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# Hangar Soaring

THE OFFICIAL PUBLICATION OF THE WOMEN SOARING PILOTS ASSOC.

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

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OR  
FRAUKE ELBER, EDITOR,

**Badges**  
(Recorded Through  
August 2017)

(Gold Distance  
Carol Ann Garrat,FL

**B Badge**  
Maryam Ali, VA

**A Badge**  
Maryam Ali, VA



## From the Editor

During the last few days of the just completed Women's World Championships, I was glued every day for about an hour to the computer screen. Modern technology made it possible to follow the contestants around the course, see their altitude, the speed the thermal strength they encounter on course, who was passing whom, who landed out and where. I usually watched the last leg of the daily task. It got especially interesting on the last day. Sarah was in second place over all but very close behind the leader. The slightest mistake by her German competitor could have propelled Sarah into first place or a mistake on Sarah's side could have prevented her from standing on the podium at the end (happened to an Australian pilot). Watching the drama unfolding at home and on the computer screen was almost better than being on site since I could see what was unfolding on course.

We all know by now that Sarah won the Silver medal.

It brought back memories: my husband Wolf was the first one who developed a display scoring program for the 1982 Nationals in Harris Hill. This was in the time of the Apple II computers, the infancy of personal computers. The program was a far cry from what we can do today. But it gave crews and spectators a possibility to watch what was happening on course. It was not a moving map. The way it worked was: a schematic map of the Fingerlake Region of New York (the area of the contest) was programmed into the computer. Whenever somebody landed out and as soon as the pilots called in the landing coordi-

## Front Cover

Sarah Arnold( left) on the podium having won the Silver Medal at the Women's World Championships (Photo from the WWGC webpage)

## President's Note



### Hello WSPA Members and Friends: Our 2017 WSPA Seminar:

What a great WSPA Seminar we had at Chilhowee Gliderport in Eastern Tennessee last month with Sarah and Jason Arnold! It was the 40<sup>th</sup> annual Women's Soaring Seminar and also the 30<sup>th</sup> birthday of the Women Soaring Pilots Association, which was incorporated in 1987. Everyone who attended seemed to be thrilled with the activities, which included basic and advanced ground school, lots of flights, guest speakers every evening, and an opportunity to meet and share ideas with other gals and guys who love soaring. Participants this year included 25 women and 15 men. I think that most people went away with some "new best friends for life" and with some great ideas to take back to their clubs and/or commercial operations.

One of the new ideas that came out of our meetings in Chilhowee was that the gals wanted to have a Facebook page where we as members could post our personal flying achievements. So with the help of Christina Schreiber (one of our 18 yr. old members) we set up a new Facebook page called "[WSPA Group](https://www.facebook.com/groups/1500360123404312/)," and it has been getting a lot of activity! Please join in by going to the link and clicking on the "Join" button. Here you can post info, news, and photos of your soaring flights, new ratings, new badges, new records, great flights, useful links, historical notes, and all the other stuff we love to see. If you'd like to participate and/or watch what is put up onto the page by others, go to: <https://www.facebook.com/groups/1500360123404312/> If you don't have the Facebook program on your computer or smart phone, you will need to download that app to make it work. On this web page you will see a photo of all of us wearing our Chilhowee WSPA Seminar green T-Shirts in the picture at the top. Note that there are several Facebook groups with "WSPA" in their names so look for our green shirt picture.

Thanks to all who volunteered to help on a committee this year! Our entire organization is run by volunteers, and without them we would be in "sinking air!" We are grateful for all the Board members and committee members who serve our association, and we are very proud of the work they do to help women achieve in the sport of soaring.

For more information on the fabulous Chilhowee Seminar, please read the review by Frauke Elber and Chris Larson inside this issue of Hangar Soaring.

### Moving on:

Our next seminar July 2018: On Tuesday evening at the Chil-

nates, this information was entered into the computer which in turn showed superimposed on the map a little airplane with the call letter and the coordinates. We had several monitors strategically placed on the Soaring Museum's outside doors (the scoring office was in the museum) so anybody interested could see right there and then where the pilots had landed. We also had a couple of "runners" who as quickly as possible when the information came into the contest office ran from there to the scorer's office to provide the information. This way we could almost instantaneously provide the score that was constantly scrolled on the computer screens. That showed the crews and the already returned pilots what their standing for the moment was. It was fun to watch because pilots that showed up in first place in the beginning could be seen slipping further and further down on the score sheet as more and more information came in.

Remember it was the age before cell phones, GPS and data loggers. Scoring was cumbersome and time consuming and a job that led deep into the night at major contests.

This was then. Now, I was sitting in comfort at home with the contest far away across the Atlantic and I could actually watch the drama unfolding on course, the heartbreak when the Australian pilot who for several days was on top of the score sheet landed out and slipped to a position she could not recover from. I had already imagined Australia and US standing on the podium, two pilots from countries that offer very little support. It was not going to be. But Sarah, flying very consistently was able to hold her position with a chance to reach for Gold but missed it by a very small margin. Thanks Sarah for the excitement. Congratulations to you and to your excellent and very experienced team captain/crew John Good

*Frauke*

howee Seminar, Marianne Guerin came from Truckee, CA, to give us a PowerPoint preview of the next WSPA Seminar at the Truckee Airport next to beautiful Lake Tahoe, which is on the California/Nevada border next summer. That will be an opportunity to learn and practice flying in the High Sierra Nevada Mountains. Start planning now! You won't want to miss the next one! It will be held either the 3<sup>rd</sup> or the 4<sup>th</sup> week of July. The dates are yet to be finalized. We will send out the dates as soon as we can.

