



Hangar Soaring

Nov. 2010

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

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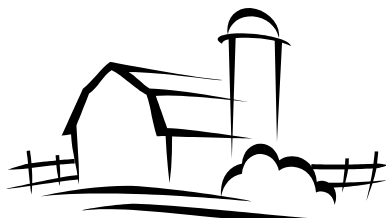
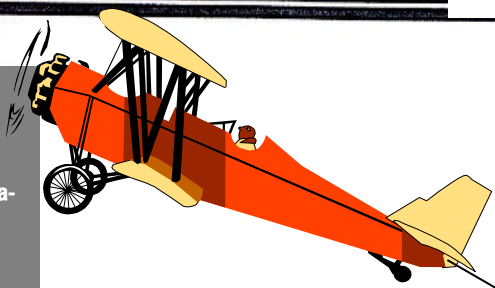


Photo: Frauke Elber (1-26), insert: courtesy of Mary Herman

**Mary Herman ready for her first 1-26 flight. In-
sert: Mary now Cadet Herman**

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 July 1

Bronze Badge

Jennifer Player, VA*

C Badge

Racine Estep, WY*
Marianne Guerin, CA
Michelle Conklin, NY*

B Badge

Cassandra Ketcham IN*
Marianne Guerin, CA
Kimmine Pierce, NM*

A Badge

Gail Schipper, CO
Marianne Guerin, CA
Biff Forbush **
Kimmine N Pierce, NM*
Olivia Kerney, TX*
Lindsay Marie Sorg, IN*

2010 OLC Champions

Longest flights

Kathy Taylor: 525.65 km
Sarah Kelly: 462.65 km
Cindy Brickner: 362.61 km

Most flights posted

Jayne Read*: 25

Most Accumulated Distance

Jayne Read*: 5140.88 km

*non WSPA member

**WSPA member and seminar participant

Note: the OLC year runs from Mid October to Mid October, covering the European soaring season

IMPORTANT NOTICE

At this year's election for the 2011/12 Board electronic voting will be available for the first time. See special instructions on the ballot insert or special e-mail notification for readers of the on-line Hangar Soaring.



President's Message

The WSPA has had an extraordinary year with women flying more often, and farther and higher! And we have had a huge number of women passing their checkrides. **Summer Gajewski** and **Valerie Deschamps** passed their Private checkrides within two weeks of the seminar; I passed my CFIG just two weeks before the seminar (and thanks to all who suffered through my first lessons with you!); **Terry Duncan** passed her Commercial checkride in September! **Elizabeth Collins** past her Commercial checkride and **Marye Read** her Private in October.

And I know there are some of you we have not heard from yet. Please email me! We are in the midst of elections and it's an exciting time as the WSPA is moving into a new phase of its growth as a dynamic organization promoting women and soaring. We had an incredible 2010 Women Soaring Seminar; we won an unprecedented number of grants; we awarded the largest number of scholarships I can remember. We should be very proud of what we do. And all of this is because of YOUR support for us: with your dues, your donations, your attendance at seminars, your mentoring, your reaching out to other women to ask them to join us.

It is important that you vote for your new Board, either with your paper ballot, by e-mail or on our website. We have women eager to serve on your new board which begins January 1 and runs for two years. Read their bios inside. Each new member will get our simple Board Manual, simple because we have a broad outline of what we do and we make a point of incorporating new ideas to help our organization to evolve into what is needed by its members. We are not static; we are not set in our ways. We welcome change and we welcome YOUR ideas! But in order to know them we need for you to join us on the forum at

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From the Editor

First of all, I want to thank all who sent me "Get Well" cards and messages. They brightened my days and contributed greatly to my speedy recovery. We had gone through some scary moments when out of the blue a blood vessel burst in my knee joint. It put me in the hospital for three days but as of this writing I am back to normal.

Thank you all.

But this incident got me thinking "what when...?".

With this issue I am finishing my 10th year as Hangar Soaring editor. I produced 40 issues and did not miss a single one, even when I was traveling most of the summer. In three months I will be 70 years old and I am seriously looking for someone who would be willing to take over when I can't do it anymore (and as the above incident showed, this can happen very suddenly). I began this job not knowing if I could do it. I slowly grew into it. Up until the mid 90ties I even did not write anything in English, although I always liked writing. In my young years I wrote a lot mainly for soaring publications in my native language. No special skills are needed, just a bit of talent to collect and organize the writings of others and then make it attractive for the readers. It is seldom that I write anything of length myself for the newsletter. I like the job. It brought me in contact with many people around the globe and I find this very rewarding.

My next pet peeve is the Forum. Colleen Koenig took over as web master and as Forum administrator. The Forum is our new platform to communicate. So far only 47 members out of over 205 have joined the Forum. Once getting used to this mode of communication it is easier than the old mail group. One does not get swamped with e-mails. Important things, like the communications amongst Board members don't get lost in computer crashes (and we had a share of these) since the Forum is web based. Please make use of the Forum. From now on it will be

there where you will find most of the important WSPA information (like the progress in the seminar planning and seminar details). The web page now offers the possibility to pay the annual dues via PayPal and has been set up for electronic voting. Please visit the web page and the Forum often. You can get to the Forum via the web page www.womensoaring.org.

Last not least: in case you have not seen the photo essay of the Last WSPA seminar you can find it under <http://www.photoshow.com/watch/JM5in8Ed>

As of this writing over 700 people watched it. What an advertising tool for women soaring it has become!

