



Hangar Soaring

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

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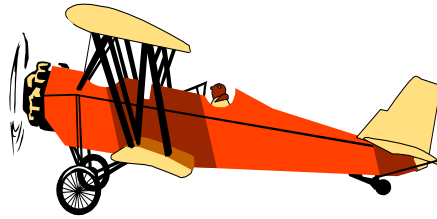
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2017 WSPA Seminar



June is WSPA dues' renewal month
Please pay on time



Chris Larson soaring over Michigan

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

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Badges

(reported through May 2017)

C Badge

Coleen Cameron, CO

B Badge

Coleen Cameron, CO

A Badge

Coleen Cameron, CO
Maryam Ali, VA



From the Editor

Recently, I got an e-mail from one of our members inquiring why we need separate women contests or listing women records separately. This also falls into the category 'why are there so few women in aviation and in soaring especially?' WSPA and Hangar Soaring discussed this topic frequently without having a real solution on hand.. Looking back into the early years of soaring, it seems the high point in US women participation in the sport, in contests and in records posted reached a zenith during the 50es. The women's lib movement in the 60es did not increase women's participation in the sport, to the contrary: the numbers dropped.

When I started flying in the early 60es in Germany (BTW this Easter weekend was my 55th soaring anniversary), we had young women in the club but they were mostly seen as prospective marriage candidates for the soaring bachelors. In the Foreword to the book "Naomi the Aviatrix" by Nick Thomas I quoted from several sources about attitudes toward women in the early days of aviation: "She had to overcome almost insurmountable odds to make a living in aviation as this field of occupation stayed a male domain for more than 150 years with arguments against women aviators like 'it is unknown what effect the change in air pressure has on female organs' or 'Women will never be as successful in aviation as men. They don't have the right nerves'.

This was then but even in our enlightened time women had to overcome male prejudice. When Doris Grove, a US and

President's Note



Your newly elected **WSPA Board Members** are off to a great start working on a variety of projects! Though we have been working on line together for 4 months, many of us have not met each other face to face yet. So we are looking forward to the upcoming WSPA Seminar at Chilhowee Gliderport July 3-7, 2017, when we'll all be there except for Elke from Germany. Elke had a conflict calendaring the WSPA Seminar and some other events in Germany. I hope you'll all plan to attend and meet your Board Members!

Since January, your **Treasurer, Alexis Latner** (TX), has been doing a terrific job of tracking and recording all the financial records. Having had the job of Treasurer for several years, I know what needs to be done, and I will continue to train and support her. Let's all be nice to her and send our dues in to her on time before our WSPA memberships expire on June 30th! I know that some of you are LIFE members or HONOARY members and will not need to send in dues, but many of you do need to mail your \$20 in or pay \$22 on line with PayPal. If you use Pay Pal, send it to treasurer@womensoaring.org.

Your **Secretary, Joan Burn** (DE), has been doing a wonderful job of documenting our Board discussions, decisions, and voting on line. Documenting group discussions on line is quite different than the typical "taking notes at a sit-down meeting," but she has risen to the challenge and has adapted to it quite well. Joan will be coming to the seminar with her husband Tim Burn, who has joined WSPA, also.

Your **Vice-President, Charlotte Taylor** (MO), has jumped right into her job as seminar coordinator with great enthusiasm! She and I have been working with **Sarah Arnold, owner of Chilhowee Gliderport**, and planning a fun and exciting seminar. Charlotte has also been working with our **Webmaster, Colleen Koenig** to update our Women Soaring Pilots Association webpage, www.womensoaring.org. Charlotte is an expert at organizing and brainstorming ideas!

Your **Director of Scholarships, Lora Lewis** (FL), has been focusing on our *Scholarship Process*, and she is now involved in updating the materials we use while we support our Scholarship Recipients. She will work hand in hand with Alexis setting up each individual scholarship recipient's funding process. Each scholarship is set up differently, and having Lora to help with this process is a blessing! We are looking forward to learning the names of the new scholarship winners while at the WSPA Seminar. Lora has also come up with a great new idea for supporting our scholarship recipients! Each recipient will be

World Record holding glider pilot and the first woman to fly past the 1000 km mark in a glider, approached a flight instructor during the mid 70es with the request of instructions, she was rebuked with “ *I don’t teach women to fly.*” In the past women, although being national champions in their own countries where they competed aside the men on the national level, were denied a berth on the National Team (UK, Australia and Germany) and thus from participation in World Championships.

This attitude obviously left a deep (maybe even unconscious) inferiority complex to the point that I hear often “I can’t do THAT”. This is especially true for women in the US.