The SSA tells us that there are approximately 596 SSA members who are female. Our membership has only 250. That means that there are a lot of them who may not be aware of WSPA and all the things WSPA does to support female glider pilots. Let's all reach out to every female we meet who is flying gliders and invite her to join us! Tell her about our scholarships and great seminars. Hand her a WSPA Membership Application. You can even tell her you'll mail it in for her (or if she is a good friend, you might even offer to pay for her first year – only \$20 for adults; or \$10 for 18 yr. olds and younger). Get her phone number/email and hook-up to her to network with her and support her. Invite her to come with you next year to the Truckee Seminar. If she is young, be sure to invite her mom and dad to join in, also. We had 2 or 3 dad and daughter glider pilot teams at the seminar this year. One of the dads brought along some of the other guys from their glider club, too; and they all had a great time!

The SSA will be holding their biennial convention in Reno, Nevada in March. SSA Conventions are a lot of fun and a great way to meet more glider pilots and see the latest sailplane models. WSPA will again have a fun luncheon or breakfast and a booth in the main hall, with cookies to give out. Go to the SSA website for details and to sign up. I hope you will attend!

**Fly safe!**

**Mary**

## Newsworthy

Eva Dillon from the York Soaring Association in Ontario, Canada sent the following:

In 2014, when WSPA held their seminar at York Soaring in Canada, participants met several young women who were learning to fly or were already licenced. Most of them were members of the Royal Canadian Air Cadets, and Christina Peddle, a former cadet, made a presentation one evening about the cadet program in Canada that enables hundreds of youth each year to obtain their glider pilot or private pilot licence. The National Film Board of Canada has created a documentary featuring one of the training camps of cadets selected for private pilot training. I attended a similar camp myself 23 years ago, and aside from the cell phones, not much has changed. A link is provided to the trailer for the 2 hour film and access to the film itself can be obtained by contacting Rob Lutes at the NFBC ([roblutes33@yahoo.ca](mailto:roblutes33@yahoo.ca)).

Trailer to the film

Every summer, the Royal Canadian Air Cadets offers its top cadets the chance to participate in an elite flight training camp. "As the Crow Flies" follows a group of these young men and women as they undergo seven weeks of training to get their private pilot's license in an intense program that normally takes six to eight months.

Casting an especially affectionate and empathetic eye on her female subjects, filmmaker Tess Girard—herself a graduate of the program—creates a unique and intimate portrait of an extraordinary, yet also very recognizable, group of 17-year-olds as they come of age.

Trailer: <https://vimeo.com/219404657>

("As the Crow Flies", film featuring female youth aviators)

## From the Southwest Soaring Museum, Moriarty, NM

WSPA webmaster Colleen Koenig has joined the BOD of the museum. Colleen was born in La Cruces, NM and learned to soar at the White Sand Soaring Association when she was 19 years old. She graduated from New Mexico State University with a degree in Electrical Engineering and took a job with Sandia Labs in Amarillo, TX. While in Amarillo, she honed her soaring skills with the Caprock Soaring Club in Littlefield, TX and while she was there bought her first glider, a Std. Cirrus (which she flew in the 2003 WSPA seminar in Moriarty). A job move brought Colleen to Albuquerque, NM and she joined the Albuquerque Soaring Club. She became the club's bookkeeper. She sold her Std. Cirrus and is now part owner of Al Santill's Libelle 301H. In addition she owns a Libelle 201.

Colleen has two children: Kacey, who just joined the Navy and Nyla, a Junior in Highschool who just recently soloed in a glider.

Besides working for the Sandia lab or volunteering at the ASC, she is active in the SSA, WSPA and AOPA. Besides being an accomplished soaring pilot, she is an expert motorbike rider who has done many long distance motorbike rides (Alaska and others).

The Museum is proud and pleased to have her on the "staff"

**Financial Report**  
**(Fiscal Year: July 1, 2016 - June 30, 2017)**  
**Year End Financial Report - Through June 30, 2017**  
**By Alexis Latner WSPA Treasurer**

<b>INCOME:</b>	
Carry over from last year Prior Chg Bal 6-30-2016	\$ 28,645.79
Membership Dues	\$ 4,715.96
Misc Sales - WSPA Store	\$ 927.88
Scholarship Donations	\$ 2,547.23
Gen Op Donations	\$ 186.21
Payments from Anne Moore	\$ 51.00
Varese Seminar	\$ 658.81
Chilhowee Seminar	\$ 10,684.10
<b>TOTAL INCOME</b>	<b>\$ 48,416.98</b>

<b>EXPENSES:</b>	
Newsletter (Inc: postage printing)	\$ 278.65
Postage	\$ 74.71
Miscellaneous	\$ 15.00
Office, copies, printing, etc	\$ 110.89
Outside Vendor	\$ 123.68
Web Page	\$ 140.00
Corp. Fees	\$ 5.00
Tax Prep.	\$ 250.00
Varese Seminar	\$ 7,591.02
WSPA Scholarships	\$ 7,735.86
<b>TOTAL EXPENSES</b>	<b>\$ 16,324.81</b>

