



Hangar Soaring

May, 2011

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

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LOOK!



EXTRA! EXTRA!
NEW WOMEN SOARING
SEMINAR

SEPTEMBER 22-25, 2011
EL TIRO GLIDERPORT, TUCSON,
AZ

Badge work and cross country
training

DETAILS at tucsonsoaring.org
and www.womensoaring.org

25th WSPA anniversary where it
all began

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

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President's Note

This May brings many changes as we transition from Winter to Spring. For many parts of the country gliderports are awakening. I hear of clubs holding their first field meetings and clean-up parties. Here in the West I'm cooking for 50 for our

Spring Maintenance Party at Air Sailing. The weekend-long event involves painting runway numbers, fixing our watering systems for the trees, greasing hangar doors, tractoring/dragging weeds, painting trim on the Clubhouse and Bath House, touch-up painting inside and much more. It is fun to see friends and new people who will be part of the soaring season. I hope you are also gearing up by studying your aircraft manuals, reviewing your newest sectionals, going over your gliderport's operations paperwork. And flying!

And remember to start posting your flights on OLC! I saw one day's records where an 86 km flight in the U.S. was tops in the world. Send questions about OLC to Irena Raymond (irena.raymond@siol.net)

Other transitions have come with Spring. Soar Minden is no more and SoaringNV at Minden is busy with three tow planes and first class gliders. Laurie Harden, owner of SoaringNV is a huge supporter of the WSPA and we thank her again for her grant which supported our 2010 Women Soaring Seminar.

The most important transition is from a possible no-seminar-year to YES, WE'RE HAVING A SEMINAR! Your Vice President, Maja Durisc (djurisc@stanford.edu) is your Seminar Coordinator and is also working on sites for 2012, 2013 and 2014! We should know by the end of July where our 2012 Women Soaring Seminar will be held so you can plan ahead.

Soon there will possibly be news of other special WSPA member events for 2011. Pat Valdata (pvaldata@zoominternet.net) will keep you posted on our website as plans for these are formed. Irena Raymond with Kathy Taylor (ktaylor@lani.gov) will oversee the Anne Morrow Lindbergh Trophy. Scholarship Chair Phyllis Wells (pwells1634@aol.com) is accepting applications for our scholarships. Check our website for information on these as well as breaking news: www.womensoaring.org

June is our dues month and as these are only \$15, why don't you pay them early and get that out of the way. You can pay by PayPal right on our website. Donations to our scholarships can also be paid through our website.

We'd love to hear from you on the Forum and learn more about YOUR gliderport and YOUR flying. We are eager to hear of new ratings, see photos you've posted and learn of your successes. This year should be a good soaring season for everybody across the U.S. But then any year is good for soaring!

See you in Tuscon in late September!

Neita (neitalibelle@aol.com)



From the Editor

I am sure you heard a stone dropping across the country when it was announced that the Tucson Soaring Club would host a mini version of the seminar. The details will be somewhere else in this issue since they are at this writing just unfolding.

For a moment it looked like my own club was willing to step in. But that fell through because of the labor input involved, especially on a short order.

And now, with great excitement, we accepted the Tucson Soaring Club's offer. Check the WSPA and the club's web page often to see how preparations are progressing.

(www.womensoaring.org and tucsonsoaring.org)

The other event we are working on is the 100years celebration of the Wright Brothers soaring flight, which will take place late in October. WSPA is planning to be visible there. So, when you -like me- can't make it to the Tucson Seminar, come out to the Outer Banks of North Carolina. See where the Wright Brothers made aviation history and celebrate with all the soaring buffs their achievement. I plan to be there. A good place for WSPA to make its presence known.

The raffle drawing will take place as planned in July, since all the raffle tickets state that the drawing will be during that month. I probably have somebody in my club do the honors. Disappointingly the ticket sales have stalled pretty much since the SSA conference in Philadelphia. Remember this is one event that helps to replenish the scholarship funds. See the beautiful wooden bowl we are raffling off on the back page of the newsletter. PLEASE BUY TICKETS. My address is on the left side bar on page 2.

And last not least: **JUNE IS MEMBERSHIP RENEWAL MONTH.** You can now pay your dues via Pay Pal. (Check the web page for details).

Members who still get a hard copy of the newsletter can see their due date on the mailing label (Jun-11 means your dues are due now). For the rest who are getting the e-version (same as above, just in color) I will send a list out to all we have listed as "June-11". Since I send most club related e-mails out as BCC to protect your privacy, it doesn't mean you are not the only one who is getting that mail. You just don't see the x numbers of others. Who will get the same mail. The same will hold later in the year when we send reminders out. PLEASE PAY PROMPTLY. (the treasurer's address is also on the side bar on page 2.). Payments can be made via PayPal. For information see www.womensoaring.org

Frauke



Photo by Sandra Stirbed

Even the heavens ask questions

Wolf Elber spotted this cloud formation on an early morning walk late in April. He did not have a camera with him. But when he met a neighbor with camera asked her to take the picture and send it to our computer

Women Soaring Seminar Moves West for 2011

By Pat Valdata



The 2011 Seminar logo

The Women Soaring Pilots Association (WSPA) is pleased to announce that the [Tucson Soaring Club](http://www.tucsonsoaringclub.com) will host the 2011 annual Women Soaring Seminar at El Tiro Gliderport, Marana, Arizona, September 22-25.