Recently, Irit Abramovitch , WSPA member from Israel, pointed me to a web page called FLY like a GIRL, where I found the following quote: “*A recent story in Science Magazine found that young girls are less likely to think their own gender is smart. In order to change that narrative it is crucial that girls and women see people like themselves achieving great things in their fields.*”

<https://www.indiegogo.com/projects/fly-like-a-girl-documentary-film-women#/>

Once these young women find the confidence in their abilities amongst other women (My heroine was a famous woman aviator) they find the confidence to move on to gender neutral contests. But you still have to look through a magnifying glass to find them. Just look at the monthly badge column in SOARING: most of the months no women are listed at all. Or when they show up one usually finds them under A,B, C, badges. When was the last time a female record or higher achievement badges were listed there? When was the last woman elected to the US Soaring Hall of Fame. (2003) or awarded the Lilienthal Medal of Gliding, highest recognition world wide (1999 – only 5 women ever received this prestigious award) ? Last year nobody was nominated for the Majewska Medal, the highest international award for a woman. Sabrina Jack-intell’s Women’s World Altitude Record is standing since 1979. On a much smaller scale, my own VA Altitude State Record stood unbroken for 11 years and has been only broken twice, the last time in the late 90es.

In my early soaring career I didn’t see any reason, why women had their own contests or record listings. But I have changed my mind. I have never done any heroic things but I made it my mission to encourage women, mainly young women to give aviation, especially soaring a serious try.

There’s an emerging group of young women across the globe and internet (Instagram) “getting high”. For all intents and purposes, it seems fair to call this fleet the Fly Girls of Instagram. So far it seems that only power pilots have joined this group. YOU CAN CHANGE THAT

So go out in the world (gliderports) and toot your horn and encourage the women to fly.

Frauke

Correction

The 2017 Hexentreffen in Germany was organized by Sabine Theis and not as mentioned by Anette Weidler

working with a WSPA Mentor, who will serve as a big sister to her, encourage her to achieve her goals, and to give her some ideas and answers when she needs help. Please consider signing up as a **WSPA Mentor**. You don’t have to live near her to do it. It can be done via phone calls and Emails. You’ll hear more about this new program at the Seminar and in “Hangar Soaring.”

Your **Director of Membership, Laura Radigan** (FL), has been working on printing new WSPA banners, brochures, business cards, and flyers. She has already set up a WSPA booth at the recent “Sun N Fun” in Orlando, FL, where she handed out WSPA flyers, membership apps, and brochures. She attracted a lot of attention by showing off her own impressive aerobatic glider that she will be flying in the Senior Championships. Laura’s enthusiasm is contagious! Laura, hurry up and retire from NASA so we can have you all the time! J

Your **International Director, Elke Fuglsang-Petersen** (Germany), is a huge blessing to our organization! Most of you have seen her work, as she writes about WSPA and is published in **Soaring Magazine** and other journals around Europe and other overseas countries. Elke is proficient in English and German, and she has help spread the word about WSPA all over Europe through her writings and her live presentations to various groups and glider clubs. Elke, husband, and kids lived in Colorado for a time, and while she was here, she won our coveted WSPA **Anne Morrow Lindbergh Challenge Trophy**, which is given to the WSPA Member with the longest Cross-Country Flight in the US, a handicapped contest that any WSPA member could win in any type of glider. There’s more information on how to win the ALM Trophy on our website.

I would also like to mention the extremely important work that is done by three very dedicated volunteers, **Your Newsletter Editor, Frauke Elber** (VA), **Your Scholarship Chair, Phyllis Wells** (AZ), and **Your Webmaster, Colleen Koenig** (CO). These ladies are the “*glue that binds us together!*” Their dedication and commitment to WSPA has never wavered all the years of their membership in WSPA!

Your Directors are all unpaid volunteers, and all of them have a full time job. (Except for me; I am retired.) They give their valuable time to WSPA because they believe in what we do to help other women to achieve their goals in the sport of soaring. They may be asking for your assistance while working on projects. Please lend a hand and do what you can to help in some way. We all have talents and abilities that we can share!

We are now starting to re-organize our WSPA Committees. What talents do you have that you could share with WSPA to make our association better and stronger??? Several of you have mentioned to me before that you would like to help in some small way, so now is the time to sign up! Please look at our list of committees (on page 5) and if you see one that you’d like to be part of, Email me at president@womensoaring.org.

Thanks for your support, memberships, gift of memberships, donations to scholarships, and the giving of your time and talents! I hope to see you at seminar!