<b>ASSETS:</b>	
<b>Cash:</b>	\$ -
Compass Checking Acct	\$ 32,101.17
Compass Savings Acct	\$ 13,626.23
<b>Cash Total</b>	<b>\$ 45,727.40</b>
<b>Investments:</b>	
Schwab Investments	\$ 111,615.97
<b>TOTAL ASSETS</b>	<b>\$ 157,343.37</b>

<b>LIABILITIES:</b>	
<b>Past Liabilities:</b>	
2017 Chilhowee Seminar Expenses	\$ (7,603.54)
<b>Current Liabilities:</b>	
Scholarships (from 2016- 2017)	\$ (409.83)
<b>TOTAL LIABILITIES</b>	<b>\$ (8,013.37)</b>

**Total Assets vs. Liabilities (NET) =**

**\$ 149,330.00**

## 2016-2017 Donors to WSPA

The main purpose of the Women Soaring Pilots Association is to encourage the growth of women's participation in soaring. The Women Soaring Pilots Association (WSPA) is a Non-Profit 501 (c) 3 Corporation; and all donations are 100% tax-deductible. WSPA appreciates all donors who support our goals, no matter how large or small the donation! Unless otherwise requested, 100% of our donor money is used to support our many scholarships for women pilots. Due to the generosity of our members and other associates over the past 30 years, WSPA has been able to give \$72,000.00 in scholarships to women striving to achieve more in the field of soaring. We are truly grateful for the support of each and every one of our many donors!

Alexis Latner  
Betsy Hopson  
Byron Lowry  
Charlotte Taylor  
Cheryl Betson  
Chris Larson  
Christine & Chris Patton  
Christine Schreiber  
Chuck Schroll  
Denis Strbenc

Denise Vanderkooi  
Dorothy "Dotti" Gross  
Elaine Ernewein  
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Irit Abranovich  
Joan & Tim Burn  
Karen Kalishek  
Kristin Farry  
Laura Radigan

Lauren "Katie" Taylor  
Lora & Mike Lewis  
Lucy Anne & Mike McKosky  
Maggie & Frank Hettinger  
Margot Taylor  
Martina Beukert  
Mary Rust  
Mike Luckham  
Netta Canfi  
Pat Valdata

Pat Wright  
Patrick Grusenmeyer  
Paul Haugen  
Rolland Nakashima  
Sonja Flesberg  
Virginia Gallenberger

Thank You very much



Vanessa Aaron  
Margot Acquaderni  
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Christina Larson  
Alexis Latner  
Joan Lazar  
Mark Montague  
Neita Montague  
Francois Pin  
Heather Pinsky  
Paul Remde

Jennifer Rhoads  
Misty Roland  
Mary Rust  
Chuck Schroll  
Sharon Smith  
Sylvia Grandstaff



**Dennis Linnekin interviewing Sarah Arnold about her competition and World Championships experiences**

### Note from Sarah Arnold

On eclipse day we're planning a casual summer picnic lunch. Plan to bring your own chair, drink, and dish to share. We'll provide a big grill, tables for food, hot dogs, hamburgers, paper plates, and cutlery. Some have expressed interest in attempting to soar through totality. For safety reasons we can only offer a few tows prior to the eclipse, and have decided to auction these tows off to the highest bidder. **The cost of the tows and all auction proceeds will be donated to the Women Soaring Pilot's Association scholarship funds.**



### Seminar Participants (alphabetical order)

Irit Abranovich, Israel; Sarah Arnold, TN; Joan Burn, DE; Tim Burn, DE; Netta Canfi, Israel; Frauke Elber, VA; Elaine Ernewein, Canada; Kristin Farry, MD; Virginia Gallenberger, FL; Megan Grusenmeyer, LA; Patrick Grusenmeyer, DE; Marianne Guerin, CA; Paul Haugan, FL; Frank Hettlinger, OH; Maggie Hettlinger, OH; Karen Kalishek, WI; Chris Larson, MN; Alexis Latner, TX; Lora Lewis, FL; Mike Lewis, FL; Mike Luckham, Canada; Lucy Anne McKosky, OH; Mike McKosky, OH; Rolland Nakashima, PA; Randy Owing, AZ; Chris Patton, PA; Christina Patton, PA; Laura Radigan, FL; Margaret Roy, NY; Christina Schreiber, CO; Chuck Schroll, AZ; Charlotte Taylor, MO; Eric Taylor, GA; Katie Taylor, GA; Pat Valdata, MD; Phyllis Wells, AZ;

### 2017 WSPA seminar. #39 or #40? By Frauke Elber

During the planning stage of the seminar, the question arose "is it the 39<sup>th</sup> or 40<sup>th</sup> seminar?" This debate caused a twice change in the logo design for this year's logo. The first seminar was held in 1979 and the seminar list showed a seminar every year since. Our heads were smoking. What was wrong here? The logic said 39 but that was printed on last year's t-shirts. Over and over we went through the list. And then Eureka! the solution was right in front of us: in 1985 we had two seminars, one in the West, one in the East. But in the seminar listing they were printed in one line under 1985. We had just counted the years.

Therefore WSPA's 40<sup>th</sup> seminar was held this year at the Chilhowee Gliderport in Benton, TN. Pre-seminar registration showed 40 registrants. All but three came.

Two foreign countries were represented: Israel (two participants) and Canada with two. The participants came from 17 different States, from the West to the East Coast, from the continental north to the Golf Coast.