Frauke

(Continued from page 2)

www.womensoaring.org

We'd love to hear, too, on the forum, about your soaring, your plans for the next season. We'd like to hear about the good things at your club and what things we can discuss to help your clubs be more welcoming and supportive of women, for we continue to hear of problems where the club culture ignores women or even makes them feel not welcome. This is hard to believe, in these times of declining membership in some clubs, that each person who arrives at the gliderport is not welcomed warmly and incorporated into the training and social aspects of the club. That women are particularly ignored surprises us even more.

We are glider pilots or we want to be glider pilots. That is the bottom line. Our organization will continue to address this issue as we continue to grow our organization and as we continue to mentor and advance women into roles as commercial glider pilots, instructors and tow pilots. Each of you is an important part of this growth.

If I am elected for the next term I look forward to working towards making women welcome and part of every gliderport and a major part of each gliderport.

NEITA

2009 Anne Morrow Lindbergh Trophy awarded



The 2009 Ann Morrow Lindbergh Trophy is being awarded to Carol Mulder of Alberta, Canada. Carol submitted her application and data in time for the closing of the applications in the Spring, but her "paperwork" did not come through due to the closing down of the former WSPA website. It was discovered at the Women Soaring Seminar in Reno (where both Carol and Valerie Deschamps of Canada participated) that her application had not been received.

After careful review of her paperwork we are pleased to make this announcement with our apologies for the delay.

I will be getting the trophy from Air Sailing where it is sleeping in our camper. We will take off the brass plate and inscribe her name and Mark will make her a large photograph of the trophy with her name on it.

The trophy is very heavy and costly to ship, so Carol has agreed to leave it here for this year. We send our best wishes to Carol and are very pleased that during the Annual Meeting at the 2010 Seminar and due to her efforts, Canada was joined to our U.S. Regions. Henceforth the regions will be called, the North American Regions: Western, Central and Eastern. Our fourth region is the International Region.

Neita

The 1st Annual Air Sailing Instructor Camp

Mark Montague

For the first time ever, in addition to the long-running Thermal Camp and Cross-Country Camp programs, Air Sailing is going to offer a camp geared specifically for instructors! We are distilling our 40 years of experience welcoming visiting pilots to our high-desert conditions and putting together an intensive camp designed to help make good instructors even better.

The 1st Annual Air Sailing Instructor Camp will run May 23-27, 2011, and will be accepting only those currently holding a CFIG rating and those soon-to-be instructors who have already passed their Flight Instructor--Glider FAA written exams. The camp will feature 5 days of classroom lectures and discussions, homework assignments and flight instruction covering topics in meteorology, aircraft handling, effective teaching techniques, advanced aerodynamics, pilot physiology and more. Within a broad outline, the camp experience will be tailored to best suit each participant's aeronautical background; the goal will be to provide instructors with the tools and experiences needed to prepare their students to fly safely in even the most challenging soaring environments--such as the mountainous high-desert region in which both Air Sailing and Minden are located.

Class size will be strictly limited so as to allow us to provide the personalized instruction that a course of this nature requires, and current WSPA members will enjoy a 25% tuition discount.

The 1st Annual Air Sailing CFIG Camp staff will include a Designated Pilot Examiner who will also be available for discounted CFIG renewal checkrides.

For further details, please visit www.airsailing.org

or contact Mark Montague at marklibelle@aol.com or by phone at 775-843-7510.

2011 WSPA SEMINAR

CAESAR CREEK SOARING CLUB

Location: Caesar Creek Soaring Club, Waynesville, OH (near Cincinnati)

Dates: July 18 - 22, 2011

Seminar Coordinator: Lucy Anne McKosky

Club Background: The Caesar Creek Soaring Club is one of America's oldest and largest soaring clubs. The purpose of the club is to encourage the sport and art of soaring. It is a nonprofit

corporation of soaring enthusiasts from Cincinnati, Dayton, Columbus, and surrounding areas. Originally founded in 1951, the club now has over 200 members. The club owns 3 towplanes and 8 gliders which are available for members' use. Approximately 35 privately owned sailplanes are also based at the gliderport. The club owns and operates the Caesar Creek Gliderport, a private, 2500' grass airfield. Facilities include a clubhouse, hangars, tiedowns, a campground, and a fishing pond.

The club has hosted numerous national and regional contests, some with over forty participants. It also hosted 3 WSPA seminars.

More information about the club can be found at the website www.soarccsc.com.

About the Area: Southwest Ohio is rich in aviation history, with the Air Force Museum and Wright Brothers sites nearby. The historic towns of Waynesville and Lebanon offer early American architecture

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and antique shopping. The Little Miami Scenic River passes close to the gliderport and can be explored by canoe, bicycle, or zipline. Within a few miles of the gliderport, one can explore Indian mounds and a pioneer village, go hiking, biking, or canoeing, ride roller coasters and giant water slides, and shop for designer fashions at a large outlet mall.

RESOURCES

Equipment

2 ASK 21s
1 Grob 103
1 Blanik L-23
3 Schweizer 2-33's
1 Grob 102
3 Pawnees tow planes
Golf cart and gas-powered
Vehicle for ground handling

PERSONEL

Over 40 tow pilots
Over 30 instructors
Experienced line crew
(seminar participants will be expected to assist with ground duties).
A CCSC crew chief will be in charge of flight line operations and safety.

FACILITIES

Clubhouse: includes full kitchen, restrooms with showers, computer and wifi Internet, large gathering space with white board and computer projector, covered patio with BBQ grills

Runway: 2500ft x 500ft level grass field, separate glider and tow plane landing areas and retrieve lanes. Six or more gliders can be staged at the same time.