Your President, Mary Rust (CA)

(Continued on page 5)

Next Hangar Soaring Deadline: Jul.31, 2017

Welcome New Members	Virginia Gallenberger, FL
Vanessa Aaron, OR	Katie Taylor, GA
Sue Eaves, ONT, Canada	Valerie Yellam, AL
Emma Hall	
Chris Larson, MI	



Chris Larson writes:

I have been fascinated by aircraft since I was knee-high to a grasshopper. My dad loves airplanes, and he made a habit of visiting airports even when he had his two little girls with him. One of my earliest aviation memories is turning around a corner at an airfield and discovering a great big noisy aircraft lifting off, turning around, and settling right back down into place. I wanted to be a pilot... but the flight of small planes like Cessnas just couldn't compare to the swooping flight of the ag planes I saw in the fields around us, much less the aerobatic flights at airshows. Military flight was out of reach, so I shelved my dream of flight and pursued another. Years later, a stroke of fortune landed me in a glider for my birthday... and that childhood dream roared into reality. Passionate dedication garnered a private pilot-glider license before another year went by.

I have been soaring for almost a year. In that time, I've glided over the Rocky Mountains in British Columbia, flew A & B badge flights before even scheduling my checkride, and have learned to fly hammerheads, wingovers, loops, aileron rolls, and inverted (!). I've met airport operators, pilot-owners of charter businesses and glider operations, ATPs flying their beloved biplanes and gliders, fellow students, and more CFIs than I can count. I've flown colleagues, friends, and family, and hosted a soaring party. Most magical of all, my passion has inspired one of my friends to take up his dream of motorcycle racing and another to pursue his hopes of becoming an air transport pilot. I love the community of people I've met so far, and the joy in flight we all share; I can only imagine that more wonderful people and experiences lie ahead.

Virginia Gallenberger sent the following introduction

"To sleep, perchance to dream..." As a young girl, I would dream of being a Stewardess and the adventure of traveling all over the world. This was the late 1950s and early 1960s, the age of glory and wonder for the airline industry. However, in 1960 my neighbor, a flight instructor, took me for a ride in his little yellow Piper Cub. Once airborne, he gave me the controls and I was flying! I was hooked and now my dreams were of being a pilot, a

real pilot. Not an easy task to start in the 1960s. There were very few women pilots and no women airline pilots, nor were there women flying in the military. But, stage one was set. I was going to fly!

"To grunt and sweat under a weary life..." March 31, 1961 marked the date of my first flying lesson at MKE airport, flying a Piper Colt. It was the date that launched a fifty-six year career of flying airplanes; and I was just a young girl, thirteen years of age. Persistence and patience produced a solo flight on my sixteenth birthday, a private pilot license on my seventeenth birthday and yet the future years sometimes seem a blur...

More ratings included Commercial Certificate, Multi-Engine Rating, Instrument Rating, Flight Instructor Ratings, and a position as a Designated Pilot Examiner; a College Degree, then on to an Airline Transport Pilot Certificate and many Jet Type Ratings. And of course, a Flight Engineer - Turbojet, and for fun - Sea Plane Ratings SE/ME.

The jobs were exciting as well - Flight Instructor, Charter Pilot, Corporate Pilot, Regional Captain, Major Airlines (Pan Am and Delta Airlines). The many ocean crossings, the foreign lands, the all-night flights, criss-crossing the globe and our great country. The numerous Check Rides and constant training on newer and bigger airplanes became a weary life of sweat and hard work. But what a life it was. I would not trade it for anything!

"And enterprises of great pitch and moment..." But now time has come full circle in my life. I am back where I started. In 1963, as a student pilot, I worked in the office of the local airport to pay for my flying lessons. Now, the year 2016, I work in the office of the local glider port to pay for my glider lessons and learn a whole new part of flying that I have not known before - Soaring. I am learning to sail the great oceans of air that have eluded me thus far; to be able to hear the wind and feel the mighty lift from clouds that offer the gift of flight. The Art of Soaring is a whole new world, and a great new adventure that this old gal of 70 years has found and now dreams of. To pitch up and seize the moment; it is there for all of us who dare to dream, perchance to fly!

So now the sweat and hard work continues, with more lessons and new tasks to learn for the Commercial Add-on and perhaps the CFI-G rating...

My friend, Jan Driessen of fame at Truckee, has told me that soaring keeps him young and still flying at 81 years of age. I hope to have his endurance and energy; and I hope to meet the many fantastic women glider pilots who have contributed so much to soaring. My advice to the young glider pilot is to follow your dreams and never look back, for every day is a new adventure!

The quotes are from William Shakespeare's Hamlet, Act 3, scene 1, 55-87

In a follow-up e-mail Virginia wrote

As for me..I am approaching 70 years of age on my next birthday....Started flying in 1961, soloed in 1963 16th birthday, Private license in 1964 17th birthday and just kept going.

Did many years of Flight Instruction, Charter in the Bahamas, Cargo in Lear Jet and Falcons 20 aircraft. Became a BAC 1 -11 Captain for Florida Express, Corporate Pilot flying the DA-20 and DA-50 jets, then went to Pan American World Airways and

Delta AirLines where I finally retired in 2004....

Started flying gliders and still working on that but seem to get interruptions to my training....so it continues!!