Mary Rust, Pat Valdata and I left Newport News on Thursday, the car loaded to the rim with WSPA stuff. We broke the long drive in two segments, enjoyed for a while the beautiful Blue Ridge Parkway instead of busy I-81. We stopped in Christiansburg, VA, the half way point, to have dinner with my son who lives there and spend the night in a motel arriving the next afternoon in Etowa at the Red Roof Inn where most of the seminar participants were staying. This gave us Saturday and Sunday to make the final preparations for the seminar. Sunday evening, the WSPA Board met at the hotel conference room for its annual meeting with 6 of its seven members (very unusual) present. I

acted as proxy for the absent European Board member. Phyllis Wells as scholarship chair was also present.

Chilhowee Gliderport over the years -since our first seminar there in 2006- has changed a lot. The clubhouse with its shade providing porch and the surrounding flower beds is clean and inviting. The very rough runway has been graded and reseeded and doesn't make take-off and landings a bone jerking experience anymore. A formerly private home next to the lower end of the runway has been transformed into a very nice bunkhouse, with several bedrooms, a bathroom, kitchen and living room. Everything looked nice and well kept.

Monday morning was registration time followed by a welcome by Sarah Arnold our hostess. Gary Carter, operations boss introduced us to the particulars of Chilhowee and its operation. Flying commenced after lunch.

Food during the seminar was prepared on site by the participants taking turns under the watchful eye and guidance of Chris Carter. The food was delicious and the nearby Amish market provided daily fresh produce and fruit.

The daily routine morphed into: breakfast, ground school, flying, advanced ground school, lunch, flying. After dinner, a short membership meeting was held every evening (instead of having a single lengthy one). The evening program offered a variety of presentations. Monday featured a History of the Women's World Gliding Championships by Frauke Elber. Tuesday evening, Marianne Guerin gave a short overview on next year's seminar at Truckee, near Lake Tahoe, California followed by a presentation by Pat Valdata "Moments Aloft. The First Women Glider Pilots". Wednesday was Sarah's turn to report on the just-completed Worlds where she won the silver medal and her contest flying in general. This was done in the form of Dennis Linnekin interviewing Sarah. And the last lecture titled "Becoming a Test Pilot" was presented by Sylvia Grandstaff, who just finished test pilot school and was on the way to her next assignment at the Redstone Arsenal in Huntsville, Alabama. Sylvia had started

flying gliders while still in high school. She was the recipient of the Briegleb scholarship at the 2002 seminar in Ohio. During that seminar, she was studying for her flight exam. She became a flight instructor in 2006. After graduating from Rice University and aiming for med school she got sidetracked by the chance to become an Army helicopter pilot, flying the big Chinooks. She was twice deployed to Afghanistan and now, after finishing test pilot school, has returned to more glider flying hoping to represent the US at the next Worlds in Australia.

Friday evening was reserved for the banquet which took place at the beautiful Hiwassee River Weddings and Events venue. (see photos on Face Book). Despite the seemingly fully packed daily schedule there was plenty of time to socialize, meet old friends and make new ones and come to our little merchandise table to spend money there. We sold t-shirts, hats, neck coolers, visors, soaring bags, jewelry, and raffle tickets. Every evening we held a trivia contest and awarded little gifts donated by our members. On the Fourth of July, both Lukas von Atzingen, an aerobatic champion, and Laura Radigan entertained us with aerobatic routines.

We had two off-field landings (in one day); one in a hay field when the lift on the ridge quit and one in the sod farm behind the club house after an unintentional early tow release.

Since the weather wasn't on our side, there were no first solos or badge flights.

Sarah reported 182 tows during the 5 days of the seminar.

Special kudos go to our instructors: Linwood Stevenson, Chuck Schroll, Sylvia Grandstaff, Lora and Mike Lewis, Hartley Falbaum, Sarah Arnold (doubling as tow pilot), Dennis Linnekin (also doubling as tow pilot), Chuck Patterson, Patrick Good, and Jason Arnold.

To our tow pilots: Lukas von Atzingen, Kelly Naber (a former WSPA member and now a Air Traffic controller in Knoxville), Hugh Grandstaff, Mike Knabe, and Martin Hollatz.

Our tireless line crew: Gage Cahill, Kayden Cahill, Patrick Good, Wyatt Kartovich with crew "mom" Susan Martin and Ops boss Gary Carter. These brave souls spent the days in searing heat, making sure our operation ran smoothly, safely, and efficiently.

Also on the kudos list belong Chris Carter (food), Ashley Cahill, team leader for dinners, Tabi Thomas, office and scheduling (Sarah's right hand), and Charlotte Taylor, seminar organizer.

One special thanks to Christina Schreiber, the youngest participant who took the initiative to set up the new group Facebook site, where now everybody belonging to the group can post.

And not to be forgotten a Thank You to all the husbands, dads and significant others who were such great support. Prizes were handed out to all above and to the ones traveling to seminar the furthest (Irit and Netta from Israel), the youngest (Christina), and trailering a glider longest distance (Elaine and Mike from Ontario, Canada). This year's raffle was won by Lucy Anne McKowsky and the winner of the Limerick contest was Pat Valdata.

Sarah reported 182 tows during the seminar

### From the Flight Line

## By Chris Larson

The morning of Monday, July 3, 2017, found me looking out over beautiful green rolling Tennessee hills. Anticipation and nerves colored my view; I'd never attended a WSPA seminar before. As a new member, I not only didn't know how the event would go, I didn't know anyone there. My mentors had primed me to give my regards to Sarah Arnold and fly as many different airframes as possible, so I made that my mission. (It didn't take long to add "Fly with as many instructors as possible"!)