"We are delighted that Tucson Soaring Club helped the WSPA make a 'low save' this year when our original venue was unable to host the seminar," said WSPA President Neita Montague. "El Tiro is a great location for our annual seminar, one we remember fondly from the 1986 seminar, when we held our first WSPA meeting. It will be fun to return to Tucson after 25 years."

The facilities at El Tiro are ideal for a seminar: in addition to excellent lift, the gliderport has five runways, several towable landout areas, and two nearby airports. Aircraft include two Twin Grobs, a PW6 two-place, a PW5, and one Standard Cirrus. Plenty of tie-down space is available for those who bring their own sailplanes. Participants have a variety of housing choices, including Pinal Airpark, and for non-flying spouses, the area has many options for sightseeing, such as the Arizona Sonora Desert Museum and Saguaro National Monument.

The Women Soaring Seminar, a tradition since 1979, provides a venue each year for both women and men to increase their skills, meet other glider pilots, and advance the sport. Activities are planned for every skill level, from pre-solo students to advanced cross-country pilots. Past seminars have featured specialized flying experiences like organized land-outs, mini-competitions, dual cross-country, and badge/record work. The atmosphere is fun and non-competitive, with an emphasis on safety and skills development. It brings together WSPA members from all over North America and Europe.

More details about the 2011 seminar, including a registration form, are at <http://www.womensoaring.org> and will be posted at [Tucson Soaring Club](http://www.tucsonsoaringclub.com).

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El Tiro Airport



Return after 25 years

The WSPA "founding mothers" in 1986 at Tucson Soaring Club

WSPA at the 2011 Soaring Convention

By Pat Valdata

Philadelphia in January—what a treat. Both Donna Morrison and I were stranded at home on the first day for several hours, so we didn't get to Philadelphia until long after my Thursday morning talk was supposed to take place. Thankfully, the SSA staff was able to get me rescheduled for 2:30 the next day. They'd had to juggle several other speakers as well, which was not easy.

This was the first conference without an exhibit hall, and without the latest carbon fiber to admire, there was a very small turnout—less than 200 people, I'd guess. The sessions were a mix of safety, training, equipment and technical topics. My favorites were Cindy Brickner's "Cross-Country for Emus" and Gary Van Tassel's instructive presentation on an in-flight fire in a 2-33. It ended well, but I'm going to suggest that our club take a good look at our battery systems before we start flying again!

"You Don't Have to Paint a Glider **Pink** to Attract Women Pilots to Your Soaring Club" was scheduled for Friday afternoon, right after the 1-26 Association luncheon and in the same room. I am very grateful to 1-26er Ken (whose last name I should have written down) who let me use his own projector. Donna rounded up about 15 people or so, and we had a good discussion. My sources were Dr. Peggy Rafferty Hamilton's "Wolf Aviation Fund Teaching Women to Fly Project" results; an article by Hugh Turner, "Instructing Women to Fly," published in *Free Flight*; and results of my own survey of WSPA members. I pointed out that we have two problems: attracting more women to the sport and then retaining them once they start training.

Some ideas we generated for attracting women include:

- Target young women who are already in the CAP
- Target college engineering departments and bringing a glider to school science fairs
- Put flyers in beauty parlors, shopping malls, community bulletin boards
- Talk to women's clubs and active 55+ communities
- Use social media like Facebook and YouTube
- Host a Women's Day (Philadelphia Glider Council has done this twice)

Once you have women on the airport, the next step is to make them want to stay:

- Acknowledge their presence and their interest
- Introduce them to everybody, especially women pilots
- Let them play with the club's Condor flight simulator
- Give them a fun demo, not a "macho" one
- Make sure the clubhouse is female friendly, with a toilet or porta-potty nearby
- Post photos of women pilots and club members
- Have a place where kids can play or even some kind of day care (that'll be the day, right?)

A thread that ran through the survey results was that too many women pilots are still being ignored when we are at the airport, or worse, we are told that we don't belong there. I read a statistic that 2/3 of the people who start flying lessons give it up before they get a license, but I'll bet that figure is even higher for women in soaring when they are not exactly welcomed. So how to keep women in the club during the training phase is another whole story that I'll put in the next issue.

Capping our weekend, we picked Frauke up at the train station on Saturday and then attended the awards banquet, where Cindy Brickner received an Exceptional Service Award.

