, not the Cross-country Camp, our learning objectives were focused on developing skills that would eventually improve our cross-country abilities. Each day we looked at how we were doing with speeds-to-fly.

I had two flights with Neita Montague. The first was an extended area familiarization, nearly two hours long, during which she talked about area landmarks, the importance of bank angle and how flying out of Air Sailing required flying relatively close to the mountainsides. To get away from the airport environment at Air Sailing frequently means a tow to 7300 feet, 3000 ft AGL, and then working the east side of the Dogskins to get above 9000 feet to the **better thermals. Neita's explained that the mountainside appears to be much closer that it really is.** That said, on a typical turbulent tow later in the week, as the tow plane was taking us what looked like straight into the mountainside, I **keyed the mic and said, "Green Tow, glider 3YZ, I am a chicken, please fly away from the mountain."**

The second flight with Neita was a cross country flight. Neita had mapped out a flight plan heading south toward the mountains south of Minden. We provisioned ourselves with plenty of food, water and warm clothes and took off about noon. It took 45 minutes to gain enough altitude to get away from Air Sailing. That was a great time for me to better understand where the various landmarks were and the altitude needed to get from one to the next. That information paid off during my subsequent solo flights. Once away, the cross country training began. The great thing about flying with Neita is that she is a natural instructor, even **when she isn't intending to teach,** she imparts lessons by describing what she is seeing, doing or look-

ing for. Because she knows the areas so well, she knew the most likely places for lift, how to read the winds, and what types of lift we were likely to encounter. Ridge lift, thermals and convergence called for different decisions about when to leave and how wide the lift was likely to be at different altitudes.

Throughout the four-hour flight, Neita drove home the importance of airspeed control. Maintaining the right bank angle and airspeed is critical to maximizing glider performance. Neita shared her tricks for gauging speeds-to-fly in straight flight as the variometer rose and fell. She even used the mantra, *Air Speed, Neita*, to tell herself to **bring the airspeed down. Neita's** training was so effective that two weeks later, flying at my home airport, the voice in head still chanted, *Air speed, Neita*.

Flying cross country with an experienced pilot was just what I needed to understand the flow of flying cross country. My previous 3-hour flights had consisted of getting as high as possible, looking at the chart and deciding on where I could go with a very large margin of error. Even in a 1-26, I could easily tour the countryside at 14,000 feet. But touring and going cross country are not the same. Flying with Neita provided real-time lessons in decision-making, charting and finding alternative landing sites I had never seen before. I was tasked with reading the chart to know how much altitude we needed to get to our next decision point. At one point, Neita asked that I get a visual on a small local airport called Dayton. I carefully identified the road and river that met near where the airport showed on the map. At 10,000 feet, from a few miles out, I was not able to spot in. As we got lower and lower, and I still could not see the actual airport, Neita stated most emphatically, **"It is IMPERATIVE that you SEE the airport."** Oh, boy, I thought, we are going to have to land the ASK21 in a field **because I still couldn't see it.** Fortunately, Neita found lift and by the time we were going over

the airport, with plenty of altitude it was easy to see the airport. Lesson learned, airports are just plain easier to see when you NOT are desperately looking for them.

Sixteen hours of flying time in one week gave me a chance to increase skills and confidence. Learning to recognize and anticipate decisions in advance, improved my decision-making in the air. Flying at my home airport, especially when I am limited to flying the days I am not working instead of the days when there is great lift, limits the opportunity to train as effectively.

Because the conditions at Air Sailing are more demanding, flaws in my flying stood out more. Because the conditions there generally offer longer flights and better lift, I was able to assess, learn and adjust with immediate feedback. Flying above the Willamette Valley in a typically 2 to 3 knots thermal, it is much more difficult to tell if the corrections made while centering a thermal are correct. In a booming 10+ knot thermal, it is much clearer which side is stronger and whether minor adjustments result in being centered.

Another benefit of flying in a location where conditions frequently allow longer flights is having the time in the air to access and improve basic skills. With a few thousand feet to play with, I was able to practice using pitch attitude to maintain constant airspeed. It sounds pretty basic but having plenty of time to just shift my attention and really challenge where I was normally looking allowed me to address some concerns I had. I developed a whole new sense of flying the nose of the plane against different terrain and still maintain the desired pitch.

Major lessons learned -

1. Know the area, know the area, know the area.
2. Train/study in advance on the ground to be prepared for making decisions in the air.