I took my very first Glider flight when a young teenager in Wisconsin in a Schweizer....don't remember which one? so many years ago. Hope to get the Commercial add-on and possibly CFI-G in the future...



Virginia Gallenberger receiving the FFA Wright Brothers' Master Pilot Award

Left to Right - Mr Robert Jex, FAA FPM Olando; Kathleen Royer, retired UAL; Virginia Gallenberger retired Delta Airlines; M. Lynn O'Donnell, retired UAL; and Ms. Dianne Frohn, Manager of the Orlando FSDO... Thanks to the FAA for a wonderful Ceremony.

55 years in soaring by Frauke Elber

On April 12, 2017, I looked back on 55 years in soaring. When I took that first flight (see story in the February 2016 Hangar Soaring) I had no idea I would last that long in the sport. Although I had to give up the actually flying 9 years ago, I stayed active in our club an in the WSPA. I had all my training on the winch in 1962 Later that summer I soloed and by November I had my license. Here is the story of my first solo flight.

My first solo

I knew that day was in the near future. I was apprehensive about it and didn't believe I was ready. But I left it to the discretion of my instructor. I had more than 50 dual flights at the time and automatically responded to the commands I always got from the back seat. And then, another ordinary day at the gliderport; I had done a couple of flights with the instructor already and thought I was done for the day, when he ordered me back into cockpit of the glider. What did I do wrong on the previous flights? So, I got ready for another flight. I put the parachute on, tighten the seat belts, checked all the controls and the settings of the instruments. Then waited for the instructor to climb in the back seat going through the same procedures and then give the ready sign for take-off. I heard the clicking of the seatbelts but to my horror, the back canopy was closed from the outside, -I had already closed the front-. The long steel

cable started to tighten and the glider began to move. While checking my surrounding outside one more time, I noticed my instructor standing on the ground giving me the thumbs up. Well, I pretended he was behind me and I started screaming the commands I usually got from the back seat to myself. I "followed" the commands to a T; letting the Ka7 climb in itself up to 150 ft and then pulled the control stick hart back. Climbing rapidly into the blue yonder, I released the tow cable when I reached the zenith of the tow. For the first time I was all by myself in about 900 ft altitude. I flew the landing pattern as taught with the entry point at about 500 ft, checked that my proposed landing site was clear and free of obstacles and people and turned into my final approach, the most critical phase of the flight. I hollered my phantom instructor's commands "pick up speed, keep speed, flare, flare, flare..." so loudly that the people on the ground could hear me. Touch down and roll-out went without a glitch. I had done it! I flew solo for the first time. With the instructor's entry of my successful solo in my logbook and an officially signed and stamped (the Germans love their stamps) piece of paper I was now permitted to fly solo under the supervision of an instructor on the ground. It took many more flights and class room work until I got my government issued pilot license that allowed me to fly passengers. One of my passengers was so impressed, he married me.



During my first soaring season: Photo-op in Delphin, a plane of which only two were built I never flew that plane

This story was published under the title "No Ordinary Day" in the March 2017 issue of the on-line magazine Aviatrrix Aerograms. The month before the story of my first flight also appeared in the same magazine

(Continued from page 3 President's Note)

Committees:

- | | |
|----------------------------------|---------------------|
| 1. Awards | 7. Nominations |
| 2. Bylaws & Standing Rules | 8. Public Relations |
| 3. Communications & Publications | 9. Seminars |
| 4. Finance / Investment | 10. Records |
| 5. Fundraising | |
| 6. Membership | |

Introduction

Almost everybody in the aviation community is familiar with the name Hanna Reitsch, the great German aviatrix. The misinformed consider her a Hitler fan and believer in his Third Reich.

Yes, she advanced in her flying career through the sponsorship of Nazi greats. Although she believed in the system, she was never a member of the party. Her only aim was the advancement of her flying career. Yes, she was naïve and didn't realize that she was used for propaganda purpose nor did she believe in the atrocities she heard about (many Germans didn't believe it until they saw after the war what had happened). Many others from the aviation field did exactly what she did, they were research and test pilots. Several had distinguished aviation careers in this country after the war (Rudi Opitz, Joachim Kuettnner, Wernherr von Braun just to name a few). None of them underwent so much scrutiny and harassment as did Hanna Reitsch.

There was another famous, German aviatrix whose name in the US (and Germany) is almost unknown.. I had never heard about her, until a few years ago when I got Evelyn Zegenhagen's book "Schneidige Deutsche Mädels", Fliegerinnen zwischen 1918 und 1945 ("Dashing German Girls" women pilots between 1918 and 1945). In this book I came across the name Melitta Schiller and the fact that in 1920 she probably became the first female signing up at a gliding school, making her so far the earliest documented woman glider pilot. That awoke my curiosity and I set out to learn more about this woman.



