



August, 2015

# Hangar Soaring

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

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## Happy 30th Anniversary WSPA



Photo: Leo Auch

**2014 Mid Kolstad scholarship recipients Patty Viall (right) and 2015 recipient Vanessa Nelson, (left) with our fantabulous CFI-G Marici Reid of Red Tail Soaring! "Varese, stiamo arrivando!" " (Varese here we come—in 2016)**

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.2015)

C Badge  
Kay Ebelt, VA

B Badge  
Gail R. Jones, IL  
Kay Ebelt, VA

A Badge  
Gail R. Jones, IL



**Correction: The glider featured on the May HS issue is not a Lom 58/1 Libelle Standard but a Lom 27/1 Libelle Standard**

### President's Note



Hello everyone! As a fairly new member of WSPA, a student glider pilot, and your brand-new president, I was once again completely overwhelmed by the encouragement and friendship of all who attended the Minden seminar this past week. This was only my third WSPA seminar, and I am completely hooked on this group. Congratulations to all who accomplished their goals, and more, during this week!

Soaring is exciting and challenging, but it's the people that make the seminars so wonderful. I thank (in no particular order):

Maja Djurisc, our VP and seminar coordinator for all the arrangements that went so smoothly.

Laurie Harden for hosting us, and working so diligently with Maja to make everything happen.

Phyllis Wells, Randy Owings, and Mike Rust for feeding us so well.

Mary Rust, Treasurer, for making sure registration and the store were well-run.

Elizabeth Tattersal, Phil Plane, and Tim Gardiner for their excellent morning briefings and seminars.

Elke Fuglsang-Petersen for her recap of each day's events and accomplishments.

Marianne Guerin for taking minutes at the annual meeting. Kate Harps and Dale Roberts for the awards each day.

All the instructors!!!

All the line crew and shuttlers!!!

Elizabeth and Stuart Tattersal for their Tuesday evening presentation on soaring in Argentina.

Sam Whiteside for hosting our Wednesday dinner.

Jim and Jackie Payne for the Wednesday evening talk on the Perlan project.

Nancy Evans-Pohlrig for her talk on Thursday on the history of WSPA and the instrumental part she played in creating this group.

Dakota the Dog for keeping me sane.

I'm sure I've forgotten someone, somehow, and I apologize. So many people worked so hard and their efforts are still greatly appreciated. Next year our seminar will be in Varese, Italy!! You will be getting an email from Elizabeth about signing up for a Google group for the prospective attendees, so please sign up if you are at all interested in going to Italy for next year's seminar.

Anne Wright



### From the Editor

Well friends, we had another great and successful seminar with some of the participants getting the flights of their life. For me it was like recharging the batteries.. But there was also some sadness.: Since 1990, it was, the first time that my husband Wolf, did not participate. Over the years he was known as "Mr. fix-it-all", especially non-operating toilets at various seminar sites. For this he was awarded with the "Golden Plunger Award" at the 2008 seminar in Indiana. In Chilhowee he put his gardening skills to work and adorned the front of the club house with a flower garden, which brought him a lot of kudos. We have returned to Chilhowee several times since the seminars just to take care of the flowers. And we hope to go to Chilhowee again in October for the traditional "Oktoberfest" at the gliderport.

We have a big life style change coming up. We decided to sell our home of 43 years ( and the motor home) and move to a retirement community to have medical security when the need arises. Even we don't actively fly anymore, we will stay engaged in soaring, in our club and WSPA.

For me the highlights of the Minden seminar were the participation of Irit Abramovich from Israel which showed how far reaching WSPA has become and the visit by Nancy Evans Pohlrig, whose initiative we can thank that the seminars got started 37 years ago. which in turn led to the formation of WSPA in 1985

This issue of Hangar Soaring is dedicated to the 30 years of WSPA.

Thanks to all who made it such a successful organization.

Frauke



## WSPA AWARDS SEVEN SCHOLARSHIPS

By Phyllis Wells, Chair of Scholarship Committee

Every year when WSPA awards scholarships, I get better acquainted with the outstanding women in our organization. It starts with the generous members who help support our scholarship program with their fund raising efforts and their donations. Frauke Elber has worked tirelessly for years to make sure we always have items to sell, auction or raffle. Mary Rust **faithfully sets up "the store" at every seminar to facilitate sales.** Many members donate items for us to sell or raffle.

This year we have had two very generous donations from members. Neita and Mark Montague have added money to their scholarship fund so WSPA can now offer a sizeable scholarship to a member who is working on a commercial and/or instructor rating. The scholarship helps pay for the recipient to attend the Women Soaring Seminar which provides an opportunity to meet many of the WSPA members and to connect with role models who already are instructing. Additional scholarship money is available as the recipient moves toward her ultimate goal of becoming an instructor. Long time WSPA member and glider instructor, Monique Weil, has established a similar scholarship with her recent donation. Her scholarship is also for a member working toward an instructor rating. Frequently other members will donate anonymously to support the scholarship programs. Two members did so this year.

Then we have the amazing women who apply for the WSPA scholarships. All are worthy of our support. The scholarship judges have a difficult time selecting just one recipient per scholarship. They do finally accomplish that after much soul searching and angst. This year's winners are:



Christina Schreiber and Doedo Schipper

Christina Schreiber from Mile High Gliding in Boulder, CO received the Briegleb Scholarship of \$750 which enabled her to attend the Women Soaring Seminar in Minden and to work diligently toward her Private Glider License. An anonymous donor **added \$300 to Christina's scholarship which allowed her to have some additional instruction flights.** Christina is fortunate to have Gail and Doedo Schipper as her mentors.

Sophia Fremis is from York Soaring in Ontario, Canada. She has been involved in the Royal Canadian Air Cadets since she was 12 years old. At the age of 17 she decided to take up soaring and has become an active member at York Soaring. She has soloed and is well on her way to becoming a licensed glider pilot. The Sky Ghost Scholarship of \$750 will help her achieve her goal.

Laura Radigan has a passion for aerobatics and for sharing soaring with others. This year she received the Maria Faber Scholarship of \$750 which she used at the Women Soaring Seminar to add cross country experience to her soaring skills. She had several long distance flights during the seminar including wave soaring. Building time and earning her commercial rating are her goals.



