



Hangar Soaring

February 2012

THE OFFICIAL PUBLICATION OF THE WOMEN SOARING PILOTS ASSOC.
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The 2012 Quilt Raffle

This is the second of the two quilts Arleen made for
WSPA

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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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The 2012 Quilt Raffle

This year's raffle is a quilt project, which was started in 2006 with the gathering of squares. Squares were donated by over a dozen WSPA members. Arleen Coleson lovingly assembled and quilted this beautiful work of art.

Raffle tickets are \$5.00 each and can be purchased from

Frauke Elber
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Please make Checks out to WSPA and put 2012 quilt raffle in the subject line.

The drawing for the quilt will take place at the 2012 WSPA seminar in Benton, TN during the last week in June.

A short history of the 2012 quilt:

For the 2003 Convention in Dayton OH which commemorated the 1903 Wright Brothers' flight, WSPA member Alexis Lartner came up with the idea to send a generic drawing on card board stock to 100 women around the world and asked to decorate and send them back. We got 47 back. From these 47 we choose the 10 best and had colorful greeting cards made from them. These cards were big hits and sold well.

When the quilt project came up in 2006 I copied these 10 pictures onto quilt fabric. All pictures you see in this quilt are from that project. The others were incorporated in the first quilt we raffled off in 2010.

PRESIDENT'S MESSAGE



The excitement of the SSA Convention here in Reno has not left me. The WSPA had a strong presence, not only with its booth, but with our visible and enthusiastic members talking about our organization throughout the three-day event. Your President gave a well-attended presentation on "Making Good Clubs Better" and there has been a lot of good feedback on it. The presentation can

be found

www.soaringcafe.com under the Reno Convention/Presentations and was put there for you to use and adapt for any PR you might like to do for soaring and to enthuse your club. I also contacted our local TV station and we made the news! Go to http://www.kolotv.com/home/headlines/Soaring_Convention_Open_to_the_Public_138612624.html

Our booth, whose wall displayed our new glider quilt, was quite nice and often filled with people as we sold raffle tickets, aviation books and cards, badges, earrings and other items donated by our members. We took in over \$1400 for our scholarships! But best of all we welcomed 18 new men and women members from across the U.S. and Canada and had the pleasure of renewing some memberships in person. Thanks, too, to all who helped out in the booth.

Additionally, the WSPA held a breakfast in a local restaurant and we had 31 attend! The quiche was great and the being together made for lively talk. It was so good to see our members again. The only time we get together in such numbers are at these conventions and at our Women Soaring Seminars.

Maja, your Vice President and Seminar Coordinator, is working hard

(Continued on page 3)



From the editor

As editor of Club News I read various clubs' newsletters and web pages. Some clubs treat their members to elaborate award ceremonies, honoring them for special achievements and deeds during the soaring season. In the award listings of one club I noticed that the only awards going to women were for providing food and other services, not a single one for a soaring achievement. Two other clubs did not mention women at all. It's not that these clubs ignore women. It's just that there are very few women who venture out, post on OLC or strive for the higher art of soaring. That made me wondering whether women have made any progress in the world of soaring during the last 35 years of the women's liberation movement. In other aviation fields women are making great progress. Sadly, not so in soaring. The talent is out there just not the drive to gain recognition for this talent. As the success of the Sarah Fund showed, there is tremendous support for women who advance through the ranks.

2012 is not only an election year in big politics. It is also the year in which WSPA is holding elections for a new Board. There are 7 elected positions in 4 Regions (West, Middle, East USA including Canada and one International position held by one of our overseas members) and 1 non-elected one. Traditionally, the newsletter editor is holding a non-elected position on the Board. I am calling on our members to consider one term or more on the Board to guarantee the continuation of a vibrant organization. WE NEED MOTIVATED VOLUNTEERS.

As reported in the November issue of Hangar Soaring, Pat Valdata and I were active participants in the Soaring 100 events held last year in Kitty Hawk. I put a photo-show of this event together which

can be found on the Internet at <http://www.photoshow.com/watch/RS7ah6jP>.

This short show gathered more than 800 hits in the first few days it was posted.

Enjoy the show and a safe and successful new soaring season to all.

Frauke

Correction

Maja Djurisc's name was misspelled in the November issue of Hangar Soaring.

My apologies

Frauke

(Continued from page 2)

with Sarah Arnold on our last week-of-June seminar in Chilhowee, TN this year. There are some neat ships to fly, good talks being planned, personalized training and, of course, we'll be renewing friendships and making new friends. You can register using our website at www.womensoaring.org.

Our organization is growing, is a visible force in the soaring community. You should be proud to be a part of this. I know I am.

Neita

Welcome New Members

The following joined WSPA at the SSA Convention in Reno, NV

Rachel Conklin, NY
Ralph Farrar, TX
Tiffany Fidler, MI
Robert Harper, OK
Jennie Kite, CT
Colin Med, FL
Mark Nyberg, WA
Brittany Percin, CA
Frankie Petersen, MO
Cindi Roth, FL
Michael E. Schneider, CA
John Sullivan, MI

Welcome to all

WSPA ANNUAL MEETING MINUTES , September 24, 2011 El Tiro Glider Port, Tucson AZ

The meeting was called to order by President Neita Montague. The minutes of the 2010 meeting were reviewed and accepted.

Old Business: President Montague reviewed events of the past year:

Membership dues remain at \$15 per year. WSPA is open to all persons who support our mission. Elections were held in November 2010. A list of Board members is attached. It was agreed at the 2010 meeting to include Canada with North America as follows: British Columbia, Alberta, Yukon, and Northwest Territories are included in the Western Region. Saskatchewan and Manitoba are in the Central Region. Ontario, Quebec, the Maritime Provinces, and Nunavut are in the Eastern Region.