The preflight briefings, weather reports, and ops truly impressed me. I had poured over radio frequencies, sectionals, weather reviews, any data I could uncover about the Chilhowee Gliderport before coming, only to discover that our team readied us thoroughly for each day. Wind direction, lapse rate, dewpoint at various elevations... lots of numbers describing the conditions. Our weatherman, Dennis Linnekin, closed each weather briefing by dryly commenting, "And the field elevation remains... 770 feet." Cue laughter from the pilots! The weather was not cooperating with our hopes for soaring flight, so we launched gliders over and over again into the clouded sky with a pair of tow planes. I'd never seen so many ground crew working together, and marveled at their energetic efficient coordination.

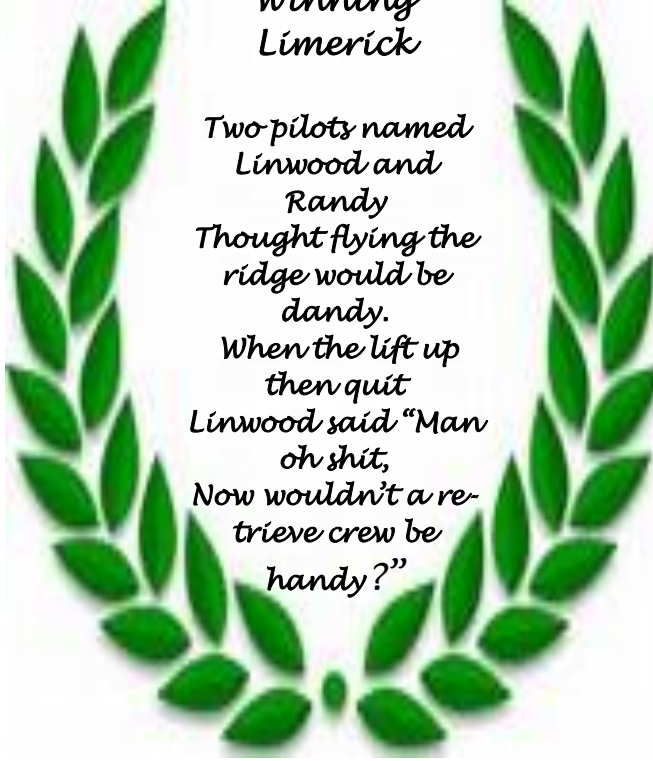
I didn't know what we would be doing for flying operations, so I'd reviewed each of the planned 2-place gliders with my local CFGs to get a sense for handling and habits. As it turned out, the majority of flights paired participants with

CFGs in the two-place trainers. (Only a few people had brought their single-place ships.) That made it easier to concentrate on the new terrain and learning the unfamiliar aircraft. I wished for high tows just to play longer, but with only 2 tow planes I did not want to delay others from their launches.

With a ridge just across the road, I hoped the wind might cooperate at least one day for some ridge lift, but conditions were very quiet during most of the flyable hours. Only a few pilots were lucky enough to launch when the wind conditions were suitable for working the ridge. We were able to practice flying near the terrain and the etiquette of doing so while steering clear of others. We even spotted a lenticular cloud appear over the Hiwassee River between the two ridges; Laura Radigan promptly hopped in her SZD-59 for a tow to fly in the wave that had formed there. It didn't last long, but she got in a wave flight. As she put it later, what's a little rotor turbulence to an aerobatic pilot?

It was marvelous to sit in the shade surrounded by fellow glider pilots and enthusiastic observers. We talked about the flights we'd just finished as well as the goals we each wanted to accomplish on the next flight... and told stories of other days and other flights, of course. It also was the prime location for spotting a CFG who looked mildly disappointed at finding him- or herself on the ground with a two-place glider and no companion—several of us happily added extra flights simply by being in the right place at the right time.

### Winning Limerick



*Two pilots named  
Linwood and  
Randy  
Thought flying the  
ridge would be  
dandy.  
When the lift up  
then quit  
Linwood said "Man  
oh shit,  
Now wouldn't a re-  
trieve crew be  
handy?"*

All in all, a marvelous seminar created by a cadre of wonderful people to fly with and learn from. Next year's WSPA seminar will be in Truckee in the latter part of July. Be there or be square!



**Our excellent line crew:** Patrick Good, Wyatt Karlovich, Cadyn Carhill, Gage Carhill

## Voices from the seminar

Although the weather did not cooperate, the WSPA seminar was still a phenomenal event. Overall good cheer, great stories, idyllic setting, camaraderie while relaxing by the fly line, watching the group's personal aerobatic airshows, trying to maximize time & altitude when aloft, all nice memories. It was a thrill to receive the towpilot scholarship, and to be able to express thanks in person. It was a great learning experience. Flying with several different instructors - all great - left me with a string of pearls, pearls of wisdom to use when instructing my own future students

Karen Kalishek

What fun we had at Chilhowee! It was well organized, comfortable, good food, good friends. Thank you for managing the "store". It was good to have someone there all the time.