Laura Radigan

Vanessa Nelson is new to soaring, but not to aviation. Growing up in an aviation family, she had her Private ASEL license by the age of 20. In 2004 she and her husband began restoring a Cub. In 2012 she flew solo from Oregon to Oshkosh, WI, a 4,000 mile round trip. Patty Viall, a close friend and WSPA member encouraged Vanessa to try soaring. Now Vanessa is determined to add a glider rating to her license. She will be flying at Red Tail Soaring in McMinnville, OR, using the Mid Kolstad Scholarship.

Mary Dalli from York Soaring in Ontario, Canada will use **Monique's Scholarship** to become recertified as an instructor. Mary had let her license lapse while she raised her son and taught school, but after helping with the Women Soaring Seminar last year at York Soaring she realized how much she missed instructing. When Mary began instructing at the age of 18, she was the youngest instructor in Canada. She has given rides to people with special needs through the Freedom Wings Canada program. In 2004 she had the opportunity to fly in Australia and New Zealand. Her experience as an educator will certainly enhance her ability as a glider instructor.

Marianne Guerin is the first recipient of the newly revised Flying Montagues Scholarship. Marianne will use the scholarship to obtain a commercial license and instructor rating. As required in the scholarship, Marianne attended the Women Soaring Seminar in Minden, meeting new members and re-visiting long time members. Observing instructors at the seminar, she was able to see positive role models in action and to better visualize her goals of becoming an instructor.

Elizabeth Roberts is the recipient of a special onetime scholarship of \$500. This award was made possible by an anonymous donation. Elizabeth is a student pilot at Albuquerque Soaring in New Mexico. She will use the scholarship to help pay for a week at CAP Glider Camp in Hobbs, NM. Elizabeth is 14 years old and already has the rank of Cadet Master Sergeant in the Civil Air Patrol. As a member of Albuquerque Soaring, she helps with line crew duties and has started glider instruction.

I know you will agree that these are all outstanding women pilots. If any of them live or fly near you, please encourage them as they work toward their soaring goals. We all need moral support now and then and that is what WSPA is all about, helping each other.

Thank you to our generous donors	Frauke Elber	David Istance	Michael Pohl	Charlotte Taylor
	Nancy Evans-Pohl	Karen Kalishek	Laura Radigan	Kathleen Taylor
	Kristin Farry	Ken Karges	Silvio Ricardi	Nick Thomas
	Irit Abramovich	Biff Forbush	Dale Roberts	Pat Valdata
	John Apps	Ulrike Franz	Margaret Roy	Patty Viall
	Jenny Beatty	Elke Fuglsang-Petersen	Mary Rust	Kent Waymire
	Cheryl Betson	Bernard Gross	Michael Rust	Kristina Waymire
	Heinrich Beutel	Peter Gross	Gail Schipper	Phyllis Wells
	Aly Bond	Megan Grusenmeyer	Doede Schipper	Sam Whiteside
	Elizabeth Brock	Patrick Grusenmeyer	Michael Schneider	Anne Wright
	Tim Burm	Marianne Guerin	Christina Schreiber	
	Reba Coombs	Amy Guyton	Jessica Stearns	
	Linda DeMarco	Laurie Harden	Mike Sullivan	
	Maja Djurisc	Kate Harps	Gary Swift	
Terry Duncan	Donna Hatch	Elizabeth Tattersall		

## Year End Financial Report

Fiscal Year: July 1, 2014 - June 30, 2015

Status as of June 30, 2015

By Mary Rust, WSPA Treasurer

<b>INCOME:</b>	
Prior Chg Bal 6-30-2014	\$ 15,783.31
Fundraisers	\$ 670.00
Membership Dues	\$ 3,661.21
Scholarship Donations	\$ 27,255.10
Gen Op Donations	\$ 358.41
York Sem	\$ 215.49
Minden Sem	\$ 13,369.23
Misc. Sales	\$ 606.24
Cash Box (In)	\$ 400.00
Pymts from A. Moore	\$ 116.00
Xfer Monique & TFM Funds from Savings	\$ 12,000.00
PayPal Fee reimbursement	\$ 10.45
Sectionals SoaringNV	\$ 69.63
<b>TOTAL INCOME</b>	<b>\$ 74,515.07</b>

<b>EXPENSES:</b>	
Postage	\$ 59.16
Newsletter (Incl roll stamps)	\$ 368.75
Web Page Fees	\$ 140.00
Tax Prep.	\$ 175.00
Office, copies, printing, etc	\$ 12.73
Cash Box (Out)	\$ 400.00
York Seminar	\$ 6.72
Minden Seminar	\$ 7,257.67
Cash Exchange Fees Canada	\$ 40.00
WSPA Scholarships	\$ 8,829.28
Bank Fees - New Checks	\$ 265.82
Xfer Monique & TFM Funds to Chas Schwab	\$ 35,000.00
Texas Corp Fees	\$ 5.00
Awards	\$ 74.76
<b>TOTAL EXPENSES</b>	<b>\$ 52,634.89</b>

<b>ASSETS:</b>	
<b>Cash:</b>	
Compass Checking Acct	\$ 22,452.03
Compass Savings Acct	\$ 13,612.97
<b>Cash Total</b>	<b>\$ 36,065.00</b>
<b>Investments:</b>	
Schwab	\$ 92,965.81
<b>Investments Total</b>	
<b>TOTAL ASSETS</b>	<b>\$ 129,030.81</b>

<b>LIABILITIES:</b>	
<b>Past Liabilities:</b>	
Scholarships (prior year)	\$ (435.50)
Sectionals - SoaringNV; misc of. Expenses - M. Rust; book costs - F. elber	\$ (351.70)
<b>Current Liabilities:</b>	
Scholarships (current year)	\$ (4,250.00)
<b>TOTAL LIABILITIES</b>	<b>\$ (5,037.20)</b>

<b>Total Assets vs. Liabilities (NET) =</b>	<b>\$ 123,993.61</b>
---	----------------------





Photo: Dodoe Schipper

front row: Laurie Harden, Mary Rust, Maja Djurisc, Margaret Roy, Frauke Elber, Neita Montague, Ali Bond, Christina Schreiber, Kristina Waymire, Elizabeth Tattersall, Linda Mae Hivert, Mike Rust & canine Dakota  
 2nd row: Tupper Robinson, Mike Moore, Cheryl Betson, Gail Schipper, Kristin Farry, David Istance, Irit Abramovich, Megan Grusenmeyer, Phyllis Wells, Anne White, Elke Fuglsang-Petersen, Amy Guyton  
 3rd row: Ed Lord, Dale Roberts, Mark Montague, Alexis Latner, Kate Harps, Terry Duncan, Karen Kalishek, Maryanne Guerin, Patty Viall, Stefan Valentin, Phil Plane, Ken Karges  
 4th row: John Apps, Dana Pierson, Silvio Ricardi, Laura Radigan, Kent Waymire, Randy Owings, Tim Gardner, Mike Sullivan.