Reports:

Scholarship Committee: Phyllis Wells gave a review of the history of the WSPA scholarships and announced the recipients of the 2011 scholarships: Sky Ghost Scholarship: Cecilia Stebbins; Competition Scholarship: Jeanne Pitsenberger; Mid Kolstad Scholarship: Kim Rendek; Ngan Nghiem Seminar Scholarship: Jennifer Hunt.

Both Kim and Jennifer are attending the seminar and were introduced. Mr Nghiem, a member of the Tucson Soaring Club,

provided the \$500 seminar scholarship.

Treasurer: No report was available. President Montague announced that the scholarship amount has been raised to \$750 beginning in 2012. Information on income from seminars, 2007 through 2010 was distributed at the meeting and is attached to these minutes.

Membership: No report:

ByLaws: Copies of the WSPA Bylaws were given to each member present.

New Business:

WSPA is in need of a committee to update the criteria for the Anne Morrow Lindbergh Trophy. Gretchen Gibbs (Tucson) and Dianna Roberts (Moriarty) volunteered to serve on the committee. Due to the time required to make revisions, the trophy will not be awarded again until 2013. It has been suggested that the new time period for the trophy be March to February. Because of the size of the trophy, it will be displayed at the Southwest Soaring Museum rather than traveling from winner to winner each year.

The locations for future seminars were announced. In 2012, the seminar will be held at Chilhowee, TN during the last week of June. In 2013, the seminar will be at Moriarty, NM.

Members and guests were encouraged to purchase tee shirts

and seminar posters to support our scholarship program.

Announcements: President Montague thanked all those who helped make the seminar at El Tiro possible. Maja Djurisc and Greg Hodgins worked closely in planning the seminar. Kate Porter kept everything running smoothly. Gretchen Gibbs designed the seminar logo which was used on tee shirts, posters and advertising. Paul Moffett from TUSC provided \$300 for seminar expenses. Mike Cehand and Karen Morgan have been preparing our meals which have been delicious. Michael Morgan taught us about parachutes. Our patient pilot/instructors for the seminar were: Craig Gorowsky, David Lowe, James Lyne, Neita and Mark Montague, Daniel Rovey, Chuck Schroll, and Mike Stringfellow. Over 60 TUSC members have done all the other jobs involved in a successful seminar. Laurie Hardin of Soaring NV (Minden, NV) gave a monetary grant to help with seminar advertising.

The meeting was adjourned.

Respectfully submitted,
Phyllis Wells, Acting Secretary

Rejoining Members

Bob Wander, MN
E.Dale Thompson, CA
Dan Jonson, WI
Ginny Farnsworth, CA
Linda Mae Draper-Hivert, NV
Fionna Bayley, BC/Canada

Welcome back



Photo: Frauke Elber

On the first evening of the Convention,
Reno greeted the gliderpilots with a spectacular wave cloud

After a two year hiatus –last year’s gathering in Philadelphia was not a full convention since it did not feature any exhibitions- many were eager to come to Reno, mingle with friends, attend presentations and most importantly see the newest of the new in the world of soaring. In contrast to the last four conventions the weather was accommodating and nice, although I did not see much of it wandering most of the day through the cavernous conference center, a complex without windows. (The wave picture was taken from the sky walk connecting the hotel with the conference center).

The last leg on my long flight to Reno via Baltimore and Los Angeles was beautiful, flying along the California coast, past Mono Lake and other lakes I could not identify, across the snow covered Sierra mountains and most beautifully of all along Lake Tahoe gleaming in a colorful sunset. It definitely set the mood. Anne Mongiovi, my room mate, had already arrived by the time I got to the hotel and we quickly settled in our room and then explored the vast expenses of the Casino/Hotel on the way to find something to eat. I had never been in a Casino before and was overwhelmed by the noise and the smoke. Don’t ask how much I got lost amongst all the gambling machines trying to find the right opening to the skywalk. I tried to remember “landmarks” for the following days.

Official opening of the convention commenced with a ribbon cutting ceremony at 5 minutes to 9 o’clock. The opening presentation was a review of 80 years of the Soaring Society of America, a view back into the development of soaring in the US from the early days to now; the development of sailplanes through the 80 years and the achievements of the pilots

2012 SSA Convention, by Frauke Elber



WSPA booth before it became alive

over these 80 years. Missing from that presentation was any achievement by women, no mentioning of Virginia Schweizer, Betsy Woodward, Helen Dick, Sabrina Jackintell and Doris Grove, the first three having the distinction of being the first female holders of Silver, Gold and Diamond badges in the US, Sabrina Jackintell holding the women’s absolute world altitude record since 1979 and Doris Grove being the first woman world wide who broke the 1000 km barrier in 1980 (her out and return world record has never been broken)..

Cindy Brickner in her lively, animated way talked about landing accidents and why they happen. I did not attend Neita’s presentation but did duty at the booth instead. From reports I got it was well received.

I listen in on Simine Short’s presentation about Octav Chanute although I just had

reached the last few pages of her book on the same subject. Anybody interested in the history of the early railroad in America or the baby steps into aviation can get a good and interesting dose of history in Simine’s book.. (Simine and husband Jim Short were honored with the Warren Eaton Trophy, the highest award the SSA bestows, for their longtime involvement in the sport of soaring).

Jim Short showed my little, 6 min photo-show of the Soaring 100 weekend in Kitty Hawk last October during his presentation.

I also attended a presentation on winch construction. It brought some memories back. I did all my training on a winch and had 450 safe winch tows when I arrived in the US.

The WSPA booth was a lively place to be, mostly- I am sure- because of the home baked, delicious cookies. These cookies were in such high demand that we suggested a raffle ticket/cookie (could we had made some money out of this one!). It was heartwarming to see how many men volunteered to “man” the WSPA booth. It demonstrate how well regarded WSPA is in the soaring community.