Her name is Melitta Schiller. She was born on January 9, 1903, a daughter of a Jewish Civil Engineer who early in his youth had converted to Protestantism. The family had settled in Hirschberg, Silesia (today part of Poland), an early paradise for the fledgling soaring movement. (Hanna Reitsch, Wolf Hirth, Wernherr von Braun and Joachim Kuettnner lived and flew there. It was there that the first wave flights were made.)

In 1922 Melitta registered as a student with the engineering department of the Technical University of Munich where she studied math, physics and engineering specializing in aeronautical engineering! She graduated cum laude in 1927.

Her first job was with the DVL an aeronautical research facility four years older than its American counterpart (German equivalent of NACA/NASA –and also this writer's first employer). Because of her Jewish ancestry, she lost that job in 1936 and found work in the private aircraft industry where she developed steering systems for flying boats. From 1935 through 1937 she took instrument and bad weather flying courses. In 1937 she married ancient history historian Alexander Schenk Graf (Count) von Stauffenberg. This family connection led to her untimely death in 1945.

Also in 1937, she received the honorary title "Flugkapitän" (flight captain), a title that was only bestowed on test pilots. (She and Hanna Reitsch became the only two women test pilots with that title). She earned licenses for all classes of airplanes, including

Famous Women Pilots

Melitta Schiller

1903-1945

By

Frauke Elber

gliders and an aerobatic endorsement.

At the beginning of WWII, she was drafted as a test pilot for the German Luftwaffe (Air Force) at the Luftwaffe research station. She did dive bombing research

on the Ju-87 (Stuka) and Heinkel

He-118. She flew up to 15 missions/day accumulating over 900 dives from 15 000ft between October 1939 and February 1942

In 1943 she was awarded the Iron Cross, after being attacked by enemy planes. By the end of that year she had flown 2000 bombing tests and was awarded the Military Flier's Badge in Gold with Diamonds.

In July 1944 an attempt on Hitler's life was unsuccessful. Melitta's brother-in-law was the main figure in this plot. He and one of his brothers were arrested and hanged. The rest of the family, including Melitta and her husband and other relatives were arrested and sent to concentration camps. The children of these families were sent to a camp in Bad Sachsa.

Because of Melitta's importance to the war industry she was



released after 6 weeks imprisonment. Wherever she could, she took any opportunity to locate and visit the rest of the family and supported its members. One of then youngsters, Franz Ludwig, later recalled: "She was a flyer, a pilot, which was not that common a profession for a woman to have at that time. She was not merely an adventurer, but she also was an engineer and had invented a number of quite important gadgets for night flying. (She developed a special night landing instrument supposed to avoid crash landings which proved to be successful in operation). Now Göring (the head the Luftwaffe and WWI flying ace) was an extraordinary personality, with the most peculiar aspects, and you can hardly understand how Hitler even tolerated him. Well, he was a grotesque type of man. Around him, there was a very special core of people all attached to flying, with a kind of team spirit and camaraderie - not necessarily Nazis. Quite a few found a way to live near him and without becoming too infected with Nazi ideology. Some of them had nothing in common with National Socialism, but they were avid flying enthusiasts".

On April 8, 1945, one month before the end of WWII, on a flight south in an unarmed Bücker 181 "Bestmann" –probably on a mission to visit her husband and other relatives-, Melitta Schenk

Gräfin (Countess) von Stauffenberg née Schiller was shot down by an American fighter near Strasskirchen, Bavaria. She crash landed the plane but died from a bullet wound 2 hours later. (different sources attribute her death to different causes of her being shot down)

Sources:

Evelyn Zegenhagen: "Schneidige Deutsche Mädel", Fliegerinnen zwischen 1918 und 1945. Wallenstein Verlag, Göttingen 2007, ISBN 978-3-8353-0179-5 pg 355

Wikipedia https://en.wikipedia.org/wiki/Melitta_Schenk_Gr%C3%A4fin_von_Stauffenberg

"Germany's 'other' WWII female test pilot, Melitta Schiller, Gräfin (Countess) von Stauffenberg
<http://falkeeins.blogspot.com/2012/09/germanys-other-wwii-female-test-pilot.html>

A Woman Pilot, Melitta Schiller
<http://home.earthlink.net/~earthmath17/melitta.htm>



Ju-87 (Stuka)

100 year old woman celebrates her 100th birthday by being at the controls again

(Excerpts from "The Mail on Sunday" by Sarah Oliver, Feb. 5, 2017).