I didn't know until very late if I could come to the seminar but in the end I was able to. On my flight from Richmond, VA to Dallas Fort Worth I saw something I had never seen from any aircraft: a rainbow in 34 000 ft and with a polar looking cloudscape far beneath us. It was an absolute stunning sight. In DFW we had a technical delay. **Therefore I didn't arrive in Reno** until a quarter past 1 AM. But a good night sleep let me overcome the long, strenuous flight (10 hours) and the jetlag (3 hours). Mike Rust picked me up at the hotel in Reno on Sunday morning to drive me to Minden.

Elke reported in her on-line postings:  
*"Although the 2015 seminar didn't kick off until Monday morning, many women arrived on the weekend before. Saturday's weather was supposed to be the best thermal day of the weekend, so an armada of gliders was shipped over from Air Sailing. Well, of course not shipped! Marianne Guerin, Gail Schipper, Neita Montague and Alexis Latner simply*

By Frauke Elber, Elke Fuglsang-Petersen

Nancy Evans Pohlig

By Mary Rust



(Ed.note): Nancy Evans, spurred on by Bertha Ryan and BG Holden petitioned the SSA to hold an all-women gathering. The SSA consented and Nancy organized the first Women Seminar in 1978 in Tehatchepie, CA. These seminars which in 1985 led to the foundation of WSPA have been held ever since.

Nancy visited this years seminar and gave a talk on the early years. Mary Rust introduced her:

WORKED FOR SSA FOR 4 YEARS:

- FAI Awards Coordinator
- Awarded Badges, National & World Records
- Organized: Homebuilders Workshops and Women's Soaring Seminars
- PASCO Wave Camp Mgr. 1979

Five + Women's Soaring Seminars

- Editor of "Hangar Soaring" 1977-1986
- CA State Record Keeper
- SGS 1-26 Association Regional Contest early 1980's
- Rabbit Dry Lake Auto-tow Contest

AS A VOLUNTEER, ORGANIZED:

- Physiological Training
- (Continued on page 6)

soared them down to Minden while their crews (husbands) pulled the empty trailers to the world famous airfield. Marianne took her chance and enjoyed some sightseeing in her LS 8 on the way, enlarging the OLC-distance to almost 270 km. Gail and Neita, in two Libelle-gliders, went a little straighter to be in time for dinner, and last but not least Alexis relocated the Montague's ASK 21 to Minden on the shortest way (122 km)."

46 had registered for the seminar.

Arriving at the Minden airport, I went straight to the SoaringNV hangar where all the indoor seminar activities including most of the meals took place. Mary Rust had already set up the WSPA shop and what a spread it was. Kate Harps and husband Dale Roberts were in the progress of wrapping little gifts to be handed out throughout the seminar. As a non-flying attendee, I just wandered around, greeting old friends, introducing myself to new members and meeting people whose names

(Continued on page 6)

(Continued from page 5)  
 were familiar to me but whom I had never met. Several of us met at the Tail Dragger Café right at the airport for a light dinner that evening and it was there that I **learned about Elke's exciting flight** with Jim Payne the day before.

An excerpt from Elke's report reads:

*"Jim Payne had graciously invited me to try the new Schemp-Hirth flagship, the Arcus, and find out about the wonderful soaring at Minden. We self-launched from Minden at 10:30 AM and headed southwards as soon as we got to altitude, simply ignoring jetlag, airsickness or whatever could get in our way.*

*We found all kinds of lift: Starting with thermals, the White Mountains had to be ridge-soared, over the desert we found nice cloud-streets and convergence lines along Nevada's "ripples". The day ended with wave over Carson from where we flew on northwards to enlarge the total distance to 1159.33 km. After 9 hours and 40 minutes, I had to switch on the strobe and position-lights, as it was already getting dark. Six minutes later we touched down on **Minden's airport**".* (see OLC from June13, 2015)

Monday morning was the official opening of the 38<sup>th</sup> Women seminar (coinciding with WSPA's 30th anniversary). The seminar participants were treated to a sumptuous breakfast buffet provided by Phyllis Wells and her helpers Mike Rust, Randy Owings and Ken Karges, **Amy Guyton's husband. This crew** displayed its culinary prowess throughout the seminar, serving breakfast, lunch and one dinner. A big thanks you to you all. Breakfast was followed by several presentations familiarizing the seminar participants with the Minden-Tahoe rules, the weather and the flying particulars. Shortly after the lectures the big hangar emptied out with SoaringNV golf carts ferrying people to the glider runway. **Mary's WSPA shop was open** throughout the day and all the following days.

The day closed out with a picnic dinner at the nearby town of Genoa's municipal park.

