



August 2013

Hangar Soaring

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

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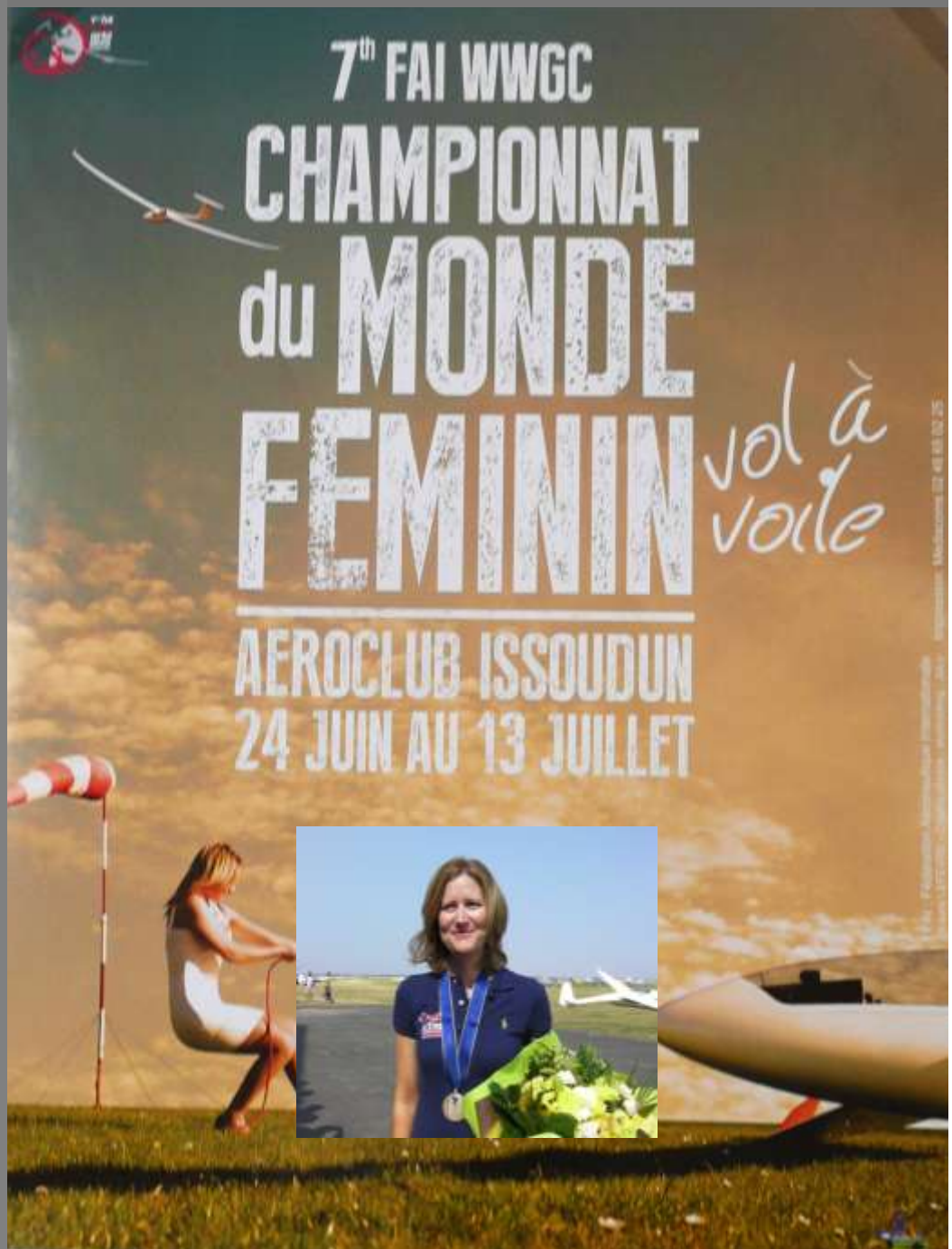
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The Babajaga Ceremony

Bronze for Sarah



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 Aug 2013

Diamond Altitude
Elizabeth Tattersall, NV

Gold Altitude
Elizabeth Tattersall, NV

Silver Altitude
Elizabeth Tattersall, NV

A Badge
Julia Beukert (flown in Germany. A day later Julia flew the ASK 21 solo for 3 hours) reported by Martina Beukert

STATE RECORDS APPROVED TENNESSEE

Sarah Arnold, Dianna Flemming;
2-33

Feminine Open Multi-Place Class
Goal; 60.07 sm
Out and Return Distance;
120.14 sm
Absolute Altitude; 5,256 ft
Altitude Gain; 2,562 ft
Free Distance; 61.03 sm
Free Out and Return Distance;
121.35 sm

Feminine Sports Class
Goal; 110.53 sm
Out and Return Distance;
221.06 sm
Free Distance; 112.29 sm
Free Out and Return Distance;
223.28 sm

General Open Multi-Place Class
Free Out and Return Distance
121.35 sm
Out and Return Distance;
120.14 sm

President's note

As a kid it seemed like summers lasted forever. Nowadays most of us think in terms of summer as not lasting long enough.



We're now here in August and the days are starting to get shorter and that means that serious cross countries have to begin a little earlier in the day as we must chase the sun back to the gliderport. In June the days seem to go on forever and we can fly, here in the West, until 7:00ish. Now we must get home earlier.

For those beginning cross countries (and we had some real heroines at our Women Soaring Seminar who ventured out) please get to your gliderport early and plan a short cross country, be it in a new direction for an out and return of 5 miles, 10 miles, 20 miles, or be it a planned flight landing at another airport. I know many gliderports are limited in how much cross country one can do with club planes, but I also hope that, with planting seeds now, planning and talking about it during this winter and coming spring, and next winter and spring, you and your fellow pilots can actually do some flights away from the field. Tip-toeing out can teach you a lot about glide, what distances look like and increase your comfort levels as **you then go out even a tiny bit further, knowing what's behind you. If there is no behind you that is familiar you will never go anywhere.**

It takes a village to go soaring: the gliderport personnel, the ones who drive the tow carts, the line people, the people who log take offs and landings, the **ships' maintenance crew, the ones who provide oxygen, those who tow and take care of the planes and tow ropes, the friends who come and help out.**

It also takes a village to go cross country.