PS by Frauke: I arrived just in time to go to our WSPA luncheon. To save money we had organized it ourselves in a restaurant near the conference center. Considering the small size of the conference it was well attended. And since the banquet coincided with my birthday I considered it a huge birthday party. After the conference I spent a day with Pat and her husband Bob before I took the train back home.

Other upcoming events:

The WSPA seminar
at the Tucson Soaring Club
Sep.22-25, 2011

Soaring100 Oct.21-24, 2011
Kitty Hawk, NC.

WSPA will be present at Kitty Hawk. The annual Board meeting is planned during the celebrations. See the Soaring100 web page or check the WSPA

SSA Convention

Feb.2-4, 2012 Reno, Nevada.
Volunteers are needed to man the booth

100 Years Wasserkuppe

For anybody who is in Europe this summer here is an exciting event: the Wasserkuppe, the cradle of soaring, is celebrating it's 100th anniversary. It was in 1911 that a group of students from Darmstadt made their first gliding hops from the Wasserkuppe in self-built gliders, reach-

ing a distance of 250m.

To commemorate the event and the historic aviation achievements it triggered, the Sailplane Grand Prix Final for 2011 will be held at the Wasserkuppe from Saturday, July 23 until Saturday, July 30. There also will be an old timer meet representing the development of sailplanes throughout the decades. Many more activities are planned
Several of us visited the

Wasserkuppe after the 2009 WSPA seminar in Slovenia.

Women Soaring Week Down Under

Tuesday 27 December 2011 to Saturday 31 December 31 2011
The final night dinner and party will be on New Year's Eve! Woo Hoo
In case anybody wants an extended summer and soaring season contact
Lisa Trotter
gliderpilots@bigpond.com

Special Achievements

On March 24, 2011 Sarah Kelly Arnold and Diana Fleming set out in a 2-33a to make soaring history by claiming 11 Tennessee State Records (already approved), 3 US Records-Feminine Open Class Application for Distance Award.(The total list will be published in Hangar Soaring as soon as all records are approved and listed in SOARING).

In addition to the windfall of records Sarah won the Region 5N contest in the Sports Class by winning every single day (no pilot in the other classes managed that). 2 weeks later at her home field at Chilhowee glider port (site of the 2006 WSPA seminar) she won the Sports Class Nationals , which (according to the contest report on the SSA web page) pretty much clinches her slot on the US team for the World Club Class Championships to be held in January 2013 in Argentina (summer in the southern hemisphere). Only 3 pilots are eligible for the US Team slot (Sarah Kelly Arnold, Robin Clark and Sean Franke)

Ever since Sarah entered the World of Soaring (being a power pilot, tow pilot and A&P first) we have followed this incredibly talented pilot. Not only was she brave enough to buy the Chilhowee gliderport at a very young age and learning to soar, her phenomenal progress in soaring has been stunning

The following is Sarah's Badge history

A Badge	May 2005
B Badge	May 2005
C Badge	May 2005
Bronze Badge	May 2005
Silver Badge	June 2005
Gold Badge	June 2005
Diamond Badge	Feb. 2008

In addition she earned her Commercial and Instructor rating.

Contest results:

2006 Region 5N	7
2007 1-26 Championship	3
2007 Std. Class Nationals	11
2008 Region 5N	Guest
2008 Std. Class Nationals	22
2009 Region 5E	1
2009 Sports Class Nationals	14
2010 Region 5N	1
2010 Sports Class Nationals	14
2011 Region 5N	1
2011 Sports Class Nationals	1

Sarah has been the recipient of the Anne Lindbergh Trophy and several WSPA scholarships.



Photo: Leah Zimmerman

HRH Sarah after winning Region 5N

Summer Grajewski's first land-out and Silver altitude

Had my first landout this Saturday! It was a good 2.75 hr flight where I earned my silver altitude ! After I had been up for about the first two hours Tony decided to join me in his Cherokee. After he joined me we started heading southwest of Sunflower (our home glider port) and about 5-6 miles out everything started softening up/shutting down for the day, so around 2,000 AGL I knew I was going to have to pick a field to land in. Luckily enough there was a decently sized, ploughed field nearby vacant of crops (its been a dry season for our poor farmers). I noticed there was a power line I would have to skirt, but I had enough faith in my ability to slip that I wasn't too worried about getting down after I cleared the line. The trouble came in the final approach when I realized that there was a barbed wire fence waiting for me at the end of the field. I knew I would touch a good distance before it, but was unsure of how far I would roll. I had only ever landed on concrete or hard packed dirt before. So I got a little nervous and slipped into the landing without straightening back out (again all I had eyes for was the ever nearing barbed wire fence). I ended up doing a 160 degree ground loop probably about 10-15 feet after I landed, and as it turns out nothing slides very far in ploughed dirt. After I had stopped I just sat there for a minute thinking and mentally preparing myself, I was sure I had cracked the fuselage in half (I had never made that poor/hard of a landing before), but when I jumped out, the plane was still very much intact minus one small crack in the fuselage near the horizontal stabilizer that had been there before but had obviously worsened with the rough landing. Then, I looked up just in time to see Tony on his final approach for the same field. He was landing out with me! Which was very sweet of him considering that, with his experience, he probably could have scratched his way back to the airport. He then hopped out and came over and shook my hand and said "Congratulations Pilot, you made your first landout".