Several WSPA members were honored with awards: Diane Black Nixon, with the Chairman Award, new WSPA member Rachel Conklin with the Kolstad Youth Scholarship Grant, Monique Weil with a nice plaque recognizing her input and dedication during many years as a soaring instructor, Sarah Arnold 3rd place Distance Award for her flight March 24, 2011 of 199.718 statute miles in a Schweizer 2-33a for 367.481 points on OLC. Laurie Harden and Fred Lasoar were recognized for the great work they did organizing this convention.

Valerie Dechamp and Fionna Bayley came from Canada.

It was a good convention for WSPA



The following attended the breakfast at Mimi's during the SSA Convention!

Mary Rust (California)
 Valerie and Leo Deschamps (Canada)
 Monique Weil (California)
 Marilyn Meline (Minnesota)
 Anne Mongiovi (Illinois)
 Kathy and George Taylor (New Mexico)
 Maja Djurisc (California)
 Frauke Elber (Virginia)
 Neva Cole (Oregon)
 Elizabeth Tattersall and husband (California)
 Jennifer Hunt (Washington)
 Marianne Guerin (California)
 John Apps (California)
 Leah and Tony Condon (Kansas)
 Jenny and Adam Kite
 Pam Sutton (Nevada)
 Marye Anne Read (Nevada)
 Neita and Mark Montague (Nevada)
 Jim Wallis (California)
 Laurie Harden (California)
 Fionna Bayley (Canada)
 Kitty Houghton (California)
 Cindy Brickner (California)
 Richard Farrell (California)
 Abbey Delore (New Zealand)

A call for help

We had a small tornado hit our gliderport. Since we are out in the country, it did not make the news. Losses were 3 glider trailers. Mine was one of them. All were tied down but empty. Their gliders were in the hangar. We were lucky any other damage was minor. Tie down had not been enforced and a few trailers blew into others. Tornadoes do strange things. My trailer was on its side perpendicular to its tie down and 80 to a 100 feet away in open area next to the runway. One was in a farmers field upright and still in line to the tie down but about the same distance away. We had to leave it there this weekend as the field is too wet to get in. The third must have been raised up and tossed over the trailers. It was totaled and not even recognizable. We had 5 to 6 inches of rain in the area. But we are still 20 to 30 inches behind. The drought has made cracks in the ground that you could get stuck in. A lot of them did not fill in. We are looking at some major runway grading. The ground is like concrete but 3' screw type anchors pulled out and were still attached to the trailers tie down ropes. So bottom line is I am looking for an enclosed Ka6CR trailer if you know of an empty one somewhere.

Eulalia Nichols
 enichols@sbcglobal.net

Solo at Air Sailing

Katie Pardue another AF JROTC Cadet soloed by NSA at Air Sailing Gliderport on Jan 28, 2012 in a 2-33.

It is our cooperative "cadet" program with them. Great multiple support effort by sponsors, instructors, the club (for equipment) and, of course, the successful students.

These kids (these JROTC Cadets, the CAP kids, the Air Scouts, etc) symbolize the best of America's new generation.

Katelyn's name is the ninth on the plaque since the Billy Goat fund (sponsored by Ed Lord and others) has been in existence. Good going by all, especially Katelyn

Stew Crane



Photo: Lee Edling

Katie Pardue taking off for her first solo

In Memoriam

Just before Christmas HS learned that longtime Italian WSPA member Roberta Fischer Malara had passed away. Here is a note from her husband (Roberta and her husband were featured in a past HS issue)

Dear Frauke,
 I am sorry to write that Roberta passed away on Sunday 4, 12. She had intestinal cancer, which spread very fast. In the last weeks I managed the e-mail on her behalf because she was too weak to do it. Thanks for the valued friendship.

Demetriuo Malara

Roberta was a aviation journalist and wrote for the Italian soaring magazine



Thank you very much for sending the Hangar Soaring Newsletter. I received it yesterday and enjoyed reading every page! The pictures were bright and clear, and the articles were very interesting. Best wishes for a very Happy Thanksgiving! Marjorie Kelley

In response to the Soaring 100 article:

I'm glad "women" were represented there if only as tow pilot & towed pilot!! Liked the picture on the last page & loved the one that Wolf took of Lee with the Wright Brothers' Memorial in the background. Am already planning for the seminar in TN Mary Cowie

Got the email with attachment. Enjoyed reading it. Al & I did go to the Saturday, night gala dinner party at Soaring 100. It was nice, but I enjoyed Sunday night more. We also each took a demo flight in the Phoenix motor glider with instructor Jim Lee on Friday.

Now we're down in Marathon, FL. Our tail-wheel Citabria stays here so I went up the

other day to try wheel landings in it. (I normally do only full stall landings in it.) I was very pleased to do 2 wheel landings near perfect. Even Al said he couldn't land it better than I did. We've also flown up to Homestead & gone glider flying at Miami gliders. Thanks for the good job on the newsletter. Susan Simmons

In response to the "International Merry-go-Around" HS received a moving note from **Winfried Morgner** from Germany. It was through Irmgard Morgner that I was able to unearth the story of Olga Klepikova. Irmgard is suffering from Parkinson's disease. The following is a translation of the note:

"Thank you very much for the great story. Irmgard was so moved that she cried several times. Sadly her health has further declined. But strong as we glider pilots are, we will be able to deal with this situation too".

Another great, newsworthy issue-including the articles, photos, lay-out etc. I liked the International Merry-go-Around article, as well as everything else.
 Monique Weil

They Are a Great Inspiration compiled by Frauke Elber

Sarah Kelly Arnold

"Sarah Kelly Arnold was raised on a farm in British Columbia. When she was 13, Sarah learned to fly in a single seat Quicksilver ultralight. Instantly she was captivated with flying. Her heart found a home in the sky, where it lives to this day.