Flightline: A trailer holds supplies and emergency equipment. Large canopy provides shade and seating.

Glider Storage: there is ample of space of trailer parking and a small number of tie downs.

Campground: several electrical hook-ups for RV's, ample space for tents. Some private camping trailers may be available for rent



Left-to-right: Rachel Franz, Beth Taylor, Tamra Kirkpatrick, Judy Phipps

The Women at the Philadelphia Glider Council

Early in 2010 after the Little Rock convention, the Philadelphia Glider Council signed all its women up as WSPA members. Tamra Kirkpatrick send the following information:

Based on our membership list, I believe PGC now has 11 women in its ranks. A couple, including Rachel, are college students, and so their activity is limited when classes are in session. At least four of us joined the club within the past year, including myself and Judy. Beth Taylor is the club secretary and also organizes most social events; she has been in training for approx. 5 years. Beth insists on "dressing up" the club. She often brings some cut flowers from her garden to place on the flight desk. For cookouts, she brings tablecloths and places a vase of cut flowers on each table. I think everyone appreciates it! The women at PGC have hosted a "Women's Day" event at the club for the past two years. Women who wish to experience soaring are invited for a tour of the club and an aeronautical orientation flight at a reduced rate. One of our newest members joined following this event.

My husband had been an active member of the club before he passed away unexpectedly last fall. I had been waiting for the day when he would take me soaring; but that was not to be. So, I decided I would have to keep my promise to him and learn to soar ... even if it was on my own! But, it hasn't been on my own...I have received so much encouragement and support from other club members at PGC! I have signed up for instruction nearly every weekend starting this past spring, and am hoping to solo next summer. According to my instructors, it's not outside the realm of possibility.

I watched the photoshow from the seminar in Nevada, and it looked like it was a lot of fun! I have penciled the Caesar Creek seminar on my calendar, and hope to attend. I'm trying to solicit the interest of other women in the club; it would be fun to do a cross-country expedition to Ohio together!

Inquiring if she and any of her club mates are planning to go to the SSA mini-convention in Philadelphia in January, Tamra answered:

"I probably will not attend the entire SSA convention in Philly, but thought about going at least one day. Our club president is certainly encouraging it! It would be nice to meet some other WSPA members there! Id you decide to attend and if a WSPA get together is planned please do let me know. I will inform the other women at PGC and plan to attend."

In Memoriam: Kathleen Winters



Kathleen Winters, 60, of Grey Cloud Island, died Thursday, August 19, 2010, after a brief illness.

Kathleen's interest in flying was sparked at age 6 when she flew on an airliner from Toronto, Canada, her birthplace, to her new home in the States. The thrill of this first flight remained in her memory, and 14 years later she earned a commercial rating in airplanes and flight instructor's certificate.

Soaring, her next passion, prompted her to add a glider pilot's rating. She holds several soaring records and awards. Some of these, include the Anne Morrow Lindbergh Challenge Trophy for a 310-mile soaring flight, and the Sancho Panza Award for crewing.

She embarked upon a writing career after earning a business degree and working corporate jobs, wanting to meld her two loves: aviation and literature.

In November 2010 her new book, a biography titled AMELIA EARHART: THE TURBULENT LIFE OF AN AMERICAN ICON, will be released by Palgrave Macmillan. It is now available for pre-order. Earhart is as famous today as when she disappeared over the Pacific Ocean during an around-the-world flight attempt in 1937. In this new book Kathleen Winters uncovers the myths and truths surrounding Earhart's flying career and her legend

Her husband, Jim Hard writes:

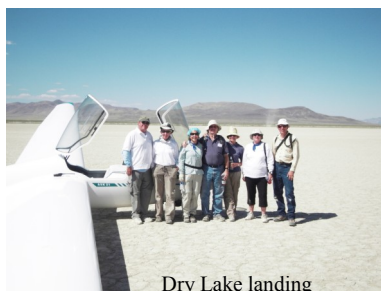
My flying partner is gone. And she has left suddenly; less than one day after the cerebral hemorrhage struck her. What is left now is the memory of the good times gliding together. Sometimes I was retrieve crew and she was pilot and sometimes I was the pilot and she was the retrieve crew. Most of our flying was done in the upper Midwest though we made an excursion or two down south and to the mountains of the West. We flew together like this for 22 years and I have good recollections of retrieving her from the 30+ off field landing spots that she had selected while on cross-country flights during this period. At the end of the 22 years we could tally up Kathleen's accomplishments as follows: Completion of her FAI Gold Badge plus completing two of the three FAI Diamond Badge legs. We have to include the several 1-26 distance records for the Central Region plus her several Minnesota State records for distance and speed flights, all done while I proudly observed her progress and accomplishments.

We had a good run. I miss her.

REFLECTIONS OF A GREAT SEMINAR AND THANK YOU TO MANY

BY Neita Montague, WSPA President and seminar organizer

I had written this letter below a couple of weeks ago and luckily I had printed it out to review it on my trip before sending it on to Hangar Soaring as my hard drive crashed last week. With a few additions, this is what I composed in my head while driving to St. Louis and taking the train back to Reno:



Dry Lake landing

"The day after our 25th Annual Meeting and Banquet at Air Sailing, I launched in Terry Duncan's H-201 Libelle with Charlotte Taylor in her ASW 19 and Mark in his H-301 Libelle for a two-plus hour flight into California towards Nervino, then Herlong and back at 14 to 16,000'. It was a glorious way for us to celebrate the end of a most successful 34th Women Soaring Seminar. Forty-eight hours later Charlotte and I headed towards St. Louis and four and a half days later we pulled into her St. Louis Gliderport where she is also a tow pilot. The very next day Charlotte took me up in their club's lovely K-13 for over an hour's flight over the green fields of Illinois.