After that of course we had the usual neighbours drive out to see if we were ok, and ask what in the world happened. We chatted with them for a little while before our very fast crew made it to the field and we began to de-rig. There was one other foul up on an otherwise perfect day. While we were de-rigging the device that holds up the fuselage when the wings are removed slipped and the fuselage fell on its side cracking the ply board skin on the aft side of the main bulk head.

All in all, despite the two wounds to the club Ka-6 I was flying, it was the perfect day. I am truly sorry to be leaving all of my friends at Sunflower Aerodrome this summer to go work in Colorado. I will miss thermaling with Tony and all the rest of my friends out there. You know, other than hitting 1k up, there is no better feeling than thermaling with friends on a warm, beautiful day in Kansas. Each trying to centre the thermal while keeping watch on the person across from you and matching their speed as you both soar to new heights...yeah, good day..

See Tony Condon's corresponding story on page 9

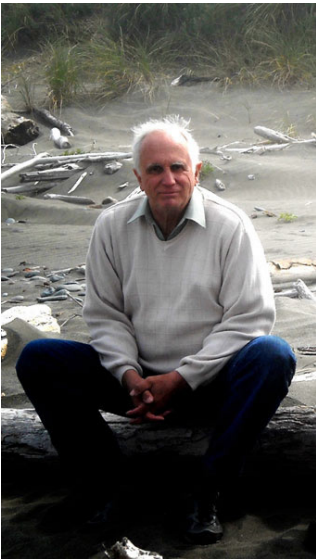


Summer happily down on earth again

George Poppa, Craftsman

(article first published in Westwind, newsletter of Air Sailing)

My work expresses a childhood fascination with moving things I never lost. Early on I began to build small airplanes and boats with simple materials to resemble images I found in the Book of Knowledge Encyclopedia. As I progressed to the design and creations of functional model airplanes, I learned that ugly airplanes don't fly well– an important lesson in the relation of elegance and function which accounts for the beauty found in nature and in the best of technology. (from George's web page).



Modeling sailplanes out of wire began from necessity. My mentor, Richard Starrett had everything. There were no store-bought gifts existing that somebody had not already bought him. Since I was teaching him to fly model sailplanes, I made him a wire sculpture (my first ever) which he really liked.

Richard told me to make up several pieces and take them to Don Conard Mobiles in Ghiradelli Square. Don liked my crude beginnings and promptly put them out on the shelves. The first piece to leave the shop was stolen! I was ecstatic...somebody liked the little biplane enough to steal it. There was a niche in the gallery's product lineup for scale models of boats, planes and cars which filled for fourteen years. I have never considered myself to be an artist as were other contributors to the gallery. The word "Craftsman" seemed a better fit.

Major clients have been the New York Yacht Club, Ted Turner, Michel Bich and the San Diego Maritime Museum plus many tens of custom pieces commissioned as gifts for special occasions such as trophies for the League of Silent Flight and the Corinthian Yacht Club of Tiburon, CA.

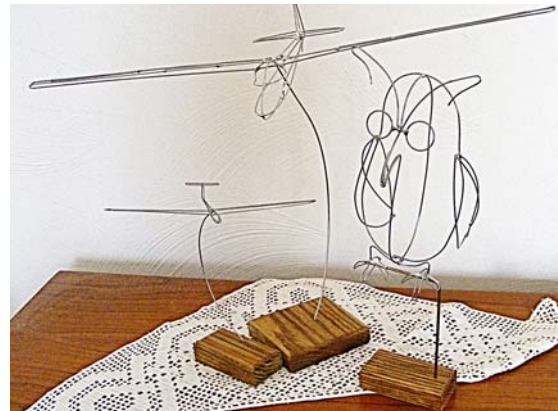
All pieces are stainless steel wire soldered with an ordinary 50 watt iron using silver bearing solder and liquid flux. While I also enjoy modeling whales and other aquatic creatures, my work has been appreciated for its accuracy to a plan, in the case of aircraft. Cars and boats.

I am thankful to WSPA President Neita Montague and Frauke Elber for their warm friendship and for showing the sculptures for our mutual benefit. A portion of the sales goes towards the WSPA scholarship fund.