In November 2002 Sarah became enthralled with a gliderport in Tennessee named Chilhowee. She quickly became a tow pilot and soon began soaring for herself. A year and a half later, at the age of 24, Sarah found herself the youngest owner-operator of any commercial gliderport. Under her management Chilhowee Soaring Association, Inc. has grown and shared the joy of soaring with many satisfied customers and has become a vacation point of destination for glider pilots from all over the country.

Mrs. Arnold has accumulated over 2200 hours of glider time and holds CFI, CFGI, A&P Mechanic with IA, and CFII Ground ratings. She runs Chilhowee with her husband and devoted crew, Jason Arnold."

This information can be found on the SSA web page. But it is not the complete story of the 10 years Sarah is flying gliders. In addition to all the ratings Sarah breezed through the Badges receiving her Diamond Badge in 2008. She is holding 4 US records, 13 Tennessee records, 2 New Mexico records. Sarah won 2 National Championships and 3 Regional Championships. She has never scored lower than 14th place.

Sarah hosted the WSPA seminar in 2006. She is the recipient of several WSPA scholarships and in 2005 was awarded the Anne Morrow Lindbergh Trophy.

Sarah will be the first American Woman representing the US in a FAI class (Standard Class) World Championship in 2013. She and husband Jason just returned from Argentina where Sarah flew in the Pre-World competition and finished 15th out of a field of 37 contestants (concurrently run with the Argentinean National Championships) She had a 87.6% winner score.

Sarah will be hosting the 2012 WSPA seminar



Rachel Conklin, 2011 Kolstad Youth Scholarship Grant winner (Scholarship application)

Although no one in my family was an aviator, I had always been interested in airplanes. I recall looking to the sky when hearing an aircraft and always wanting to stop along the roadside when passing an airport to watch a few take-offs or landings.

Soaring achievements, sailplanes flown, awards won, SSA Badges, FAI, and FAA Licenses

I began my flying career in September 2006 when I was 14. A family outing to Randall Airport in Middletown, NY introduced me to the sport of soaring for the first time. It was there at the Valley Soaring Club, I took my first glider flight. I remember being so nervous that I was almost crying as I climbed into the Schweizer 2-33. However, as soon as we were airborne I couldn't believe my eyes - I was flying! I was hooked after that first flight and I joined the club that very day. Within two months and 28 flights, I soloed the 2-33 earning my "A" badge on November 18, 2006. I went on to earn my "B" badge on August 11, 2007, and my "C" badge the very next day on August 12, 2007.

I spent nearly every weekend at the airport increasing my airtime while learning how to soar efficiently and slowly broadening my exploration area in the air. Since both my father and my younger sister were taking lessons as well, we always found a reason to head to the airport on weekend mornings. Since my initial solo I have had the opportunity to fly many of our club's gliders. I received sign off for, and have flown the Schweizer 2-33, 1-26, and 1-34, as well as the ASK-21. On September 1, 2008, after studying for a few months, I earned my private pilot glider certificate, the same day my father earned his.

Not only do I fly gliders, I fly single engine airplanes as well. I began training for my private SEL license March 2008 and passed my Airplane SEL practical test in December 2009. Since then I have enjoyed taking up my family and friends in both gliders and power planes.

I have begun to study and train for my Commercial glider license with the hopes of becoming licensed as soon as possible. In order to become a commercial pilot, I realize I must fly the glider to very strict standards. This appeals to me because I want to fly as precisely and efficiently as possible. Although I do not have a set goal or limit on myself in my flying, I plan to keep learning and exploring the world of soaring as far as I can. At the same time, I am currently taking instrument lessons in a C-172 and am working toward earning an instrument rating.

Involvement in Soaring Club, School and Community

As a junior member in the Valley Soaring Club, it is expected that one volunteer and help out the operation in exchange for lower flight instruction and glider rental and tow rates. I help out every weekend that I am able. I have worked as wing runner, log keeper, helped assemble gliders, assisted land out retrieves, and helped train other juniors in field operations. In December of 2010, I found a new way to help out the club; I received my tail dragger endorsement and since then, I have been checked out as a tow pilot and now fly the Piper Super Cub and tow gliders as well. As of August 13th of this year, I was given the keys to the other tow plane, the Club's Piper Pawnee.

During the past year, I became interested in soaring competitions and contests. Last summer, I learned about a regional contest that would be held not far from where I lived. I decided to visit it and see what a contest looked like since I knew that some of the Valley Soaring members would be competing. One of my instructors at Valley Soaring, Henry Nixon, known as Uncle Hank, is a frequent competitor in many of the regional competitions in the Northeast. Uncle Hank flies his ASK-21 at some of the contests he competes in and opens the backseat up for members who would like to fly with him. He learned that I was interested and gave me the chance to fly with him at the Region 2 North contest in Wurtsboro, NY, in July 2010 and the Region 2 contest in Mifflin, PA in May of this year. My Valley Soaring newsletter article on my experiences flying with Uncle Hank at the Mifflin contest was published recently in the August issue of Soaring Magazine. Not only have I flown in a couple contests, but I have also been ground crew for Uncle Hank as well as helped retrieve a few pilots during contests. Flying in the backseat of the ASK-21 and learning how a competition works was an eye-opening and rewarding experience.

Present plans for further education and eventual vocation

While I am heavily interested in aviation, I have decided to pursue music in college. This fall, I will be attending SUNY Fredonia with the intention to major in violin performance. At the present, I am not sure whether I will pursue a solid performance career, or if I will lean towards teaching the violin professionally instead. No matter the outcome, flying will always be very important to me.

In the world of aviation, I am currently studying for my commercial glider certificate and power instrument rating. I hope to have those accomplished as soon as possible. I also plan on earning my Bronze badge and then moving

on to the FAI Silver badge. Although aviation and specifically glider flying is just a hobby, I intend to fly for the rest of my life. Flying is such a rewarding and challenging sport, and in my opinion the best way to enjoy a beautiful sunny day.