The key to actually doing a cross country is support. First of all, a philosophy must be cultivated at the gliderport if we are to enthuse and retain and **grow glider pilots. Being airport pigeons is great for some people, but it isn't** for all, and we lose a lot of members as they get tired of doing the same old things summer after summer. Think about helping to change the culture or your attitude towards flying, so that each year there is something new to learn. Each year set some goals and stretch yourself. Encourage others to



From the editor:

I am writing this column from a friend's computer in Germany. The **Women's World Championships** in Issoudun/France gave the impulse for another of my six week-cross Europe trips. I left June 27 from Norfolk/VA or so I thought....The plane was already rolling to the runway when without warning we turned around, went back to the tarmac and learned about 20 minutes later that Philadelphia was closed due to inclement weather affecting all Mid-Atlantic international airports. Result: No flight out that day. I called Wolf to pick me up again, rescued another international traveller, offering him a bed at my house and tried to rebook my flights the next day. The USAir personnel was extremely helpful and they booked a flight out of Newport News via Charlotte, SC to Paris and from there to Marseille, my original destination. I got to Paris with a minor glitch: I had booked Business Class and had to fly „Sardine Class“, since no seat was available in the Business Class. I was supposed to pick up my next Boarding Pass at the Air France counter in Paris...well Murphy's Law hit again. Although I showed up in the computer listings, I had no ticket from Paris to Marseille. An extremely helpful AF employee had pity with me and raced around the huge CDG airport with all my documents in hand succeeding in getting me on my flight at the last minute.

I arrived in Marseille on time, my friend Susanne was there but...my suitcase had not arrived. It got stuck in Paris. AF gave me a t-shirt and an essential kit and informed **me that I could buy cloths for € 100.** I never made use of it. Fortunately I had one change of underwear, my night shirt and toothbrush and a sweatshirt in my **hand bag. And that's how we left** for Issoudun two days later (my **suitcase still hadn't arrived**).

We arrived in Issoudun on day 2

do so too.

In the "old" days, people brought crew along to the field. Some even hired crew. As many saw at our Moriarty Seminar, sharing a ship and crewing for each other can mean more possibilities. I suggest you find a friend to share helping each other a weekend. You fly one day, your friend crews, then you switch the next day. Developing a crew and being a crew can teach you a lot **about soaring. And it's a heck of a lot of fun to mentor and be mentored, to have someone to brief with, to debrief with: what lift you thought you'd find, what you actually found, how well you thermalized, what you felt and saw, where you found the lift, what the winds were like, what land out possibilities you saw from your altitude and on and on.**

Plan on coming to our next seminar at York Soaring in Canada, which is close to Toronto. There you will attend daily lectures, learn in an atmosphere of support (think village!) and get a chance to stretch yourselves and think of your soaring in a different way. I plan to learn tons of new things there, and I look forward to seeing you in York!

Neita

Heads Up for next year's seminar participants

Although WSPA has incorporated Canada in it's North American regions, for the US government it's a foreign country and you need a passport booklet or a passport card. (Anybody who never plans to travel overseas does not need a passport booklet-the price difference is enormous (\$110 vs \$30 plus \$25 USPS processing fee plus passport photos). For detailed information go to www.travel.state.gov
Frauke

SSA Soaring Convention, Reno NV
Feb.27 –March 1, 2014
Room mate wanted
Contact f_elber@yahoo.com

When everything seems to be going against you, remember that the airplane takes off against the wind, not with it.

– Henry Ford



REDFORD COLLEGE
OF AERONAUTICS
AND
AVIATION

Next Hangar Soaring Deadline: Oct.31, 2013

of the contest just in time to see the pilots coming back from the race. Sarah had won day one already and came in 2nd on day two. She was the „wunderkind“ of these championships. We talked briefly to her and her team Francois Pin (team captain – a multiple World Class team member- and Joy McKee, a friend of Sarah's crew and Jack of all Trades). Sarah's Chilhowee friend and sponsor David Watsham whose Discus she flies in the US surprised Sarah coming over from England. Sarah flew a Standard Libelle provided by Brian Spreckly from Great Britain. I briefly had a chance to talk with WSPA member Margot Aquaderni from Italy who represented her country.

The next three days were not flyable do to inclement weather. Wednesday was International Evening, where all teams presented some national food. The US table was very popular since the team had brought plenty of real TN Jack Daniels (and Pecan nuts). Joy had baked OTW (Out of This World) brownies. We had a hard time keeping the trays replenished.

My friend and I had to leave Thursday morning but I followed Sarah's progress on the Internet.

My travels continued through Switzerland where I visited WSPA member Anna Dobrin Schippers and her husband Joachim. For the first time I went sailing, sailing on Lake Constance. Short stops in Munich and Dresden were followed by a weekend visit with Martina Beukert and her family. We had our own, little WSPA meeting there: Martina Beukert, the Geusen clan: Sylvia, Anna Laura and Nora. Christina Rubel also joined us for a delicious BBQ. Martina's daughter Julia joined the WSPA family.



Impromptu WSPA meeting in Germany

Back row: Nora Geusen, Tina Beukert, Anna Lora Geusen, Sylvia Sella Geusen
Front Row: Frauke Elber, Julia Beukert (our newest member), Christine Rubel

My next visit was with Fred Weinholtz and his wife Edith. Fred deserves the title "Mr. Women Soaring" because back in the 70ies he was essential in the creation of the women international contests which morphed into the now Women's World Championships.

Spending two days with an old friend from my college years gave me a chance to recharge the batteries and nurse a sour knee before meeting the last WSPA member of this trip: Peter Selinger.

The last two and a half week were pure vacations with my sister and her husband, partly in Germany and partly at the coast of Brittany / France.

On August 8, I returned from my six week trip, exhausted but rejuvenated.