Mary Ellis, a former member of ATA (Air Transport Auxiliary, the British equivalent of the US WASPs- actually the first American women trained with this group) flew more than 50 airplane types during WWII amongst them Wellington Bombers and Spitfires. On her 100th birthday she was on the control of a Spitfire again tearing through the skies above the South Coast of England once more. As a special tribute and surprise, a Spitfire (MV154) she actually had flown and which was brought over by its present owner from Germany, joined the flight. She had delivered this plane on Sept. 15, 1944 and it bore a secret: she had signed the cockpit with her maiden name Wilkins and the initials ATA. She logged over 1000 flights as First Officer with ATA.

"Wizard, wizard" yelled the delighted centenarian over the

intercom.

"It was dangerous work" she said. Sometimes they had to move battle damaged planes that officially were grounded but had to be taken for repair.

Mary, -who to this day needs no glasses, no walking cane- was one of the last six women serving in the ATA when it disbanded after the war.

After the war she flew as a civilian pilot and became managing director of Sandown Airport on the Isle of Wight. She was widowed in 2009 after 48 years of marriage.

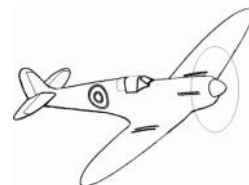
Ed. note: famous British women gliderpilots Ann Welch (Happy to Fly, an autobiography) and Naomi Maxwell (Naomi the Aviatix by Nick Thomas) were also ATA pilots during the Second World War



Mary Ellis in the back seat of a Spitfire with a Spitfire she actually flew on her wings



Mary Ellis toasted a glass of champagne with her co-pilot Matt Jones, managing director of Boulton Flight Academy who made the flight possible



Winter Soaring ... in Arizona! By Elaine Ernewein London Soaring Club, Ontario, Canada

This winter, with the cold winds blowing and the snow piling up in Ontario, we decided to visit our friends who were vacationing and hiking in Sierra Vista, Arizona. Since both my husband and I are glider pilots, I decided to network with our WSPA membership to see if we could get soaring while we were down south. I was very impressed with the quick response from many of our members and was able to make plans to glide at two locations in Arizona.

Chuck Schroll was one of the WSPA members who reached out. He flew as a CFG at the Tucson Soaring Club. WSPA held our seminar there in 2011. Although we had to dodge a few rain showers, Chuck managed to get us up into the air a few times that week. As Canadians, soaring in the winter for us was TERRIFIC! Because of the time of year and the weather, I was not able to practice my new ridge soaring skills acquired in Varese, but hunting for thermals was still a lot of fun. Chuck informed me that he will be helping out at this year's WSPA seminar in Tennessee and so I am looking forward to flying with him again.

While we were talking to Chuck we found out that a guy who had the hangar across from his at Ryan airfield, owned the same type of vintage biplane as my husband. Arrangements were made and my husband was very please to meet Pete Cafarelli who also owns a Bücker Jungmann. My husband, Larry uses his biplane for aerobatic competitions and so they had much to talk about.

Through the WSPA network, Jason Stephens from Arizona Soaring also reached out.

Jason is a USA unlimited aerobatic glider pilot champion and since our trip was to take place just after my husbands birthday, I knew that I had found the perfect birthday gift. I arranged for Jason to give my husband a few aerobatic gliding lessons. Jason provided great pre-flight lessons and followed with aerobatic flights for my husband in the MDM-1 Fox. Larry enjoyed his flights and now has a greater appreciation for glider aerobatics and energy management...but prefers having the powerhouse up front to pull him

Our nice trip to Arizona turned into a fabulous vacation. I appreciated all the helpful suggestions and comments that were forwarded to me from all over the world through our WSPA network.

In Canada, soaring season has begun. Wishing all of you a great soaring season!



Chuck Schroll, (back), Larry Ernewein (front)

Winter Soaring...in Namibia, West Africa

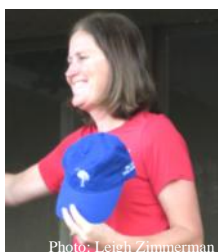
Margot Aquaderni, Italy (left front) and Andrea Abt, Germany (right front) escaped the European winter weather for a short time to fly in Bitterwasser, Namibia. Andrea reported about that adventure in "Gliding International". The picture here shown was the lead into the article.



Fast Track Learn from the best in Namibia

This and That

Check the Front page of the May issue of SOARING magazine . It features a spectacular aerobatic maneuver picture of and by WSPA Board member **Laura Radigan**.



Sarah Arnold won the Sportsclass Region 5 North contest. Her daily standings were: day 1: 5th, day 2: 1, day 3:1, day 4:1 Her husband Jason finished 4th). Later this month, Sarah will be flying in the Women's World Championships in the Czech Republic. Good luck Sarah.

(In 2013 Sarah was awarded the SSA Exceptional Achievement Award with the following citation:

SSA Exceptional Achievement Award

Sarah has numerous Tennessee state records, has participated in two World Championships, with a Bronze medal in France. She has accumulated over 2200 hours of glider time, and holds many ratings. Often she will tow, then hop in a sailplane and compete in regional contests. She became the youngest owner/operator of a commercial gliderport and has shared the joy of soaring with many people.