Website: georgepoppasculptures.com



Dirk Elber's dog "Shadow" modeled after a picture showing the dog in Flyball competition



The Elber collection of George Poppa sculptures. The large sailplane is a sculpture of the family Ka8

Editor's note: George provided me with a portfolio of his wire sculpture, which I have taken to soaring events

Tatjana Obretenova was one of the participants of our glider project in 2003. For the ones who weren't WSPA members then here is a short explanation: In 2003, the 100th anniversary year of the Wright Brothers first flight, Alexis Lartner spearheaded a project by sending a drawing of a generic sailplane on card stock to one hundred women glider pilots around the world with the request to decorate the plain sailplanes and to return these pieces of art back to her. We got 47 "gliders" back, some elaborately decorated. Tatjana had hers decorated in the colors and with the call letter of the glider she won the 1987 European Women's Championship in. She flew in the 3rd Women's World Championship in Klix/ Germany where I had the opportunity to meet her. Although we could not verbally communicate her deep laughter was contagious.

The following is an off-field landing story in the time and age before cell phones and on-line tracking. This was the last International contest an American Woman participated in but as a guest only since it was an European Women Championship

Orjol 1989 (350 km south of Mos-lands near a small village about 150 she is unable to notify anybody neither a telephone nor a police sta-have phoned in her location. Bus do?

She finally finds a local family which celebrate the occasion her host of-wife who usually doesn't allow him

The house has a big living room, a their chicks make their home and a guest room with three beds, a room lovingly decorated with needle work. Tatjana feels like on a trip into the last century.

The following day she is still unable to contact the airport at Orjol. The locals bring her home made food in the morn-ing, milk fresh from the cow, coffee and many other things.

It is almost evening when a Wilga passes nearby. Tatjana, hoping that her radio batteries somehow have recov-ered, tries to make contact with the Wilga pilot. She desperately calls the pilot and miraculously he hears her. Shortly thereafter she is towed back to the airport.

The mood at Orjol is very tense after nobody had heard from Tatjana in one and a half day. In the mean time Tatjana's husband has arrived from Bulgaria together with a film maker who had planned to make a film about the con-test. He is informed that his wife is missing. The Russian pilots are trying to console him but he is very worried about the whereabouts of his wife.

Finally, after many worrisome hours Tatjana finally arrives back at the airport. Hearing about Tatjana's adventures the film maker changes his script to include Tatjana's story. He can not comprehend how at this time and age a per-son can be missing for two days.



Tatjana Obretenova
Tatjana at the Babajaga Ceremony during the 2005 Women's World Championships

cow). During the contest Tatjana km from Orjol. Her radio is dead and about her off-field landing. There is tion nearby from where she could service is only once a week. What to

provides her a place to stay. To fers her, with the permission of his to drink, some home made liquor.

hall way in which the chicken and

Soaring History Symposium at the National Soaring Museum.

People from across the country gathered at the NSM. The two day affair included several lectures, the Soaring Museum Trustee Meeting and the induction of Einar Enevoldson into the Hall of Fame. Several active and inactive WSPA members attended the programs: Bertha Ryan and BG Holden from California, Linda Chism, who was one of the presenters from Washington State, Frauke Elber, Virginia, Bill Batesole, New Hampshire and George Lauman, Arizona (and New York). George at age 94 is probably our oldest supporter. BG, Bertha and Frauke tried to visit Ginny Schweizer but she wasn't well enough to receive visitors..

The following lectures were presented:

Friday

- Winter Soaring in the Mid-Atlantic Region (Baude Litt)
- Early California Soaring (Jeffery Byard)
- Cloyd and Audrey Artman, Washington State Soaring Pioneers (Linda Chism).

(Hopefully we will learn more about these brother/ sister pioneers)

- Wally Scott– his Life, his Flying (Samantha Hilbert Thomas, author of the book of Wally Scott's life)

It followed a reception and book signing (Ms. Thomas).

Saturday

The day started with a tour of the NSM storage facilities & Archives, followed by the afternoon lectures

- Flying NASA's Schweizer 1-36 Deep Stall Sailplane (Einar Enevoldson)
- NSM's Loomis Photograph collection of the early Harris Hill contests (Peter Smith)
- A tale of the three Schweizers and More (Walter Cannon)

This was followed by a reception and book-signing by Bertha Ryan and Einar Enevoldson.

The symposium ended with the induction of Einar Enevoldson into the Hall of fame and Mr. Enevoldson's presentation about the Perlan Project

It was chilly at Harris Hill and a warm coat was still in order.

Book review by Val Paget

Soaring Beyond the Clouds, Einar Enevoldson Reaches for 100,000' has just been published by the SSA. The WSPA's own Bertha Ryan is the author. Ryan, a MIT educated aerospace engineer and much honored aviator, puts you in the backseat and takes you through Enevoldson's many amazing and often tense moments as a glider pilot, Air Force pilot, and NASA research test pilot.

Einar Enevoldson is forever connected to the world record altitude flight he and Steve Fossett made, but that is just one of his amazing flights. Recovery from a flat spin while testing an F-14 and his land-out in an F-104 are just two of the "interesting" moments described. The Appendix, a four page, two-columned list of the planes Enevoldson has flown, adds the final "Wow!" factor.