Frauke

PS I was euphoric when I learned a week after the Worlds (and when I had access to a computer again) that Sarah was awarded the Bronze Medal.

My personal thanks to all who through their donations and support made Sarah's participation at these World Championships possible

Women Soaring Pilots Association

June 30, 2013

End of Fiscal Year - Financial Statement

INCOME

Prior Chg Bal (6/30/12) \$ 2,517.97
 Membership Dues \$ 5,319.77
 Donations \$12,506.21
 Chilhowee Sem. \$ 2,349.00
 Misc. Sales \$ 821.00
 Moriarty Sem. \$ 6,445.59

 Total Income \$ 29,959.54

ASSETS

Cash:
 Compass Checking \$15,423.93
 Compass Savings \$ 600.29
 Cash Total \$16,024.22
 Investments:
 Schwab \$ 50,493.43

 Total Assets \$ 66,517.65

Total Assets vs. Liabilities (NET) = \$ 56,318.65

By Mary E. Rust, WSPA Treasurer
 6/30/2013

EXPENSES

Newsletter (Hangar Soaring) \$ 409.05
 Office, Postage, Copies \$ 869.82
 Printing – Mem Cards \$ 83.47
 Web Page \$ 202.80
 Tucson Sem. \$ 1,604.00
 Chilhowee Sem. \$ 105.00
 Moriarty Sem. \$ 229.00
 Vendor Costs (Popa Art Work) \$ 41.25
 Transfer to Savings \$ 100.00
 CPA – Taxes \$ 275.00
 2012 Mid Kolstad Schol. \$ 1,500.00
 Sarah Schol. Given \$ 8,640.80

 Total Expenses \$ 14,060.19

LIABILITIES

Current Liabilities:
 Scholarships(approx.?) \$ 5,360.00 (Incl: Breigleb, Sky Ghost,
 Farber, TFM, Kolstad, WAI & Space Camp)
 Moriarty Sem \$ 4,839.00

 Total Liabilities \$ 10,199.00

Welcome New Members

Katherine Kennedy, CO
Phyllis Ko, PA
John Brake, ONT, Canada
Conny Pardee, CO
Julia Beukert, Germany
Heather Pinsky, NM
L.B.Burrow, CA
Paul Remde, MN
Sophie Cienski, VA (Sponsored by Frauke Elber)
Elenore Renshaw, VA
Eva Dillon, ONT, Canada
Katherine Diane Rutherford, TX
Leonie Furze, NSW, Australia
Elizabeth Stavely, AZ
Pamela Gradin, NY
Patricia Viall. OR
David Istance, CA
Li Yang, CT



Mary (Hunt) Rust, first AML Trophy winner 1987 (Photo 2002)

Donors during Fiscal Year 2012/13

Covering the period from July 1, 2012
Until June 30, 2013

Alexis Latner
Alice Gaines
Amy Guyton.
Anne Mongovi & Gene Franklin
Anne Wright
Anonymous*
Biff Forbush
Bobby Freeman
C.D.Black-Nixon
Charles Schroll*
Charlotte Taylor
Christine Carter
Dale Roberts & Katherine Harps*
David Christian
Dillon Krapes
Donna Hatch
Elaine Carlson
Elisabeth Stavely
Elke Fuglsang-Petersen
Elke Kleber*
Eric Lambert
Eva Dillon
Frank and Maggie Hettinger*
Frauke & Wolf Elber
Gail Schipper
George Popa
Gerry Whitson
Greg Hodgins
Gretchen Gibbs
Heather Pinsky
Iris Striedieck
Jeannie Batto
Jeanne McDowell
Jeanne Pitsenberger
Jessica Sterns
Joan Aaron

Joyce Hilchie
Katherine Kennedy
KathyTaylor*
Kristin Ferry*
Laurie Harden
Leonie Furze
Li Yang
Linda DeMarco
Linda Draper-Hivert
Lynda La Berge
Maja Djurisc
Marilyn Meline
Marry Lattimore
Martha Hudson
Mary & Mike Rust
Mary Anne Read
Michael Green
Neita Montague
Pat Valdata
Patricia Laverty*
Peter & Dorothy Gross
Phyllis Ko
Phyllis Weels
Rachel Flemming
Robin McDaniel
Sonja Flesberg
Timothy Larsen
Tom, Edith & Rita Johnson
Tracey & John Brake
Ulrike Franz
Valerie Deshamps

*multiple donors

Thank you to all who have supported WSPA during the last year

Submitted by Mary Rust,Treasurer

Development and Fundraising Report

By Frauke Elber

Early in Spring Marilyn Meline made a presentation to her club (Minnesota Soaring Club) introducing WSPA. She reported"

"The following was presented: WSPA organization, seminar structure, scholarships available and how those present can participate.

Organization: and Purpose

Seminars: Structure, locations, how they are organized.

YouTube video from AirSailing was shown.

Discussion on seminars I have attended with personal highlights and a few photos shown of the locations. (Had for display notebooks from seminars.)

Future seminar locations and dates were reported.

Current membership and requirements. Brochure handout was available as were reports on Scholarships available:

Finished with one of the winning limericks.

SUMMARY: You can join, or contribute to the scholarship fund. Or, let me know if you want to attend a seminar – **with me or without me**"

In April, Frauke Elber represented WSPA at the 7th Fly In at the Military Aviation Museum in Virginia Beach. Due to inclement weather big spectator crowds did not materialize.

In May, Tidewater Soaring Society in conjunction with WSPA were present at the Fun of Flight at the Suffolk, VA Executive Airport. And again the weather did not cooperate. It was cold and miserable and therefore participants and visitor crowds did not materialize.

On June 22nd, TSS again and with it WSPA were present at the **"Women can Fly" day at Hampton Roads Executive Airport**. Katie Berkey, who came in her Navy flight suit and Frauke Elber represented WSPA. 130 young girls got an opportunity to get into the air. TSS had a Libelle sailplane on display and Katie Berkey, Jenn Player and Marita Rea encouraged many visitors to give soaring a try. This day was organized by the Virginia Department of Aviation which for the first time ever tried to attract **women to flying**. **This summer the DOA will hold the "Women can Fly" day** at three different Virginia airports.