Phyllis Wells



**Christina Schreiber's first passenger:**  
her aunt Pat Valdata

## Welcome new members

Maryam Ali, VA  
 Tim Burn, DE  
 Netta Canfi, Israel\*  
 Chloe Cardon-Cole, TN  
 Christine Carter, GA\*  
 Gary Carter, GA\*  
 Lea Chicoine, CA  
 Beverly Clark, OR  
 Isabela Dibon, Canada  
 Elizabeth Greene, CO  
 Jamie Guined, GA  
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 Michael McKosky, OH\*  
 Olena Malanushenko, NM

Teresa Morgan, OR  
 Rolland Nakashima, PA\*  
 Klara Olcott, AZ  
 Randy Owing, AZ\*  
 Chris Patton, PA  
 Paul Remde, MN  
 Lauren Reynolds  
 Nyla Roberts, NM  
 (daughter of Colleen Koenig)  
 (Katie Spurling, TN  
 (Sponsored by Virginia Gal-  
 lenberger)  
 Eric Taylor  
 (father of Katie Taylor)  
 Margot Taylor (rejoined)  
 Tabitha "Tabi" Thomas\*  
 (rejoined)  
 Adriana van den Brink, NC  
 Erzebet Verzaknai, Hungary

\* joined at seminar

## From the SW Soaring Museum newsletter

### TRIBUTE TO KATHY TAYLOR

You might have noticed that Kathy Taylor's name does not appear in the Board of Director's roster; well Kathy has stepped down after years of extreme dedication and service to the USSWSM. Actually, when I say stepped down that is a misnomer as she has moved over to be with the Museum's Foundation. Most of you know that Kathy is "everything" soaring. She has a long history of instructor success, contest accomplishments, and tow pilot expertise. Kathy is an active member of the SSA and of WSPA and has held many positions of leadership in every soaring club in which she has been a member. Those of us who remain "behind" wish to thank Kathy for her many years of devotion to our museum as well as to soaring.



## Achievements

**Sarah, Arnold** won the Silver Medal in this Year's Women's World Championships in the Czech Republic

**Christina Schreiber** graduated from High School and passed her private pilot exam at Mile High Gliding on May 28th with examiner Elliot Crawford.

**Ute Kaden** flew with three spirited women in Alaska this summer. Isabella Mollison, Age 16, from Anchorage ; Tessa Wert, Age 15 from North Pole; and Lindy Guernsey, Age 15, from Seward. They want to become Astronauts, Drone Pilots, or Lawyers and come back to the glider academy next year to fly some more.

**Maryam Ali, 14**, soloed on March 5, 2017. Maryam is a High School Sophomore and a gifted piano player. She is a member of Sky-line Soaring in Front Royal, VA

**Marcie Capps** of Leominster

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## The 2017 Scholarship Recipients

By  
Phyllis Wells



### 10 Women Chosen to Receive Scholarship Funds in 2017

This year WSPA has awarded \$8750 to help women achieve their goals in soaring. The WSPA scholarship program has grown over the past 28 years, from one scholarship of \$200 to 8 scholarships with some offering as much as \$1500. Each scholarship is designed to meet specific goals and is matched to the individual applicant. In the past 28 years over \$72,000 has been awarded. Money for scholarships comes from donations from members of the soaring community and from a variety of fund raisers conducted by WSPA members. These scholarships not only help the individual women, but also help support soaring organizations since applicants are required to be members of SSA if they live in the US or their local organization if they live in other countries. Scholarship applicants tend to be active in soaring clubs serving as ground volunteers, instructors and tow pilots.

A new program is being implemented this year that will provide mentors to the scholarship recipients. Lora Lewis, Board Liaison to the Scholarship Committee, is seeking WSPA members who would like to be mentors. Students will be matched with mentors who have similar interests and experiences. For example, a member who is an instructor would be assigned to mentor a scholarship recipient who is working to become an instructor. The mentor provides encouragement and guidance to the student.

#### Maryam Ali, Sky Ghost Scholarship - \$750

Maryam is 14 years old and flies with the Skyline Soaring Club at Front Royal Warren County Airport in Virginia. She has soloed and has qualified for the A, B, and C badges. Maryam has wisely learned from others glider pilots. In her application she said, "I have had the opportunity to speak to, fly with and learn from the instructors at my club, each with their different basket of experiences, background and knowledge." The Sky Ghost Scholarship, given in memory of Dr Gross, the designer of the Sky Ghost Glider, is for women under the age of 25 who are working toward a private glider license.



#### Sara Schofield, Judges Award - \$500

A Squadron Flight Commander in her CAP unit, Sara Schofield is close to solo in an ASK-21 at the Chicago Glider Club. Sara had the second highest score of the five applicants for the Sky Ghost Scholarship. Her resume reads like an applicant for a NASA position as she describes her involvement in STEM courses in school, volunteering at aviation events, and moving upward through her many CAP activities. Sara will receive \$500 from the Judges Award Fund.



#### Erzsebet Vizanknai, Mid Kolstad Scholarship - \$1500

As an international organization, WSPA scholarships are available to any female member no matter her geographic location. Erzsebet is from Budapest, Hungary. She has earned her C badge and has passed the written exam required in her country. Because there were only 3 women in her glider club she started a Face Book Group for female glider pilots. She wants to promote glider flying among women in her country and around the world. This scholarship is made possible by a bequest from Mid Kolstad, the matriarch of a soaring family. It is for women over the age of 25 who are seeking a private glider license.

#### Elizabeth Robertson, Judges Award - \$500

With the 2<sup>nd</sup> highest score for the Mid Kolstad Scholarship, Elizabeth was chosen by the judges for an award to help her obtain her private glider add on rating. Already a rated airplane pilot, Elizabeth hopes to eventually obtain an instructor rating. As a public school teacher she believes in giving back to her community. She often speaks to groups about aviation and gives airplane rides to young boys and girls. She sees gliding as a less expensive alternative for people interested in learning to fly. Living near Corpus Christi TX, Elizabeth plans to fly with Refugio Soaring Circle.