3. Practice being decisive.
4. Learn to be aware of the direction of the wind. The wind may change.
5. When centering a thermal, flatten out one second on the strongest side. Then roll back to 45 degrees

Now it is back to the books to study for the written portion of the **commercial testing. I've dusted off my beat up copy of Bob Wander's "Commercial Pilot Glider Check-ride" and will start testing myself** on the flight skills in preparation for the practical exam. The training and experience of spending a full week focused on flying has renewed my confidence and set me on course to achieve the commercial rating.

Note: The author achieved 2 Region 11 1-26 records during the last days of the camp and her Gold Altitude.



Anne Chandler, Neita & Mark Montague

A Life that has come full circle...An empty nester's rediscovery of soaring

By Laura Radigan

Sometimes one event changes **everything**.....

My introduction to soaring began in 1971. At 16 years old I found an advertisement in the newspaper for a \$19.95 glider ride at my local airport. Taking all of my allowance, I rode my bicycle out to the field and took my first discovery flight. That winch launch and short flight changed the way I thought of soaring forever. I left that day

vowing to get my pilots license. But as we all know, life can get in the way of dreams. A family, a career, and most of all the cost of flying all found their way in front of my promise. My daughters now have their own families. My husband is gone now too and I looked to the sky and asked, is that dream still achievable? My answer came last August when I booked a discovery flight at the Seminole Lake Gliderport. Climbing into their Grob 103, all of the wonderful memories came rushing back and every moment spent soaring since that day has been such a gift. I would like to thank my amazing CFI Jessie Almeida for making that flight such an inspiring experience and guiding me through my ongoing training. He was there, holding my wing for my 1st solo back on the 29th of November 2013. The high cost of flight time however has always been the principle obstacle to my progress. I have been torn between focusing limited resources on soaring or training to become a tow pilot. I would like to express my gratitude to the WSPA scholarship committee and Laurie Harden for granting me this opportunity. Receiving the WSPA scholarship is a tremendous blessing. I can now focus on completing my power rating knowing that the flight expenses for the glider add-ons will be there. I am now nearly ready to solo in the Cessna 152 and plan to take the written examination by August. I also have eighteen hours in my beloved gliders. Once both ratings are complete, the goal is to then focus my training toward the glider commercial rating and aerobatics. I have set these high goals for myself because life is too short not to **live your dream and I'm not wasting another moment on the ground dreaming.** Life is now a mad rush to get all of the training and certifications completed, so that as retirement approaches, I am able to dedicate my time to passing on my passion for soaring to others. **Let's go Soaring ... Don't dream it! ... Live it! ... See you at the gliderport.**



Robert Drew, maker of the classic "Sun Ship Game" film dies

From Skyline Soaring newsletter

Robert Drew, director of the classic "Sun Ship Game" film died at age 90. Most soaring pilots who love this film know little of his other groundbreaking films. Similarly, film makers familiar with those films have **never heard of the "Sun Ship Game".**

When I made "A fine Week of Soaring" he was gracious enough to let me use some footage from the "Sun Ship" to frame the George Moffat story. I encouraged him to release the "Sun Ship" on DVD, but there was a nagging question around music rights to the Bee Gees music. Years later I got a call from him that he had remastered the film on DVD and what should he do to sell it. Fortunately it was early November and still in time for Christmas season. I contacted him with all the soaring retailers and the film made a splash. His legacy in soaring and film making circles will be present for a long time.

Juan Mandlebaum

<http://us2.campaign-archive2.com/?u=3fe3bbbe0d68054ba2037af6a&id=e467ac02db&e=cb499a6045>

(the films mentioned here are available from Cumulus Soaring)

Alby Voyage

On May 25, 2014, Alby, the little Albatross who wanted to see the Atlantic and taking off as a passenger in a sailplane in California several in 2009, arrived at Garner Gliderport, about 20 miles inland from the Atlantic.

During his long journey, two women flew with Alby: Cindy Brickner, flew Alby from Tehachapi to California City on 4/23/2009. The trip was **short but she got into wave to 12,800'. (Story in the Alby website).** The other was Elizabeth Maynard, who conducted an epic 68 miles flight, her first cross country experience on 7/25/2009. (Very involving story in the Alby website, an encouragement and an accomplishment for all women soaring pilots).

<http://albysvoyage.blogspot.com/>

The plan is for TSS member Mamad Takallu to take Alby on a suitable day with his glider to First Flight at Kitty Hawk. Mamad thinks it can be done and is waiting for the appropriate soaring conditions. How exactly he will take him back to Tidewater will be arranged at the time of the flight. After that, Alby will continue his trip to the National Soaring Museum in Elmira, NY, his final roost, still traveling "by glider".



From the July 2014 SKY-LINES

June 22—A Special Day at FRR

Rob Creedon, DO

Out we came to the field today,
The opposite of Kellett's-Rule was all at play.
All 'round reports were of clear and blue,
But FRR remained socked in the goo.