Katie Berkey encourages women to fly

Anne Mongiovi provided some WSPA exposure at the Oshkosh EAA gathering. I received reports that Hangar Soaring was on display. (thanks Anne)

\$500 from various donations destined for the scholarship fund were sent to WSPA treasurer, Mary Rust.

Invitation from the National Soaring Museum

Next summer, the National Soaring Museum intends to sponsor a special gathering of pilots who fly or own a Schweizer sailplane. We call it the **"Schweizer Homecoming"** since all the Schweizer sailplanes were built in Elmira and the last remaining of the three Schweizer brothers, Bill, remains vitally involved (at age 96) in NSM activities. We would very much enjoy having a WSPA representative, and her Schweizer sailplane if she should own one, take part. I might add that we intend to recruit as much local and even national media coverage as possible for the event, and the story of women as pilots of sailplanes is always compelling.

Ronald J. Ogden
Director of Marketing and Development
National Soaring Museum

Moriarty has opened its big skies for Women Pilots from all across the United States and foreign lands. WSPA members visited from Canada, Germany, Serbia, China, Australia and participated in a fine week of soaring over New Mexico. We had total of 32 registrants, 29 of which were pilots, 3 registered as crew. Another 10 members from Albuquerque Soaring Club and Sundance Aviation were participating as instructors, tow-pilots and field managers. It was a fine week of flying, made all the more interesting by challenging skies of the early Monsoon season with some of the most spectacular overdevelopments, scattered thunderstorms and microbursts, and afternoon winds gusting to over 20 knots. The official first day – Monday July 8 2013 – started with an extended weather and safety briefing. Since most of the pilots have never been to Moriarty before, there was an introductory lecture on high altitude physiological adaptation, the effects of hypoxia and dehydration. A traffic controller from Albuquerque International showed us what he sees on his screen and how he manages commercial traffic around

Moriarty's airfield when the air is full of gliders. Connie Buenafe, the WSPA member who hosted and organized the Seminar site, gave a terrific lecture on flying in high density altitude conditions.

As with other WSPA Seminars, in Moriarty too, there were two main goals for the participants: to have focused basic instruction for members who are in early stages of gliding career, and advanced goals for women who are working on their badges and records and other cross-country adventures. The gliders provided by the Albuquerque Soaring Club and Sundance Aviation were 3 Grob 103's, a Schweizer 2-33, a Schweizer 1-26, and a Libelle. In addition, Connie Buenafe, made her Duo Discus available for dual flights with Billy Hill as in introduction to XC soaring around Moriarty. Similarly, Barton Tate supported the Seminar with his DG 505M. Many participants brought their own gliders as well. WSPA President Neita Montague trailered her beloved Libelle 301 from Air Sailing; Greg Hodgins arrived with DG300 from Tucson, Elke and her husband with ASH26E came from Colorado. The brave Canadian couple, John and Tracy Brake, started their trip with Kestrel in tow; sadly the axle of their trailer broke soon after departing Toronto, so they left it behind in the shop and arrived to Moriarty a day late.

We lived up to our own goals, New Mexico monsoon be damned. Kristin Farry immediately fell in **love with the club's 1-26.** After some first thermal test-flights she decided to take the old-timer up for a five-hour silver **badge flight.** **"The first three**

and a half hours went by quickly. I was busy doing a little cross country, but then the sky started to overdevelop a bit, and I flew closer to **the field."** **Waiting in weaker thermals, sometimes lower than desired,** Kristin managed to stay up for five hours, well observed by two long time 1-26 lovers, Bulldog (Pete Vredenburg) and Kathy Williams.

Kathy is a proud owner of Virginia Schweitzer Trophy given to the 1st placed woman in a 1-26 Championship. Kathy brought her blue-white 1-



Women Master Moriarty During 2013 WSPA Seminar
By Elke Fuglsang -Petersen and Maja Djuricic

26 and used her WSPA week to get ready for the 1-26 contest, to be held in Moriarty in August. She had several electrical problems to solve in her glider and did her first flight just using the seat of her pants which worked almost perfect! Usually she is the only female contestant in the "Flying Circus", but this year she hopes to be joined by Kristin.

Wednesday was the best day of the week and was used for some extended flights. Kate Kennedy from Boulder and Billy Hill went up in a Duo Discus, and were doing the lead-and-follow exercise with Gail Schipper who was flying the 1-34 belonging to their Colorado club. The two different gliders did not really match, but Gail **could well keep up with the Duo Discus:** "We always met in the thermal and my glider often **climbed better than my friends' high performance two-seater!**" Gail logged 247 points on OLC, Kate followed with another 110 points, and Boulder's pilots were proud of their female members! Maja got checked out in the Standard Libelle that afternoon and had a 170 km flight.

Li Yang, the winner of the WSPA Flying Montagues Scholarship, got her private glider rating add-on in 6 days while in Moriarty! Heather Pinsky, an airforce AC130 pilot, scored most of the glider checkouts – including the motorglider sign-off - while waiting for the weather to clear up for soaring.

The evenings were spent in just as much fun. Wine and cheese party in Southwest Soaring Museum with the music from the swing orchestra and stroll among old gliders was perfect.

Wednesday BBQ brought us all to a Limerick contest won by the "local" Kathy Taylor. That same night we were treated to Bob Carlton's first night flying show over Moriarty. The public had been invited by newspaper, and a local radio station followed the pyro-equipped Jet-Salto performing some aerobatic maneuvers in the dark New Mexican Skies. Bob had filled the **Salto's wings and tail with a variety of different fireworks,** and so his glider was well visible while flying between the lightshow-effects.

Wonderful! Every night we followed Sarah Arnold's huge success in France. She represented the American Women Pilots in an exceptional way: a third place in the WWGC Club Class.