(Continued from page 5)

Sessions for glider pilots (Altitude Chamber) at Edwards AFB  
 Organized and managed first Region 12 Wave Camp California City 1985  
 Helped organize WSPA – wrote the first Bylaws  
 Presented the WSPA as division of the SSA

10. Helped develop the Awards Program and Scholarships

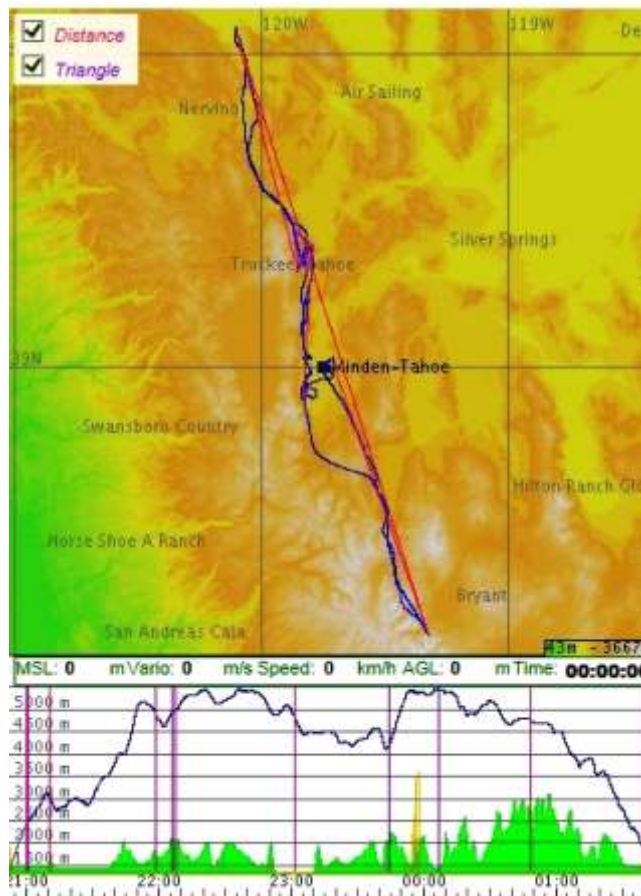
FLYING EXPERIENCE:

800hrs mostly in a SGS 1-26  
 Earned Gold Badge #1150;  
 Diamond Altitude, at Minden, NV  
 Held the NV Altitude Record

**Kate Harps' winning Limerick**



In Minden there is excellent soaring  
 So WSPA came here exploring  
**They didn't need motors**  
 Just utilized rotors  
 And aced out the OLC scoring



Irit's flight, see OLC 6/19/2015

I enjoyed meeting our three young participants: Ali Bond from Ohio, Christina Schreiber (niece of Pat Valdata) from Colorado who was watched over by fellow Coloradans Gail and Doedo Schipper and Kristina Waymire from Ohio who had come with her father. It was nice to see how these three bonded during the seminar. Our international participants were Elke Fuglsang-Petersen from Germany, whose soaring reports can be read in several international soaring publications and Irit Abramovich from Israel, a first for WSPA.

For the rest of the seminar the days followed a familiar pattern: lectures in the morning, flying during the day, short segments of the General Meeting and presentations in the evening. Some pilots had set themselves some goals: **Ali Bond wanted to reach 10 000'** altitude, which after some hard aerial work she achieved in the ASK21 with Mark Montague in the back seat. Christina Schreiber, **who hadn't soloed yet, flew her first unassisted take-offs and landings.** Marianne Guerin had her first real wave experience: Laura Radigan, flew with Harry Fox, Bay Area **Soaring Associate's President**, in their DG1000 to just under 17,999ft for a 350 km flight. Maja Djuric in the same ship but with Ed Lord in the back seat climbed to 11,500ft. Thanks Harry and Ed for making this beautiful ship available.

Wednesdays dinner was provided courtesy of local realtor Sam Whitehead (thank you very much Sam) and executed by Phyllis Wells and her helpers at the SoaringNV hangar. Several local 99 members joined us at the dinner.

On Thursday, Elke got another opportunity to go on one of Jim Payne's **legendary flights.** For this she had to get up at 4:00 AM. They took off at 5:30 AM but the wave did not cooperate. Elke reported: *"I really enjoyed the sunrise over the mountains, the quiet air, breakfast in the glider and a 5:45 hr Farewell -to-Minden flight."* They were back for lunch.

Memorable evening presentations were the Tattersall's presentation of crewing for Jim Payne in Argentina; Jim and Jackie Payne's report on Jim's flying career and the status of the Perlan project. A



special treat was Nancy Evan Pohligh's view back how the seminars and WSPA got started. Several of the 1985 seminar (and earlier seminars) participants stopped by during the week or participated in the seminar: Margaret Roy, Nancy Evans Pohligh, Marion Barritt, Karol Hines, Linda Mae Hivert, Mary Rust. (this editor was a charter member of WSPA but not a participant in the early seminars).

The seminar ended with the traditional banquet.

**Elke's final report read:**

*"The seminar ended with the traditional banquet, a tasty home-style dinner at a restaurant in Gardnersville. We had already started with the soup when Irit- our new member from Israel- and Tim Gardner arrived. They had big smiles on their faces, but looked exhausted. So what had happened???"*

*Elisabeth who knew what had been going on spoke up: "They just beat Jim Payne!" Irit, who had traveled the longest way to Minden, was rewarded with the best flight of the seminar week: five hours and almost 500 km in the famous (weak...) Minden wave. Thank you Tim for your great support".*

Neita Montague was recognized for her outstanding service as WSPA's previous president. This year's Limerick winner was Kate Harps.

A big Thank You went to Laurie Harden and her SoaringNV team for an outstanding and fun seminar.

**A big Thank You to all the helpers of SoaringNV**

Phil Plane, Weather, Lecturer (New Zealand)  
 Mike Kuenzi, Line Crew Chief  
 Mike Brooks, Line Crew  
 Cole Pinther, Line Crew  
 Spencer Karam, Line Crew  
 Grant Dunkleman, Line Crew  
 Zack Fisher, Line Crew

Tim Gardner, CFGI, Presenter, Acro Instruction  
 Elizabeth Tattersall, CFGI  
 Mike Moore, CFGI and Tow Pilot  
 Stefan Valentin, CFGI and Tow Pilot (Austria)  
 Silvio Ricardi, Chief Tow Pilot  
 Dana Pierson, Tow Pilot  
 Patrick Parnell, Tow Pilot  
 Jill Thurston, Office  
 Reba Coombs, Office  
 Tupper Robinson, Guest CFGI flying '3V'