Photo: Rand Baldwin

Rachel receiving the 2011 Kolstad Scholarship
 left to right: SSA Chairman Al Taylor, Rachel, Mage
 Kolstad Fleming, Ralph Kolstad

Kim Rendek, recipient of the 2010 Mid Kolstad Scholarship

I am so grateful to the members of the Women Soaring Pilot's Association for selecting me as the recipient of the Mid Kolstad Scholarship! Because of this scholarship, I was able to fulfill a lifelong dream of becoming a pilot. The scholarship helped me finish up my flying and tackle my private pilot glider checkride, which I successfully passed this fall. The experiences I have had with all of the wonderful members of WSPA have been unforgettable, and I have learned so much from everyone I interacted with at the seminar this year at El Tiro in Tucson. I can't wait to be able to attend another seminar and see everyone again. The connections I established will hopefully carry me through my future experiences and ratings as a pilot. Thank you again to everyone at WSPA for a wonderful experience



Summer Gajewski

For those of you who don't already know, I am currently attending K-State Salina's school of Aviation and Technology and majoring in Aeronautical Technology (a fancy way of saying that I'm going to school to be a pilot) and minoring in Business. Anyhow, I have recently just passed a rather large check point in my schooling/training. I have just completed my Private Pilot Airplane Single Engine rating. My training and entrance into "the actual college experience" has been, to say the least, amazing, formidably challenging, and extreme. K-State Salina is a wonderful college with the benefit of a smaller campus feel, and what's more, it has a great program for it's Aviation Students and the program is growing and bettering itself every day. The staff members here are always helpful and eager to see their students succeed.

Now I know I sound like I'm typing a PR article for a K-State Salina magazine, but I honestly do mean what I am saying. Now that is not to say that this program is PERFECT; there ARE some areas that have been...frustrating at times, but overall K-State Salina has proven to be a great school and program so far.

Just some general notes for anyone who might be interested. K-State Salina is a Part 141 Pilot School (don't be lazy, look it up in your CURRENT FAR/AIM). Our fleet consists of twenty C172s, six Bonanzas, two Barons, two ASK-21 gliders, one helicopter, and one King Air C-90. Anyway, the training that led up to my rating consisted of somewhere around 30ish lessons that included 3 different progress checks by advanced CFIs. And let me just say, YES class and homework up here ROCK.

Ok, ok, so I'm sure you are all probably all wondering about how the checkride went so here's a short summary of it.

Obtaining a checkride was probably the most difficult part of the whole program. The semester ended up ending before I could quite finish up my rating, so after Christmas I called our Chief Pilot who is also our Designated Pilot Examiner and scheduled a check ride for the week following Christmas. He gave me his weight and the weight of the baggage we would be taking, and told me what destination he wanted me to plan for and I planned out and reviewed for what I was hoping was going to be the perfect cross country. However, the DAY before my checkride was to happen, Bill (the checker) called me up and said, "I'm sorry to have to do this to you but, I have to hand your checkride over to a FAA inspector who is currently examining our school, so please scrap the cross country I gave you and plan two new Cross Countries. One will be planned for during the day and the other will be into Class B airspace at night, but you will only actually be flying the day time CX."

What I actually said, "Okie Dokie, sounds great! My thoughts after he hung up? "Oh S*****"

Anyway, I showed up the next day, and walked into the room where the FAA examiner sat with a deceptive smile on his face. Invited me to sit across the table from him, and then began to review my logbook, syllabus, and other required documents for a part 141 checkride. While he was doing so he tried to make small talk in what I'm guessing was an effort to calm me down. It didn't work. I shook like a leaf the whole time. Well as he was reviewing my syllabus he noticed that my 3rd Progress Checker had forgotten to initial the bottom of my Progress Check sheet. So he went to talk to our chief flight instructor for what felt like half an hour. Then when he came back he informed me that we would not be able to take the Checkride that day until he could contact and get the INITIALS of my progress checker on that sheet. I was just a LITTLE disappointed and frustrated on the drive back home..."

Well, all in all, it took TWO WEEKS to reschedule that dang check ride, but I finally was able to call the inspector back in and take the checkride this last Wednesday. This time, I was still nervous, but no where near where I was the first time. I went in, sat down and aced the oral. He never asked me a question that I was unable to answer or that I got wrong.

The flight pretty much followed suit. With the only areas in need of improvement being my use of trim, better clearing turns, and the fact that I need to be more vocal about what I am doing and actually say the checklists OUT-LOUD rather than just doing them.

Well, that's the short and sweet of it! I will be staring my instrument rating on Monday! Wish me Luck!

Oh, and by the way, I owe at least half of my gratitude to all of you glider folks. You guys provided the base for me to spring off. You all also planted the seed and cultivated my love of aviation. Without you guys, especially all of the volunteer CFI-Gs, I would NOT be where I am today. Thank you guys, I will never forget where I started.

PS: Summer is working on her "A" license for skydiving. As of this writing HS learned that she has made 4 static line jumps and should be ready to do her first free fall soon..

Summer was the 2010 Billy Goat scholarship recipient at the WSPA seminar in Air Sailing.



Summer (right) with instructor Chris Rogers

Ulrike Franz reports about a good day of soaring last summer

As a member of the Sylacauga Soaring Society since fall 2010, I had a few very great soaring-adventures last summer:

Sunday, August 15th, while on the way to the gliderport, the sky looked gorgeous.