The WSPA-Moriarty week ended with an Annual WSPA Members Meeting and Awards Banquet over delectable New Mexican cuisine. All the scholarship winners were announced that evening. The most coveted prize of all, Ann Morrow Lindbergh Trophy, went to Elke Fuglsang Petersen for her amazing 600 km flight in ASH26E using the unusual Colorado convergence, while her family of 4 waited nervously on the ground as the crew.

A wonderful seminar week was over too soon. **Friday morning Moriarty's skies still looked fair,** but shortly after noon the clouds grew bigger, the rain and lightning started: the final fireworks to garnish our five days of soaring.



Elke Fuglsang-Petersen, winner of the AML Trophy

The seminar Participants

Cheryl Betson, CA
John Brake, ONT, Canada
Tracey Brake, ONT, Canada
Conny Buenafe, NM
Maja Djuricic, CA
Eva Dillon, ONT, Canada
Kristin Farry, MD
Biff Forbush, CT
Elke Fuglsang-Petersen, CO
Leonie Furze, NSW, Australia
Gretchen Gibbs, AZ
Marianne Guerin, CA

Frank Hettinger, KY
 Maggie Hettinger, KY
 Joyce Hilchie, NM
 Greg Hodgins, AZ
 Katherine Kennedy, CO
 Phyllis Ko, PA
 Alexis Lartner, TX
 Mark Montague, NV
 Neita Montague, NV
 Heather Pinsky, NM
 Mary Rust, CA
 Mike Rust, CA
 Gail Schipper, CO
 Chuck Schroll, AZ
 Elizabeth Stavely, AZ
 George Taylor, NM
 Kathy Taylor, NM
 Phyllis Wells, AZ
 Cathy Williams, TX
 Li Yang, CT

Winning Limericks

1st Place: Kathy Taylor

There was a young lady of yore,
 Wanting nothing so much as to soar,
 On a day that was warm,
 She flew into the storm,
 Landing vertically in a down pour!



2nd Place: Eva Dillon

We traveled the famous route
 sixty six,
 Where tourists drive on to get
 their kicks,
 Then above in the sky
 Soaring pilots got high
 That's how WSPA pilots get their
 fix.



3rd place: Maggie Hettinger

My first time in a 2-33
 The ride was bumpy as can be
 After taking off five times
 Found one thermal worth a dime
 But I'd fly the "sailpig" again,
 happily.



WSPA's 2013 Scholarship Winners

By Mary Rust, WSPA Treasurer

The Women Soaring Pilots Association has nine (9) scholarships that it gives out.

This year's WSPA Scholarship Winners wish to tell all of the WSPA members and Donors what it has meant to them to receive a WSPA Scholarship.

1. WSPA Flying Montague Scholarship - Li Yang
"With the scholarship I was able to finish my glider rating within 6 days! It means the freedom to soar and explore. It is important because I gained the confidence I needed at this piloting stage."
 2. WSPA Briegleb Scholarship - Phyllis Ko
"The support from the seminar scholarship allowed me to gain valuable training experience. I am grateful to be part of the WSPA community and am looking forward to next year's seminar in Toronto."
 3. WSPA Donor, Kathy Taylor - Beth Stavely
 4. WSPA Maria Faber Scholarship - Maja Djuricic
"WSPA Maria Faber Scholarship will help me get the Commercial Glider Rating, a necessary stepping stone towards becoming a glider instructor. I like teaching a lot, and look forward to increasing the female soaring instructor pool and help other women achieve their goals."
 5. WSPA Sky Ghost Scholarship - **Eleanor "Ellie" Renshaw**
"This scholarship means that I can continue exploring the spectacular world of soaring that has opened up to me."
 6. WSPA Mid Kolstad Scholarship - Pamela Grandin
"This wonderful scholarship means that I'll FINALLY get to finish my certification and share this sport with my loving husband! Thank you WSPA!"
 7. WSPA SoaringNV Scholarship - Kathleen Mroczka
"I am confident that with the help of this scholarship my goal to become a glider pilot will now be realized. I hope to one day share my love of soaring with all my friends, family and students."
 8. WSPA Women In Aviation - Heather Jordan
 9. WSPA Eileen Collins Aviation and Space Camp – The National Soaring Museum takes our funding and applies it to one deserving young woman each year.
- Over the past two years, we have also set up a special scholarship fund for our member and international competition pilot, **Sarah Kelly Arnold**. This fund helped Sarah to compete in Argentina and in the Women's World Competition in France, where she took 3rd overall and won a Bronze medal! The scholarship is called:
10. WSPA Sarah Fund - Sarah Kelly Arnold

My Castle in the Sky

By Ellie Renshaw

Nothing but clear skies ahead
 The land far below me
 Marshmallow clouds above me
 Just me and my glider.

The world has gone quiet
The instructor's voice fades in my
 ear

I am deaf to the calls on the radio
 Just me and my glider.

The K's wings slice the air
 In the spiral of a thermal
 Or on the wings of a wave
 Just me and my glider.

The glider is my castle
 The rough seat and itchy belts like a
 throne

My white bucket hat my golden
 crown
 Just me and my glider.

The brilliant sun shines down on
 me
 Strapped into the fuselage
 The warmth calms my nervous
 shivers
 Just me and my glider.

I leave life's busyness behind
 (Continued on page 8)

(Continued from page 7)

Forget due dates and deadlines
I focus on the controls
Just me and my glider.

My favorite place is 5000 feet
above the ground
**I'm suspended between heaven
and Earth**
Soaring above my worries and
cares
Just me and my glider.



Ellie Renshaw

Responses to the May issue of HS

Great issue!

2 comments.

Mid Kolstad passed when she
was 93 not 95.

Sylvia was also a Kolstad Schol-
arship winner.
Ralph Kolstad

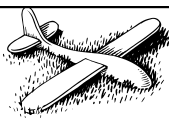
Did Sylvia Szafarczk get mar-
ried? And did she become a
helicopter pilot? I thought she
was studying to be a medical
doctor.