**"It takes a village"...to run a seminar**



Photo: Frauke Elber

Pawnee cowboy Silvio Ricardi

**Registered Seminar Participants**

Irit Abramovich, Israel  
 John Apps, CA  
 Cheryl Betson, CA  
 Ali Bond, OH  
 Reba Coombs, NV  
 Maja Djuriscic, CA  
 Terry Duncan, CA  
 Frauke Elber, VA  
 Kristin Farry, MD  
 Elke Fuglsang-Petersen, Germany  
 Tim Gardner, NV  
 Megan Grusenmeyer, LA  
 Marianne Guerin, CA  
 Amy Guyton, MI  
 Laurie Harden, NV  
 Kate Harps, CA  
 David Istance, CA  
 Karen Kalishek, WI  
 Ken Karges, MI  
 Alexis Latner, TX  
 Mark Montague, NV

Neita Montague, NV  
 Paul Osborn, KY  
 Randy Owings, AZ  
 Phil Plane, NV (NZ)  
 Nancy Evans Pohligh, CA  
 Michael Pohligh, CA  
 Laura Radigan, FL  
 Silvio Ricardi, NV  
 Dale Roberts, CA  
 Margaret Roy, NY  
 Mary Rust, CA  
 Mike Rust, CA  
 Gail Schipper, CO  
 Doedo Schipper, CO  
 Michael Schneider, CA  
 Christina Schreiber, CO  
 Mike Sullivan, NV  
 Gary Swift, NV  
 Elizabeth Tattersall, NV  
 Patty Viall, OR  
 Kent Waymire, MD  
 Kristina Waymire, MD  
 Phyllis Wells, AZ  
 Anne Wright, MI  
 (Dakota, the seminar dog, CA)



Photos: Frauke Elber

Amy & Elke, Mary, Laurie Ali, Anne & Megan, Dakota

<https://groups.google.com/forum/?hl=en#!forum/wspa-2016-seminar-varese>

Planning for the 2016 Seminar in Varese / Italy June 27—July 1, 2016

The owner of the group has set your subscription type as "Email", meaning that you'll receive a copy of every message posted to the group as they are posted

Welcome to the 2016 WSPA seminar email group! You will receive emails about planning for the seminar June 27-July1, 2016 in Varese, Italy. We hope to see you there!

Do's

- ask questions on any aspect of logistics and aviation regulations
- post any information you think helpful
- try to coordinate international flights by region, ground transportation, rooms, side trips, car rentals, etc.

Caution: Please help us cut down on unnecessary traffic by replying to an individual when appropriate vs the entire group.

Looking forward to another great year!

Elizabeth Tattersall & Megan Grusenmeyer

## In the News In Memoriam

After a long and difficult illness, Geogeo Litt passed away on June 16, 2015 at the age of 84. She was the matriarch of a soaring family of which her son, Baude Litt, is the best known here in this country. Geogeo was a Belgium National Champion and flew in several International Women Competitions (before they were called Women World Championships). She and fellow country woman, the late Gill van den Broeck were very good friends and had many soaring adventures together. Geogeo was also a Majewska Medal recipient and an inspiration for many. I had the opportunity to meet her in New Castle, VA where her son was competing.



Geogeo Litt, Frauke Elber

Sarah Arnolds wins FAI Combined Class at Region 5 South with a placing of 5<sup>th</sup>.

1<sup>st</sup>, 1<sup>st</sup>, 1<sup>st</sup>, 1<sup>st</sup>.

...Furthermore, SHE GRIDDED AT THE BACK OF THE GRID and TOWED THE CONTEST IN HER CALAIRE before getting in her ship and beginning the contest. She was the last one to launch after a grid of 30+ other ships. "Wonder Woman"...that's my girl!!!!!!

Lynda LaBerge



Sarah and Jason Arnold in Cordele, GA

Note from Sarah: Chilhowee Gliderport is operational again after a total rebuild.

## Pat Valdata's newest book is available



A book of dramatic monologues told in the voices of women aviation pioneers.

Pat sent the following reading sample

She Will Fly Today  
Geneve Shaffer (c. 1894–1976), first American woman reported to solo a glider, 1 August 1909 (?)

I might not have flown it if Cleve and I hadn't built it. My flight was short and no great shakes. Don't tell Cleve, but piloting a free balloon is a lot more fun.

*A note about the poem: Although Shaffer and her brother Cleve claimed that she did fly his glider, they had no documentation to prove it, and so the claim was never verified, although the Smithsonian does credit her with it. The only information I could locate about it was a newspaper article from 2 August 1909 stating that she actually didn't fly it on the 1st because of a mechanical problem, hence the question mark. Math fans may notice that the form of this poem is a Fibonacci, in which the number of words in each line corresponds to the beginning of the Fibonacci sequence of numbers: 1, 1, 2, 3, 5, 8, 13.*

Cathy Williams participated in the 1-26 Championship in Minden-Tahoe and finished 6th out of 15. This contest wasn't as lucky weather-wise than the WSPA seminar. The Virginia Schweizer Trophy was not awarded since only one woman flew in the contest.

SkylineSoaring Club and WSPA member Kaye Ebelt passed her checkride on July 7th. She was even thrown a huge curveball by the glider gods, but she handled it with ease and passed with flying colors. (see the Skyline Facebook page for pics). As a **certificated pilot, Kaye's first glider ride was given to WSPA's Ellie Renshaw** (see picture attached – Kaye in the front seat, Ellie in back). The WSPA members are making headlines at Skyline Soaring Club. Reynolds Renshaw



## Welcome New Members

Irit Abramovich, Israel  
Alii Bond, OH  
Joan Alice Burn, DE (life member)  
Kaye Ebelt, VA  
Richard Friedman, TX (rejoined)  
Megan Grusenmeyer, LA (rejoined)  
George Kramer, KY  
Vanessa Nelson, OR  
Mark Nyberg, NC  
François Pin, TN (life member)  
Marici Reid, OR  
Elizabeth Roberts, NM  
Christina Schreiber, CO  
Star Simpson, CA  
Miriam Stemmler, Switzerland  
Kristin Steward, CA  
Michael Sullivan, NV