That day late in the afternoon, I had one of the most beautiful flights in the US, since moving here. Tim Lockert, one of the SSS-members was in the backseat of the L23, one of the two Blaniks the club owns. I guess we were the only glider in the sky of central Alabama that afternoon. We had the opportunity to go on a short cross-country flight, so Tim could show me all the surrounding airports and off-field landing opportunities near Sylacauga. Here is, what Tim wrote to all the other club-members that Sunday evening in an email:

I have not been at the field much lately and I am pleased to report a mighty fine day of soaring this Sunday. Uli and I hopped in the L23 and found cloud base at 6,000' msl. We flew pretty much from Sylacauga to Commander Airpark and back without leaving a cloud, and making only a 180 degree turn. That was at Commander Air Park. We arrived back at SCD at 6,000'. We had to pull spoilers once and kept 70 to 80 mph pretty much the whole way. A good day of soaring.



WSPA Members in the Media

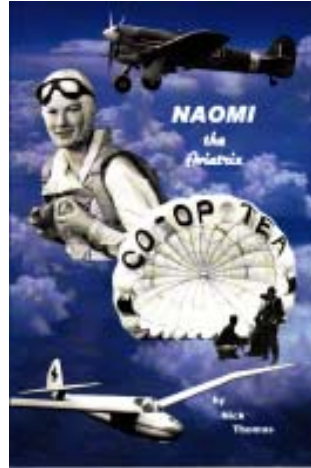
Doris Grove was featured in the November 2011 AOPA PILOT

Frauke Elber 's report about SOARING 100 was published in The Cec. 2011/ Jan.2012 issue of SORING NZ, the new Zealand Soaring magazine

Neita Montague made a TV appearance during the convention
http://www.kolotv.com/home/headlines/Soaring_Convention_Open_to_the_Public_138612

New Book

NAOMI, the Aviatrix by Nick Thomas



This

book is the remarkable story of an early, forgotten woman pilot. She seldom talked about her flying career to her family. She never wrote a book herself or her place in aviation history. It was her son Nick Thomas who set his mother a monument by putting her dairy notes in the context of time.

It is remarkable that Naomi Heron-Maxwell was able to make a career in aviation in the early 30es first by being part of an exhibition parachute team where women were considered daredevils and draws for larger, paying crowds. Then becoming a German trained glider pilot at a time when the political system pushed women out of aviation. Naomi became the first woman Silver Badge holder in the UK, an achievement that was not duplicated in the US until 1947 when Virginia Bennis (Schweizer) became the first American woman achieving that honor.

During World War II, when military aviation for a short time opened up for women as transfer/ferry pilots, Naomi followed the call, only –as so many others– being forgotten after the war.
 (excerpt from the Foreword)

The book can be ordered from Neita Montague
neitalibelle@aol.com
 \$10.00 plus shipping

(books provided by the author)

Congratulations Val Paget

FAI has ratified the following Class D (Gliders) World record :
 Claim number : 15816

Sub-class 🧐 W (World Class Gliders)
 Category: Feminine
 Type of record : Free triangle distance
 Course/location : Waller, TX (USA)
 Performance : 419.5 km
 Pilot : Valeria Paget (USA)
 Glider : PW-5 / World Class operated by
 Date :07.08.2011
 Previous record : no record set yet

Bertha Ryan passed the following on:

Nancy Lee Evans Pohlig

Nancy tripped and fell on Tuesday, and broke her left hip, the same hip that was broken in March 2011. The fall in 2011 broke the ball of the hip off, and Nancy had essentially fully recovered from that injury. On Tuesday, she tripped and fell again, this time dislocating the hip and severely fracturing the socket.

Nancy had a successful surgery on Wednesday, Feb 1, to rebuild the socket and reset the hip. This surgery was quite a bit more extensive, and recovery will be much longer, however, her surgeon expects her to have a full recovery. This evening she was transferred into the rehabilitation wing of the Torrance Memorial Medical Center in Torrance, California. She is currently in room 139B. You are welcome to call her on her cell phone at 661-400-5695. You can contact me at 661-400-5694.

Mike Pohlig

Nancy worked in the SSA office when it was still located in Santa Monica. She is a WSPA charter member and was essential in organizing the first WSPA seminar in 1978

Don't ever let an airplane take you someplace where your brain hasn't arrived at least a couple of minutes earlier.
 Anon.

Several of our WSPA members were bitten by the travel bug.

Ulrike Franz spent three months traveling through South America. Neita spent time on the South Island of New Zealand and got a chance to fly at the famous Omarama soaring site. Sarah spent three weeks in Argentina flying in the pre-worlds to familiarize herself with the site of next year's World Championship and the rules under which these contests are flown. Ulrike is first of our globetrotters who sent a report to Hangar Soaring

My South American Travels

By Ulrike Franz

Unfortunately I missed the famous Oktoberfest in Chilhowee last year, because I was traveling in South-America.

My first two and a half months trip to Latin-America was in 1989/90. At that time I saw Mexico, Costa Rica and Guatemala.

In the 90ties, Heiner and I traveled to Ecuador, Peru and Bolivia. One of our best trips was in 2004 to Cuba (ed. note: Germans were always allowed to travel to Cuba), a very short trip though, only one week. It encouraged me to undertake another South America trip, this time not from Germany but from Alabama, our new "headquarter".

I have a close friend from my home town in Germany who since almost 20 years lives in Diamantina, Minas Gerais. I have known him since I was a teenager

and wanted to see his large home which I knew already from many photos. He and his family live in a vast and spacious house which also houses students from this university town and from the Unesco World Heritage city of Diamantina, with its gorgeous old baroque churches, market places and narrow, steep roads - a very romantic place, worth a visit. I was able to work there as an artist, finishing some wall-paintings in this very artistic, Hundertwasser-inspired "Castello"

Here is The Itinerary of my latest trip: (also see my travel-blog: <http://uinsouthamerica.blogspot.com>)

On October 8th, I traveled by Greyhound-bus from Birmingham, Alabama to Fort Lauderdale, Florida where caught my flight to Bogotá on Monday, October 10th.