Sarah will host the 2017 WSPA seminar

(Continued on page 10)

Sad News for prospective Women Pilots

For many years WSPA supported the Eileen Collins Aerospace Camp for girls. The camps were conducted by the National Soaring Museum. In February, Mary Rust received the following letter

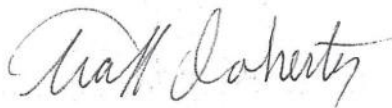
Dear Mary,

I would to thank you for your past support of our Eileen Collins Aerospace Camp. It has been an excellent program for the better part of 20 years. More recently, however, we have been experiencing problems attracting properly motivated children in sufficient numbers for the camp to function effectively. Disinterest, and its close cousin, discipline, have become issues to the extent that our staff has not been able to ensure that the campers will have a safe and enjoyable experience.

With this in mind, we are placing a moratorium on our camp(s) for 2017. We will be performing a thorough review of all aspects regarding this very involved (and expensive) program. If we decide that continuing these camps in the future will serve the best interests of the museum, we will be sure to let you know.

Thank you again for your past support.

Sincerely yours,



Trafford L-M. Doherty
Executive Director

Shattered Dream



Early in April Katherine "Kat" Welch (17) came to Garner Gliderport (home of TSS in Eastern VA) to give soaring a try. Her parents had bought a FAST ride for her. At that time the TSF scholarship program was open for applications and Kat immediately applied. A week later she took a flight with instructor Scott Gross

(shown in the picture).

Shortly after I received the following e-mail: "BTW I did not receive the scholarship. I will see you on the flight line when I have earned enough Money to pay for the flights".

I pointed her to WSPA and its scholarships and also sent her a list with money available through different organizations. She is a member of the CAP and I hope she will soon be a student in our club.

A POH cannot be read too many times.

What is the point? (From the BRSS newsletter Ups & Downs)

Each member of the club has (or should have) in their possession a copy of the Pilot Operating Handbook for each aircraft they operate. For the most part, POH's are simple documents with a mix of technical specifications as to weight and speeds and practical information about pre-flight and operation procedures. We study the POH before a check out or a check ride, but other than those times, tend to ignore the book. It is a safe bet, though, that every time you re-read the POH for the aircraft you operate, you will pick up on one fact or procedure that you had forgotten or that didn't make an impression the first time around. Before you fly again and before your club check flight, read the POH: the more you understand about the aircraft you fly, the higher the probability of Happy Landings

(Continued from page 8)

On July 21, 2016 **Vanessa Aaron** flew her Gold altitude flight to an altitude of 16020 ft (altitude gain 10667 ft). This flight also qualified for a feminine State Altitude Record for Oregon. Vanessa is presently serving as the SSA State Governor for Oregon and Record Keeper.

Elaine Ernewein had an article about the 2016 WSPA seminar published in "Free Flight" the official magazine of Canadian Soaring.

Andrea Abt wrote about her and Margot Aquaderni's flying in Namibia in "Gliding International)

Frauke Elber had articles published in the February and March 2017 issue of online magazine Aviatrix Aerogram

Woman sets US record (recorded in DP April 25, 2017)

"Astronaut **Peggy Whitson** set a national record of 534 days, 2 hours and 48 minutes for the most accumulated time in Space. Whitson already was the world's most experienced spacewoman and female spacewalker and at 57, the oldest woman in space. Whitson is also the first woman to command the Space Station twice and the only woman to have led NASA's astronaut corps."

Ed. note Hopefully this will inspire some of our young members to set their goals high. (Two women were my inspiration to study Chemistry and learn to fly gliders: Marie Curie and Hanna Reitsch)

The "Remote" SSA Instructor Bronze Badge Process

by the Soaring Safety Foundation Chair Richard Carlson

The Soaring Society of America ABC/Bronze Badge program can be the cornerstone of an advanced glider training program. The badge program provides obtainable goals and challenges for students and newly rated glider pilots. By following this program pilots can develop the skills and knowledge to start on the path to safe and fun cross-country soaring. The SSA Badge program also helps pilots who fly locally build and maintain the skills and knowledge needed to enjoy those local flights.

The SSA Badge program is run on a grass-roots basis with the SSA setting the overall program direction and the Soaring Safety Foundation (SSF) providing oversight and guidance to the local flight instructors. It is the local flight instructor, specifically the designated SSA Instructor (SSAI), who mentors the local students and pilots, ensuring that they meet the training, written test and flight requirements of the SSA ABC/Bronze Badge program and awarding the badges as appropriate.

Since the SSAI will be teaching cross-country skills, it has been determined that the SSAI must demonstrate some of these skills. This is accomplished by earning a SSA Bronze badge or FAI badge (silver, gold, diamond.)