The next few days were lazy days for me on the train heading back to Reno by way of Kansas City and Los Angeles. I'm writing to you from the golden hills dotted with live oaks in California and as rows and rows of grape vines slide by my train window. I'm happy. A successful, safe and training-filled seminar now is re-

played in my mind. I see each of your faces and am grateful for your enthusiastic participation in so many parts of the seminar.

The sun is sinking in the west and the train I'm on never seems to catch up with it. Time drifts by slowly. Time during our seminar whizzed by! Imagine again 60 participants, 44 of them pilots, plus 10 instructors (Rob, Mark, Neita, Pete, Mary, Gary, Tristan, Monique and Gabe, Ed Winchester). Remember our intrepid (and VOLUNTEER) tow pilots, Rob (Chief Tow Pilot), Tim, Chukar, Coot, Goose, Lee (who did over 100 tows all by himself!) Tristan and Aaron. And then think of the great dual flights with Mike Green, Morgan Hall, Paul McDonald, Ed Winchester, Mike Voie and Matt Gillis and your instructors. Then there are those incredible dry lake landouts: Sylvia, Charlotte, Kitty, Elizabeth, Maja, Marilyn, Valerie and Dani. And Al and Susan in their motorglider. Wasn't that a hoot?

Enormous thanks go to all of the "staff" and to those who lent and brought ships. This was the most "trainingest" seminar ever!

It's been over two weeks since our seminar began with early Flight Checks and Rope Breaks. Christine Rubel deserves a huge thanks for taking over the job of setting up the trailers and making sure people had linens. Our 60 participants pitched in and within two days began to settle into a routine which included recording flights, flying, running the line, fixing meals, cleaning up, keeping the bathrooms and showers clean. Most importantly, a sense of community and friendship grew as the hours passed. This represented the soul of the seminar.

The highlight of the seminar, for me, was learning at the Banquet of all the tows we took: 289. This number represented the heart of the seminar: training with emphasis on Decision-Making and Flexibility. Women and men took advantage of 20 ships: 2 2-33s, 2 ASK-21s, a Grob 103, Twin Astir, 2 Duo Discuses, a DG 1000, a 1-26, a 1-36, Pegasus, Cirrus, 1 H-301 Libelle, H-201 Libelle, Russia, L-33, and the gliders participants brought: DG 100, ASW-19 and a Jantar Standard. We kept our instructors, our dual flights ships and our single-seaters busy. Special thanks go to Bay Area Soaring (Ed and Matt), Northern California Soaring Association (Mike Voie, Paul McDonald and Bill Levinson) Grob 103, Neva (who came with her two boys driving an RV and towing her glider from Oregon) and Greg Cole for the use of their Grob 103. Morgan for the DUO DISCUS, Nevada Soaring for the DG1000 (Rob Stone, President), Soar the Sierra (ASK-21, Mark and Neita), individual ship owners and Laurie Harden of SoaringNV (ASK-21). A tremendous thanks goes to Laurie for obtaining a \$6,000 grant which helped towards the cost of leasing commercial gliders and paying for flight instruction and kept our rates uniform and low. If you or your friends are thinking of going to Minden, Laurie runs a wonderful operation there and deserves our support.

Thanks to our Europeans who came from Germany, Sylvia and daughter Anna-Laura and Christine; our Slovenian members Dani, Jasna, Denis and Irena (who came with her two children and a new (American) husband) and all who came from all over the U.S., including Margaret Roy who traveled the farthest and Charlotte Taylor who towed her glider the farthest.

And then there are those who did the registration and binders: Karol and Pam. Terry did an incredible amount of work each day and evening and never flew. We'll take care of that next week as she begins her Commercial Glider training with me.

We must also thank those who came to help, cooked and brought food: Marye Anne, Malinda, Kent and Annie, Karey, Mike McKosky, John Apps, John Pierce, and COSTCO Queen and King, Karey and Roy. Special thanks to Kate Harps!

We were delighted Mark Hawkins and Colleen Koenig stopped by from their motorcycle trip from Albuquerque to Alaska and back.

We can't forget our Board Members: Lucy Anne (who made all the Dunk Bags), Neva and Marti, Scholarship Chair Phyllis and "Hangar Soaring" Editor, Frauke Elber.

Thanks, too, to all of you for helping to make this a "green" seminar by using real plates, glasses and silverware and cloth napkins. We saved a LOT of money!

And thanks to our pilots and volunteers not yet mentioned: Wolf for keeping the golf carts fueled and going, Jenny (can't wait to see that Limerick), Marianne, Kitty (restroom signs), Marilyn, Carol, Heiner, Uli (who did our seminar logo), Joyce, Joy, Dale and Gail.

Each and every one of you made this seminar special.



By Gaby Haberkern, translated and edited by Frauke Elber

The Aeroclub Zwickau (in former East Germany) hosted this year's Women's National Championships from August 14-28, 2010. With only 43 women pilots in the three classes (Club Class, Standard Class, FAI 15m Class) it was one of the poorest attended championships.

The weather did not cooperate and out of 12 days only 4 were flyable. Because of rain even the technical check-outs had to be terminate early on Friday to be continued on Saturday.

Despite the inclement weather, the thorough preparation and the friendly welcome by the Airclub Zwickau helped to keep the spirits up. Everything possible was done to make the campground usable. But the most important tool became the rubber boots..

On the 19th of August the sky looked inviting but the field was so wet that the Wilga towplanes were unable to launch the gliders.