I spent 10 days in Columbia. During my intense English classes at the University of Alabama I met many great people from Bogotá and I just wanted to see all my Columbian friends again. From Bogota I flew to Letitia, a cozy little town in the center of the Amazon Forest, a border town between Peru, Columbia and Brazil. From here I traveled four days on a small-boat 1600 km down the Amazon River towards Manaus sleeping in a hammock at night. This famous mega-city is home of three million people! After a few days enjoying the old town, opera and a jungle-lodge, I took another flight to the capital of Brazil: Brasilia, because I wanted to see Oscar Niemayer's famous buildings there.

From Brasilia I traveled by bus over the Belo Horizonte to Diamantina where I stayed 2 weeks with my friend and his family. From there the journey continued to Ouro Preto, Rio de Janeiro, then along the Atlantic Coast through Sao Paulo, Curitiba, Morretes, Blumenau (a German Colony), Florianapolis, Porto Alegre, Monte Video/Uruguay, until I finally reached Buenos Aires on December 12th, where I linked up with my husband Heiner. Together, we saw the fantastic and assuimingly most gigantic water-spectacle in the world, Iguazu.

Another flight took us over to Salta, a beautiful Argentine, colonial town surrounded by picturesque mountains. A long bus trip brought us to the Argentinean wine center Mendoza. From there, a most scenic bus trip took us through the Andes Mountains to Santiago de Chile, where we visited the famous Chilean gliderport where the Grand Prix Championship took place in 2010.

Unfortunately we did not have any opportunity to fly there but one of the members, Edi, who was of German descent, showed us the whole place and also the German part of Santiago de Chile. He still spoke German fluently although he was born and had grown up in Santiago.

We returned home just before Christmas



Ulrike's art work



most gigantic water-spectacle in the world: Iguazu.



The L13 is flying again in Chile

Lisa Trotter

One of the pilots in the upcoming World Championships in Uvalde is Lisa Trotter, the first woman competing in a World Championship on American soil (Marfa 1970, Hobbs 1983 and Uvalde 1994).

Lisa and her husband Peter will fly in Uvalde as members of the Australian team.

The following was copied from the Australian Soaring Association website.

Brought you to flying

My father was an airline pilot and I was in the cockpit any chance I could get as long as I can remember. I have always had a fascination for aviation and I got my pilot licence to fly a power plane when I was a teenager before I had a car driver licence. I stumbled across gliding really by taking a gliding holiday with my father at Benalla. Going solo was a synch and was done in a matter of a few hours, but soaring flight I discovered was the real challenge. To stay airborne and travel for hundreds of kilometres using thermal updrafts takes plenty of skill. About 3500 hours of gliding over 20 years later I am still working on it and having the time of my life.

Best things about gliding

One of the best things about gliding is sharing it with my husband Peter. We met on the gliding field over 20 years ago and have since shared a passion for gliding and had many adventures. We own an LS8 and an ASW20 – two of the sweetest gliders you could ever fly. We both fly competition and I have steadily been improving and catching up to my husband's very high standard. We have some friendly competition with each other much to other people's amusement. The people involved in gliding are fantastic and like family. We love the Kingaroy Soaring Club because of the people and their attitude to flying. There are many people in gliding that I admire and find inspirational. Most of all I love the sheer enjoyment I get from playing in nature's playground in the sky. The ever-changing energy, cloud formations and magic scenery along with the occasional boomer climb or low save make for a pretty entertaining four or so hours in the air. But even more than this, I love the natural high and satisfaction I get from meeting the challenges of an adventurous flight.

Most memorable flights

It is hard to say because some of my most

challenging and memorable flights have not involved going great distances or to great heights. My first day-win at a Nationals was a 500km flight under an overcast sky. Everyone left expecting to outland and everyone got home. On another memorable flight that I will never forget, I used lines of shear wave on a cross-country flight and I spent the entire 250km flight above cloud moving from one line of wave to the next. Cumulous clouds marked the wave lines until the day cooled down and the thermals died taking the cloud markers away. Then I was lucky enough to find a smoke marked line of wave to give me my final glide home. There are many more flights that I can think of that have been amazing like the day at the last Kingaroy nationals in which two large convergence lines of clouds formed at right angles to each other creating large areas of strong lift and large areas of dead sky to traverse. Most cross-country flights have a surreal quality with their powerful weather formations and fascinating terrain to cross. I feel privileged every time I step into a glider to be able to be part of nature in this way.

Best achievement so far

This year I was selected into the team to compete at the World Gliding Championships 2012 at Uvalde in the USA. I have been flying competition now for about 15 years and I have competed in 18 state championships, 16 national championships and 3 international championships. I am the current Queensland state champion for 15-metre class and the current NSW state champion for standard class. I placed 2nd in the last two Nationals. In 2005, I represented Australia in Germany at the Women's World Gliding Championships. Competing in the Grand Prix qualifier in Gawler in 2007 with some of the best pilots from Australia and around the world was a thrill. I also enjoy record flying and currently hold two Australian distance and speed records. The best distance I have done is 970km when attempting a 1028km flight.

Service to the sport of gliding

Over the last 20 years I have worked voluntarily to develop coaching in the Australian gliding movement in the roles of state head coach and national coaching director. This voluntary work has included running many coaching GlideFast courses for competition and cross-country pilots with

my husband Peter. In a professional capacity, I have provided sport psychology mental skills training to top pilots and I have been the squad coach for Australian Team. I was recently awarded the Wally Wallington Trophy for services to gliding by the Gliding Federation of Australia.

Work and play

The ratio of work to play has improve dramatically over the past five years which started with a plan to take a three month holiday to follow all the gliding competitions. We continued to take a few months off each year to compete and run courses and in the last couple of years we became full-time gliding bums. In this time we also worked full-time on building an RV-7A aeroplane. Since there is no money tree, we are now back to work so that we can fund our aviation adventures. I also like the challenge and connections with people and community that come with being in the workforce. I am a qualified psychologist and have my own business in clinical and organisational psychology. My practice is on the Sunshine Coast and I provide services to the Queensland Academy of Sport and in organisational settings as well as in my own consulting room.