Bertha Ryan presents the complexities of the aviation design, flight characteristics and aviation weather in ways that both the general reader and an aeronautical expert will find fascinating. The information about such phenomena as the Stratospheric Polar Night Jet deepens our understanding of the world of high altitude flight. The stories about Enevoldson and other illustrious people in aviation, and the many pictures make this book an essential part of any aviation collection.

Ryan is generously donating all proceeds to the SSA. Go to SSA.org and order copies for yourself, your friends and family.



Einar Enevoldson and Bertha Ryan signing a book

Kolstad Scholarship Gifted \$25,000 from Hilton Foundation.

The Kolstad Scholarship Fund has received a very generous gift of \$25,000 from the Hilton Foundation. The SSA would like to encourage members and clubs to have your youth apply for this scholarship. The application deadline is September 30. Ralph Kolstad sent in the following quote.

"Help your younger pilots with a chance to achieve more in their lives. Encourage them to go cross-country and earn the Kolstad Century awards. Also encourage them to start thinking about the Kolstad Youth Scholarship. The scholarship is open to students ages 14-20, to soaring pilots with flying experience of at least a C Badge.

You can review the other criteria on line at SSA.org. The scholarship prize is now \$5000! It is in a check co-written to the winner and an academic institution. Start your flights now!"

Summer's first Landout, from her Instructor's View

By Tony Condon

Flying on Saturday was good. I was the duty instructor for the day and first order of business was to help Summer get back in the Ka-6. We assembled both the Ka-6 and 3Y (Tony's Cherokee II) and started Summer to work with a couple of spot landings. She did well so I put the logger in the glider and launched her up for some soaring. I was planning to join her in 3Y for some lead/follow cross country flying, probably to Kingman and back. A student showed up though so I flew with him in the 2-33 and got him soloed again. We also did some thermaling on about a 40 minute flight which was his first exposure to actual soaring. I sent him back up solo to do it himself, which he did with a 45 minute solo flight. Then I launched in 3Y and found Summer. We had a great thermal to about 6400 feet. The audio vario worked GREAT! I am happy to report that the Cherokee II will outclimb the Ka-6. By this time Summer's handheld radio battery had died but she followed me off to the southwest anyway. We flew about 8 miles out but encountered no real lift so turned back. We were shallow to the airport but I was optimistic. Summer was behind and below me but I figured with the Ka-6's superior glide she would be OK. I kept a beeline for the airport when I noticed summer was starting to fly an odd pattern below me, flying straight east and then north instead of northeast to the airport. Then she turned SOUTH!. Then she opened the airbrakes! About that time I realized she was landing.

And she did! She made a nice approach over the power lines and slipped into a good dirt field. I called up the guys on the ground and a few other gliders flying around to report that she had landed. Let them know where she was at (Arlington Road and K-17) and decided that I would land with her. I was marginal to make it back to the airport to begin with anyway and had spent some more altitude circling to watch her landing. Plus, landing out is better with friends and I wanted to make sure she was OK. So I came in over the power lines and Summer got to watch me make a nice landing in the dirt too.

We had a good time visiting with the neighbors and waiting for the crews to arrive (thanks Steve, Brian, and Steve) We all got back to the airport and put everything away, then retired to supper where I looked at Summer's trace and let her know that not only had she achieved personal best duration and made her first landout, but had also gotten silver altitude! It was a great day.

Editor's note: Leah Condon and husband Tony took Leah's Cherokee II apart during the winter and they are progressing nicely to get that bird flying again. You can read what Leah is up to on the FORUM under Tony's blog "See what Leah is up to now"

Another view of the SSA conference in Philadelphia

By Tony Condon

Leah and I had a really good time at the SSA Conference in Philly. We arrived late Thursday and met up with our "Flying Turtle" friends. We spent most of the daytime sampling the presentations available and catching up with old friends and meeting new ones. Lunch with the WSPA on Saturday was a lot of fun. Highlights for me was the presentation by Penn State students about their human powered airplane project. Incredible! I also enjoyed Dan Armstrong's talk about Low Cost Soaring, mainly focusing on low cost launch methods, primarily auto tow. Had a really nice chat with Dan later about his various airplane projects.

I managed to snag two awards at the membership meeting on Friday. One was for being the most active SSA Instructor in Region 10. The other was for being the 3rd most active SSA Instructor nationwide. I am really proud of that and proud of the students in my club who put in the effort to earn their badges.

The banquet on Saturday was, as always, a blast. Good food and good friends. The keynote speaker talked about the history of glider flight attempts, leading up to the Wright's glider and powered flight and continuing on as sailplane design developed to a point where true soaring was regularly possible. The videos he showed of early glider replicas flying (and sometimes crashing) and the shots from his flights in a Wright 1902 glider and the 1903 flyer were fantastic.

The awards given on Saturday night are always a highlight for me. Francois Pin won the Hatcher Trophy. The Barringer Trophy went (again) to Mike Koerner. I'm going to have to start giving Mike a run for his money! I think this is the 10th year Mike has won it, good job! There were several certificates handed out for exceptional achievement. I don't think there were too many dry eyes in the house when Chris O'Callaghan received a standing ovation for his posthumous award.