This was followed by three flyable days under difficult conditions.

The non-flying days were used for shopping trips in the near surrounding and only on August 25 was it possible again to launch the field. This day was crucial for a successful championship and the pilots watched the sky with mixed feelings.

For some it became the best day of the contest for others the flights ended in a field, which changed the listings in the score sheet once more. The flights averaged between 180 and 370 km and winners in each class could be determined.

WSPA member Gaby Haberkern finished 3rd in Standard Class and therefore earned a berth on the German International Women's Team. She will represent her country next year in the Women's World Championships in Sweden.

The buffet and the party on Saturday evening were the highlight of these 14 days.

The rain stopped briefly for the award ceremony but came down continuously afterwards which made it difficult to get camping trailers and motor homes off the campground without outside help.



Photo: German Segelflug.de server

The Participants



A Wonderful Fall-experience: The Oktoberfest in Chilhowee in 2010

By Ulrike Franz

During my first year in the US/Tuscaloosa, AL and after attending the gorgeous WSPA-Seminar in Nevada - I got the chance to visit the Chilhowee-Oktoberfest on Friday, October 15 and Saturday, October 16!

My husband and I learned about this event in May, during a great journey north over the Blue-Ridge Parkway when I stopped in Chilhowee located in South Eastern Tennessee. (On the most northern point of the journey, we enjoyed the Frauke's and Wolf's wonderful hospitality and some nice soaring at their gliderport at coastal Virginia). At Chilhowee, getting to fly a Ka 7 again after many years (our club in Germany had sold its in the eighties) - was a nice surprise. Having Sarah Kelly in the back seat made it memorable. Since 2004 Sarah is the owner and operator of the Chilhowee gliderport and soaring school.

The second time I heard about the Oktoberfest was only a few weeks ago, when I joined the Sylacauga-Soaring-Society, one of the few active Soaring-Clubs in Alabama. Steve, a member in that club told me that this event has been very popular in the South since many years. Many members from south-eastern and mid-western Clubs, from States like Tennessee, Georgia, Alabama, North Carolina, South Carolina, Florida, Mississippi, Ohio, Indiana, Missouri, and Virginia come to this meeting, to celebrate the end of the soaring-season.

On Friday the weather was perfect. I had a wonderful ridge flight: with Jason, flight-instructor of the Sylacauga-Soaring Society, in the back seat. We enjoyed strong and steady lift over the ridge for more than an hour. We even dared a short cross-country-flight shortly before dinner which we nearly missed. The delicious meal was served, accompanied by the great music of a wonderful blue-grass-band, in the old, wooden barn / hangar.

From the Oktoberfest announcement: ***“Just wait until you try this: tender marinated flank steak, hearty vegetable stew, cabbage salad, scalloped potatoes, leafy green salad, and assorted desserts. Our new caterers from Ocoee Dam Deli fixed us up some of the flank steak and let me just say: Delicious! Dinner will start at 6:30 PM.”***

More than hundred soaring-friends enjoyed the dinner and live music in the decorated old wooden barn that usually houses sailplane trailers. This was my first beer-free Oktoberfest!!!! That seems tough for a German beer-lover, but I must admit I did not really miss it here!! The atmosphere was unforgettably friendly and cheerful even though there was no beer (unless you brought your own)

Sarah told me that she had been to every Oktoberfest since 2003. She attended the first one while working at Chilhowee as a tow pilot. Since 2004 when she became the owner of Chilhowee-Gliderport she had run it herself. She did have a lot of help in the beginning.

The tradition of the Chilhowee Oktoberfest as a yearly event goes back to the early seventies. According to Sarah, ***“everything we do at Chilhowee is aimed at getting people interested in the sport. However Oktoberfest is more focused on the soaring community than anything else. It is a nice, late-season wrap-up and no pressure get-together for the pilots and their families. A time to relive the highs of the recent soaring season, share stories, plan for the future, and just plain visit. Appreciate all the fall foliage along the ridge with hopefully a nice ridge day or two thrown in. Saturday evening is awards night where we recognize things like records, racing results, first solos, ratings earned, and present a few special service awards.”***

This year, the best weather-conditions for ridge-flying were on Friday. Saturday. Sunday became a bit more difficult, because high pressure had moved in, which made the air more stabile, an ideal opportunity for intense flight-instructions. Because of the beautiful blue skies, many visitors stopped by which led in turn to many additional tows.

Sunday : an RC Airshow & Static Display. Chris Woodward had several radio control aircraft on display during breakfast. Some of the aircraft included a 5.2 meter ASW-24, a 5.2 meter Kestrel, 1/3rd scale Super Cub, and 40% scale Edge 540....

One club from Georgia, MGSA, camped out all week including this past weekend, as this is an annual event for them. They were rewarded with two very nice ridge days, some good thermals, and wave on a Saturday and Sunday.



Next year's Oktoberfest 2011 will be on Oct. 14-16 and y'll all welcome again



Taking the Word out

Neita Montague, joined by **Laurie Harden** and **Marti Klemm**, will attend the Women in Aviation Conference which will be held in Reno, Nevada, February 24-26, 2011 and we invite you to come and be with about 3,000 other women pilots!

Neita is working on a PowerPoint presentation which is entitled "Shouldn't Your Career Soar? Gliding, a Professional Pilot's Secret Weapon". Marti will lend her expertise as someone who has flown in the corporate world and is currently a professor at the Embry Riddle Aeronautical University in Orlando, Florida. Laurie Harden, owner of SoaringNV in Minden, NV will share her story of starting a glider business.