Some personal information

I am in my early 50s and keep pretty fit regularly swimming and running in the beautiful Noosa National Park. Having finished building our RV-7A we are doing many trips around Australia. Aviation gives my life an interesting dimension that I enjoy sharing with my husband and friends.



With the 2012 WSPA seminar planned for Chilhowee this summer this story gives a short introduction into the history of that gliderport

The following report by Rand Baldwin was copied with permission of the author from SoaringCafe, the online soaring magazine for gliderpilots world wide

The Chilhowee Octoberfest

From Friday, October 14th through Sunday, October 16th 2011, [Chilhowee Gliderport](#) hosted its 38th consecutive Octoberfest.

Chilhowee was founded in 1972 by Mike Reisman and has become one of the largest and most active commercial gliderports in the southeastern United States. The first Octoberfest was held in 1974 as a weekend event for sailplane pilots and their families—a time to enjoy soaring along the beautiful Chilhowee ridge and—on the ground—good music, good food, and great company. Many things have changed since the first Octoberfest, but the experience itself remains very much the same. Octoberfest has become the traditional final fling of the soaring season (which never *really* ends for those of us who love ridge-running!) in this part of the country.

Sarah Kelley Arnold has owned and operated the gliderport for about 10 years. She and her husband Jason maintain a first-class operation and offer rides and training three to four days a week depending on the season and weather. Under Sarah's management, Chilhowee has thrived. I'm sure Mike Reisman would be very proud.

Friday brought moderate NW winds, which made for great ridge soaring. The weather in general was beautiful with mostly blue skies and the occasional cumulus. The gorgeous fall weather attracted a large crowd of pilots, families, and hangers-on. Ninety-six people showed up to enjoy a scrumptious dinner in the Chilhowee barn on Friday evening. After dinner, awards were presented to winners of the 2011 Georgia-Tennessee-Alabama (GTA) Race Series, pilots who earned Tennessee state soaring records during the year, and Chilhowee Service Awards for Tow Pilot of the Year, Golden Wrench, and Spirit of Reisman. Pilots who had soloed, earned ratings, or completed badge legs at Chilhowee in 2011 were also recognized.

Saturday brought milder winds but the skies were filled with even more sailplanes. The west side of the runway was packed with trailers from one end to the other. Late Saturday afternoon, just before landing my LS-8, I counted 35 trailers and non-trailer gliders from the air. The operation logged 44 tows on Friday, 69 on Saturday, and 23 on Sunday.

On Saturday evening, 131 attendees were served another delicious dinner in The Barn. The air was chilly but spirits were high. Long-time competition pilot, musician, and composer Larry Goddard provided musical entertainment during the meal, which was followed by the evening's main event, a tribute to Robert E. "Bob" Gaines. Bob started soaring in 1959 as a young Air Force officer. Over the decades, he became a major figure in the Soaring Society of America and a driving force

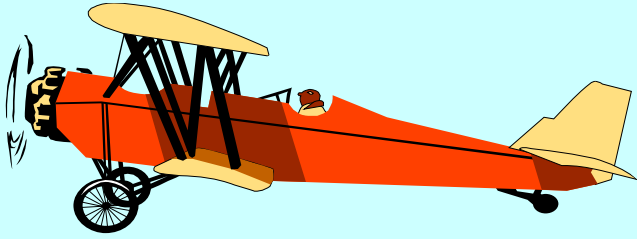
behind the Vintage Sailplane Association and the U.S. National Soaring Museum. He served as SSA Vice-President and on the SSA Board as Director for Region 5 (Southeastern U.S.). He served as Chair of SSA's Publications Board, SSA Safety Chairman, and Co-Chair of the 1989 and 2004 SSA conventions in Atlanta. Bob was President of the Vintage Sailplane Association and restored many beautiful classic and vintage sailplanes. He served as President of the National Soaring Museum in 2004 and 2005 and as a Trustee for 14 years. Bob and his wife Alice were U.S. dealers for DG Sailplanes for many years.

After Mike Reisman's death in the late 1990s, Bob and a group of other soaring enthusiasts organized the Chilhowee Soaring Association (CSA) to continue soaring operations at Chilhowee. They provided a great deal of personal capital, equipment, and elbow grease over several years to keep the operation afloat until it was transferred to Sarah.

Saturday's program included a slideshow highlighting Bob's contributions to the sport of soaring and tributes to Bob by his son Paul, Mike's son Will Reisman, and fellow CSA founder Gilly Smith. Several members of Bob's family were present, including Paul and his family and Bob's wife Alice.

In November, Bob was nominated for induction into the SSA's Soaring Hall of Fame.



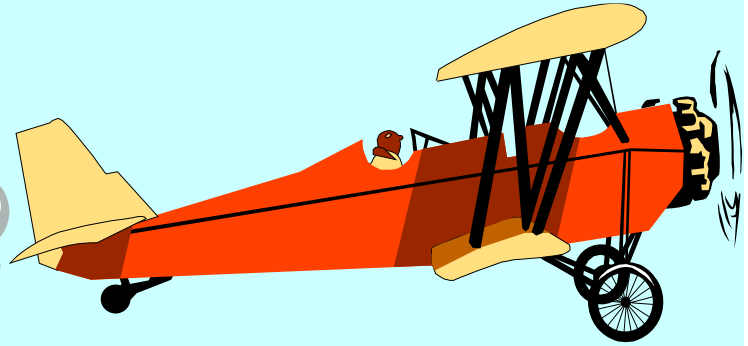


2012 WSPA Seminar

**Chilhowee Gliderport, Benton, TN
June 25-29, 2012**

2013 WSPA Seminar

**Moriarty, NM
July 8-12, 2013**



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