See the entire article in the February 2017 Soaring magazine.

Pam Gradin from Nutmeg Soaring sent the following flier

NUTMEG SOARING ASSOCIATION

JUNE 10, 2017
9am - 2pm

ANNUAL OPEN HOUSE & FLY-IN



RAINDATE:
JUNE 11, 2017

www.NutmegSoaring.org
518-253-4859 or 518-441-4236

WHERE
Freehold Airport (115)
Rte. 67, Freehold, NY
1 mile west of Rt. 32

FEATURING

- Free Coffee & Donut for Early-Bird arrivals
- See gliders and planes on display
- Drawing for Free glider ride (age 18+)
- Activities for kids
- Food & drink for purchase by Civil Air Patrol
- Music by *Pilot John*
- Free glider ride for oldest plane flying in
- Glider rides for purchase
- Soak in the beauty of the Catskills

POWER-PILOTS

- Learn how to get your glider add-on!

MISC. INFO.

- No Fuel
- UNICOM 122.85
- Walk, Drive or Fly In



Tranquility Base.
(view from the porch at Chilhowee gliderport)

It's Almost Here: Our 2017 Women Soaring Seminar at Chilhowee Gliderport, Tennessee, July 3rd to July 7th

Our WSPA Annual Soaring Seminar will be held this year in first week of July at Chilhowee Gliderport, Tennessee, and WSPA is all ready for you to finalize your plans and join us. It looks to be a great event. Details of the Seminar schedule and a registration form are posted on our web page, along with information on getting there, local lodging options, and things to include in your suitcase.

<http://www.womensoaring.org/?p=seminar>

You may register for the seminar any way you like, from all-electronic on the web page to sending an old-fashioned paper and check through the mail, and feel free to contact me directly if you need the registration materials sent to you another way. We do need everyone to register, so we can keep track of you and, equally important, so we can keep track of your flying goals and plans and make sure they get included on the schedule.

This year's Seminar has a nice variety of gliders available and some great stuff planned. Additionally, Chilhowee is a special venue for us because it is owned and run by a woman soaring pilot. Since the early 1970's Chilhowee Gliderport has offered glider rides, instruction, and towing. It is a great place to spend the day watching the beauty of soaring, hitching a glider ride, or heading out on a long cross-country flight through Appalachian Mountains. Chilhowee is a full service gliderport open year-round, and a soaring site rich in the natural scenic beauty of the eastern US mountains. It has thermal, ridge, and wave lift at different times of the year; summer is thermal season and we expect some good flying. More information is on the gliderport web page:

<http://www.chilhowee.com/>

All levels of flying will be available at the 2017 Seminar, from basic pre-solo instruction through checkrides, BFR's, and solo soaring, as well as ground school sessions and lots of opportunity to talk to other pilots (and maybe even jump in the back seat for a ride). And of course feel free to bring your own glider to fly that week. Lunch and dinner during the Seminar will be cooked and served right at the airport, except for the banquet Friday night, and the food is included in your registration fee. Everyone is expected to pitch in for one meal prep shift during the week; having all our meals right there at the airport turns out to give everyone maximum flying and ground school time, as well as being more economical for people.

Pilots new to this soaring site are expected to start their flying week with a field orientation flight. Even if it is the only thing you do at a Seminar at least take an orientation flight in a different part of the country. Your soaring world and skills will be substantially expanded just by this. one of the reasons we move the Seminar to a new site every year. Also don't forget we have several WSPA Scholarships available to support women pilots attending the Seminar.

The annual Soaring Seminar is our main WSPA club activity, and always ends up being an even better experience than you expected. There are various ways to reconnect with the excitement you found when you first started soaring, and spending a

week flying and networking with a group of motivated women pilots at the WSPA Seminar is one of the best ways I know to do that.

We are looking forward to a get-together this year, with some really good air and hangar flying, and hope you can join us! If you need more information feel free to contact me.

Charlotte Taylor, wspainfo@womensoaring.org



Chilhowee Gliderport is located between Etowa and Benton TN on Rt 411

35-13-35.264N / 084-35-05.758W

Coming from the North: I-75 S. Take exit 52 to Athens. In Athens take Rt 30 toward Etowa (Rt444) Follow Rt 411 S about 15 mls. Gliderport is on the right (big sign)

From the South: I-75 N to Exit 20 to Cleveland. In Cleveland take Rt. 40 to Rt. 411 N. Follow Rt 411 N through Benton about . Gliderport is on the right (big sign) a few miles North of Benton





Desert Rainstorm

(see this spectacular picture in color on line at www.womensoaring.org)

Hangar Soaring
10002 Old Denbigh Blvd. Apt. 206
Newport News VA 23602



First Class Mail