#### Denise Vanderkooi, SoaringNV Scholarship - \$1500

Denise is very involved in the social events at the two clubs she belongs to, the Edmonton Glider Club and the CuNim Club in Calgary, Alberta, Canada. Her goal is to keep enthusiasm up among club members by planning events centered around gliding. She is working on her soaring badges and her back seat check out. As she gains experience she plans to support her clubs by giving introductory flights. Laurie Hardin, owner of SoaringNV in Minden NV manages a foundation that supports this scholarship.

#### Chris Larson, The Flying Montagues Scholarship - \$1000

Chris is from Minneapolis and flies with the Cross Country Soaring Club. She is receiving this multi-faceted scholarship that leads to an instructor rating. The first phase is for \$1000 to be used to attend the Women Soaring seminar. Chris attended the seminar at Chilhowee where she flew a variety of gliders with a variety of instructors. Visiting with other WSPA members, attending the business meetings and sitting in on lectures all helped Chris confirm her soaring goals. Once she has her commercial glider rating she can apply for additional funds to use toward a CFIG rating. When she begins instructing, she will receive an additional \$500. This scholarship is made possible by Mark and Neita Montague who are both flight instructors.



Karen Kalishek, Phyllis Wells, Chris Larson

#### Karen Kalishek, Maria Faber Scholarship - \$750

Karen flies with the Wisconsin Soaring Society. She is rated in airplanes and gliders. She recently completed training for CFIG and plans to use the Faber Scholarship for a tow pilot endorsement. Karen attended the seminar at Chilhowee

where she was able to exchange teaching strategies with other glider instructors. As a captain in the CAP she hopes to use her CFIG and tow pilot endorsement to help open CAP's first glider port in Wisconsin. This scholarship is in memory of Maria Faber who was a glider pilot and tow pilot

(Continued from page 9)



**Nora Geusen, Monique's Scholarship - \$1500**

Advanced training is an important part of soaring. For this reason it was an easy choice for the judges to award Nora a scholarship to advance her skills as an instructor in her native land, Germany. She will attend a mountain flying seminar in Saint Auban, France and also get experience in motor gliders. Nora began glider lessons when

she was 14 years old and that year attended the Women Soaring Seminar in Lesce, Slovenia. Now she is a student of mechanical engineering at the University of Aachen. Monique Weil has made this scholarship available with a generous donation to WSPA.

**Terresa Morgan, Judges Award - \$500**

Occasionally the judges review an application that doesn't quite fit the criteria of the established scholarships but still deserves consideration. This year that application belonged to a determined woman from Beaverton, Oregon. Despite a lack of discretionary funds for lessons, she is so interested in soaring that she has belonged to the Willamette Valley Soaring Club for two years as well as SSA and WSPA. As a club member she works line, serves as ground crew on encampments and is often the ops officer on the glider field. She has taken ground school classes whenever they are offered and frequently rides as a passenger with other club members. The judges are happy to award Terresa \$500 to get her started on lessons toward a private glider rating.



**Jeanay Luines, Judges Award - \$250**

This young woman has been a member of Cap for two years. After her introductory glider ride she worked diligently to get accepted into the North Carolina Soaring Association and will be using her award to continue lessons toward her private glider license. During the month of July Jeanay attended a CAP encampment.

If you would like to support the WSPA Scholarship program with a donation of money or a donation of time as a mentor, contact Lora Lewis at: Lora.Lewis@womensoaring.org

If you would like to apply for a WSPA Scholarship, visit our web page to review the scholarships available and to obtain an application form, [womensoaring.org](http://womensoaring.org). All applications must be received by May 15.

(Continued from page 8)

**Marcie Capps** of Leominster, MA, 17, (not a WSPA member) is one of two recipients of the \$1000 Michael Wallace Memorial Award Scholarship. Marcie flies with the Boston Soaring Club

**Nyla Roberts** soloed on July, 22 in an ASK21 at Moriarty, NM. Nyla is the daughter of Colleen Koenig

**Kristin Farry and Cathy Williams** flew in the 1-26 championships. Cathy won the Virginia Schweizer Trophy.

**Christina Larson** finished her Commercial Glider License on July 9 (a day after she got home from the seminar)

**Sylvia Grandstatt**, an Army Helicopter pilot finished military test pilot school and has moved to Huntsville, AL

**Adriana van den Brink** won one of three scholarship at the Tidewater Soaring Society and became a new WSPA member

## An extraordinary, young glider student

From **Adriana van den Brinks'**, TSS scholarship application



Frauke Elber

My interest in Aviation started when I was nine when my parents took me to a Young Eagle first flight event for my birthday. That's where my love for airplanes really took off and I knew I wanted to become a pilot. My interest only grew over the years, so when my dad offered to let me work alongside him at an airport, I couldn't refuse. I was about 11 or 12 when I started working with my dad and I'll admit, I was winging it the first few weeks I was there. As time passed, I did get better, but it was mostly mechanic work, and I came to realize, that's not what I wanted to do.

My dad started working at Epix Aviation several years ago, and when he offered to let me apprentice with him, I jumped at the chance. I wanted to learn as much as I could about airplanes and figured this was the best chance to learn how they work in the air and on the ground. To me, being a good pilot is to know your aircraft inside and out. While I was there, I learned how to change tires and oil, I have helped conduct an inspection and assisted in rebuilding an engine. All of this was a wonderful learning experience and I am very lucky to have had it, but it helped me realize that my real interest was in flying.