The finale of the evening was the presentation of the Warren Eaton trophy. This is the SSA's highest award and this year went to Burt Compton. We were all really proud of Burt. He's been around gliders since he was an infant and his dad won the Eaton trophy in 1948. We had a bit of a SNAFU on our flight back which resulted in spending the evening with friends in Cincinnati. But we made it home on Monday just in time for the winter storm to hit. Today we closed on our house (yippee!). Hopefully next week we can start getting the garage ready to work in. So we might have a short break from direct progress on 53T but once it's ready hopefully we can make a lot of progress quickly.

Hear Say

Neita Montague sent the following

Three WSPA members returned to Air Sailing for four days in May to brush up on their soaring and prepare themselves for Spring and Summer soaring. Phyllis Wells of Colorado, Cheryl Betson of California and Joyce Hilchie of Arizona flew with WSPA members Neita and Mark Montague in the ASK-21.

WSPA ANNUAL SEMINAR!

Tuscon Soaring at El Tiro Gliderport will be the host for the Women Soaring Seminar September 22-25.

The WSPA held it's first official seminar there (Women Soaring Seminars have been held since the 1970s) so we will be celebrating 25 years as The Women Soaring Pilots Association.

Registration for the event will include gliders use, lectures and all meals including the annual meeting and banquet.

Housing will be at Pinal in Officers' Quarters and there is an olympic-sized pool on the field. Emphasis will be on badge work and cross country flights.

More information and the registration form will be posted soon at tusconsoaring.org and womensoaring.org

Neita Montague and **Summer Gadewski** are the latest WSPA members posting their flights on OLC

Pat Valdata sent the following:

Girls and women of all ages are encouraged to enter essays, drawings, and paintings of first flights—actual flights or how the creator imagines a flight would be—in contests sponsored by Women of Aviation Worldwide. Women of Aviation Worldwide Week takes place March 7 to 14. Winners will receive \$100 toward a flight lesson or \$100 in pilot supplies. For complete entry deadlines and requirements, [see the website](#)

Although it is too late to participate this year, keep this in mind for 2012

From the WIA web page

Women in Aviation honored at Kitty Hawk

Women in Aviation will be honored by the First Flight Society by dedicating one of the pillars at the Century of Flight Monument to Women in Aviation. This dedication will take place during the activities surrounding the wee of Dec. 17, 2011. www.wia.org

(not to be confused with the Soaring100 festivities in October)

Soar Minden in Minden, Nevada has closed. This is not to be confused with SoarNV, a first class commercial operation owned by WSPA member Laurie Harden. Laurie is a huge WSPA supporter. Not only did she acquire a \$6000 Grant for the seminar last year, shed sent planes and instructors to the seminar in Air Sailing. People who have flown at SoarNV have the highest praise for the operation, the friendliness of the people and the excellent airplanes available.

Support SoarNV

2011 Greetings from Air Sailing! – Dick Horn ASI President

As the Air Sailing Board of Trustees reflects on our 2010 season we can't help but be proud to have hosted the WSPA Soaring Seminar. Your leadership, organization and active participation made it a safe and great event. We are especially happy to have been able to sponsor some participants through our youth scholarship program. This is the heart of what Air Sailing is about, to provide the opportunity for soaring pilots of all experience levels to expand their knowledge & skill. Not to mention have a lot of fun doing it. We hope you enjoyed the facility and would appreciate any ideas you may have to make it even better.

We look forward to hosting the WSPA in the future, but you don't have to wait for that to come back to Air Sailing. Take a look at the 2011 events list on our website www.airsailing.org. Whether you want some help refining you thermaling skills, expand your cross country horizons or try your first contest there is something there for you. We truly believe Air Sailing is a unique world class site with some world class events and volunteers to help all our visitors.

As you know we are a not for profit volunteer organization. Everything you found at the gliderport was made possible by volunteer hours of work and monetary contributions. Our last Capital Campaign allowed us to build the clubhouse, bath facilities and provide 24 hour power to the facility in 2002. In 2010 we kicked-off another Capital Campaign, we hope to add solar power and a dedicated towplane hangar to the facility which will reduce our operating cost and provide much needed income.

I am pleased to say that we are very near our \$160,000 goal. However to ensure our ability to start these improvements in 2011, we really need your help. Any donation that you can afford would be greatly appreciated. Air Sailing Inc. is a 501(c)(3) corporation so your donation is also tax deductible.

Donations by check can be made to:

Air Sailing Inc.

Box 3075

Freemont, CA 94539

SCHOLARSHIP WINNER

Emily Grant is the very first winner of the Robert Gillan Youth Scholarship from the Central Indiana Soaring Society. Emily is a 15 yr. old high school student from Eaton, IN. She comes from an aviation family. Her father is a former naval

aviator and current corporate jet pilot who once flew for Garfield, the Cat; her mother is a captain for United Airlines. Emily is progressing rapidly as a glider pilot. She is planning to study engineering.