I especially liked the photo of Al
Santilly and Anna. It is a classic!
Phyllis

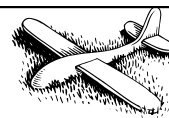
I always enjoy this newslet-
ter. Thank you for the sweet note
about Tulip. See you soon!
Sandy

Thank you very much for this
interesting, wide and great range
of items and affairs spreading
issue.
All the best and kind regards,
Peter (Germany)

Thank you Frauke!
Great Job! Looks awesome!
I wish I had more time and muse
to read it entirely!!
Uli



Soaring to my Gold By Mary Rust (Hunt)



Note: Mary wrote this article (on an old fashioned typewriter) just before she earned her Gold Badge

When I was a little girl my father used to take me up in a small Cessna and fly over the corn fields of eastern South Dakota. 25 years later, in Southern California, I began flying gliders at Los Alamitos APRC. It was like a dream come true for me; but gosh, did I ever have my work cut out for me. Being a mother of three children, age 16, 6 and 4, and a 1st grade elementary school teacher, keeps me pretty busy; but once you've been bitten by the aviation mosquito, there's nothing like the feeling you get when you're on your way to the airport to fly.

I'm writing this because I've heard so many women, who are interested in flying, say that they can't do it because they have kids or a job. Of course, teaching gives me a little more flexibility, but I still bring home lots of work. My kids love going to all the gliderports, flying in the gliders, and crawling with us. They know all the ground rules around airplanes, and the 6 year old even runs a good wing. I can't say that it is as easy for a mom as for a dad; but if you really want to be a pilot, GO FOR IT!!!!!!

I began flying gliders April 4, 1981. I took 6 months off later that year to have a baby, and then went right back to it when she was 3 months old. I went to ground school at night and earned my Private Pilot - Glider rating in July of 1983. In August of 1984, I earned my Private Pilot - SEL rating in power planes; and in July 1985, I earned my Commercial - Glider rating. After a lot of encouragement from my instructors, I decided to go for my Instructor's rating; so that's what I'm working on now.

My husband (Frank) and I, and another good friend (Frank Gibson), own #411, an SGS 1-26D, N7710S. We rebuilt it after it had been wrecked at the Rabbit Dry Lake 1-26 Contest in 1984. Since then we've flown it in wave, cross-country, and just for fun; mostly trying to finish out our PAI badges.

The past few years I have spent much time learning about wave and X-C soaring. I've attended 2 RESCO WAVE CAMPS, and went through High Altitude Physiological Training at Edwards AFB (1983) and at El Toro Marine Air Base (1985). This year I attended the 1986 Women's Soaring Seminar at El Tiro, Arizona, and the RESCO X-C Camp at Fantasy Haven (Tehachapi, Ca.).

Last summer (1985) I finished my Silver Badge with a 37 Statute Miles X-C from California City to Inyokern. That was quite a feat for me! I had planned and planned. I'd calculated my altitudes, the glide ratio (headwind and tailwind), landing spots (there aren't many crossing Red Rock Canyon), etc, etc. But "cutting the apron strings" is really tough the first time!! I just couldn't get myself to believe my calculations, and go for it. But with a fairly good tailwind and 9,000 ft.MSL (6,500 ft.AGL), I put my nose down and headed out on course at best 1/2 D in my little 1-26D (55mph), and arrived over my destination at exactly 1,000 ft.AGL to make my pattern and land. I had not found one thermal, not even a bump, on the way. Gosh, did that trip ever teach me a lot about calculations!

At the Women's Soaring Seminar this year I learned a lot about X-C soaring from some excellent speakers, such as Paul Dickerson and George Kulesza. I even got to do a dual X-C with George in his Lark. He taught me many things:

1. the best way to notch in lift,
2. monitoring the first thermal for bands of lift,
3. when to work lift and when not to,
4. how to do 90 degree wing-overs and take turn point pictures.

It is my hope that more women get into the sport of flying gliders. I feel that, on the whole, women make very good and safe pilots, due to their very natures; especially when they have kids on the ground waiting for them to come down and make them their peanut butter and jelly sandwiches. So if you have any doubts about flying and being a mom, forget it!!!!.....and know that you can do it well if you really have a desire to do so. Take advantage of every opportunity to learn everything you can in both informal conversations and in ground schools offered by clubs and colleges. I hope I see you out there in the sky!

Thank you. **Great 'Hangar Soar-
ing'.** I'm nursing an inflamed left
shoulder rotator cuff. Doing meds,
cold, heat, & physical therapy. It hurts
to lift my left arm. Hope it gets well
before TOOOO long. My doctor says
it will take weeks.
On April 22 I got my multiengine rating
down in Fort Myers, FL in a Tecnam
multiengine airplane. I did so many
practice engine out's that I was
dreaming about them in my
sleep. **Glad that's over with.**
Susan

Frauke -- Good issue as always.
Thanks for publishing the item on
Betty Loufek. The picture looks pretty
good. SSA did not put it on Final Glide
-- maybe due the quality. Sorry to
read about Ruth Wild -- time passes.
Nice to see the involvement of military

women -- maybe especially the
Navy gal -- but then I am biased
living near a Navy base. Good
article on dogs -- I have some
friends discouraged from a glider-
port because they had dogs.
Sarah Arnold will be a star of com-
petition -- and she works hard so
very much deserves the best.
Good comment on drinking water --
drink even if not thirsty. I always
carry a canteen with me.
Thanks for all you do; keep up the
good work.
Bertha

Again, very interesting. The high-
light for me was to learn more about
Maria Bolla and also the poster for
the Women's World Championships
- a very nice motive.
Frank (Germany)

The page about Julia's flight
turned out great especially the
way you integrated the pictures.
Julia passed her exam for the
radio license three weeks ago (in
Germany that is as complex as
getting a pilot license) and we
had already some longer flights.
Tina (Germany)

Graham said to tell you this is the
best newsletter he's ever seen!
Keep up the great work!
Jeanne

I have forwarded this to Ellie. I
also read the Hangar Soaring
newsletter. Very impressive
women highlighted. Ellie will be
pleased.
Reynolds (Elli's dad)

The Healing Power of Flight:
A Season as Glide Omarama Writer-in-Residence
Rebecca Loncraine

"What is this inner – if not infinite sky?"