Pat Valdata will give a talk on Women in Soaring at the SSA Mini Convention in Philadelphia January 27-29, 2011. (This is a convention without an exhibition hall. In case enough WSPA members will attend Pat will also organize a get-to-together (not part of the official convention).

Forum



Even with the mailing list, very long periods of time would occur between 'conversations'. In the 4 or 5 years I was subscribed, the last month or two before the mailing list died was the most conversation I ever saw.

Since the forum is a new way to communicate for many, it will take a while for people to overcome their

posting fears. It seems the WSPA membership is quite adverse to change, which surprises me honestly. So we have to be patient, and make it a safe and fun place to hang out.

I honestly think creating the forum is a good move, but will require effort from more than myself, Tony and Frauke to keep it alive. If there is no new content, people eventually quit checking it. I encourage the board to post things WSPA related (or not) to keep people interested and engaged. You also have your own Board section, but it has yet to be used. How many Board related emails do you search to find something? So much easier to find things on the forum, especially if people stick to the topic or create a new thread for a new topic. Additionally as moderator, I will also categorize and split things if a conversation goes off topic.

Find an interesting video you would like to share? A joke? Feel like showing off a few pictures? We should be posting them, and when we see something posted - comment on it. Even just a 'thank you' or 'love it', or 'where did you find that crazy thing?' will encourage people to share more. With no feedback, people think knowbody cares what they have posted so they simply quit trying. Feedback, even one word of acknowledgement can make a world of difference. So please, show them by example - you have the power to make the forum work or simply do nothing and let it die completely. If you give it an honest effort, I think you will be surprised at the results.

Respectfully,
Colleen
Web master, Forum administrator

WELCOME NEW MEMBERS

Casey Anne Erickson, CA

Carolina Lenz (no info available)

Michael Moore, OH (husband of Annie Moore)

Anne Wright, MI

Makayla Reposa, VA (rejoined.
Sponsored by Frauke Elber)

If enough of us
keep trying, we will
get somewhere
Amelia Earhart

IN MEMORIAM

Our family is so saddened by the news of Norma's passing yesterday. We have such wonderful memories dating back to the 70's of Alex and Norma Burnette.

Back in the 70's, until GPS took over, the start gate and finish line at almost all Region 11 contests were run by Norma.

Who can forget the annual Fallon (transitioned to the Gerlach) Dash to their home? The Saturday night BBQ with a multitude of glider trailers parked in their back yard, the dogs, roasting marshmallows, singing songs accompanied by Jim Hamilton on his guitar, the tents and motor homes, and the great beer pancakes Sunday morning.

At Truckee and Air Sailing, Norma would provide the delicious melons and corn from Fallon at a late season BBQ. At the Air Sailing Contests she would take roll times and record pilot's transmissions until everyone was accounted for.

She was the one who designated that I would be known as Mighty Gorilla. We will miss her very much.

Mike & Sue Green

From the 2010 Limerick contest

For some flying is talk
And others just stand there and
gawk
But women who dream
And work as a team
Can help each other
Soar like a hawk

More from the Philadelphia Glider Council

We promoted our PGC Women's Day event primarily via word of mouth and fliers. See attached flier. You'll recognize the photos! We posted fliers in public areas and handed them out to our friends, coworkers, and acquaintances. And, we placed a large sign near the entrance to the gliderport. This year, there were 36 women who signed up and took a flight. Last year--the first year the club had this event--there were about 60 women who registered, and we had to request that some of them return at a later date for a flight! We have visiting women sign in, and, if they're interested, complete the release form for a flight. These forms were numbered, so that we could keep up with the sequence at the flight desk. Then, our guests were directed to our picnic area, where we had drinks, a few party trays a couple of tables, and later in the afternoon, hot dogs and hamburgers, etc. We had a single seater not far from the tree line / picnic area, where some of us could show our visitors a glider close-up while they waited their turn to fly. We briefly walked through the instruments and controls. Someone at the flight desk came over and called their name when the next glider became available. A couple more women assisted at the flight line - climbing in, belts, etc. Flights were kept relatively short, so that everyone could get up. It is a lot of fun! Especially when we see some of the women so excited when they return from their flights!

A Women's Day event will probably not be scheduled every year, as the club's social calendar cannot accommodate. PGC also invites people who live in the neighborhood to join us for a cookout and tour of the facilities, etc every other year...a goodwill gesture, since they're the ones that must tolerate the noise of the tow planes! They are also offered aeronautical orientation flights at a reduced rate. Next year, PGC is celebrating its 70th birthday; a special event is being planned to recognize this milestone!

Tamra



WOMEN'S DAY

at

PHILADELPHIA GLIDER COUNCIL

Come experience the fun and thrill of soaring! Take a flight with an experienced glider pilot! Talk with pilots and pilots-in-training about learning to fly at PGC!

Date: Saturday, August 14, 2010

Time: 2 - 7 PM

Location: 934 Rt. 152, Hilltown, PA 18927

For directions and additional information about PGC, go to www.pgsoaring.org

Cost: \$25 for flight





Women under the age of 18 MUST be accompanied by a parent.

For additional information, contact:
Beth Taylor at 215-822-2299
or Judy Phipps at 610.584.5792

Looking forward to seeing you at PGC!

Important Discovery

Kathleen Winter's book, **"Amelia Earhart: the Turbulent Life of an American Icon"** which she had just finished before her untimely death, will be released on November 23, 2010.

I ordered it and discovered that at Amazon when preordered it will cost \$16.50 instead of \$25.00 regular retail price.