Robert Gillan, a navy instructor pilot in WWII, a middle-school teacher and farmer, bequeathed a nice sum of money to CISS for setting up this scholarship, which will cover half of the student's flying expenses up through solo. The scholarship is available to students ages 14-20 who are residents of Indiana and who have not had a previous connection to



soaring. The scholarship can support two such students per year. Nyal Williams, Central Indiana Soaring Society

Maryland airport is honored as most female-friendly Frederick Airport in Maryland has earned the title of Most Female Pilot Friendly Airport in the World. During Women of Aviation World Week last month, the airport offered free introductory flights for 185 girls and women. "This accomplishment set a new world record for most girls and women introduced to flying in one day and one location," said organizer Mireille Goyer. AVweb

Welcome new members

Joan Abbitan, NV

Cori Hildebrand, NV

Jennifer Hunt, WA

Jill Mc Caw, New Zealand
(sponsored by Neita Montague)

Kimberly Rendek, AZ

Women in Space by Frauke Elber

With the Space Shuttle program coming to an end and no more space flights in the near future it is interesting to see how many women have been in space, either as pilots, commanders, mission specialists, teachers and even as space tourists. I was interested how many were glider pilots before flying into space.

All together 54 women went into space. This includes the three Russian women cosmonauts. Valentina Tereshkova became the very first woman in Space in 1963. Her country woman Svetlana Saviskaya became the first woman space walker. She flew on two missions in 1982 and 1984. The third Russian woman in Space was Yelena V. Kondakova. She flew on the Russian Soyus in 1994 and spent 5months on the Russian Space Station MIR. In 1997 she was a crew member on the Shuttle ATLANTIS and became so far the last Russian woman in Space (several are in training at the present time but if they ever will fly is uncertain).

On the American side Sally Ride became famous as the first American Woman in Space and Kathryn Sullivan became the first woman space walker on an American mission. Eileen Collins made history by being the first Shuttle pilot and on a later flight-Mission Commander. Shannon Lucid made it into the headlines for her long time, involuntarily stay at the International Space Station. WSPA has a personal connection to Marsha Irvins who flew into space in the early 90ies. She was the featured speaker at the WSPA seminar in Black Forest 1993. I don't remember the details, but it was about living condition in a space craft and we were laughing ourselves silly.

Christa McAuliff was the "Teacher in Space" who was killed in the Challenger explosion. So was Judith Resnick. Years later, Barbara Morgan, Christa's back-up flew on a space mission.

Three African-American women flew into space and several foreign nationals: the above mentioned Russian. The first British was Helen P. Sharman who in 1991 launched in the Russian space craft Soyus and spent time at the MIR space station.. First Canadian was Roberta Bonda followed by Julie Payette. Claudie Haigneré flew for France, Yi So-yeon for Korea. Chiaki Mukai and Naoko Yamazaki were Japanese astronauts. In the headlines was Anousheh Ansari of Iranian descent who became the first female space tourist paying a hefty sum for a trip to the International Space Station on board of a Soyus space craft. Her book "My Dreams of the Stars" published in 2010 is probably worth while to read. Laurel B. Clark and Kalpana Chawla –a native of India-, the only one who lists a glider rating in the Wikipedia biography died when COLUMBIA disintegrated 16 minutes before landing at Cape Canaveral.

These are just a few of the 54 women who flew in space. I am not sure if any women will be on the two remaining missions. But I am certain that when women are included in the last two crews they will be space veterans and not newcomers.

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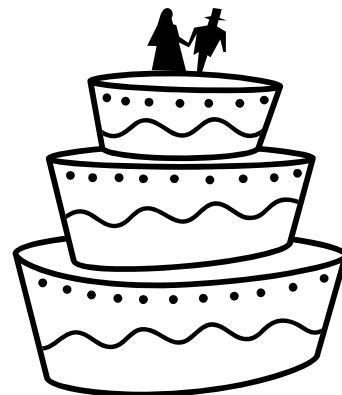
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A doctor was addressing a large audience in Oxford

"The material we put into our stomachs should have killed most of us sitting here, years ago. Red meat is full of steroids and dye. Soft drinks corrode your stomach lining. Chinese food is loaded with MSG. High trans-fat diets can be disastrous and none of us realizes the long-term harm caused by the germs in our drinking water. But, there is one thing that is the most dangerous of all and most of us have, or will eat it. Can anyone here tell me what food it is that causes the most grief and suffering for years after eating it?"

After several seconds of quiet, a 70-year-old man in the front row raised his hand, and softly said, "Wedding Cake."





2011 Raffle

Bowl made and donated by Col. Ray Kleber.
Tickets (\$5.00/each) available from Frauke Elber
fandw_elber@cox.net

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