Rainer Maria Rilke

"The Wright Brothers flew right through the smokescreen of impossibility."

Charles Kettering

I was extremely lucky to spend the 2011/12 season in Omarama, hosted by Gavin Wills as Glide Omarama's first writer-in-residence. Those four months were fascinating, fun and fruitful.

Flying into Queenstown, New Zealand, for the first time, I was amazed by the rippling ridges of the Remarkables mountain range. Driving to Omarama, I marveled at the dry open plains of Mackenzie country. I've come to like the New Zealand poet Brian Turner, who lives in Central Otago, and his poem 'Deserts, for instance' speaks of this landscape: "The loveliest places of all", he writes, "are those that look as if there's nothing there to those still learning to look."

I came to gliding in 2011 after the traumatic experience of treatment for cancer in 2010. I took my first flight at the Black Mountains Gliding Club in Wales in Spring 2011, and was immediately hooked. I'm a freelance writer. At the time I started flying I was suffering from writer's block but flying got me writing again. I approached Gavin Wills and explained how inspirational I found gliding after illness and he generously agreed to host me. My numerous flights that season with Gavin's excellent team of instructors into the mountains, over 12,000 foot snow capped mountains, turquoise lakes and long rippling glaciers were truly remarkable.

In addition to these incredible soaring experiences, I met many interesting pilots from across the globe, and I learned so much talking with them in the Kahu Café over cups of Dagmar's excellent coffee. Watching Terry Delore's aerobatic display to the sounds of Enya booming across the airfield on December 31st was a great way to say goodbye to 2011. I also ran two creative writing workshops for glider pilots and thoroughly enjoyed discussing ways to enliven our descriptions of soaring.

I tell fellow gliders how much flying helped me after cancer and some ask exactly how and why. I reflected on this and thought it might be of interest to try to spell it out. After some thought, I realize that I discovered many things in gliding that I needed. **Life-threatening illness isn't just physical; it's also psychological, emotional and spiritual. It's these subtle and highly personal aspects of coping with treatment for cancer that often leave people feeling isolated and helpless; this was certainly true for me.** In the immediate aftermath of my treatment, I felt profoundly traumatized. I was supposed to feel grateful for having survived but I had no idea how to live in the light of what had happened. A grueling year of invasive medical procedures left me feeling exhausted and emotionally numb. I was shell shocked. Glider flying reached down from the sky and took me at a moment when I needed something really new and demanding to give me a different perspective on everything.

The Sky as Emotional Space

Flying gives us access to the sky, a huge spacious place apart from the bustling world on the ground. When I first started flying I was blocked; **there didn't seem to be enough room on the ground for my overwhelming post-treatment emotions. But up in the sky there's so much space that I could allow myself to feel the turmoil of grief in small, manageable doses (in moments when my instructor did the flying).** The sky was big enough to hold these giant feelings; they even began to seem quite small next to the vast scale of the sky. Flying, I could visit the sky for an hour or so and let myself feel emotions that needed to be discharged. It was as though I left those difficult emotions up there when I landed.

In soaring, I internalized the great blue openness of the sky, which gave me a much-needed feeling of inner spaciousness. Getting up into the air was psychologically expanding and gave me more room to emotionally breathe.

Newfound Courage Made Visible

Just a few years ago, I was terrified of flying; my palms would drip with sweat during even the shortest hop. Each time I flew, especially if it was turbulent, **I'd promise myself that I'd get the train back or walk home if I had to – I would not fly again. I couldn't understand how my fellow passengers could sit quietly and read glossy in-flight magazines.** My fear of flying got so bad, I resorted to taking valium, especially for long-haul flights to the USA to research my book about the author of *The Wizard of Oz*. I spent a few truly horrible hours in a 10-seater plane crossing the Midwest dosed up on valium listening to my iPod to stave off panic.

But this all changed after facing the real danger of life-threatening illness. Cancer and its treatment cracks you open and forces you to find inner strength and resilience you didn't know you had. Flying allowed me to use the new courage that I had had to develop in order to cope with diagnosis and treatment. I had become brave and this new bravery needed to be flexed in a different direction, one that brought me joy rather than simply survival. I chose something that used to frighten me as a way to explore the deep changes that had taken place in me through facing cancer.

It's very important for me, my family and friends to understand that transformation took place through my illness and I cannot return to being the **person I was before. I've found it very frustrating when friends say things like, "you'll be back to your old self soon." They mean well but don't understand that this simply isn't possible. I've had to grieve for my past life; my friends and family have also had to let go of the person I was.** The process of transformation that often takes place in people facing life-threatening illness needs to be allowed to unfold, but finding space for this **isn't easy. Flying became that space for me.**

Back in the Body

Flying is physical as well as psychological (even though it's a great deal of sitting!), and it provided me with a new way of experiencing my body. Illness involved the surrendering of the body to the medical establishment, to doctors and specialists, and your body feels profoundly changed by this process. Reclaiming my body from a new perspective was an important part of recovery. Gliding is a lot about feel; the air is often invisible so you have to feel your way to find the lift. As well as enjoying the physical sensation of soaring, flying offers a new way of being inside my body. Slowly learning to tap into the sensations of lift and sink, of feeling the subtle differences between entering and leaving a thermal, is a way of rediscovering being in my body and experiencing joy through it.

New Perspectives

Gliding provided new psychological perspectives from the point of view of the sky. Looking down on the landscape of the Black Mountains of Wales, at the shapes of the hills and valleys that I've known so well since childhood, the earth looks very different. Looking down on the winding patterns of rivers, the trajectories of roads, the slopes and dimensions of hills, I've a feeling of rediscovering my familiar world but from a much wider perspective.

Flying in the extraordinary Southern Alps, in a profoundly unfamiliar landscape, is thrilling in a different way, totally wrenching me away from a "grounded" perspective. It's fascinating to explore a new country from the air.