Frauke Elber

No takers for the Kolstad Scholarship

We didn't get any applications this year again for the Kolstad. So we increased the award to \$5000! I have included an announcement that will go in e-news and Soaring Mag. Would you please put this in your publication as well?

Ralph Kolstad

"The Kolstad Youth Scholarship committee has just announced that the amount of the award given to the recipients of the scholarship will be \$5,000! That can go a long way to help a young soaring pilot with college expenses such as tuition, books, room & board, etc. Due to fund raising activities and gifts, we are very happy to be able to significantly raise the award from previous levels. We truly hope that this new level will inspire young soaring pilots to apply for this prestigious award!"

Lost & Found on Facebook

Former WSPA member, **Lauren Reitz** recently joined the Air Force and is in basic officer training. Lauren attended the 2003 Seminar in Moriarty and is a Pen State graduate

Sylvia Szafarczyk recently got married to Hugh Grandstaff and resides in Fort Rucker. Sylvia attended the 2002 Seminar in Caesar Creek and is a Briegleb and Competition Scholarship recipient.

MEET THE CANDIDATES FOR THE 2010 BOARD ELECTIONS

WEST

Neita Montague (incumbent)

Neita Montague has been president of the WSPA for the past two years and on the Board for four years. Our WSPA members have pushed her to get her Commercial Glider rating as well as her CFIG which she accomplished in 2009 and 2010. She was Seminar Coordinator for the Indiana, Avenal, Tennessee, Slovenian and Reno Women Soaring Seminars and worked to get our 2011 site. She would like to continue working towards the goal of increasing membership by each of us mentoring a female pilot towards her rating(s). Her dream is to have a seminar one day where all the towpilots are women and all the instructors are women!

Maja Djuric

After years of wanting to learn to fly, but was not able to because of the Yale graduate school time commitments, I finally "bit the bullet" in July 2009, and joined Northern California Soaring Association based at Byron, CA. Even though still a postdoctoral student, this time at Stanford University, few things came together and finally made flying gliders a real possibility. In the late fall 2009, during the regular training flight in one of the Grob 103 ships, my instructor, Mike Voie, and I stumbled across an unlikely mountain wave off of Mt. Diablo. We quickly gained 3000 ft, and could finally see an entire Suisun Bay and Napa and Sonoma Valleys in the distance. This is how it all started for me.

I have soloed in the Blanik L13 the following May 2010. I am currently getting ready for the written test and the Checkride sometime this winter. Since that first mountain wave I broke my little record twice, both times at Air Sailing during Women Soaring Pilot Association (WSPA) seminar 2010. The latest was with Ed Lord in DG 1000, 4.5h and 17000 ft, while moving the ship from Air Sailing, NV to Truckee, CA, experiencing a

awesome energy at the edge of storms and being hailed on at the same time.

It was some time ago that I realized that flying makes me happy. However, it was during the WSPA Seminar 2010 at Air Sailing, while flying with other excellent women pilots, that I finally learned that flying became a serious part of my life. Furthermore, seeing so many women together happily sharing knowledge of soaring, and confessing apparently trivial problems (like being too short to reach rudder pedals comfortably), made me feel not alone anymore. I feel very strongly about empowering women and helping them succeed in areas that are traditionally still male dominated, like flying. The critical part of that effort is persistently raising self-confidence, both personal as well as of our collective, and at the same time providing nurturing environment for education of young women. Women Soaring Pilot Association offers a great camaraderie, and I would like to contribute in anyway I can to help young and experienced women pilots become the best pilots they can be.



CENTRAL

Annie Moore (incumbent)

I have been the Treasurer for WSPA for the past 2 plus years. I enjoy the position and would love to continue as your Treasurer. I am an original member of the WSPA, a CFIG and have owned several gliders in years past. I look forward to working with the new Board to continue our support of women in soaring and would appreciate your vote to continue that endeavor.

Eleni Brand

I'm a 27 year old mama to one little girl. I was born and raised in Toms River, NJ. I moved to Manhattan, Kansas in the summer of 2008 and currently attend K-State, where I am in the University Honors program and I am studying accounting. I will graduate in 2012 and plan on staying in the mid-west for grad school at K-State or possibly Nebraska for law school.

I started flying in 2007, first power, where I have 22 hours and then soaring where I have slightly less. Soaring is my passion, but I haven't been able to finish out my license due to financial constraints. If I could afford it, I would finish and learn aerobatics.

I would love to see more scholarships, I do believe more people would fly if they could bear the cost and I am sure that there are many people grounded because of it. I have some ideas on how to make this happen and if I can play a part in getting more women in the air, I'd love to do it.

Also, I can help with treasury duties should she need it, as I have book-keeping and accounting experience.

Elizabeth Wheeler

Husband (Engineer) and I (HR Director/Risk Manager) have been gliding together since 2001. We own a ASK21 and a Grob 109B. Living and working in Minnesota we only can fly weekends 7 months out of the year, but take a winter vacation near a glider port. Our plans, after retirement in four years, are to travel the U.S. with our gliders visiting National parks and glider ports.

Note from the editor

Many of our members probably don't know, that the editor of *Hangar Soaring* is on the Board as a non-voting member. This was established when the Board consisted of 6 elected members, to have an eventual tie-breaker.

Now with the added "International category" the Board consists of 7 elected member, so the editor's roll is only an advisory position

EAST

Lynda Lee LaBerge:

FAA #: 2877773

Commercial Pilot

Airplane Single and Multiengine Land; Instrument Airplane: Commercial Glider; DC-3 (SIC)

Currently working on CFI-G

Total Fixed Wing hours Single and Multi engine: 2000+ mostly tail wheel

Approximately 1000 glider tow pilot: Piper Pawnee; Call Air; Super Cub; Cessna 175; Cessna 150/150.