## Participants in the 1985 seminar at Air Sailing

Rose Mary BALTRUSAITIS

Alyse BORLAND

Elaine & Roc CUTRI

Janet & Roger CLARK

Diana DOTY

Jana & Steven DRANE\*

Linda DRAPER\*

Nancy Lee EVANS

Nancy HAYDEN

Peggy HINE

Karol HINES\*

Anne JOHNSON

Nancy LaRIVIERE

Theresa MCDONALD

Skip&Charlie MILLER

Eulalia NICHOLS\*

Ann NIELSEN

Stephanie RIDDLE

Margaret ROY\*

Jessie SCHILLING

Marilyn SCHUMACHER

Jo & Charles SHAW

Sharon SMITH\*

Lyrinda SNYDERMAN

Shiela TENDY

Pat & Bob VALDATA-SCHREIBER\*

Dianne WEIDENHAMMER

Monique WEIL\*

\*these are still WSPA members



The Women's Soaring Seminar idea started in July 1978 as the result of a cross country flight I made out of Inyokern, California in my 1-26E. On that summer day I had the honor of sharing the takeoff line with Bertha Ryan and BJ Holden. I was lucky to have another lady glider pilot from the east coast with me who volunteered to crew for me. BJ Holden first towed me and then Bertha. Then the tow pilot arrived to get BJ in the air. I enjoyed some great local flying in the Sierra Mountains with Bertha and BJ, then headed north to see how far I could go. Both Bertha and BJ told me the following week that they were glad **they weren't flying a 1-26** that day, as it was an extremely turbulent mountain soaring day.

The flight was the first time that I made it beyond Lone Pine. The Sierras were so rough that I had to thermal at 60-65 mph to keep from stalling. I climbed to 15,000 ft over Mount Whitney and made my jump across the Owens Valley at Lone Pine. Losing 10,000 ft I almost landed, but was able to crawl my way up to the top of the Inyo Mountains where the cloud street super highway began. The flight lasted 5:02 hr.

The flight turned out to be from Inyokern to Mina VOR and return to Bishop Airport, over 200 miles. It was a very rough and exciting day in the Sierra and White Mountains. On the long, five hour drive home, my crew, another lady sailplane pilot, and I talked about how inspiring it was to share soaring with such awesome lady pilots. We wondered if it would be possible to get many **more women pilots together for a Women's Soaring Seminar**. At the time I was the FAI Awards Coordinator for the Soaring Society of America, and we decided to see if they would sponsor the event. The next day at work, I proposed the idea to my boss, the Executive Director. He said it was a great idea, and asked me to plan it for the summer of 1979. At this time in the 1970s, some women pilots disliked the idea of a separate event, so we were not sure that the seminar would be well received. The hope was that other lady pilots would feel the inspiration that we felt that day at Inyokern.

**The first Women's Soaring Seminar** was held in 1979 at the Skylark North gliderport in Tehachapi, California. The top women pilots of the day were flown in by SSA:

Doris Grove  
Sabrina Jackintell  
Erica Scurr

We had about twenty ladies attend. The seminar was a wonderful success and the SSA continued to sponsor the next five seminars. We

didn't have any trouble getting host sites for the seminars. Doris wanted the 2<sup>nd</sup> seminar at Ridge Soaring, Pennsylvania. Sabrina Jackintell brought the 3<sup>rd</sup> seminar to Black Forest, Colorado. Sharon Smith and the Texas Soaring Association hosted the 4<sup>th</sup> seminar, and Nancy LaRiviere organized the 5<sup>th</sup> seminar at Ephrata, Washington. The 6<sup>th</sup> seminar was held in 1985 at Air Sailing, Nevada, and managed by Janet Clark, with 25-30 attendees. **At that seminar we voted to create the Women's Soaring Pilots Association,**

and apply to make it a division of SSA. I contacted SSA to see if they would agree, and they were very supportive. We needed to be incorporated, create bylaws, elect officers, etc. Sharon Smith, being a lawyer, worked on getting WSPA incorporated. I used the 1-26 Association bylaws as a guide to create ours. We had an election of officers and also a contest for the WSPA logo. The beautiful, timeless

logo that WSPA still uses today was created.

Years earlier, Bertha Ryan had started the Hangar Soaring newsletter and asked me to take it over prior to the first seminar. Hangar Soaring then became the official WSPA newsletter. WSPA formally asked SSA to approve our status as a Division of SSA. By this time, we had a wonderful group of core ladies who attended year after year, and encouraged others to join. These ladies have made sure that WSPA remain active and successful. WSPA has returned to many of these early seminar sites numerous times. I believe that Sharon Smith has attended the most seminars, beginning with our first at Tehachapi.

I can honestly say that back in 1979, none of us could have imagined that the WSPA could be such a great success, with Seminars not just throughout the United States, but around the world. Never in my wildest dreams did I ever think that I would be telling this story at the 35<sup>th</sup> **Women's Soaring Seminar in Minden, Nevada, in 2015.**

**Spending time at this year's seminar, I felt the same inspiration that I experienced that day in July, 1979, at Inyokern, California. Who knows – some day I may be pulling our little 1-26E out of storage and get back in the air because of all of you.**

### **The 1985 Seminar participants in Air Sailing**

There are still several unidentified persons in the picture.

When you know who they are please contact the editor at [fandw\\_elber@cox.net](mailto:fandw_elber@cox.net)



## Memories.....

(Ed. Note: I contacted several of the 1985 seminar participants and asked for their memories. I will start with the stories on the following pages and will continue with them in the November HS issue. Please readers, when you were in the early seminar participants send me your memories)

### MOM'S GOLDEN SEASON

By Steve Nichols (Eulalia Nichols' son)

I have always felt that one of the best things about soaring was the satisfaction that I derived from progressing along each step of the learning curve. The pleasure of achieving new plateaus, and the satisfaction of sharpening my skills each year in the pursuit of new goals. It can be equally satisfying to watch someone you are close to achieve their soaring goals. **This is the story of my mother's "Golden Season".**

When mom bought a one third share in a Ka 6 CR in November of 1984, she had logged over 800 hours in powered aircraft during 41 years of flying, but she had not yet completed a single soaring badge leg. When she began to set goals for the 1985 soaring season, she set out with a **very practical "one step at a time" approach, and proceeded to practice her way toward attaining each goal.** Mom felt that the first step was to become completely, totally confident in her thermaling ability, so she spent as much time as possible in the cockpit during the winter months, building her concentration, and stamina. Winter and spring soaring conditions along the Gulf Coast are often characterized by narrow, blue thermals, or very low cloud bases, and weak lift. Some might say that perfectly describes the type of weather a Ka 6 was designed for! After several three hour flights in weak conditions, she had an easy five hour flight in May.