Flying became a physical expression of my altered perspective on life in general after illness. Looking at the landscape from the sky mirrored my new way of looking at my life on the ground, trying to see the wider connections and appreciating the bigger picture.

Nature

Flying enabled me to develop a new relationship with nature. The idea of what's "natural" can be a sticking point after illness. Cancer made me feel excluded from nature, especially as I became ill at a relatively young age (in my 30s). After diagnosis my body felt alien, a mutant rejected from the natural order. Through learning how to use the natural elements to fly unpowered, to give me this amazing sensation of soaring, I've integrated myself back into the natural world, become part of it again.

Flying has also helped me to see illness as part of nature. And in some ways cancer is "natural"; there may be all kinds of evidence that the disease is being caused by things we're doing to nature in our foodstuffs and the environment, and I'm not denying this or suggesting that we don't do all we can to stop it, but in the medically advanced Western world, we mustn't demonize illness altogether. As animals living in an extraordinarily complex organic system, we will never be able to completely exclude illness. I now try to accept the inherent vulnerability of what's natural, including me.

I've come to think of life-threatening illness as a breaking point through which new perspectives and transformation can be catalyzed. After all, it's only my post-cancer "broken" self that could learn to fly; my previous "well" self would have been too scared, too full of the grounded world. I'm interested in what psychologists call "post-traumatic growth" as opposed to "post-traumatic stress disorder." After a crisis, both conditions can exist simultaneously, as they did for me. There's the grieving, the wrench of having my assumptions about life and my body torn asunder, and the horror of ongoing tests. But at the same time there's the deepening of my relationship with life, the creation of enormous resilience, courage and authenticity, and a greater ability to live in the present.

Learning to fly gliders has created a space for me to acknowledge and explore the transformative nature of serious illness, and to rediscover the world and my place in it from the thrilling new perspective of the sky.

Notes:

I felt very welcomed by the whole Glide Omarama team and everyone else I met in Omarama during the season. I'd especially like to thank Gavin Wills for his willingness to explore the ways gliding can touch people in different ways by generously hosting me.

Dr. Rebecca Loncraine is a freelance writer. She gained a doctorate in English Literature at Oxford University. Her last book was *The Real Wizard of Oz: The Life and Times of L. Frank Baum* (Penguin USA). After treatment for breast cancer, she overcame her former fear of flying and took up gliding. She was hosted in New Zealand by Gavin Wills as Glide Omarama's first writer-in-residence for the 2011/12 flying season. In winter 2012, she travelled to Nepal to fly with trained vultures by tandem paraglider. She's now writing a book about unpowered flight and giving presentations to cancer support organizations about learning to fly as a means of coping with illness.

"I am collecting research about free flight pilots and what flying means to them, for a book on flight. I've done lots of interviews with pilots but don't have enough women pilots. Please email me telling me anything about what flying means to you: rebecca.loncraine@gmail.com. Thanks."

Ed. Note :The article was first published in SoaringNZ

thank you to Jill McCaw, editor and publisher of SoaringNZ, an outstanding soaring magazine and to Rebecca Loncraine for sending me the text and to give permission to use it in Hangar Soaring.



Wave cloud over the Provence/ France at 9:30 PM on June 29th, 2013. At 10 AM, when I flew into Marseille, the sky was already full of wave clouds. Gliderpilots flying nearby reported flights up to 18000ft.



Frauke

Impressions of the 7th Women's World Championships in Issoudun / France

(pictures courtesy of Joy McKee and various Facebook Sites)



Dutch and US team at the Opening Ceremony

Sarah Arnold, Pilot
 François Pin, Team Captain
 Joy McKee, Crew



The backside of the US Team: Sarah, François and Joy



Brian Spreckly, owner of the Libelle, Sarah and François getting the plane ready



International Evening
 The US table with François Pin, TC: Frauke Elber and Dave Watsham, cheerleaders; Joy McKee, crew

François' last Blog

nice "good morning" gift to all our friends stateside who have followed this blog and have supported Sarah in her quest: There is always only one world champion, so when ties occur at first place, there is a formula to brake the tie and determine who is the champion and who is second place. Things are different when the tie occurs lower in the rankings. In this particular case there were two second place pilots, both to receive a silver medal. After several meetings and discussions among officials and powers to be, a decision was reached that 1, 2, 2, empty, on the podium was neither elegant nor appropriate for the Women World Gliding Championship, and that Sarah would be awarded the Bronze Medal and third place in a 1, 2, 2, 3 on the podium. So, we had the pleasure to see Sarah step on the podium, the pride to see our flag fly at the ceremony for the Club Class, and the joy to witness Sarah getting her Bronze Medal. We are all very proud to bring one of those special FAI World Championship medals home for all of you who have been so supportive of Sarah. Enjoy the photos.



Babajaga Ceremony
 Sarah repeating the oath of fair flying
 In the language of her "godmother"
 Edita Skalskiene from Lithuania



Afterwards: riding the broom around the fire



And the winners in the Sports Class are

1. Grote, Christine, Germany 201 Libelle W*
2. Starsinski, Doerte, Germany 201 Libelle W
2. Truelove Ayala, Great Britain, 201 Libelle
3. Arnold Sarah, USA, 201 Libelle

*201 Libelle modified with winglets

Comment of Ayala Truelove during the International Evening

"Sarah is such a great pilot and since we are flying the same kind of sailplane, I just follow her" !!!!



Congratulations Sarah

The Babajaga Ceremony

The novice witch has to promise (in the language of the god-mother witch):



Sarah newly inducted into the
Flying Witches Sisterhood

- To practice fair play in flying
- Never to drop water ballast on their esteemed competitors
- To respect the rules when entering a gaggle
- To be considerate to others when fighting for the best lift in such gaggle
- Never to lie or cheat
- Always to care for the well-being of their faithful crew

Following the oath the witches have to sign the witch chronicle with a lip print followed by a drink of a powerful potion. Finishing the initiation the two witches have to ride the broom around the fire together, followed by a dance of all the witches. Pilots, crews, ground teams and contest officials usually celebrate until the wee hours of the night

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