While working at Epix Aviation, I began to consider the opportunities that would be available to become a pilot. When I learned that my dad had been in the Coast Guard, I began to consider that as a possible career opportunity. After looking into the options available, I became interested in search and rescue. It appealed to me because I have a family history of military service and becoming a pilot in the Coast Guard would give me a chance to pursue my passion of flying and giving back to the community. By getting my glider license, I will be one step closer to my professional goal.

I believe that learning to fly gliders will be the first step towards my future in aviation. It will give me a chance to gain experience and build confidence in my ability to fly. What really interests me flying gliders was the fact that I will be able to solo in a glider at age fifteen. Not only would I be one of the few that has accomplished this at such a young age in my school. I will be the only one in my family.

( ed. Note: Adriana was one of the lucky three students who received the scholarship, which includes membership in TSS, 36 flights (to be done in one year), SSA membership all instructions and instruction material. Adriana lives in Elizabeth City, NC more than 1 1/2 hour away from Garner Gliderport in Windsor, VA. Still to young to drive, her dad brings her regularly to her glider lessons. )

**Christina Schreiber**, niece of Pat Valdata is another young member whose active participation in the WSPA is worth to be noted. Christina, at the seminar in Chilhowee took the lead in establishing a WSPA Group Face Book Site. Christina was also tireless working on the flight line at the seminar. Having just received her glider license before coming to the seminar she showed off her new skills in the 2-33 taking her aunt, Pat Valdata a former flight instructor, up as her first passenger.



Irit Abranowich

## A Dream Realized By Shannon Moon

I walked outside this morning after the first good night's sleep in years, and watched birds flit around the trees, singing on a beautiful sunny morning. My eye fell on the small dogwood tree in the front yard, where a colorful little fabric airplane is hanging, its wind spinner turning in the breeze, and I started to cry.

You see, that little airplane has come a long way. Many years ago, on the day I passed my private pilot check ride as a 17-year old high school senior, I flew from Gainesville, FL to Cedar Key for my first flying adventure. Edna (the grizzled old crazy taxi lady) took me on a harrowing ride in her battered station wagon from the airport to the downtown Cedar Key area by the docks. While there I saw a little fabric plane sold by a local artist in a shop, and thought to myself "one day, when I have my own house on an airport and my own little seaplane, I will hang that little airplane in the yard and remember this day." I knew the day that little airplane would commemorate would be a long time coming, and already I was worried how I would afford to continue flying.

For years, I carried that little airplane with me in a box of precious things, and would take it out to look at, and remember my dream. There were some long dark years when I didn't get to fly, and my whole world seemed awful, I couldn't even stand to look at the sky. The little airplane stayed hidden in a dark closet corner, buried, like I buried my memories of flight. And still I carried it with me everywhere I moved across the years. A few days ago, as I was looking through items stored away that I had not yet unpacked, I found the box with that little airplane, its colors still bright despite the long passage of years. I hung it from a tree in my yard, on the path to my hangar, and now every time I look out my office window, or step out the front door to fly, it is there to remind me that sometimes dreams do come true.

May 26, 2017

Shannon is a Principal Engineer at Walt Disney Attractions Technology where she works creating the magic to make people happy. She holds airplane single engine land, single engine sea, and glider ratings, and an H2 hangliding certification. She recently defended her dissertation "An Experimental Design of a Foundational Framework for the Application of Affective Computing to Soaring Flight Simulation & Training" and earned the degree of Doctor of Computer Science. Her post-doctoral research goal is to build on her dissertation work, and form a company to build the world first FAA certified intelligent tutoring system for adaptive soaring flight training in both glider simulators and real-world gliders. She lives at Long Island Airpark in North Carolina, with her seaplane, motorglider, and four Great Pyrenees dogs.



### New book (from SOARING, June 2017)

#### The Glass Ship by Martin Simons

New fiction book "The Glass Ship" focuses on the adventures of soaring. A Author Martin Simons has published his latest novel, The Glass Ship", a fictional story that follows the adventures of a teenage girl named Mitch and her passion for the sport of soaring. Mitch forms a fast friendship with another sailplane pilot named Peter as they bond over their enjoyment of the sport. Simons hopes to encourage and inspire more women to take up soaring when they read the adventure tale and feel joy the female lead Mitch has when she is in her glider. "I thought it time someone wrote a novel about modern gliding and my story might encourage more women to take up this sport: said Simons. "Women are just as good as men in the sport of soaring. It has its dangers, but is safe if commonsense precautions are taken"

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Available at Amazon and the Xlibris bookstore

Correction: the cover photo on the May issue of Hangar Soaring identifies the country side as Michigan. It is Minnesota

From SOARING, August 2017

### Contest Day by Chris Larson

You drinkers of the wild sky,  
Riders of the wind  
It's absolutely true today  
You can't go home again

They hauled aloft your fine-cut ships  
Go fly a task, they bid  
The sniffer promised blue- sky lift  
The upper winds were hid.

First one came down, and then another  
The windshear just too great.  
Crews dispersed, craft to recover  
No one escaped their fate.

At last around the fireside  
Began the great debate.  
Who in the gaggle turning there  
Had picked too long to wait



**Hangar Soaring**  
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**First Class Mail**