She decided to participate in the Women's Soaring Seminar at Air Sailing gliderport near Reno, and if possible to attempt getting her Gold or Diamond Altitude Gain while at the seminar. She certainly was not going to get a gold altitude in Houston. It proved to be too windy for the cross country portion of the seminar, but the wave was working, and gold altitude was in the bag. Unfortunately, the air-space window above flight level 18 did not open up until after she had returned to the gliderport, so that another pilot could have a go at the wave.

Her trip to the Women's Soaring Seminar provided a wealth of new friends, and she was exposed to ridge soaring for the first time. She also broke the ice with her first outlanding, at a near by duster strip. How "duster" was it? Well, lets just say the takeoff was briefly IFR, as in "I Follow Rope". Getting to meet and fly with thirty other women glider pilots was great fun, and getting her gold altitude leg really proved to be a springboard for the rest of the season.

Part of every successful soaring season is having good equipment to fly and a dependable trailer and retrieve vehicle. The previous owners of the Ka 6 were not cross country pilots, and the trailer showed it with very erratic handling characteristics while being towed. This problem was exacerbated by the subcompact car that mom was driving at the time. I think the trailer may have actually outweighed the car. When on tow at speeds above 40 mph the trailer frequently tried to outrun the car, making getting anywhere slow and occasionally very exciting. One of her partners and I spent a day moving the axle on the trailer back about three feet, and then spent the next three days bodily recovering from the modification. After having the rest of the trailer modifications done professionally, she was ready to take on the cross country season.

For her first task she chose a silver distance course to our neighboring glider club to the north located at Hempstead. The course would take her over several private strips suitable for an outlanding if she was forced

down. Unfortunately the day did not turn out to be as strong as anticipated, and after painstakingly working her way along for 25 miles, she was forced to land at a crop duster strip called Woods #2.

**After dodging the 50' radio antenna mounted on the top of the hangar at the approach end of the runway, she realized that the dirt, left over from the construction of the runway, had been piled along each side of the runway.** The dirt was piled five to six feet high and to make matters worse a barbed wire fence had been installed on top of the dirt berm. Staying in the exact center of the runway left her about two to three feet of clearance from the berm on each side. She came away thinking that landing off airport might have been less risky.

We had maintained radio contact during her flight, and when she committed to her approach I told her that we were only a few miles away and would see her soon. It goes without saying that Woods #2 is a private strip, but I had no idea just how private it was to go to prove to be. After an hour of unsuccessfully looking for the strip, I was beginning to think that I was going to have to explain how I had lost my mom. This was before GPS, and I knew where the strip was supposed to be based on the sectional, but it just was not where I thought it would be on the ground. She had told me to look for the hangar on the north end of the runway right next to the road. Easy for her to say, but I could not find the hangar.

Two hours after she landed, a fellow club member that had driven his vehicle on the retrieve found her behind fifteen to twenty feet of vegetation that completely obscured the hangar and the glider from the road. **If Earl wasn't part blood hound she might still be there.**

Undeterred by this initial setback, although somewhat less than confident in her crew person, she tried again for her silver distance and was successful. When I arrived in Hempstead, the first thing she said was "it was so easy". On the way home we stopped at an intersection in the highway, with a road sign that said Bellville 15 miles further to the west. She looks at the sign, turns to me and says, "next time I'll go there".



Eulalia Nichols and her Ka6

After a dual cross country with Al Heath in the twin Grob over the first third of her preferred gold distance course, she felt ready to tackle the next level of difficulty. She chose a straight out course to Clifton Municipal airport thirty miles northwest of Waco. Two other club members flying LS-3s were also going to use Clifton as a turn point for their 500k out and partial return task.

Arriving at the field at 11:00 am, about two hours later than her crew felt she should have, she promptly cornered Jim Gibbs and Earl Barbin to rig the Ka-6. I seem to recall that I was the duty instructor that morning, anyway, that's my excuse for not having the glider already rigged for her. Since she was "going for the big one", she even took time to tape all of the gaps (as if it would make any difference). After loading the barograph, I found out that my crew radio had suffered a battery failure (do you get the impression that I fly better than I crew?), so Jim Gibbs loaned me his ground station with his special I-can-hear-you-from-Kansas antenna. **Then we started loading the glider with the rest of her "essential stuff".** Essential stuff translates to: extra clothes, small cosmetics bag, (hey I don't ask, I just load it up). It was a very rushed start for such a long flight, but she got in the air by 12:30.

As usual, mom got off tow at 1,500'. Her rationale being, if I can get up at the field, I can get up out in the boonies. She got away from the field before I did, and our radio communications were intermittent at best as I tried to keep up. I was having difficulty keeping up because I was driving the Mercury equivalent to a Ford Escort, dragging a thirty foot long ex-horse trailer. It was slow going for her over the first 25 miles, but as conditions began to improve she began to push along. Conditions began to down cycle as she approached 60 miles on course, and one of the LS-3 pilots was low a few miles further ahead of her. Approaching Lake Somers-

ville she had to slow down and pick her way along the length of the lake, perpendicular to her course line, until she found a strong thermal near the center of the upwind side of the lake. Shortly after getting centered in the thermal she was joined by one of the largest hawks that she had ever seen. It came in below her, thermaled up through her (there are some things that will out thermal a Ka-6, but not many) and then went out on course to mark the next thermal for her, where she was joined by two more hawks. While she was cavorting with the hawks the blue hole that had been blocking her run further north, filled in, allowing her to progress up toward Cameron.

By the time mom reached Cameron, one of the LS-3 pilots had landed out and the other was struggling. An upper level disturbance was pushing a line of high cirrus out over the course line west of Waco. Coming out of the lake Somerville area I could see the heavy cirrus deck building ahead of her on course, and I asked her if she thought it would shoot her down. She was talking to one of the LS-3 pilots who was being forced down at McGreggor, which would be well short of the distance that she needed. After considering her options, we agreed that her only chance seemed to be to try to stay in the sun by detouring to the east of Waco and to then try to get far enough north on that line of flight.