Two seasons banner towing (Ocean City, MD. and Barbara's Banners, Atlanta, Georgia)

250 hours King Air Multi Engine Turbo

80 hours Diamond Beech Jet

Glider: Commercial glider pilot with approximately 100 hours.

Tow pilot for multiple East Coast Regional and National Glider Competitions (2001-2010).

March 21, 2004: Holder of Womens North Carolina high altitude state record (22,400 feet) with Jayne Reid, ASK-21.

My husband Phil and I run a 7-day a week glider flight school here on our farm in Concord, Georgia. It is called Pandora Aviation. We give instruction and rides and also tow local GTA races.

We have 2700 foot grass runway. Our trainers are an L-13...(Currently grounded by the FAA as are all OTHER L-13's,) and two K-7's. Also we have an ASK 20 in our hanger and a Piper Cub which we use to assist beginner pilots.

In other words, it is a busy air strip!!!!!!

Additionally, I am a licensed Psychotherapist in the state of Texas; Certified in Biofeedback, Chemical Dependency Counseling, Hypnosis.

Pat Valdata

Pat Valdata is a founding member and former president of the WSPA. Pat received her private glider rating in 1981 and her commercial rating in 1986; she is a former CFI-G and also has a single-engine land rating (seldom used). After moving to Maryland in 1990, Pat was one of three women who formed the Atlantic Soaring Club, which operates at Harford County Airport. Pat did all three legs of her silver badge in 1-26s and has fond memories of her own 1-26, in which she accomplished the five-hour duration flight. She currently flies a Pilatus B-4, which she co-owns. Pat has attended 23 WSPA Seminars and is very much looking forward to Caesar Creek in 2011.

Mara Orescanin

I began flying as a surprise for my sixteenth birthday and my passion for the sport has continued to grow. My first experiences were flying power in Seattle but when I went to college in Minnesota, I discovered gliding. Immediately, I was pleased by the ever-present challenges that soaring creates and by the rewards of setting new goals and reaching them. Never before had I felt so in tune with my flying. After college, I moved to Illinois for graduate school and joined the Illini Glider Club where I discovered that they were in desperate need of both female pilots and instructors, having no female members and only one (very tired) instructor. I became an instructor shortly after that, and since then, several more female pilots have ventured into the club and many more students have received licenses.

My goals for WSPA and why I would like to be on the board are to help extend the group to all glider clubs and to make sure that our presence is

acknowledged. While at Illinois, it was not mentioned to new members that WSPA exists even though there were (and still are!) several pilots who would greatly benefit from WSPA membership. It is my goal to inspire and encourage women to join the gliding community, and I hope I can do this while on the board of the WSPA.

INTERNATIONAL

Irena Raymond (Gornick) incumbent

I was born close to the airfield Lesce Bled, which is on the foothills of the Julian Alps.

When I was 15, I started visiting the airfield very often and at age 16 I completed my glider pilot license. As a teenager I was very enthusiastic about flying and spent many hours in the sky. After gathering enough gliding experiences around the airfield I became interested in long distance flying and achieved a 300 km flight very soon.

I have been flying for 27 years, logged around 550 solo gliding hours and had the opportunities to fly with many different gliders.

The special experience was flying with the vintage, primary glider SG-38 at the very well known Wasserkuppe in Germany last year.

Besides flying I am active as President of the Slovenian woman pilot organization for many years.

I am so happy that Slovenia was host of the WSPA seminar last year and that we had such a great opportunity to taste flying in Nevada this year.

I am proud of having the opportunity to be a Board member and international representative of WSPA and I would like to run that position for next two years.

Since female pilots are still in minority it is important to have connecting organizations to encourage woman to fly, join together, share knowledge and experiences and establish a good network of woman pilots that can be helpful in everyday life.

Please watch for special voting instructions

Special thanks to Eric Griffith from Ohio WebPro and Colleen Koenig for making electronic voting possible. Members please make use of it.

This year WSPA is moving into the electronic age with our voting. An email will be sent from WSPAvoting@gmail.com containing instructions and a link to the voting website. Please check your SPAM if you have not received an email by Wednesday (11/3), or send a message to Colleen lv2flvg@gmail.com and she can make sure you were on the distribution list. Online voting is completely anonymous! We are excited to offer online voting this year, and hope this will make it convenient for you to participate in the WSPA election.

Colleen



Going to Nevada on the wings of Adria Airways

edge and experiences. Many new friendships were made.

It was really a good time and excellent educational journey. We enjoyed the incredible soaring conditions and the good company of many pilots. Thanks to the Aeronautical Association of Slovenia and Adria Airways for supporting us with the sponsorship.

The Slovenian Soaring Team visited the WSPA seminar at Air Sailing, Nevada with the sponsorship of Adria Airways and the Aeronautical Association of Slovenia.

It was a great pleasure to join the women soaring seminar and to have an opportunity to learn flying in the extreme weather conditions in Nevada.

With the help of the organizers we were able to acquire U.S. Pilot Certificates allowing us to fly solo in United States and with the experienced instructors we learned a lot about the US airspace, about the rules and flying with oxygen at high attitudes. We also had a possibility to try outlandings on the dry lake and we have been presented with the lessons how to survive in the desert.

The seminar was run with the generous assistance of the professional pilots which were encouraging women to fly and they were bringing to us a lot of valuable knowl-

Irena, Danica, Eric, Denis, Jasna

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First Class Mail