We hung at the hut with drizzle
a'round,
Noss held school while stuck on the ground.
With students, FASTERs and guests here today,
Pattern tows and rope breaks were only in play.

Disappointed registered and faces were grim,
Everyone wondered 'bout the Rule -of-Jim.
Slowly and slowly the ceiling did lift,
Not far from the airport did pilots dare drift.

Late in the day the clouds did de-part,
Though no one would admit Kellett so smart.
A special day for Renshaw she was a must,
At 14-years old she soloed with us!

Up and away with Noss watchin' a'ground,
Gomez towed away and flew her a'round.
Mom and Dad watching nervous no doubt,
Spectators held "10's" as her touchdown was stout!

A slow day to start ended with a bang,
Twenty flights today for a most determined gang.



Photo: Kay Ebel

Pulling onto the airport Thursday before Memorial Day weekend 2014, all we could say was "WOW". We had never seen the runway and the surroundings so well kept and clean. The grass almost had golf course quality, gone were the "airport queens" (grounded L-13s) that made for such a sad sight.

We knew that Jason and Sarah were not going to be there that Thursday since they were in Nashville petitioning the State government for grants to improve the runway (the northern end is so rough that nobody wants to use it). We knew where the key to the clubhouse was and we had already a "honey do-list". The amazement continued once we entered the clubhouse. Although it's an old building it was spic and span, gone was the musty smell of the past. Everything was neat and clean.

The house further down on the airport proper which Sarah leased after the last resident moved out is being converted into a bunk house with bathroom, kitchen, living room and three bedrooms. Do to the run-down condition of the house the recovery of it has been going slower than anticipated but progress was undeniable. Jason, Sarah and some friends work on it as time and money allows.



The clubhouse/office

It has been 10 years since Sarah became the owner of Chilhowee Gliderport, at age 24 the youngest commercial operator in the US.

Sarah growing up on a farm at British Columbia, had her first flight

at age 7 in a Piper J-3Cub and had her first flying lesson at age 13 in a PA-11. At the same time she spread her wings in a Quicksilver ultralight. At age 16 she bought a Piper Vagabond. On October 19th, 1996 – earned Canadian Private Pilot on 17th birthday. In September 1997 she moved to Oregon, began A & P training at Portland Commu-

grandmother, she went back to Oregon in March of 2003 to return by flying her Vagabond solo cross country in May. By May 2003 she obtained her commercial glider add on and in September the initial CFGI. In January 2004 she began managing Chilhowee Gliderport and got her airplane CFI in February

Records. She has won numerous National and Regional contests. In 2013 she represented the US in the Sports Class at two World Championships: in Argentina and 6 months later in the Women World Championships in France, where she received the Bronze Medal.

Chilhowee Gliderport has become a hub of activities hosting Regional and National contests, regattas, workshops, women seminars and best known of all the annual Oktoberfest. Sarah has instructed countless people and introduced many to the joy of soaring.

On March 27, 2010 Sarah and Jason Arnold, a gliderpilot in his own right got married. Jason is in charge of the facilities but doubles as guest ride pilot. It is due to his tireless work that Chilhowee Gliderport looks as good as it does now.

And then the good news: the State of Tennessee approved the petition for a grand to improve the runway and thus in 2015 will find a greatly improved runway that will be usable in its full length. Sarah and Jason made this beautiful



Photo: Wolf Elber

Chilhowee 10 Years ASA (After Sarah's Arrival).

By Frauke Elber

nity College. In quick succession she got her Instrument rating (1998) and her Commercial and A&P mechanic rating in 1999. From November 1999 – June 2001 she worked as A & P mechanic at Columbia Helicopters in Aurora, Oregon. In June 2001 Sarah moved to Tennessee to work for Advent Home Youth Services, a non-profit.

With Chilhowee Gliderport only 15 minutes from her home, it was a natural to check it out. Sarah soloed Blanik L-13 in November 2002 and began working as a towpilot on weekends. Upon the death of her

that year.. During the first 9 months of 2004 she managed Chilhowee Gliderport and in September that year became the owner of the Chilhowee Soaring Association. Also during that year she passed her IA test, allowing her to perform annual inspections and major alterations and repairs.

In 2005, during one flight in Moriarty, she flew all badge legs except the Diamond Altitude. In 2006 she entered her first competition in Perry SC. In February 2008 Sarah completed her Diamond Badge.

Up to 2013 Sarah had flown 4 National, 25 Tennessee and 2 New Mexico



Photo: Frauke Elber

The future bunkhouse/clubhouse



Photo: Wolf Elber

Sarah and Jason



Photo: Jim Karlovich



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