When I arrived in the Cameron area about 45 minutes behind her, the sky was totally overcast, with no CUs at all. At that point her chances did not look good, and I drove on as fast as I could, afraid that she would go down some place while we were out of radio communication. I assumed that we were out of communication because she was low, and I was right. She had left Cameron at 5,000 feet agl, but encountered no workable lift **as she moved northeast to Marlin and had dropped to 1,200' agl.** After getting the airport at Marlin in sight she felt comfortable working the weak lift that she found over the red clay fields adjacent to the airport.

Finally after scratching around for awhile she connected with a good thermal to 5,500', and informed me that she was heading for Waco. As I drove into the Marlin area, there was only one band of cumulus heading toward Waco; the rest of the sky was dead. The high cirrus increasingly overcast the area, but there was some streeting to the few CUs left, and she encountered generally good lift near cloudbase.

As I approached Waco, she radioed that she had the airport at Hillsboro in sight with altitude to spare. From Waco to Hillsboro she had a continuous street of moderate lift and was able to dolphin fly the last thirty miles without thermaling.

After convincing the fellows flying model airplanes off the end of the runway that she had not crashed, and yes, gliders typically have their wings sticking up in the air like that after they land, and yes, everything is will be ok if you will just help me push the glider to the ramp. She then got to watch her crew arrive followed closely by the local police.

I had flagged down the officer to get directions to the airport (some men do need directions), and the officer decided that he had to see this woman glider pilot for himself (women glider pilots probably qualify right up there **with UFO's in that part of the country**). Since he was handy I drafted him to help me put the wings into the trailer.

The cloud street that mom had used to get from Waco to Hillsboro on was still there even after we had de-rigged. They were the only CUs in the sky. Mom had flown 192 miles in five hours and fifteen minutes, and to say that she was elated would be a considerable understatement. As we drove to dinner she told me how she thought that she would have to land at Marlin, **but she just didn't want to quit, and kept it going by scratching from one plowed field to another** looking for a good thermal, and about thermaling with the biggest hawks that she had ever seen over Somerville and the wonder of seeing them moving out onto course with her from thermal to thermal. For myself, there was enormous satisfaction in helping her to work toward her goals and seeing her soaring dream come true.

Unfortunately the adventure was not over. The little tow car that thought it could, blew a head gasket in a little town renowned for the quality of its attorneys, but unfortunately not for its auto mechanics. Three days later **we were on the bus for home, but that's another story.**

(Thank you Steve to let Hangar Soaring reprint this story)

Pat Valdata writes

I recently received copies of my new poetry book, *Where No Man Can Touch*, a volume of dramatic monologues told in the voices of women aviation pioneers. The idea for this book would never have come to me if I **hadn't been a pilot myself, so although I started writing it in 2011, the book** really had its start when I first handled the controls of a 2-33 and knew that flying would be a passion of mine from then on. That was July 26, 1977. It would take me almost three years to get my rating, on April 10, 1980, a combination of being a slow learner and dealing with East Coast weather. But one of the first things I did on getting that rating was to attend the 2nd Women Soaring Seminar, held that year at Ridge Soaring Gliderport in Pennsylvania. **I am proud to have Doris Grove's signature in my first logbook!**

The women's seminar, then sponsored by the SSA, became an annual highlight for me. The next year it was at the old Black Forest Airport in Colorado Springs, followed by Texas Soaring Association in Midlothian, Texas (1982); Seattle Glider Council in Ephrata, Washington (1983), where I picked up my silver distance; back to Midlothian in 1984; and then a double-header in 1985: an eastern seminar at Ridge Soaring and a western one at Air Sailing. At that western seminar, in a dusty trailer, six of us sat around the dinette table while Nancy Evans made her case for a **women's soaring association. It was an exciting time, and I was honored** to be part of the group that brought the WSPA into existence.

It has been amazing to watch this organization flourish over the years. First we took over administration of the annual seminar. Then we started **attending SSA conventions. We've become a truly international organiza-** tion, with seminars in Slovenia, then Canada, and next year, Italy. Our previous Board led us through some difficult financial times, and we came through that with better procedures in place to help this organization continue to run smoothly. It will only get better each year.

I am so grateful for the opportunities that the WSPA offers all women glider pilots: the chance to fly at different locations, under different conditions, in different sailplanes. (Not to mention I have a heck of a T-shirt collection!) But mostly, I love the WSPA because through it I have met incredible role models, learned from amazing instructors, and become friends with the coolest women in the sport! And now my niece Christina Schreiber has joined us, flown at a seminar, and seen for herself how wonderful it is to be part of this organization. I am one proud aunt!

Even though Christina and I have seen each other only a handful of times, **because she lives in Colorado and I'm in Maryland, we have a new way to connect through the WSPA. It's that feeling of connection that led me to** research other women pilots, including glider pilots Geneve Shaffer, Maxine Dunlap, and Anne Morrow Lindbergh. We all stand on the **shoulders of women who heard people say "girls don't do that" and went ahead** and did it anyway. Our lives and our flying are so much richer because of it! So welcome, Christina, and welcome to any members who are new to **the sport or to the WSPA. You're going to love it!**

Elaine Carlson contributed her memories

**In the late 60's I worked at UCSD and sometimes watched the gliders at** Torrey Pines. Was about to see about joining the glider club when my job moved to St. Louis. The local community college had a course called *Ground School for the Private Pilot* and I signed up. At the conclusion of the course we took the FAA written exam which I passed. I still had never been in a small aircraft of any type and asked the instructor if I could take

(Continued on page 12)



*(Continued from page 11)*

a lesson to see what it was like, but that I could not afford much more than that. Of course it did not end there. Years later when I called to tell him that I had passed my commercial check ride, he let out a huge belly laugh. He is a former WWII bomber pilot, now 95, and in good health and we still exchange e-mails.

Wanting to fly just for the sheer joy of flying, and not necessarily to go anywhere, gliders were still my main interest. There was a commercial operation in **St. Louis, but the airport was under Lambert Field's TCA and the ceiling seemed too low to me to be practical. Contacting the SSA** to get info on training sites, I picked Estrella in AZ for a vacation and got my private there in 1977. To build cross country time for my commercial power license, I flew to West Memphis frequently to fly gliders. I joined SSA and got involved with WSPA when it got organized. Although I never fly any more I enjoy reading about the exploits of others in *Soaring* and *Hanger Soaring*

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